



PUBLIC NOTICE

US Army Corps
of Engineers
New York District
Jacob K. Javits Federal Building
New York, N.Y. 10278-0090
ATTN: Regulatory Branch

In replying refer to:
Public Notice Number: NAN-2009-01089-EYA
Issue Date: October 2, 2013
Expiration Date: November 15, 2013

ANNOUNCEMENT OF PUBLIC HEARINGS AND REQUEST FOR PUBLIC COMMENT

To Whom It May Concern:

The New York District, Corps of Engineers has received an application for a Department of the Army permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344).

APPLICANT: Champlain Hudson Power Express, Inc.
Pieter Schulyer Building, 600 Broadway
Albany, New York 12207-2283

ACTIVITY: Construction of a high voltage direct current electric transmission system, extending approximately 332.8-miles from the international border between Canada and the United States to Queens, New York City, New York.

WATERWAY: Lake Champlain, Narrows of Lake Champlain, Hudson River, Harlem River, and East River

LOCATION: The project is located in the following counties of New York State: Clinton, Essex, Washington, Saratoga, Schenectady, Green, Columbia, Ulster, Dutchess, Orange, Putnam, Rockland, and Westchester; as well as Bronx, New York and Queens counties of New York City.

A description and plans of the applicant's activity are enclosed to assist in your review.

The United States Department of Energy (USDOE) is the Lead Federal Agency for this project. As the lead agency, the USDOE is preparing a Draft Environmental Impact Statement (DEIS) in accordance with the National Environmental Policy Act (NEPA). The DEIS includes a review under Section 7 of the Endangered Species Act (16 U.S.C. 1531); the Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act (Public Law 104-267); Section 106 of the National Historic Preservation Act of 1966 (NHPA); the Coastal Zone Management Act of 1972 and other applicable federal regulations. When published, the DEIS and instructions about submitting comments concerning the above-referenced federal regulations could be found at the following link:

<http://www.chpexpresseis.org>

USDOE will hold public hearings on the DEIS for the Champlain Hudson Power Express, Inc. Project. The New York District Corps of Engineers will participate in the **public hearings** to gather information on this proposal to assist in the review of the permit application for the proposed activity.

PLEASE USE THE 18-CHARACTER FILE NUMBER ON ALL CORRESPONDENCE

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The dates and locations of the hearing sessions are as follows:

Queens County Session:

DATE: Monday, October 28, 2013
TIME: 12:00 pm
LOCATION: Courtyard Marriott LaGuardia
9010 Ditmars Blvd.
East Elmhurst, NY 11369

Rockland County Session:

DATE: Monday, October 28, 2013
TIME: 6 pm
LOCATION: Stony Point Center
17 Cricketown Rd.
Stony Point, NY 10980

Schenectady County Session:

DATE: Tuesday, October 29, 2013
TIME: 6 pm
LOCATION: Holiday Inn Schenectady
100 Nott Terrace
Schenectady, NY 12308

Clinton County Session:

DATE: Wednesday, October 30, 2013
TIME: 6 pm
LOCATION: West Side Ballroom
253 New York Rd.
Plattsburgh, NY 12903

NOTE: In the event that Federal Appropriations are not available, the public hearing dates and times referenced above may be modified or postponed. The Corps of Engineers will issue a supplemental public notice with updated information on the public hearing sessions. The USDOE website includes additional information about the public hearings.

The United States Army Corps of Engineers neither favors nor opposes the proposed construction work. The purpose of this public notice is to announce that the Corps of Engineers will participate in the USDOE-lead public hearings to receive and consider public comments on the material matters at issue with respect to activities regulated by the Corps. All comments regarding the permit application could also be prepared in writing and mailed to reach this office before the expiration date of this notice; otherwise, it will be presumed that there are no objections to the activity. Comments provided will become a part of the public record for this action.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

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Reviews of activities pursuant to Section 404 of the Clean Water Act will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 (b) of the Clean Water Act and the applicant will obtain a water quality certificate or waiver from the appropriate state agency in accordance with Section 401 of the Clean Water Act prior to a permit decision.

