TAPPAN ZEE
CONSTRUCTORS, LLC

June 12, 2015 Ref: [redacted]

[redacted]
New NY Bridge Project
c/o Document Management Center
303 S. Broadway, 4th Floor
Tarrytown, NY 10591
Telephone: [redacted]

Re: Contract: TANY-12-18B/D214134

Subject: Phase II Access Channel Dredging Plan for Permit – 2015
NYSDEC Facility ID DEC ID 3-9903-00043/00012/13/14
East Sediment Mound #3 Dredging
Events 0267 and 0013.3

Dear [redacted]

Please find attached the Phase II Dredging Plan, revised for 2015, provided by our dredging subcontractor, Weeks Marine, Inc. (WMI), for dredging of the Project's "South Area" Access Channels and the "East Sediment Mound #3" Areas I & II in the Hudson River. Updates were made to the last version of the approved plan from 2013 to reflect the revised equipment and methods which will be used for Phase II and Mound #3 during the 2015 dredge season. This document supersedes the version previously transmitted via letter [redacted] on June 4, 2015 and incorporates comments provided by NYSTA via email on June 10, 2015.

Phase II dredging will be conducted by the WMI #506 30CY bucket dredge and the WMI #549 26CY bucket dredge, descriptions of which are included in the plan. Commencement of Dredging for Phase II is scheduled to begin on Saturday August 1, 2015 at 0600. Dredging will continue on a 24 hour basis, 7 days a week until completion of the work, prior to November 1, 2015. At the conclusion of dredging in the South Area, WMI will move equipment over to East Sediment Mound #3 and likewise dredge Areas I & II as set forth under plan Condition 35. Sediment Mound dredging is to be completed prior to November 1, 2015 as well. WMI intends to mobilize equipment on site and stage in position during the week preceding August 1.

TAPPAN ZEE
CONSTRUCTORS, LLC

Please submit the attached dredging plan to New York State Department of Environmental Conservation (NYSDEC) in accordance with Condition 19 of permit #3-9903-00043/00012/13/14 no later than June 16, 2015 in order to meet the 45 day advance notice requirement. Should you have any questions, please feel free to contact me at 914-789-3200.

Very truly yours,

[redacted]

Project Executive and Manager
Tappan Zee Constructors, LLC

[redacted]

INTRODUCTION:

The following Dredging Plan addresses conditions 20 thru 35 of the Dredging Section of the Permit referenced as NYDEC Facility ID DEC ID 3-9903-00043/00012/13/14.

In addition to the Permit listed above this Plan addresses compliance with the USACE Permit Number NAN-2012-00090-M7, the USCG Bridge Permit (3-13-1), and NMFS Biological Opinion for Activity NER-2014-11317.

Reference material used in preparing this document is contained in NYDEC Division of Water Technical and Operational Guidance Series 5.1.9, "In-Water and Riparian Management of Sediment and Dredged Material" dated November 2004 and the above referenced Permits.

DREDGING:

Condition 20

Dredging may be conducted from August 1 to November 1, only, in any calendar year.

At least 24 hours prior to the commencement of dredging Weeks Marine, Inc. will notify the USCG of the start of work, the expected completion date, the hours of the day the work will be performed, the names of the vessels on scene, the VHF radio channels the vessels will monitor, and the Project's 24/7 point of contact. This information will be faxed to [redacted] or mailed to:

USCG Commander
Activities New York (wob)
212 Coast Guard Drive
Staten Island, NY 10305

No less than 24 hours prior to commencement of dredging Weeks Marine, Inc. will inform the local waterway users of the start of the work using the "Local Notice to Mariners". Information about the dredging operations will be faxed to [redacted] or mailed to:

Commander (oan)
First Coast Guard District
408 Atlantic Avenue
Boston, MA 02111-3350

Prior to August 1, 2015 Weeks Marine, Inc. will coordinate with the TZC Environmental Point of Contact (EPOC). This will allow for water quality monitoring infrastructure to be in place prior to commencement of Phase II dredging.

Following a shut-down of dredging operations, Weeks Marine, Inc. will provide a two (2) hour notice to the TZC Environmental Compliance Team (ECT), The NYSTA, and NMFS certified

observers either through the TZC EPOC or designee, prior to resuming operations to allow the ECT time to deploy assets to collect the requisite water quality samples per the Water Quality Monitoring Program to remain in compliance with the Permit.

At 0600 on 08/01/2015, Weeks Marine, Inc. intends to commence dredging operations. Dredging will occur on a 24 hour basis, 7 days a week until all required material is dredged from the South Dredge Area located on the southeast side of the existing bridge. This area contains a combined 187,960 cys of required and allowable overdepth. The minimum production rate required to complete operations within this time frame is 2,043 cys per day.

At the completion of performing the work at the South Dredge Area, Weeks Marine, Inc. will perform dredging of Sediment Mound #3. This dredging will also occur on a 24 hour basis until all required material is removed. For additional details of Sediment Mound #3 Dredging refer to Condition #35 below.

This production rate will be achieved by committing one dredge at the site during the duration of the job, and an additional dredge plant to complete the sections under the existing bridge spans. The dredge that will be performing the majority of the work is capable of producing over 600 cys per run hour. The additional dredge plant for the under span work has a much shorter boom length allowing it to work under restricted air draft conditions. Weeks Marine, Inc. does not anticipate any factors that would not allow for completing the South Area Dredging within the allowed time frame. During the performance of the work Weeks Marine, Inc. intends to operate only one dredge at a time. The intended order of work is as follows:

1. South Dredge Area outside of the existing bridge footprint (Dredge 506)
2. Under existing bridge spans at South Dredge Area (Dredge 549)
3. Sediment Mound #3 (Dredge 549)

Additional equipment which will be brought to the site to maximize the rate at which the dredge area is completed is a Drag Barge. The Drag Barge will smooth the bottom profile in areas where the clamshell dredge has completed operations only.

This work will be conducted in a manner that the free navigation of the waterway is not unreasonably interfered with and the present navigational depths are not impaired. Timely notice of any and all events that may affect navigation shall be given to the District Commander during the performance of the work. Dredging methods will be employed to ensure that there is no increase in sedimentation and turbidity outside of the 500 ft mixing zone during the work.

At all times during performance of the work a copy of the USACE Permit will be kept upon all vessels engaged in dredging and transporting the dredged materials.

At all times during the performance of the work reasonable accommodations will be made to transport NMFS certified observers to and from all dredges to ensure that observer coverage is sufficient for 100% monitoring of dredging operations. Weeks Marine, Inc. understands that the monitoring coverage must involve the placement of a NMFS approved observer on board the

dredge for every day that dredging is occurring. Prior to the start of the work the NMFS approved observer liaison will be provided with a 24/7 point of contact associated with the dredging operation. Transport to the dredges will be coordinated through that point of contact.

Once aboard the dredges an area will be dedicated to allow the observers to safely view the bucket operations in a manner that does not impede normal production rates.

In addition to accommodations made for transport to the dredges, Weeks Marine, Inc. will make available all information and contacts for the NMFS certified observers to be present during disposal operations.

To handle any sturgeon that may be encountered during dredging operations, Weeks Marine, Inc. will have on board each operating dredge the following equipment (provided by the TZC ECT): 150 – gallon tank, submersible pump and hose, long – handled dip – net and a fish sling to facilitate recovery of any sturgeon for holding and processing per the Dredging and Pile Driving Monitoring Plan and Permit. In addition to the equipment provided by the TZC ECT, Weeks Marine, Inc. will provide a minimum 10cy dumpster at each operating dredge plant to place any sturgeon in that would need to be retrieved from a material scow by the dredge bucket.

Condition 21

This Permit authorizes no upland handling, transferring, storage, disposing or placing of dredged materials in New York State; any such activity will require approvals from the Department before dredging begins.

All material that is dredged from the site will be directly placed into sealed scows and shipped via tug to a permitted processing and or re-handling facility.

Processing Sites:

A minimum of [redacted]ortland cement will be utilized as the sole admixture for solidifying and stabilizing dredged material from the South Dredge Area and Sediment Mound #3 of the Project.

The addition of the Portland cement will take place in barge.

The final product of the processing method is a soil-like material suitable for structural fill or capping purposes.

The site proposed to be utilized for processing is.

Don Jon Marine Co., Inc.
Dredge Material Processing Facility
Berth 36
Port Newark, NJ

(In-barge processing and off-loading)

Off-loading Site (in-barge processed material):

At the in-barge processing facility each processed scow of dredge material will be allowed to cure for approximately 24 hours, or as needed, prior to offloading to provide better handling characteristics for the material, i.e. soil like versus thin mud.

At the Don Jon site the offloading will occur at both the processing site described above and the offloading site included below. The processed dredge material will either be placed into a stockpile and then into tri-axle trucks or loaded directly into tri-axle trucks for transport to the designated approved upland sites described further in this section.

Prior to exiting the facilities, each truck will have its tires and body washed down. This will prevent tracking of material onto public roadways. Each truck will receive a bill of lading. This bill of lading will be utilized at the landfill to record each truck received and its placement location site.

SIMS Metal Management NE
Offloading and Transfer Facility
Berth 30
Port Newark, NJ
(Don Jon Marine, Inc. in-barge processed material)

Upland Placement & Disposition Sites:

Material processed and offloaded at both the Don Jon Marine, Inc. site and the SIMS Metal Management NE site will be hauled by tri-axle truck to the sites listed below.

Prior to exiting either of the processing facilities, each truck will have its tires and body washed down. This will prevent tracking of material onto public roadways. Each truck will receive a bill of lading. This bill of lading will be utilized at the landfill to record each truck received and its placement location site.

The processed dredge material is proposed for upland disposal or beneficial use at two (2) sites in New Jersey. These sites are as follows:

Former National Lead Site
Sayreville Seaport Associates, L.P. ("SSA")
Sayreville, NJ

Industrial Land Reclaiming Inc. (IRL)
Nixon Lane
Edison, NJ

The two (2) facilities and sites listed above are included in the Acceptable Use Determination (AUD) application submitted to NJDEP on July 14, 2014 for the offloading, processing and disposal of dredged material from the New Tappan Zee Bridge Project, Tarrytown, NY.

Condition 22

Barge Overflow is prohibited.

Weeks Marine, Inc. understands that barge overflow is prohibited. All operators and crew members will be instructed of this prior to the start of dredging operations.

No barge overflow will be allowed during any part of the dredging cycle. All loaded scows will be shipped with adequate freeboard for the conditions at the time of shipment to allow for no barge overflow.

Weeks Marine, Inc. understands that no barge overflow is allowed for Class B or Class C material as per Table 3 of NYDES Division of Water Technical and Operational Guidance Series 5.1.9

Condition 23

Dredging must be conducted using a closed clamshell dredge. Drawings and specifications of the closed clamshell bucket and other dredging equipment, including specifications demonstrating that appropriate design considerations are incorporated in the equipment, must be provided to the Department at least 45 days before dredging related activities start.

Weeks Marine, Inc. will be utilizing the Cable Arm, Inc., and the McGinnis, Inc. closed clamshell buckets contained in Appendix C of this Document.

These closed clamshell buckets have a sealing system that minimizes the loss of material during transport through the water column. Any excessive loss of material from the buckets during the duration of the Project will be investigated and repaired.

Condition 24

The bucket must be lifted in a continuous motion through the water column and into the barge. Bucket decanting and loss of dredged material into the River during barge loading will be minimized to the maximum extent practicable.

Weeks Marine, Inc. will employ experienced operators that will have sufficient control over bucket depth, bucket closure, and bucket hoist speed during the duration of the work. Any malfunction of these controls will be reported immediately and corrected.

Condition 25

Dredging equipment must be operated in a manner that minimizes the re-suspension of sediments in the Hudson River. Dredging operations may not cause turbidity that results in a substantial visible contrast to the Hudson River outside of the 500 ft mixing zone as set forth in the Water Quality Monitoring Section of the Permit.

The closed clamshell buckets contained in Appendix C reduce the amount of suspended solids in the upper water column at the dredging location. The movement of the spuds on the dredge will be controlled in a fashion that will minimize turbidity.

The dredges will be equipped with the maximum sized buckets that can be installed on each. This will minimize the amount of suspended solids dispersed during dredging operations by reducing the number of "bites' needed to dredge at each particular site.

Monitoring for TSS (to cover whole water collections when taken) and substantial visible contrast (to cover conditions of turbidity in contrast to the ambient river turbidity) will be conducted as stated in the Water Quality Monitoring Plan. Results of the monitoring will be communicated to the dredge superintendent and adjustments or controls will be put into place if turbidity begins to encroach on the 500 ft mixing zone limit.

Condition 26

Best management practices include lowering the bucket to the level of the barge gunwales prior to release of the load and placing the dredged material in the barge in a controlled manner. Excessive loss of material from the bucket should be investigated and repaired. Bucket retrieval rates will be controlled to minimize turbidity.

Prior to starting the work all dredge operators will be instructed of best management practices (BMP's) which include lowering the bucket to the level of the barge combing prior to releasing the load and placing the dredge material in the barge in a controlled manner.

Bucket retrieval rates will be closely monitored.

Condition 27

If decanting of barges is necessary, a detailed plan must be submitted to the Department for approval before decanting may start.

Weeks Marine, Inc. will only decant loaded scows directly to the Hudson River during very limited instances. These instances will only occur when the loaded scows have been allowed to settle for 24 hours or greater and with prior notification to the Authority, NYSDEC, and TZC ECT. When this does occur the NMFS certified observer on the decant barge will be notified immediately and the scow number and reason for decant will be noted in the daily Quality Control Report. These instances will only occur at times when there are problems that are outside of Weeks Marine, Inc. reasonable control that hold a large number of barges at the site awaiting decant and the storage of these barges at the site becomes unworkable.

Weeks Marine, Inc. main method of decant will be to pump the water from the loaded scows into water holding barges that allow for settlement before decant to the Hudson River.

Decant water holding barges will be mobilized to the site. The loaded scows will have any excess water pumped off into the holding barges before they are shipped for disposal. The suction hose that is used for de-watering will be screened to minimize the passing of solids through to the holding barge. The suction hose will also be maneuvered and held in place by a crane in order to keep the intake screen in the pools of water and out of the dredge material.

The decant water holding barges will be certified as sealed and will have capacity for retaining decant water for well over 24 hours. These barges will also act as stake boats for loaded and unloaded scows to moor prior to towing.

The barges that are intended to be used are the Weeks 070 Barge, the Weeks 080 Barge, and the Weeks 074 Barge. The holding capacity of these barges is approximately 892,000 gallons of water. This capacity is estimated to accommodate 48 hours of dredging time.

Water from the holding barge will not be pumped back into the river until material has settled from the water column. As per anticipated Permit Conditions based on in barge testing that was completed during Phase I dredging, the water barges hold time for decant water will be set at 12 hours. When the water is pumped from the holding barge, it will be through a discharge hose that is submerged below the surface of the Hudson River to minimize turbidity. The suction hose of the dewatering pump will be secured so that the suction screen is above the floor of the holding barge. This will keep the screen in the water and out of the settled sediment on the floor of the barge.

Prior to commencing with decant operations, Weeks Marine, Inc. will provide a two (2) hour notice to the TZC Environmental Compliance Team (ECT), The NYSTA, and NMFS certified observers either through the TZC EPOC or a designee, to allow the ECT time to deploy assets to collect the requisite water quality samples per the Water Quality Monitoring Plan to remain in compliance with the Permit.

At the completion of dredging, and before demobilizing the decant water from all holding barges will be allowed to completely settle and as much water as practicable will be pumped back into the Hudson River. All decant water holding barges will be towed from the site to one of the processing facilities listed in Condition 21. The settled material will then be processed and disposed of as all of the other project dredge material was.

It is not anticipated that the settled material will inhibit capacity as to where the decant barges would need to be towed from site and emptied until the end of the job.

It is expected that the decant water barges will have ample capacity to allow settling time before it is pumped out. If a flocculent is needed to enhance settling the form "Water Treatment

Chemical Usage Notification Requirements for SPDES Permittee" will be submitted and approved by NYDEC prior to use.

De-watering of the holding barges will be conducted in a manner that precludes adding substantial suspended solids, turbidity or sheens of the receiving water body. During de-watering operations, great care shall be taken to avoid re-suspending or pumping previously settled sediment.

De-watering of the holding barges will be conducted in a manner that does not cause turbidity that result in a substantial visible contrast to the Hudson River outside of the 500 ft mixing zone as set forth in the Water Quality Monitoring section of the Permit. In the event that this requirement is exceeded, the Department will be notified immediately and corrections will be made to control this.

Condition 28

All side slopes of the dredged channel will have a maximum [redacted] slope.

Dredging will only occur between the bottom toe lines of the dredge template. The intent of this project is to clear the pilot channel to the permitted lines and grades shown in the Project Drawings. These lines and grades call for a [redacted] ft channel with [redacted] ft of allowable overdepth and [redacted] maximum side slopes. At all times each dredge will be equipped with real time positioning and computer guidance, allowing the operator to know the location of the dredge and the bucket relative to the dredge cut.

In order to smooth the bottom of the dredged Areas a drag barge will be utilized.

Prior to commencing with drag barge operations, Weeks Marine, Inc. will provide a two (2) hour notice to the TZC Environmental Compliance Team (ECT), The NYSTA, and NMFS certified observers either through the TZC EPOC or a designee, to allow the ECT time to deploy assets to collect the requisite water quality samples per the Water Quality Monitoring Plan to remain in compliance with the Permit.

Daily hydrographic surveys will be conducted behind all dredges to monitor the finished cut and confirm that the dredges are digging to the permitted lines and grades of the Project Drawings.

Condition 29

The Permittee will monitor the sedimentation rate within the Piermont Marsh, prior to and during dredging operations. A plan detailing the procedures the Permittee will employ for this task must be submitted to the Department no less than 60 days before dredging starts.

This condition is not applicable to Weeks Marine, Inc.'s scope of work. It is being addressed under separate cover by others.

Condition 30

All sediment transporting barges must be inspected and certified as properly sealed.

Before any scow arrives at the dredging site it will be thoroughly inspected and certified as sealed. Inspection sheets and certifications will be made available to the Department on request. Any leaks or damage that occurs to the scows during operations will be repaired immediately. These damaged scows will be pulled from use until proper repairs are made. After the repairs are made the scow will be re-inspected, and then re-certified for use.

Condition 31

Loss of material during transport is prohibited.

The material will be loaded into the scows to a point that allows enough freeboard around the edges and below the combing for movement of the scow during transport. The dredge operators will be instructed to switch out scows before they are filled to a point where sudden movements will cause material to spill over the combing of the barge during transport operations.

Condition 32

If material is transferred between barges, measures must be implemented to minimize the potential for discharge to the river, as described in the FEIS.

Weeks Marine, Inc. does not intend to transfer material between barges in executing this work.

Condition 33

Sidecasting of dredged sediment is prohibited.

Weeks Marine, Inc. understands that side casting of dredged material at the dredge site is prohibited and does not intend to execute the work at the dredge site in this manner.

Condition 34

By January 30 following every calendar year in which dredging has occurred the Permittee must submit to the Department a Dredging Report specifying the location and amount of sediments dredged and deposited either upland or at the HARS.

Weeks Marine, Inc. understands that no material removed from the South dredging Area and Sediment Mound #3 of the Project site will go to the HARS.

Each scow that is loaded will be logged as shipped, and then logged at its unloading point. This Report will be updated daily. Examples of these Reports are included in Appendix E.

A Final Report will be generated stating where the final deposition point is for all material removed during the contract.

The Final Report will be submitted to the Department before January 30 of the following calendar year.

In addition to the NYDEC reporting requirements a report that summarizes dredging operations will be issued and made available to NMFS by December 31, 2015. This report will include information on the dates of dredging, the volume of material removed, the number of trips to the disposal sites, and copies of the NMFS approved observer reports.

Condition 35

The top three feet of East Sediment Mound #3 near the existing bridge must be removed.

Weeks Marine, Inc. will perform this work to the lines and grades as established in the drawings prepared by Tappan Zee Constructors, LLC and included in Appendix F.

All equipment means, and methods used for dredging East Sediment Mound #3 will be as stated in this plan. Performance of this work will meet Conditions 20 thru 34 of the Permit as is described in this Plan.

The dredging and completion of this work will occur at the conclusion of the South Area Dredging and before 10/31/2015. Weeks Marine, Inc. will be positioned and dredging at each of the Sediment Mound #3 Dredge Areas for approximately 24 hours each.

Dredging at Area I of Sediment Mound #3 requires 255 cys with 85 cys of allowable overdepth. Required grade is -25.0 ft MLLW with allowable overdepth to -26.0 ft MLLW. A minimal production rate of 14.6 cys per hour will allow this area to be dredged in 24 hours. This Area is just south of the Existing Bridge Main Span Pier #178.

Dredging at Area II of Sediment Mound #3 requires 590 cys with 187 cys of allowable overdepth. Required grade is -22.0 ft MLLW with allowable overdepth to -23.0 ft MLLW. A minimal production rate of 32.4 cys per hour will allow this area to be dredged in 24 hours. Weeks Marine, Inc. understands that dredging of this Area will need to be coordinated with construction activities occurring at the New Bridge Main Span Pier #33. The dredge Area is located between New Main Span Pier #33 and Existing Main Span Pier #178.