Pursuant to Section 307 (c) of the Coastal Zone Management Act of 1972 as amended [16 U.S.C. 1456 (c)], for activities under consideration that are located within the coastal zone of a state which has a federally approved coastal zone management program, the applicant has certified in the permit application that the activity complies with, and will be conducted in a manner that is consistent with, the approved state coastal zone management program. By this public notice, we are requesting the state's concurrence with, objection to, or waiver of the applicant's certification. No permit decision will be made until one of these actions occurs. For activities within the coastal zone of New York State, the applicant's certification and accompanying information is available from the Consistency Coordinator, New York State Department of State, Division of Coastal Resources and Waterfront Revitalization, Coastal Zone Management Program, One Commerce Plaza, 99 Washington Avenue, Suite 1010, Albany, New York 12231, Telephone (518) 474-6000. Comments regarding the applicant's certification, and copies of any letters to this office commenting upon this proposal, should be so addressed.

The proposed work is being coordinated with the following federal, state, and local agencies:

US Environmental Protection Agency;
US Department of the Interior, Fish and Wildlife Service;
US Department of Commerce, National Marine Fisheries Service;
US Coast Guard;
New York State Department of Transportation
New York State Department of Environmental Conservation;
New York State Office of General Services; and
New York State Department of State.
New York State Public Service Commission

In order for us to better serve you, please complete our Customer Service Survey located at: <http://www.nan.usace.army.mil/Missions/Regulatory/CustomerSurvey.aspx>

It is requested that you communicate the foregoing information concerning the activity to any persons known by you to be interested and who did not receive a copy of this notice. If you have any questions concerning this application, you may contact Jun Yan, of my staff, at (917) 790-8092 or email at jun.yan@usace.army.mil.

For more information on New York District Corps of Engineers programs, visit our website at <http://www.nan.usace.army.mil>


Jodi M. McDonald
Chief, Regulatory Branch

Enclosures

DESCRIPTION OF PROPOSED WORK

The applicant, Champlain Hudson Power Express, Inc. (CHPEI), has requested Department of the Army authorization for various activities relating to the construction of an overland and underwater 1,000-megawatt high voltage direct current (HVDC) electric transmission system. The proposed HVDC transmission system would be comprised of two cables, one positively charged, and the other negatively charged, buried within the same trench. The proposed work would occur within both overland and underwater routes, extending approximately 332.8-miles from the international border between Canada and the United States to Queens, New York City, New York. Please see "Attachment 1 - Overview Map of Proposed Cable Route" for more information.

UNDERWATER CABLE INSTALLATION

The proposed underwater cable route consists of approximately 101-miles through Lake Champlain and Narrows of Lake Champlain; approximately 88-miles through two sections of the Hudson River; approximately 6-miles through the Harlem River, and a Horizontal Directionally Drill (HDD) crossing of the East River extending approximately 4,000 feet. Please see "Attachment 2 - Proposed Cable Route Description Table" for a description of each segment of the proposed cable route. Please see "Attachments 3 and 4 - Detailed Map Set of Proposed Cable Route (Underwater & Overland)" for more information.

The proposed underwater cables would be bundled together and simultaneously laid and buried within the same trench. The proposed burial would be 4 feet below the bottom of Lake Champlain and 7 feet below the bottom of the Hudson River. The burial depth is measured from the mud line to the top of the outermost layer of installed structure.

The proposed underwater cable would pass through the Narrows of Lake Champlain (NLC) and the Harlem River Federal Navigation Project Channels. The proposed underwater cable would use HDD method to go under the East River and the East River Federal Navigation Project Channel. Depending on whether the channel bottom is rock or soft sediments, the required cable burial depth within the federal navigation project channels are as follows.