APPENDIX A
DREDGE SITE PLAN

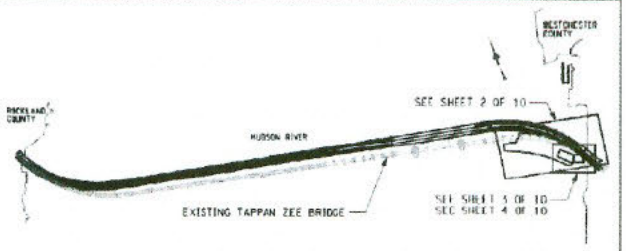
NEW YORK STATE THRUWAY AUTHORITY

STAGE II DREDGING PERMITTING PLAN
FOR
THE NEW NY BRIDGE

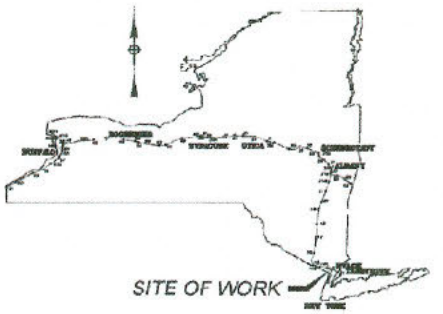
LIST OF SHEETS

SHEET NO.	SHEET TITLE
1 OF 10	COVER SHEET
2 OF 10	OVERALL DREDGE PLAN
3 OF 10	ACCESS EXTENSION DREDGING PLAN
4 OF 10	DREDGING PLAN
5 OF 10	DREDGE PROFILE 1 (SHEET 1 OF 2)
6 OF 10	DREDGE PROFILE 1 (SHEET 2 OF 2)
7 OF 10	DREDGE PROFILE 2
8 OF 10	DREDGE CROSS SECTIONS A & B
9 OF 10	DREDGE CROSS SECTIONS C & D
10 OF 10	DREDGE CROSS SECTIONS E & F

DREDGING KEY PLAN



LOCATION MAP



HYDROGRAPHIC NOTES

NOTES:

1. SURVEY INFORMATION BASED UPON HYDROGRAPHIC SURVEY PERFORMED BY ROGERS SURVEYING INC. IN SEPTEMBER 2013.
2. HORIZONTAL DATUM REFERS TO [redacted]
3. VERTICAL DATUM REFERS TO [redacted]
4. EASTERN EDGE OF THE TARRYTOWN HARBOR CHANNEL DEPICTED HEREIN WAS OBTAINED FROM PLAN PROVIDED BY THE USACE TITLED [redacted]
5. FLOATING DOCK AND GANGWAY LOCATIONS DEPICTED HEREIN WERE OBTAINED FROM USACE PERMIT PLAN TITLED [redacted]

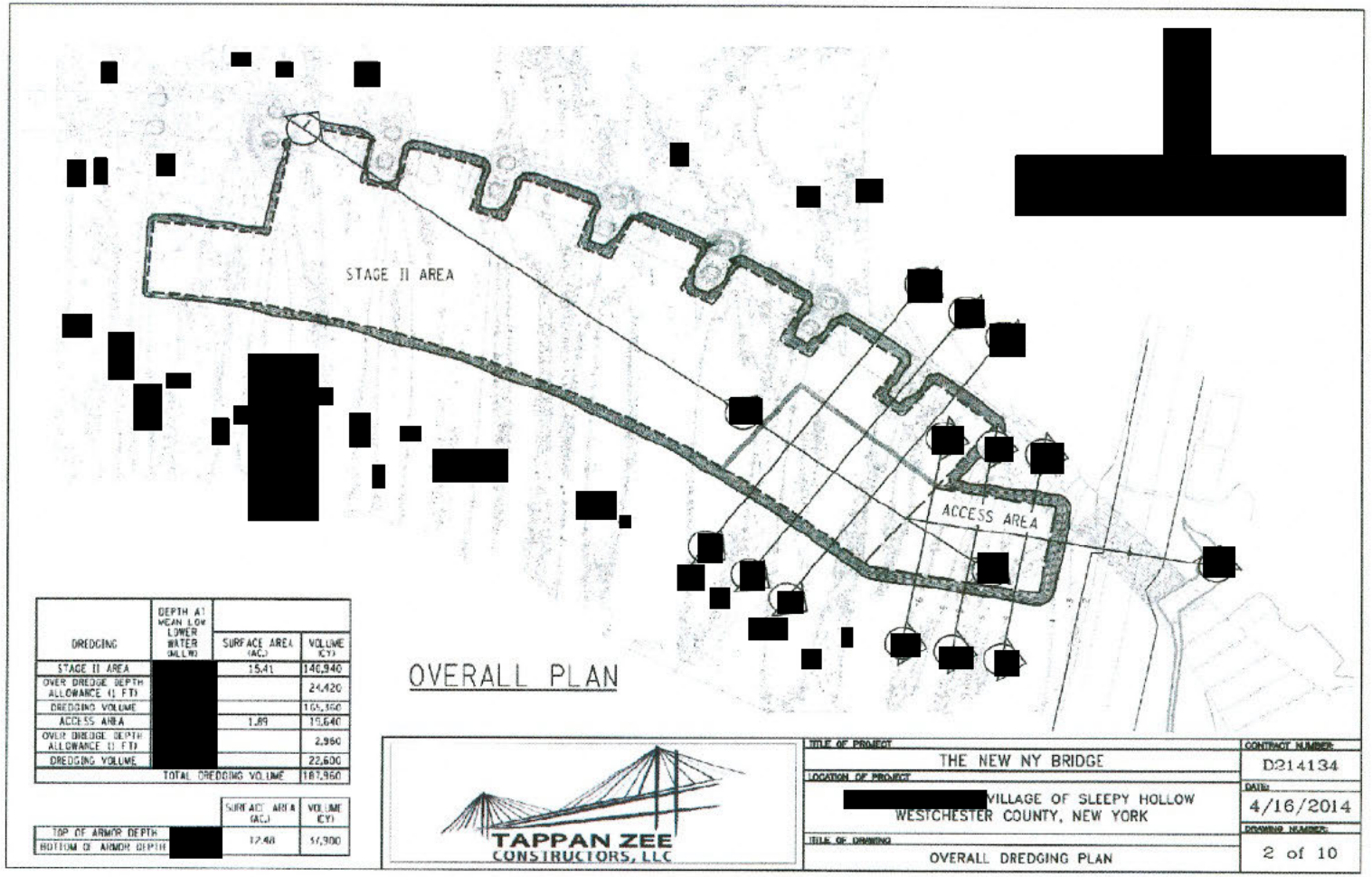
LEGEND:

- EXISTING BATHYMETRY MAJOR
- EXISTING BATHYMETRY MINOR
- EXISTING NAVIGATION CHANNEL
- PROPOSED BATHYMETRY
- MEAN HIGH HIGH WATER LINE
- MEAN HIGH WATER LINE
- MEAN LOW WATER LINE

4/16/2014

APPENDIX A: DREDGING SITE PLAN

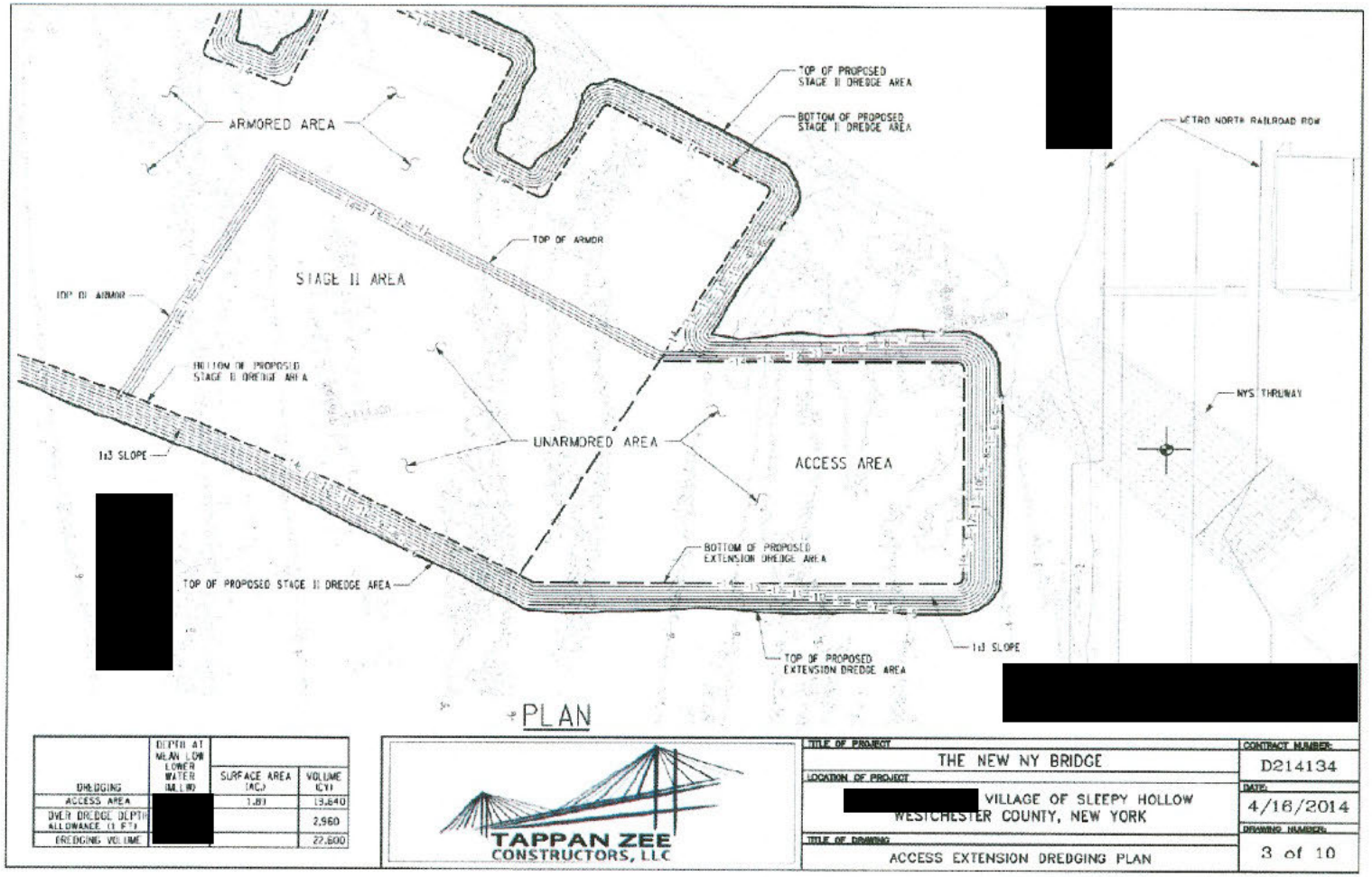
WEEKS MARINE, INC.



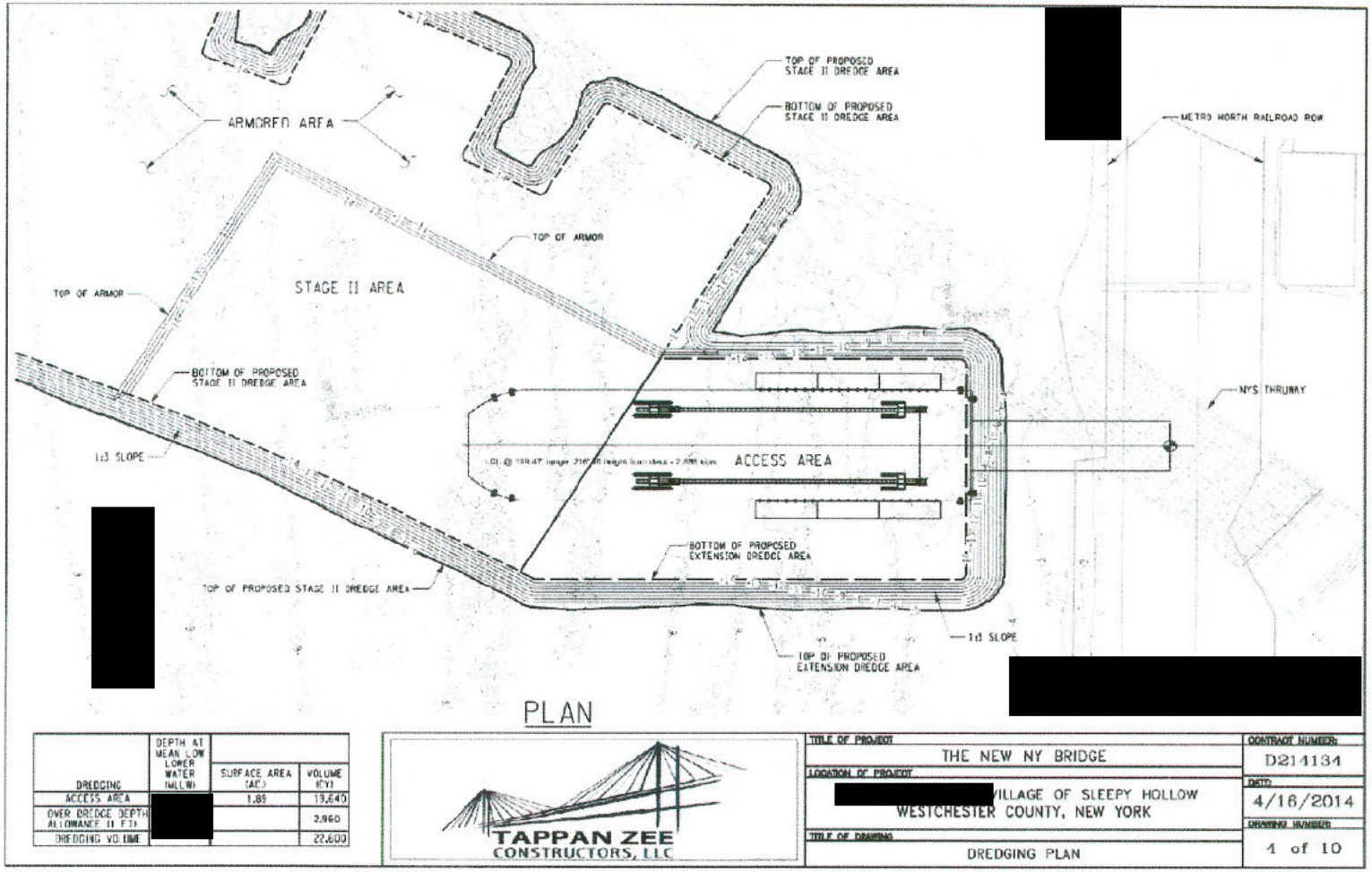
DREDGING	DEPTH AT MEAN LOW LOWER WATER (MLLW)	SURFACE AREA (AC.)	VOLUME (CY)
STAGE II AREA	[redacted]	15.41	140,940
OVER DREDGE DEPTH ALLOWANCE (1 FT)			24,420
DREDGING VOLUME			165,360
ACCESS AREA		1.89	19,640
OVER DREDGE DEPTH ALLOWANCE (1 FT)			2,980
DREDGING VOLUME			22,600
TOTAL DREDGING VOLUME			187,960

		SURFACE AREA (AC.)	VOLUME (CY)
TOP OF ARMOR DEPTH	[redacted]	12.48	51,900
BOTTOM OF ARMOR DEPTH			

APPENDIX A: DREDGING SITE PLAN



APPENDIX A: DREDGING SITE PLAN



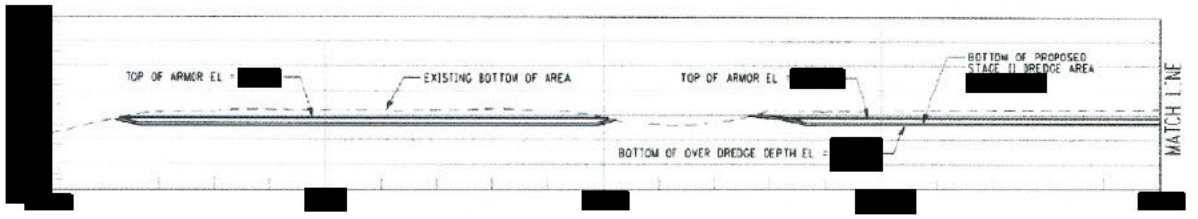
PLAN

DREDGING	DEPTH AT MEAN LOW LOWER WATER (MLLW)	SURFACE AREA (AC)	VOLUME (CY)
ACCESS AREA	[redacted]	1.89	19,640
OVER DREDGE DEPTH ALLOWANCE (1 FT)			2,960
DREDGING VOLUME			22,600

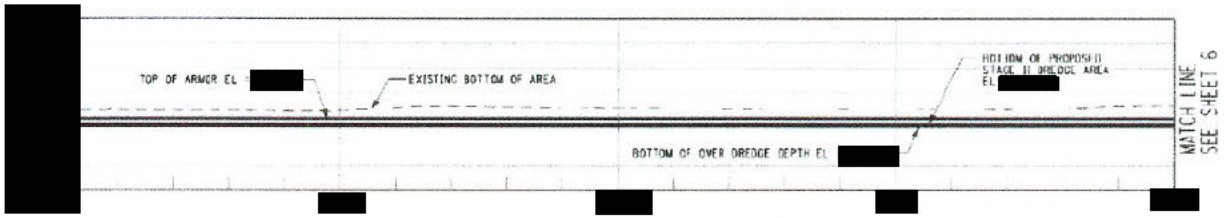
TAPPAN ZEE CONSTRUCTORS, LLC

TITLE OF PROJECT	THE NEW NY BRIDGE
LOCATION OF PROJECT	[redacted] VILLAGE OF SLEEPY HOLLOW WESTCHESTER COUNTY, NEW YORK
TITLE OF DRAWING	DREDGING PLAN
CONTRACT NUMBER:	D214134
DATE:	4/16/2014
DRAWING NUMBER:	1 of 10

APPENDIX A: DREDGING CROSS SECTIONS



PROFILE 1

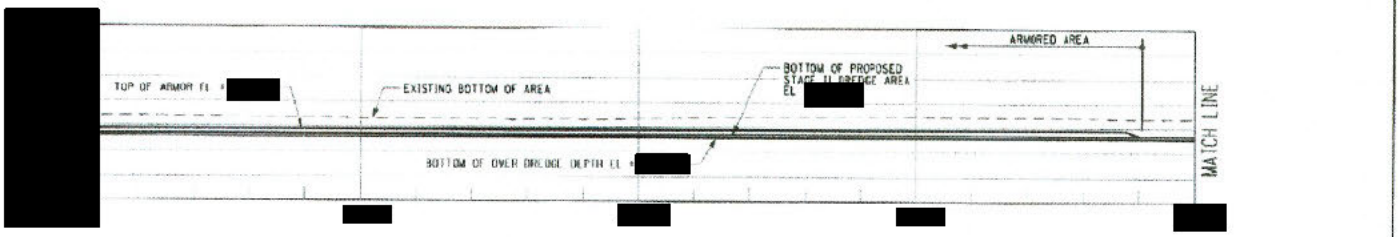


PROFILE 1

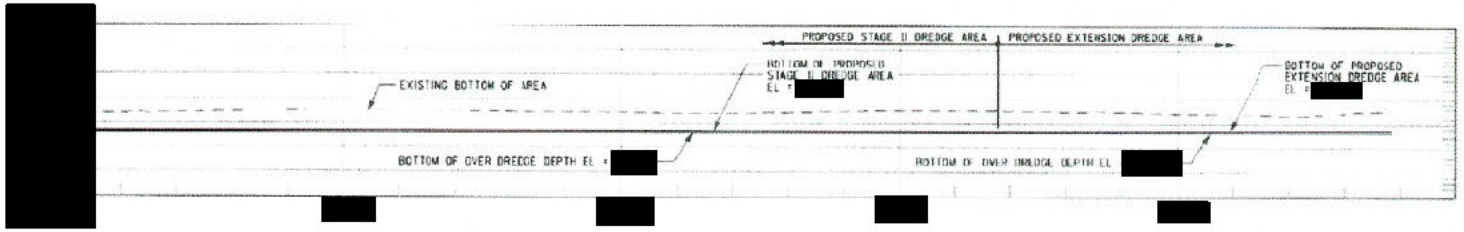
TAPPAN ZEE CONSTRUCTORS, LLC

TITLE OF PROJECT	THE NEW NY BRIDGE
LOCATION OF PROJECT	[redacted] VILLAGE OF SLEEPY HOLLOW WESTCHESTER COUNTY, NEW YORK
TITLE OF DRAWING	DREDGE PROFILE 1 (1 OF 2)
CONTRACT NUMBER:	D214134
DATE:	4/16/2014
DRAWING NUMBER:	5 of 10

APPENDIX A: DREDGING CROSS SECTIONS



PROFILE 1
[redacted]

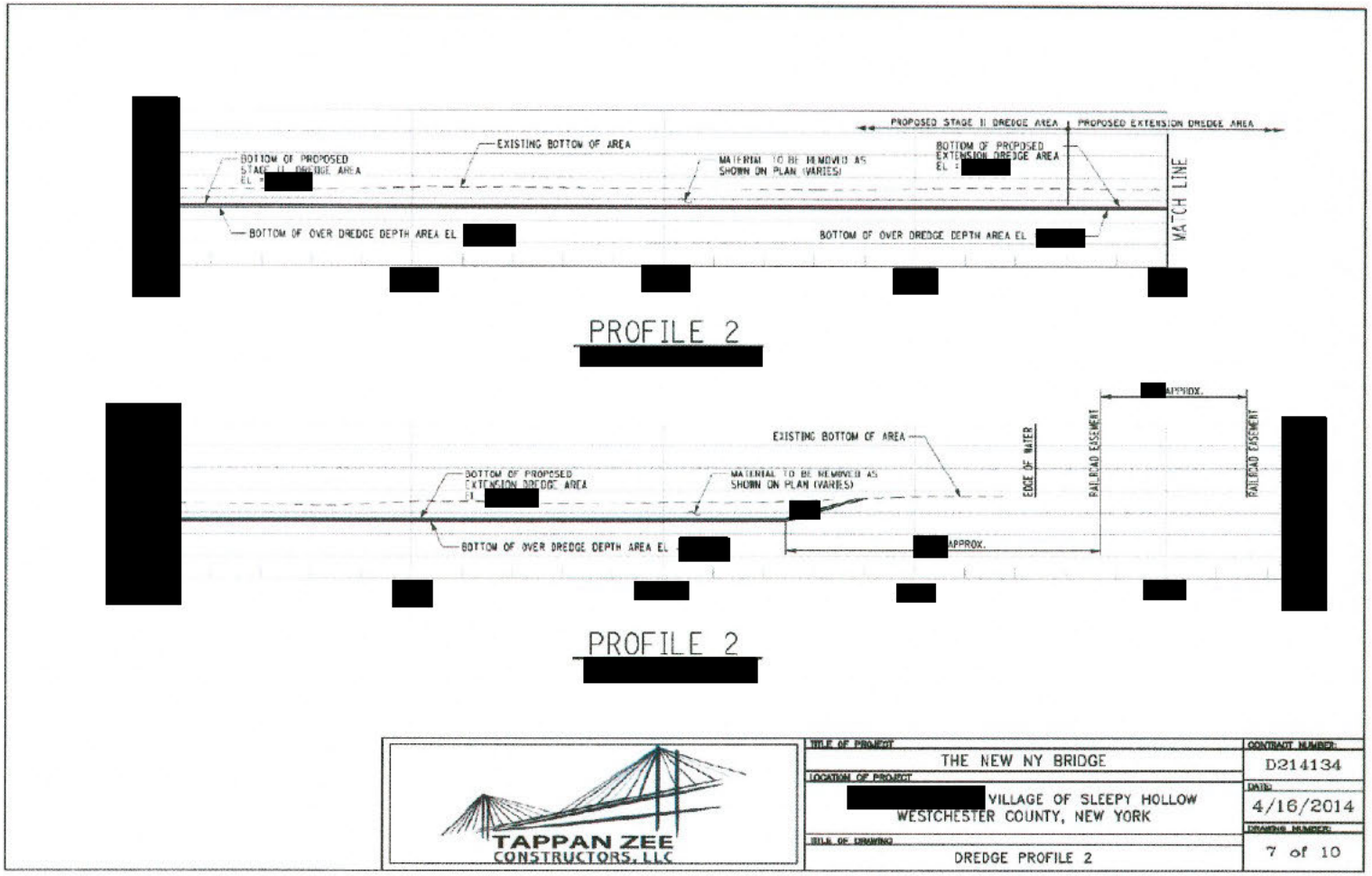


PROFILE 1
[redacted]