Waterways	Cable Burial Depth (feet) ¹ In Federal Navigation Channel	
	Soft Sediment	Rock
Narrows of Lake Champlain	8	4
Harlem River	8	6
East River	11	6

¹Federal Navigation Channel: Minimum Burial depth is measured from the Authorized Project Depth to the top of the outermost layer of installed structure.

A description of the each installation method and the impacts to the waters of United States are discussed as follows:

- a. Jet Plow Installation: The proposed method for laying and burial of a majority of the underwater cable is the plow/water jetting embedment process. Specifically the proposed jet plow/water jetting method will involve the use of a deep or shallow draft cable vessel and hydraulically powered water jetting device which will simultaneously lay and embed the cable within one continuous trench. Deep draft cable installation vessels will not contact the bottom. In limited circumstances, shallow draft anchor positioned vessels/barges will be used in shallow water depths of 15 feet or less. The table below provides an estimate of anticipated impacts from buried cable installation (approximately 338 acres of impact).

IMPACTS FROM IN-WATER CABLE BURIAL

	Length	Trench Dimensions (feet)	Trench Volume (cubic yards)	Area of Impact (square feet)
Northern Lake Champlain	69.9	2'W x 4'D	109,371	5,536,926
Southern Lake Champlain	27.4	0.8'W x 4'D	17,174	2,173,616
Hudson River	83.8	2'W x 7'D	229,390	6,985,440
Harlem River (outside channel)	2.2	2'W x 7'D	6,023	174,240
Harlem River (within channel)	1.7	2'W x 15'D	4,654	134,640
East River	0.8	2'W x 7'D	2,190	63,360
Total			368,803	14,718,703 (338 acres)

- b. Shear Plow Installation: The shear plowing method is proposed for shallow water areas. Specifically, a vessel-towed plow will create a trench and simultaneously position the cable within the trench.
- c. Conventional Dredging: The applicant has proposed the limited use of conventional dredging such as clam shell dredge or barge-mounted excavator. In areas such as the existing Federal navigation channel, these dredging techniques may be utilized in order to meet the required installation depths. Likewise, the applicant may utilize the dredging techniques to in order facilitate the installation of cofferdams associated with shoreline HDD installations.
- d. Obstacles along proposed Route: At locations where the surface bedrock may not permit adequate cable burial depths; and where the proposed cable route would encounter existing infrastructure (e.g., electric cables, gas pipelines, ferry cables, etc.); the applicant proposes the placement of cable on the riverbed or burial of cables at depths less than four feet. Protective covering such as articulate concrete mats would be placed over the proposed cable. Please see "Attachment 5 - Typical Drawings Underwater Cable Installation" for the typical cross-sectional drawings of proposed cable installation over existing utility lines. The table below shows the total impacts resulting from the anticipated crossings of existing utilities lines and bedrock.

OBSTABLES ENCOUNTERED: IMPACTS FROM NON-CABLE BURIAL ALONG THE SUBMARINE ROUTE

	NUMBER OF CROSSINGS	VOLUME OF FILL* (CUBIC YARDS)	AREA OF FILL* (SQUARE FEET)
EXPOSED/SURFACE BEDROCK CROSSINGS	28	1,000	36,004
UTILITY CROSSINGS	110	9,678	348,432
TOTAL	138	10,678	384,436 (8.8 ACRES)

UNDERWATER IMPACT SUMMARY

As summary, the cumulative impact from the proposed underwater cable installation is anticipated to be approximately 347 acres of impact to waters of the United States.

CONSTRUCTION WINDOW

The applicant has proposed to limiting underwater cable installation activities to specific times of the year in order to avoid life-cycle or migratory impacts to Atlantic sturgeon, American shad, winter flounder, striped bass, and other anadromous fish populations, as well as resident species such as shortnose sturgeon. The construction windows are as presented in the table below.