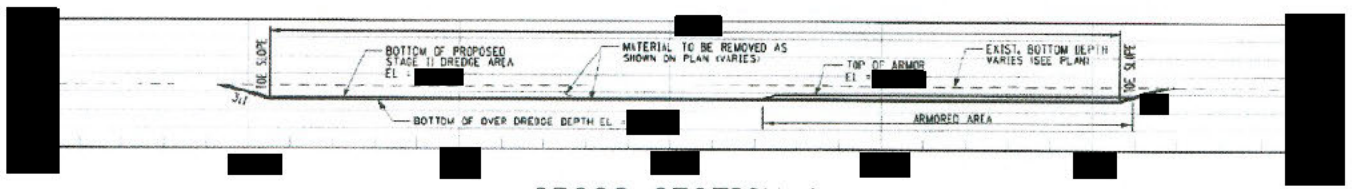
TAPPAN ZEE CONSTRUCTORS, LLC

TITLE OF PROJECT: THE NEW NY BRIDGE	CONTRACT NUMBER: D214134
LOCATION OF PROJECT: [redacted] VILLAGE OF SLEEPY HOLLOW WESTCHESTER COUNTY, NEW YORK	DATE: 4/16/2014
TITLE OF DRAWING: DREDGE PROFILE 1 (2 OF 2)	DRAWING NUMBER: 6 of 10

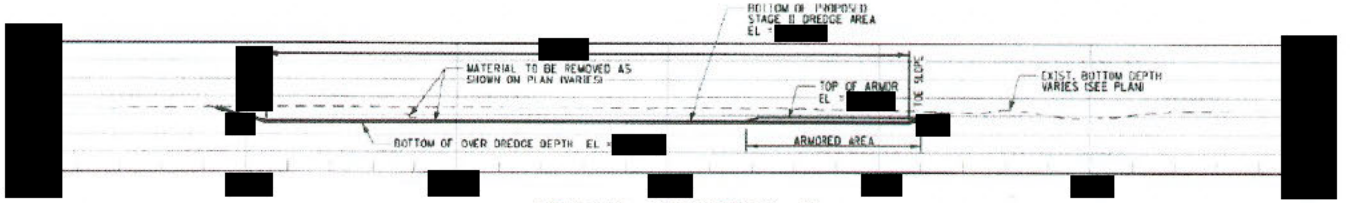
APPENDIX A: DREDGING CROSS SECTIONS



APPENDIX A: DREDGING CROSS SECTIONS



CROSS SECTION A

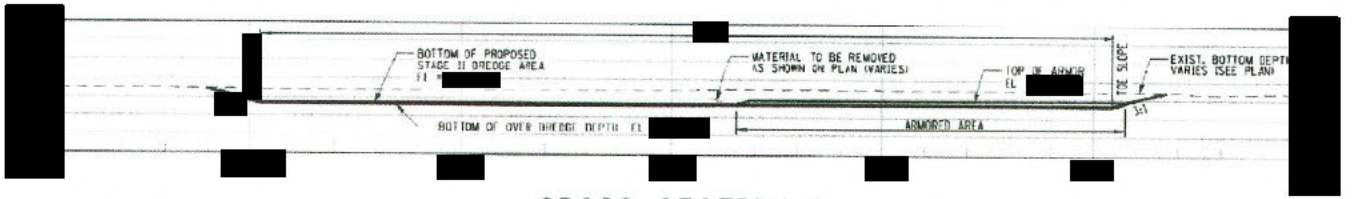


CROSS SECTION B

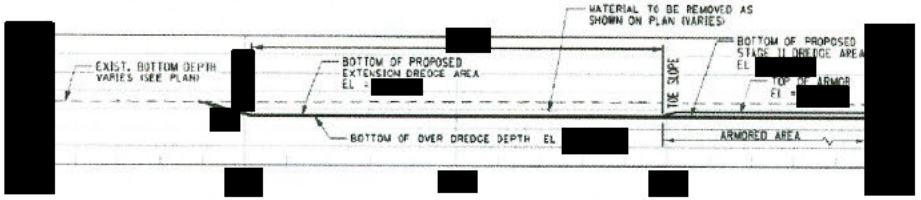
TAPPAN ZEE CONSTRUCTORS, LLC

TITLE OF PROJECT	THE NEW NY BRIDGE
LOCATION OF PROJECT	VILLAGE OF SLEEPY HOLLOW WESTCHESTER COUNTY, NEW YORK
TITLE OF DRAWING	DREDGE SECTIONS A & B
CONTRACT NUMBER:	D214134
DATE:	4/16/2014
DRAWING NUMBER:	8 of 10

APPENDIX A: DREDGING CROSS SECTIONS



CROSS SECTION C [redacted]



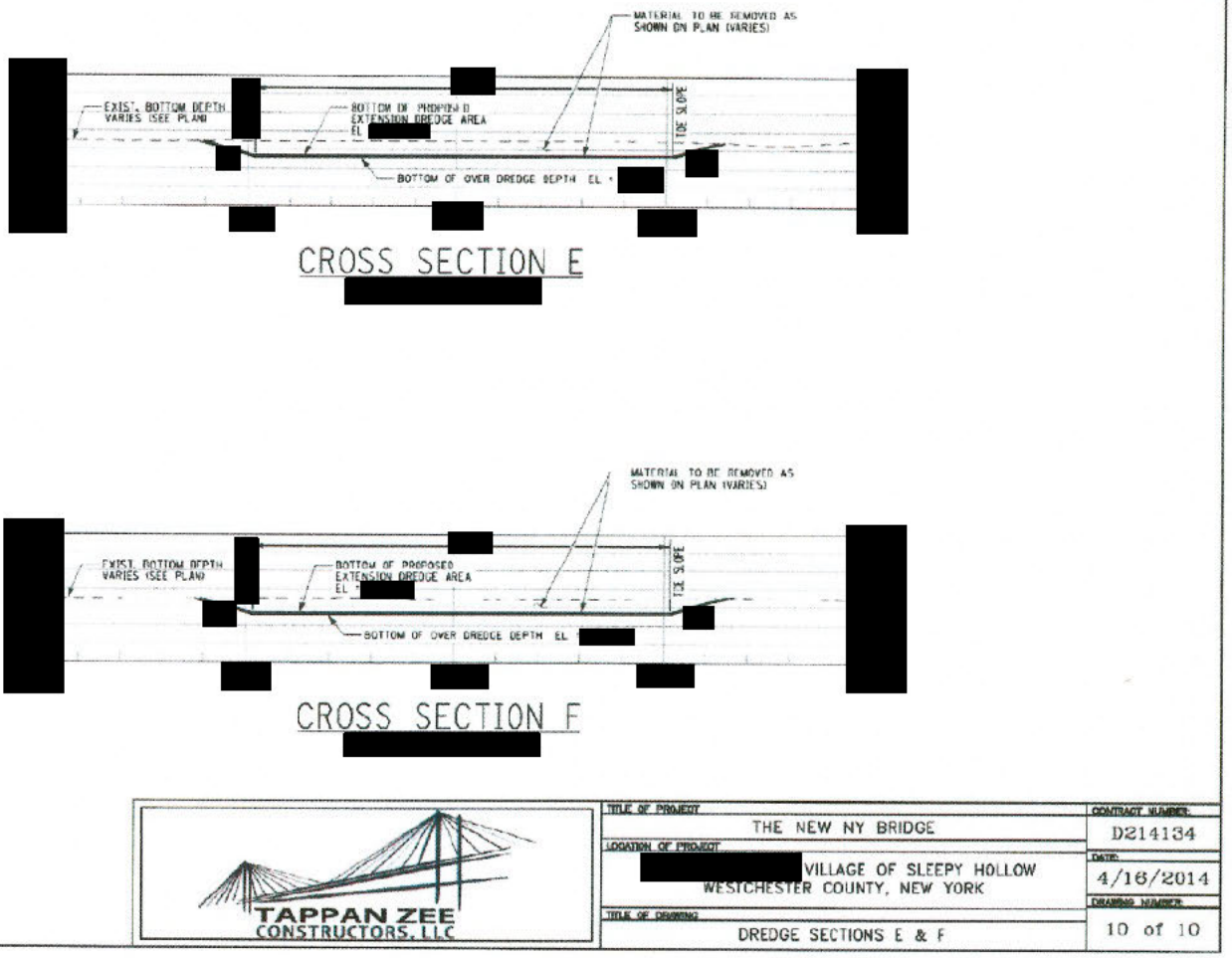
CROSS SECTION D [redacted]

TAPPAN ZEE CONSTRUCTORS, LLC

TITLE OF PROJECT	THE NEW NY BRIDGE
LOCATION OF PROJECT	[redacted] VILLAGE OF SLEEPY HOLLOW WESTCHESTER COUNTY, NEW YORK
TITLE OF DRAWING	DREDGE SECTIONS C & D
CONTRACT NUMBER:	D214134
DATE:	4/16/2014
DRAWING NUMBER:	9 of 10

APPENDIX A: DREDGING CROSS SECTIONS

WEEKS MARINE, INC.



APPENDIX A: DREDGING CROSS SECTIONS

APPENDIX B
DREDGE DESCRIPTIONS

DREDGE 506: 30 CY BUCKET. 2,500 INSTALLED HP.

DREDGE 549: BOOM LENGTH REDUCED TO 65 FT FOR WORK UNDER EXISTING BRIDGE SPANS. 13 to 15 cy BUCKET.

PHOTO 1: DRAG BARGE NO. 4. VIEW OF PORT STERN.