IN-WATER CONSTRUCTION WINDOWS

River Mile	Route Mile	Location	Construction Windows
Lake Champlain			
	0 to 73	US/Canada Border to Crown Point	May 1 to August 31
	73 to 101	Crown Point to Dresden	September 1 to Decemnrber 31
Hudson, Harlem, and East Rivers			
107-68	229 to 269	Cementon - New Hamburg	Aug 1 - Oct 15
68-41	269 to 296	New Hamburg - Stony Point	Sep 15 - Nov 30
33-14	303 to 324	Rockland Lake State Park - Harlem River	Jul 1 - Oct 31
All	324 to 330	Harlem River - East River	May 15 - Nov 30

OVERLAND CABLE INSTALLATION

Approximately 140 miles of overland portions of the transmission line would be installed in three segments as follows:

1. Dresden to Catskill: From Town of Dresden (MP101.3) to Town of Catskill at MP 228.2
2. Haverstraw Bay Bypass: From Town of Stony Point (MP 295.7) to Town of Clarkstown (MP 302.4)
3. In the borough of the Bronx, the proposed cable would exit the Harlem River to be installed within an existing railway corridor extending for approximately 1.1 miles across the South Bronx rail yard, and beneath the Robert F. Kennedy Bridge.

HDD installation would be used to transition from underwater to overland routes. After landfall, the proposed cable would be constructed within existing railroad Right-of-Way (ROW) and roadway ROW. The cables would be outside of these ROWs only when it is necessary to cross municipal-owned roadways, to avoid sensitive habitat, or when it is necessary to avoid engineering constraints such as bridge abutments or existing structures. Both negative and positive cables would be primarily buried within one excavated trench, approximately four (4) feet wide by five (5) feet deep. Based on the diameter of the cables and their expected configuration within the trench, the proposed cable permanent ROW is expected to be 13-to-17 feet wide centered over the cable trench. Please see "Attachment 6 - Typical Drawings Overland Cable Installation" for typical drawings of overland cable installation.

WATERBODY CROSSINGS

Waterbody crossings would typically be constructed by trenching across the waterbody, followed by the restoration of the bed and banks. At crossings with significant stream flows, the use of dry-ditch crossing methods instead of open cut methods would reduce potential impacts from turbidity and sedimentation, because disturbed sediments within the construction area would not become re-suspended. For each waterbody, it is assumed that the impact would be limited to the trench. The table below shows the cumulative impact from waterbody crossings.

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	Number of Waterbodies Crossed	Cumulative Length of Waterbody Crossings* (feet)	Trench Dimensions (feet)	Trench Dimension (cubic yards)	Area of Impact (square feet)
Dresden to Catskill	358	2,291.5	4'W x 5'D	1,696	9,166
Haverstraw Bay Bypass	4	106	4'W x 5'D	63	424
Total	362	2,397.5		1,759	9,950 (0.2 acres)

For more information please see "Attachment 6 - Typical Drawings Overland Cable Installation" showing the installation of proposed cable at waterbody crossings and "Attachment 7 -Waterbody Crossings List".

WETLAND IMPACT

The expected impacts to individual wetlands due to construction and vegetative maintenance activities are summarized in the table below. Please see "Attachment 8 - Wetland Crossing List" for more information.

EXPECTED IMPACTS TO WETLANDS DURING CABLE INSTALLATION ACTIVITIES ALONG THE OVERLAND ROUTE

Overland Route Segment	Temporary Impacts		Permanent Impacts	
	Forested Wetland (square feet)	Non-Forested Wetland (square feet)	Forested Wetland (square feet)	Non-Forested Wetland (square feet)
Route 22	3,101	18,318		4,022
Whitehall to Rotterdam (CP Railroad)	354,497	1,216,169	15,202	119,554
Rotterdam to Catskill, Haverstraw Bay Bypass (CSX Railroad)	347,699	996,306	72,641	236,866
Total	705,297 (16.2 acres)	2,230,793 (51.2 acres)	87,843 (2.0 acres)	360,442 (8.3 acres)

Permanent Wetland Impact

Within the Permanent ROW, vegetative management activities would be conducted to prevent the establishment of deep-rooted plants/trees in order to protect the cables, resulting in a Permanent Impacts to the function and values of these wetlands. Approximately 2.0 acres of forested wetlands would be located within the proposed Permanent ROW and would be converted to scrub-shrub wetlands. Approximately 8.3 acres of non-forested wetland impacts would be located within the proposed Permanent ROW. Compensatory mitigation would be required for permanent impacts to wetlands.