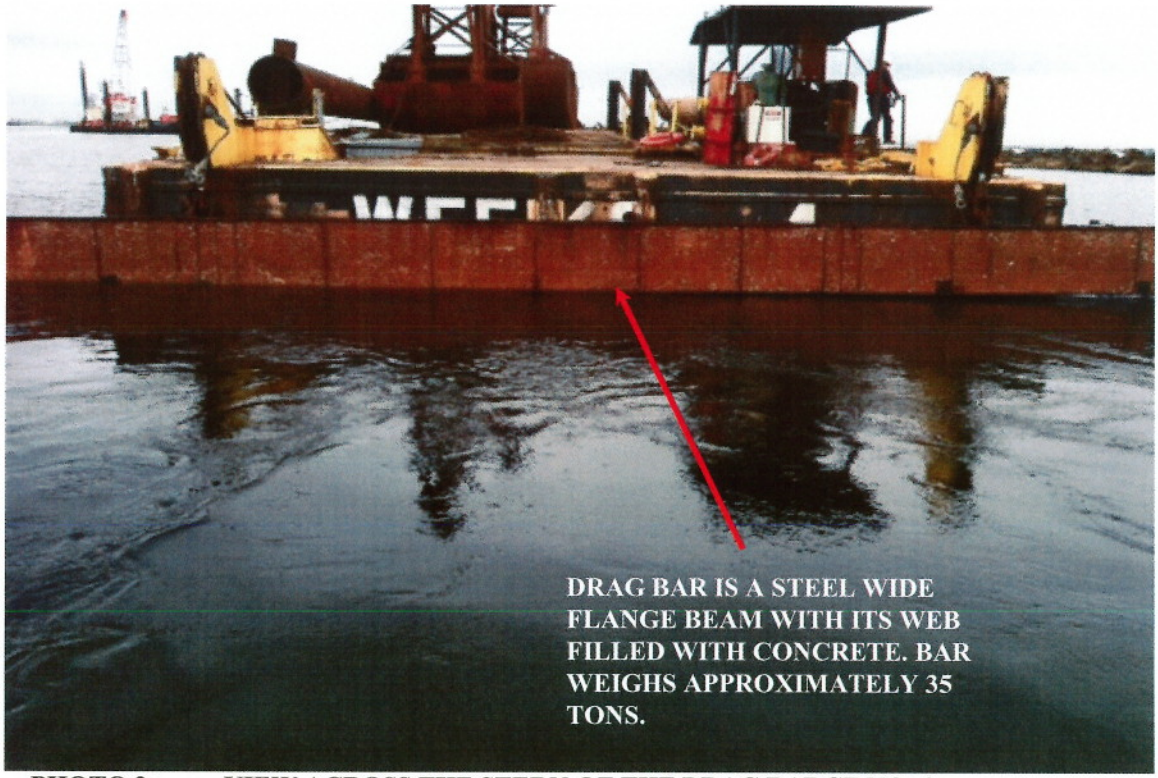
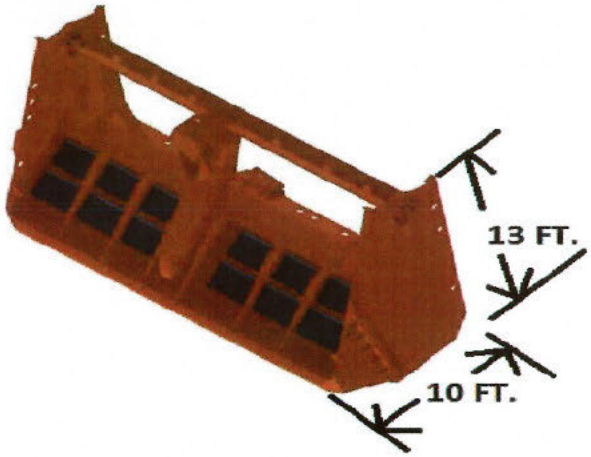
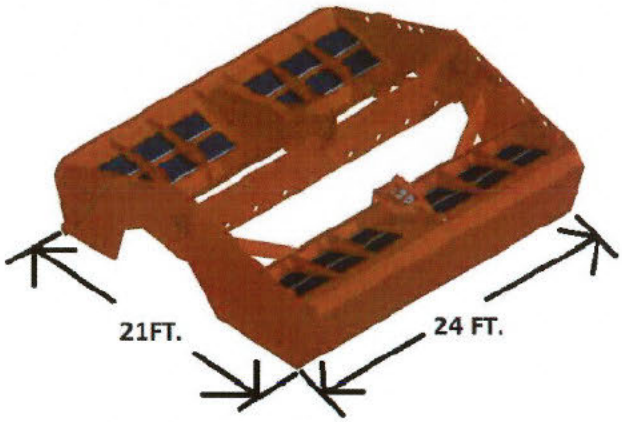


PHOTO 2: VIEW ACROSS THE STERN OF THE DRAG BARGE NO. 4.

APPENDIX C
CLOSED CLAMSHELL DRAWINGS AND SPECIFICATIONS





PRIMARY BUCKET TO BE USED WITH DREDGE 506

CABLE ARM 30 CY ENVIRONMENTAL BUCKET

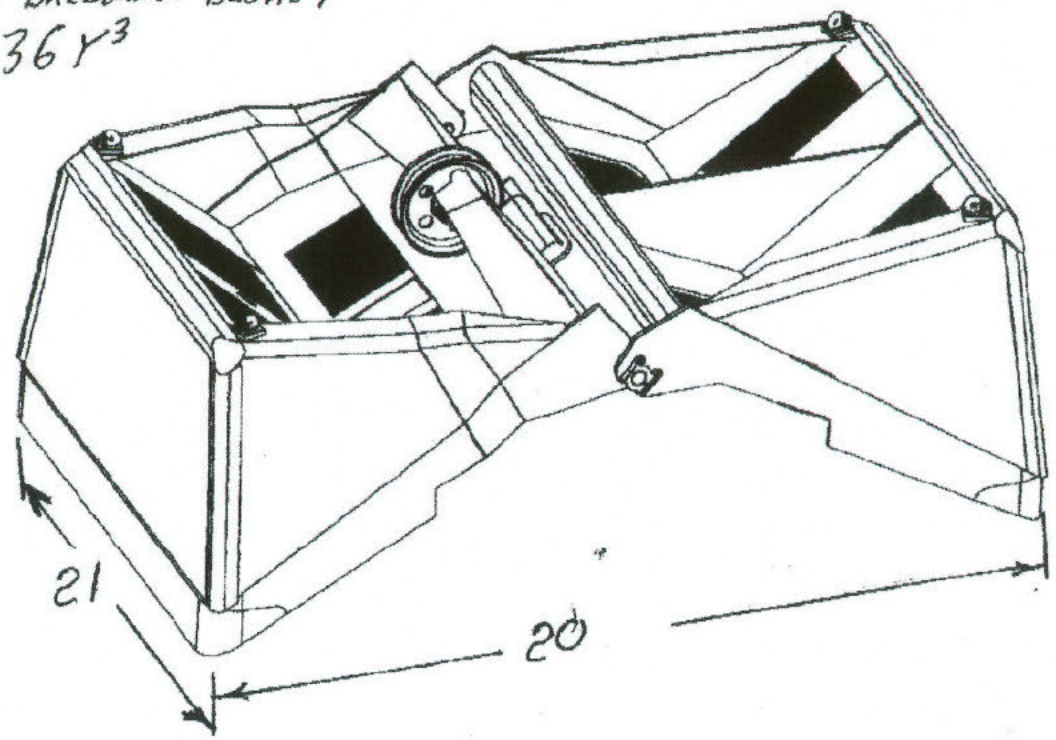
[redacted]

WEIGHT: 39,000 LBS.

WEEKS MARINE [redacted] [redacted]

CABLE ARM CLAMSHELL
NAVIGATIONAL - LEVEL CUT™
MUD DREDGING BUCKET
36 Y³

CABLE ARM CLAMSHELL
3452 WEST JEFFERSON AVE.
TRENTON, MI 48183-2936
PH-(734) 676-6106
FAX-(734) 676-1345

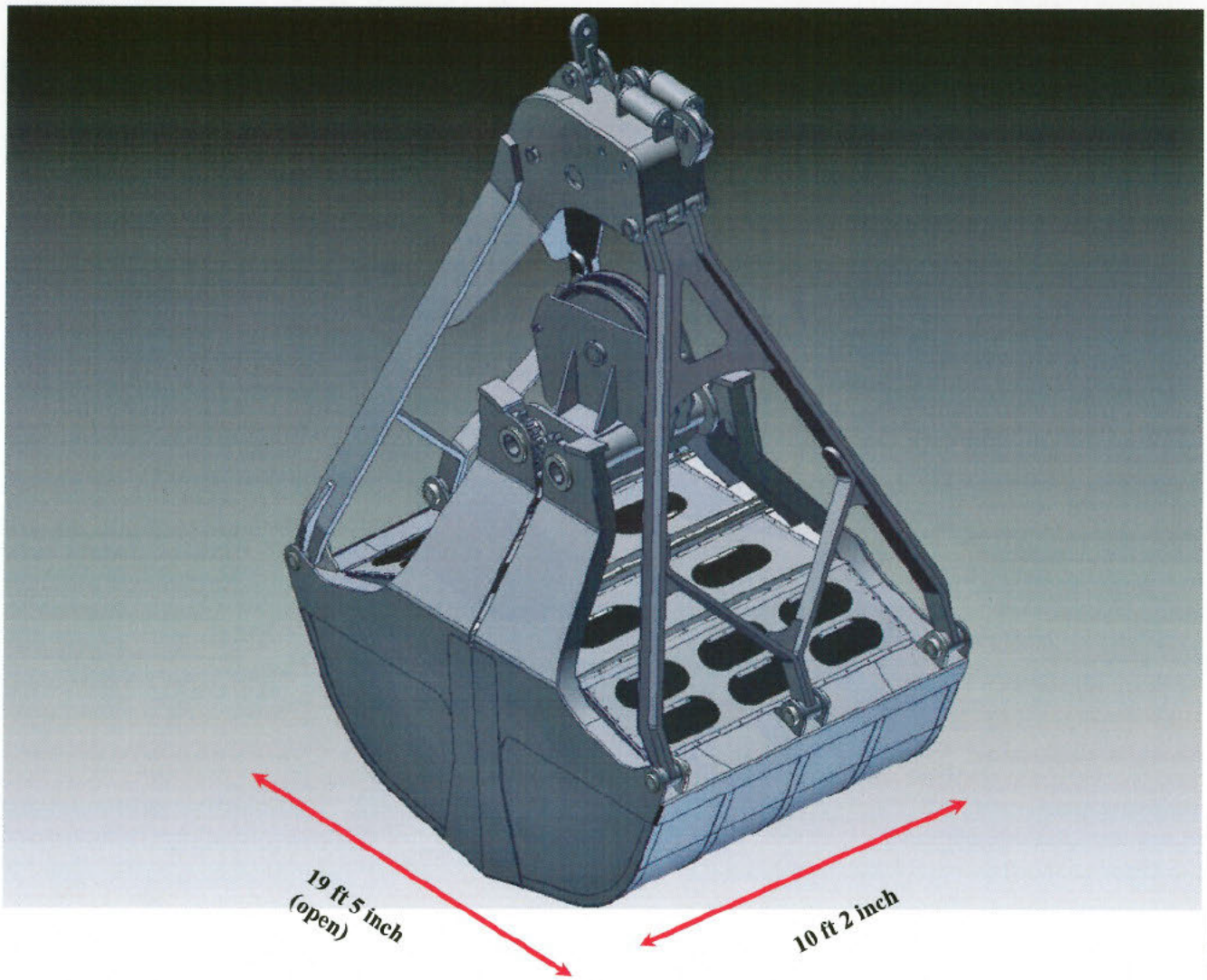


Rated Capacity: HEAP	36	cubic yards
Plate Line:	972	cubic feet
Water Level:	600	cubic feet
Deck Area:	420	square feet
Sheave Diameter:	48	inches
Cable to Reeve:	65	feet
Cable to Close:	20	feet
Max Parts:	1	No.
Weight::	34,500	pounds
Height Closed:	12	feet
Height Open:	9	feet
Length Closed:	11	feet
Length Open:	20	feet
Width:	14	feet

[redacted]

Cable
9-1-07

RESERVE BUCKET TO BE USED WITH [redacted]



PRIMARY BUCKET TO BE USED WITH DREDGE 549

McGINNIS 18 CY ENVIRONMENTAL COVERED MUD BUCKET
REDUCED TO 15CY WITH INTERNAL PLATE STEEL.

[redacted]

WEIGHT: 22,700 LBS.

APPENDIX D
DECANT WATER HOLDING BARGE

DECANT WATER HOLDING BARGE

DECANT WATER HOLDING BARGE

APPENDIX E
EXAMPLES OF DAILY REPORTS

WEEKS MARINE,INC.

Tappen Zee Dredging Project

DREDGE 506 / 549

CONTRACT	DATE	PD ENDING	MATERIAL %'S					
WMI 14130067	08/01/2013	2400	SILT	SAND	CLAY	GRAVEL	CORAL	ROCK
OWNER	DREDGE	REPORT #	75.00%	4.00%	20.00%	1.00%	0.00%	0.00%
TZC	WEEKS 506 / 551	1	LOCATION	Tappen Zee Bridge		WEATHER	Clear	

PRODUCTION	TODAY	TO DATE	THIS MONTH	CONSUMABLES		
CU. YDS. SCOW	0	0	0	PLANT	USED	ONHAND
RUNNING TIME	24.00	24.00	24.00	Fuel	0	25,000
TOTAL TIME	24.00	24.00	24.00	Lube Oil	0	1,000
% RUNNING TIME	100.00%	100.00%	100.00%			
NUMBER OF SHIFTS	2	2	2			

PROGRESS

ACCEPTANCE SECTION	EAST	WEST	0	0	0	0	0
'WEEKS CUT	A	A	0	0	0	0	0
FROM RANGE	0	0	0	0	0	0	0
TO RANGE	100	100	0	0	0	0	0
{A} AVG. WIDTH OF CUT	100	100	0	0	0	0	0
FROM STATION			0	0	0	0	0
TO STATION			0	0	0	0	0
{B} ADVANCE	0	0	0	0	0	0	0
{C} AVG. DEPTH PRE DRG			0.0	0.0	0.0	0.0	0.0
SQ. FT. AREA {A X B}	0	0	0	0	0	0	0
{D} AVG. AFTER DRG. DEPTH			0.0	0.0	0.0	0.0	0.0
{E} AVG. BANK { D - C }			0.0	0.0	0.0	0.0	0.0
IN PLACE C.Y. { A X B X E } / 27	0	0	0	0	0	0	0

SUMMARY	TODAY	TO DATE	THIS MONTH	TENDER TUG		TOW BOAT	
TOTAL ADVANCE	0	0	0	Tug		Tugs	
TOTAL SQ. FEET	0	0	0	BUCKET NUMBER		BUCKET SIZE	
TOTAL IN PLACE YDS.	0	0	0	CableArm		30	Cu. Yd
TOTAL SCOW YARDS	0	0	0	EQUIPMENT ON SITE			
TTL. NUMBER OF SCOWS	0	0	0				
RUNNING TIME / NO. OF SCOWS	0.00	0.00	0.00				
AVG. CU. YDS. / SCOWS	0	#DIV/0!	#DIV/0!				

DUMP SCOW INFORMATION

SCOW NUMBER	101	102	103	104	105	106	107
LOAD NUMBER	1	2	3	4	5	6	7
TIME STARTED	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TIME FINSHED	0.00	0.00	0.00	0.00	0.00	0.00	0.00
TIME TO LOAD	0.00	0.00	0.00	0.00	0.00	0.00	0.00
SCOW LOAD	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
SQ FT PER SCOW	0	0	0	0	0	0	0

LOAD NUMBER	108
SCOW NUMBER	8
TIME STARTED	0.00
TIME FINSHED	0.00
TIME TO LOAD	0.00
SCOW LOAD	#DIV/0!
SQ FT PER SCOW	0

NON EFFECTIVE TIME	TODAY	TO DATE
GENERAL MAINT.	0.00	0.00
CHANGE CUTS	0.00	0.00
PASSING VESSELS	0.00	0.00
WEATHER / TIDE / CURRENT	0.00	0.00
SURVEY	0.00	0.00
CHANGE SCOWS	0.00	0.00
DELAY BY OWNER	0.00	0.00
CHANGE & REPAIR BUCKET	0.00	0.00
WAIT FOR SCOW FROM SEA	0.00	0.00
WAIT FOR ATTENDANT PLANT	0.00	0.00
DELAY BY CONTRACTOR	0.00	0.00
REPAIR DREDGE	0.00	0.00
REPAIR SCOW	0.00	0.00
REPAIR TUG	0.00	0.00
PREPARATION AND TOW	0.00	0.00
MISCELANEOUS	0.00	0.00
SAFETY MEETING	0.00	0.00
MOBILIZATION/DEMOBILIZATION	0.00	0.00
FRICTION & BRAKE ADJUSTMENT	0.00	0.00
TOTALS	0.00	0.00

VISITORS

NAME	REPRESENTING

SERVICE CALLS

Enter company, equipment worked on, time of arrival and departure.

DREDGE 506 / 549 OPERATIONS LOG

SCOW INFORMATION	SCOW 1	SCOW 2	SCOW 3	SCOW 4	SCOW 5	SCOW 6	SCOW 7
'LOAD NUMBER	101	102	103	104	105	106	107
'SCOW NUMBER	1	2	3	4	5	6	7
LOAD TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME
'TIME STARTED	0.00						
'TIME FINSHED	0.00						
'TIME TO LOAD	0.00						
'NON EFFECTIVE TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME
GENERAL MAINT.							
CHANGE CUTS							
PASSING VESSELS							
WEATHER / TIDE / CURRENT							
SURVEY							
CHANGE SCOWS							
DELAY BY OWNER							
CHANGE & REPAIR BUCKET							
WAIT FOR SCOW FROM SEA							
WAIT FOR ATTENDANT PLANT							
DELAY BY CONTRACTOR							
REPAIR DREDGE							
REPAIR SCOW							
REPAIR TUG							
PREPARATION AND TOW							
MISCELANEOUS							
SAFETY MEETING							
MOBILIZATION/DEMOBILIZATION							
FRICTION & BRAKE ADJUSTMENT							
SCOW INFORMATION	SCOW 8	SCOW 9	SCOW 10	SCOW 11	SCOW 12	SCOW 13	SCOW 14
'LOAD NUMBER	108						
'SCOW NUMBER	8						
LOAD TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME
'TIME STARTED							
'TIME FINSHED							
'TIME TO LOAD							
'NON EFFECTIVE TIME	TIME	TIME	TIME	TIME	TIME	TIME	TIME
GENERAL MAINT.							
CHANGE CUTS							
PASSING VESSELS							
WEATHER / TIDE / CURRENT							
SURVEY							
CHANGE SCOWS							
DELAY BY OWNER							
CHANGE & REPAIR BUCKET							
WAIT FOR SCOW FROM SEA							
WAIT FOR ATTENDANT PLANT							
DELAY BY CONTRACTOR							
REPAIR DREDGE							
REPAIR SCOW							
REPAIR TUG							
PREPARATION AND TOW							
MISCELANEOUS							
SAFETY MEETING							
MOBILIZATION/DEMOBILIZAT							
FRICTION & BRAKE ADJUSTME							
TOTAL NON EFFECTIVE TIME							

DAMAGES TO EQUIPMENT / REPORT OF ACCIDENT / SAFETY CONCERNS

VERBAL INSTRUCTIONS RECEIVED

REMARKS

SURVEY

Work Performed Today

SUPERINTENDENT MUST COMPLETE ALL APPLICABLE SECTIONS ON BOTH SIDES OF THE REPORT

SUPERINTENDENT_____

REPORT PROMPTLY ALL ACCIDENTS AND DAMAGES

CONTRACTOR'S QUALITY CONTROL REPORT (QCR)

DATE: 01-Aug-13

REPORT NO 1

CONTRACT NUMBER AND NAME OF CONTRACTOR :

Contract #
WEEKS MARINE, INC.
WMI 14130067

DESCRIPTION AND LOCATION OF THE WORK:

Tappen Zee Bridge Replacement
Hudson River

WEATHER CLASSIFCATION :

CLASS A	No interruptions of any kind from weather conditions occurring on this or previous shifts.
CLASS B	Weather occurred during this shift that caused a complete stoppage of work.
CLASS C	Weather occurred during this shift that caused a partial stoppage of work.
CLASS D	Weather overhead excellent or suitable during shift. Work completely stopped due to results of previous adverse weath
CLASS E	Weather overhead excellent or suitable during shift but work partially stopped due to previous adverse manner.
OTHER	Explain.

CLASSIFICATION :

CLASS A

TEMPERATURE :

MAX 90.0 **MIN** 75.0

PRECIPITATION :

INCHES 0.0

CONTRACTOR / SUBCONTRACTORS AND AREA OF RESPONSIBILITY FOR WORK PERFORMED TODAY
(Attach list of items of equipment either idle or working as appropriate.)

A: WEEKS MARINE,INC.
B:

1. WORK PERFORMED TODAY : (Indicate location and description of work performed. Refer to work performed by prime and / or subcontractors by letter in Table above.)

A	STATION	[redacted]	CUT #	RANGE	[redacted]	AS#
redge 506 / 551			A			EAST
			A			WEST
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0
	0	0	0	0	0	0

2. TYPE AND RESULTS OF INSPECTION : (Indicate weather : P - Preparatory, I - Initial, or F - Follow - up and include satisfactory work completed or deficiencies with action to be taken.)

3. TEST REQUIRED BY PLANS AND / OR SPECIFICATIONS PERFORMED AND RESULTS OF TESTS:

None

4. VERBAL INSTRUCTIONS RECEIVED (List any instruction given by Government personnel on construction deficiencies,

5. REMARKS : (Cover conflicts in plans, specifications or instructions : acceptability of incoming materials : off-site surveillance activities, progress of work, delays, causes and extent thereof: days of no work with reasons for same.)

Equipment on site:

6. SAFETY : (Include any infractions of approved safety plan, safety manual or instructions from Government personnel. Specify corrective action taken.)

INSPECTOR

CONTRACTOR'S CERTIFICATION: I certify that the above report is complete and correct and that all material and equipment used, work performed and tests conducted during this reporting period were in strict compliance with the contract plans and specifications except as noted above.

WEEKS MARINE,INC.

CONTRACTOR'S APPROVED AUTHORIZED REPRESENTATIVE

APPENDIX F
EAST SEDIMENT MOUND #3 PLANS

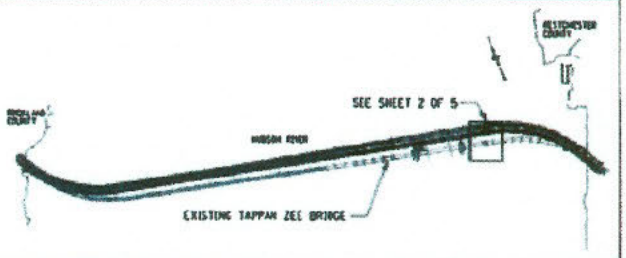
NEW YORK STATE THRUWAY AUTHORITY

EAST SEDIMENT MOUND #3 DREDGING PLAN
FOR
THE NEW NY BRIDGE

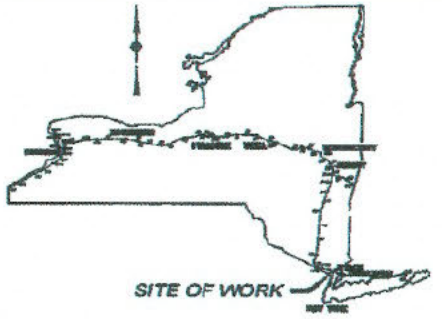
LIST OF SHEETS

SHEET NO.	SHEET TITLE
1 OF 5	COVER SHEET
2 OF 5	OVERALL DREDGE PLAN
3 OF 5	DREDGE PROFILE 1
4 OF 5	DREDGE CROSS SECTIONS A & B
5 OF 5	DREDGE CROSS SECTIONS C & D

DREDGING KEY PLAN



LOCATION MAP



HYDROGRAPHIC NOTES

NOTES:

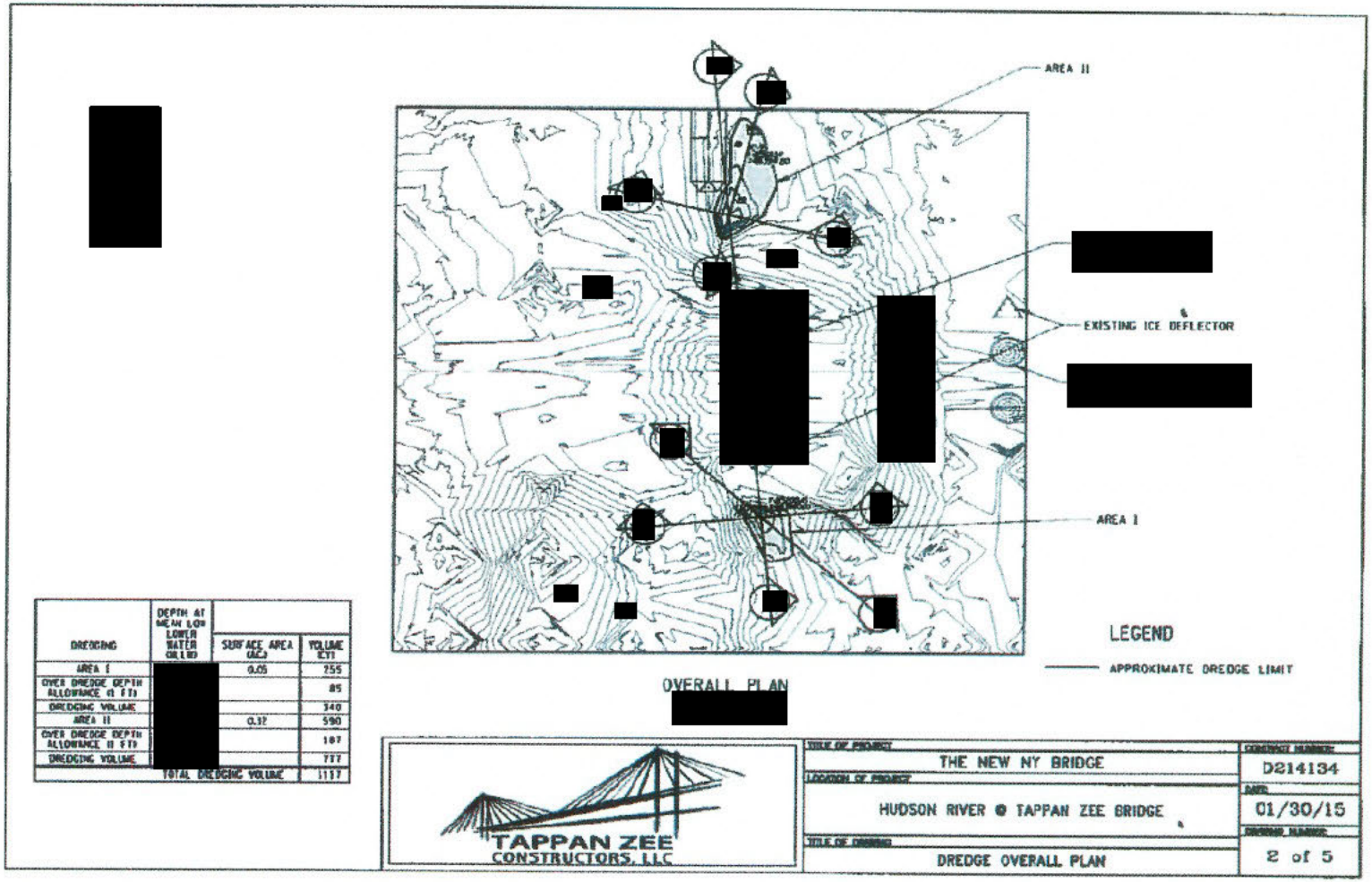
1. SURVEY INFORMATION BASED UPON HYDROGRAPHIC SURVEY PERFORMED BY [redacted]
2. HORIZONTAL DATUM REFERS TO [redacted]
3. VERTICAL DATUM REFERS TO NAVD88 FEET. [redacted]

LEGEND:

- EXISTING BATHYMETRY MAJOR
- EXISTING BATHYMETRY MINOR
- EXISTING NAVIGATION CHANNEL
- PROPOSED BATHYMETRY
- MEAN HIGH HIGH WATER LINE
- MEAN HIGH WATER LINE
- MEAN LOW WATER LINE

1/30/2015

APPENDIX F: EAST SEDIMENT MOUND #3 PLAN



[redacted]

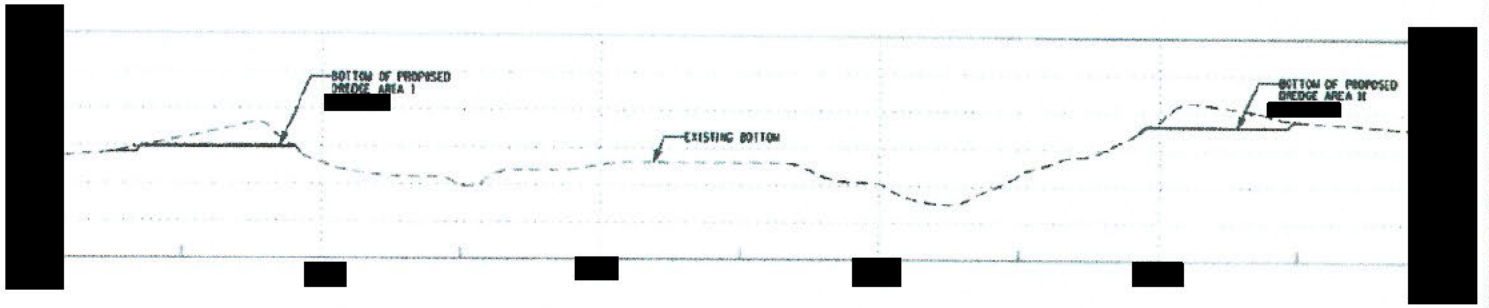
DREDGING	DEPTH AT MEAN LOW LOWER WATER DATUM	SURFACE AREA (AC.)	VOLUME (CY)
AREA I	[redacted]	0.05	255
OVER DREDGE DEPTH ALLOWANCE (1 FT)			85
DREDGING VOLUME			340
AREA II		0.32	590
OVER DREDGE DEPTH ALLOWANCE (1 FT)			187
DREDGING VOLUME			777
TOTAL DREDGING VOLUME			1117

OVERALL PLAN [redacted]

TAPPAN ZEE CONSTRUCTORS, LLC

TITLE OF PROJECT: THE NEW NY BRIDGE	CONTRACT NUMBER: D214134
LOCATION OF PROJECT: HUDSON RIVER @ TAPPAN ZEE BRIDGE	DATE: 01/30/15
TITLE OF DRAWING: DREDGE OVERALL PLAN	DRAWING NUMBER: 2 of 5

APPENDIX F: EAST SEDIMENT MOUND #3 PLAN



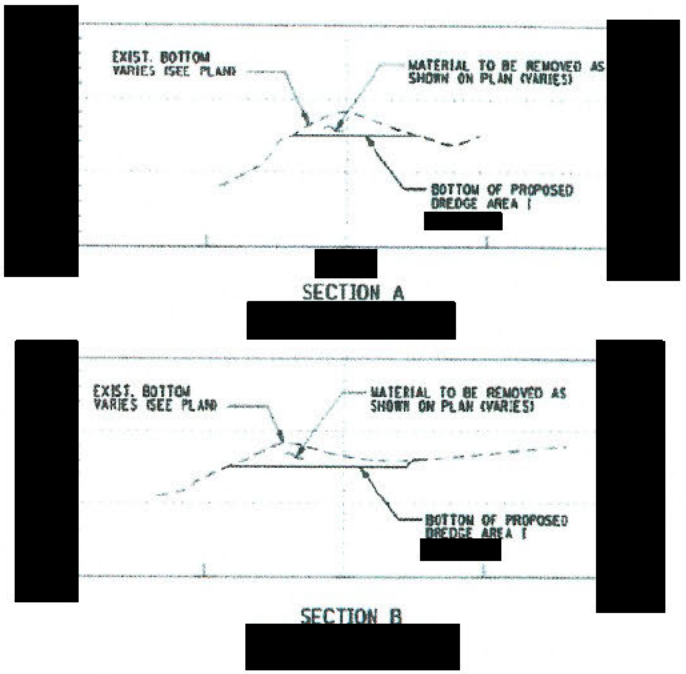
PROFILE 1

[redacted]

TAPPAN ZEE CONSTRUCTORS, LLC

TITLE OF PROJECT: THE NEW NY BRIDGE	CONTRACT NUMBER: D214134
LOCATION OF PROJECT: HUDSON RIVER @ TAPPAN ZEE BRIDGE	DATE: 01/30/15
TITLE OF DRAWING: DREDGE PROFILE 1	DRAWING NUMBER: 3 of 5

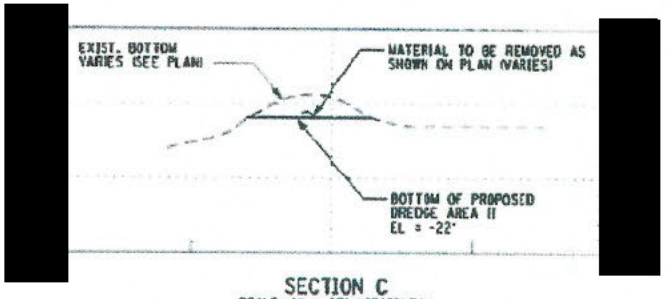
APPENDIX F: EAST SEDIMENT MOUND #3 CROSS SECTIONS



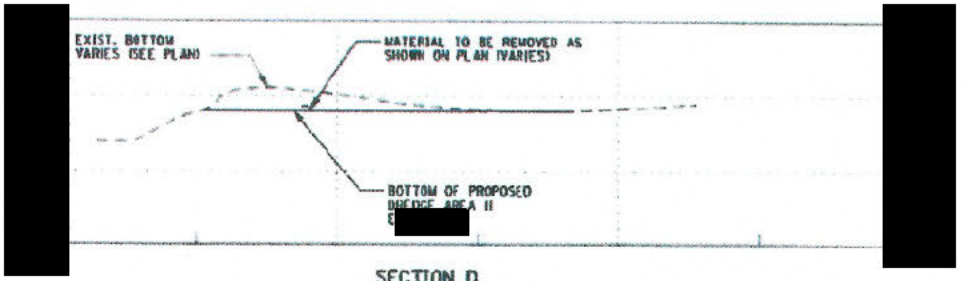
TAPPAN ZEE CONSTRUCTORS, LLC

TITLE OF PROJECT	THE NEW NY BRIDGE
LOCATION OF PROJECT	HUDSON RIVER @ TAPPAN ZEE BRIDGE
TITLE OF DRAWING	DREDGE SECTIONS A & B
CONTRACT NUMBER	D214134
DATE	01/30/15
DRAWING NUMBER	4 of 5

APPENDIX F: EAST SEDIMENT MOUND #3 CROSS SECTIONS



SECTION C
SCALE: 1" = 50' HORIZONTAL
SCALE: 1" = 20' VERTICAL



SECTION D

TAPPAN ZEE CONSTRUCTORS, LLC

TITLE OF PROJECT: THE NEW NY BRIDGE	CONTRACT NUMBER: D214134
LOCATION OF PROJECT: HUDSON RIVER @ TAPPAN ZEE BRIDGE	DATE: 01/30/15
TITLE OF DRAWING: DREDGE SECTIONS C & D	DRAWING NUMBER: 5 of 5

APPENDIX F: EAST SEDIMENT MOUND #3 CROSS SECTIONS

WEEKS MARINE, INC.

Dredging Division – 901 Beach Street – Camden, NJ 08102 – [redacted]

May 06, 2015

NYDEC Albany Headquarters
625 Broadway
4th Floor
Albany, NY 12233

Attention: [redacted]
Chief Permit Administrator

Reference: Phase II South Area Dredging Plan Submittal (2015)
DEC ID 3-99903-00043/00012/13/14

[redacted]

In accordance with the New York State Department of Environmental Conservation Permit for Facility DEC ID 3-9903-00043/00012/13/14 the following document is submitted as the Phase II South Area Dredging Plan.

Should you have any questions concerning any information contained herein please do not hesitate to contact us.

Sincerely,

[redacted]

Weeks Marine, Inc.