Temporary Wetland Impact

Temporary construction zones would be established, consisting of the area needed for trench construction, installation of erosion and sediment control measures, and stockpiling of excavated material. The temporary construction zone would be 31 to 33 feet wide depending on the width of the Permanent ROW. Please see "Attachment 6 - Typical Drawings Overland Cable Installation" for more information on the temporary construction zones.

During construction, it is expected that temporary impacts to wetlands would occur within the construction corridor. After construction, the original surface hydrology in disturbed wetland areas would be re-established by backfilling the trench and grading the surface to pre-construction contours. Trenches in wetlands would be backfilled with native wetland soils to the extent practicable and a layer of native topsoil would be installed. The Applicant would seed the ROW to establish temporary cover and stabilize soils, at which point wetlands would then be allowed to re-vegetate naturally. The woody species within the temporary forested wetlands outside of the Permanent ROW would be expected to return more slowly and the applicant would conduct on-site restoration. Typically forested wetland restoration would include a tree planting density of 400-600 stems per acre. The restoration would also include methods to minimize deer grazing. A wetlands

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ecologist would be on-site during plantings to monitor work.

In order to minimize disruption to regulated wetlands during the construction, operation, and maintenance activities of the proposed transmission cable, the applicant has stated that they have avoided and minimized for impacts proposed to the maximum extent practicable by:

1. Minor adjustment to location of Permanent ROW: The detailed drawings will include locations where shifting the placement of the cables will allow for an avoidance of some or all of a wetland area.
2. Modifications to cable alignment within the existing ROW: There may be locations where route adjustments in the placement of the cables would allow for avoidance and /or minimization of impacts to wetlands. Options that will be evaluated will include placing the cables on the opposite side of the railroad tracks and alternatives to routing the cables around bridge structures. In some cases, alignments outside of the existing ROW may occur.

Compensatory Mitigation

To compensate for the 10.5-acres of permanent impacts to waters of the United States and wetlands, the applicant will provide compensatory mitigation in the form of wetland creation, restoration, and/or enhancement in association with wetland preservation. This office is recommending that the ratios of required mitigation area to wetland impact area include a minimum of 1:1 ratio for creation, restoration and enhancement of in-kind mitigation for both forested wetlands and non-forested wetland impacts; 2:1 ratio for creation, restoration and enhancement of out-of-kind mitigation for forested wetlands; and 10:1 for deed-restricted preservation of existing wetlands. This office is working with the applicant to avoid and minimize open water impacts associated with the proposed placement of cable over existing underwater obstructions, any impacts that cannot be avoided or minimized will require additional compensatory mitigation commensurate with the amount and type of impact that is associated with the proposed project. Public comment is invited on this concept. The applicant has proposed the following mitigation options.

The applicant proposes compensatory mitigation in the form of creation, restoration and/or enhancement at the following sites:

Glenville Site: The Glenville Site is located in the town of Glenville, south of the Schenectady County Airport in Glenville, Schenectady County, New York. The site is bordered to the north by Maple Avenue and the Canadian Pacific Railway, to the south by the Mohawk River, to the west by Freeman Bridge Road, and to the east by Alpaus Avenue. The applicant estimates that approximately 13.7 acres of wetland exists at the site.

Rotterdam Site: The Rotterdam Site is located southeast of the Rotterdam Square Mall, north of the Canadian Pacific Railway, and to the west of a large industrial area that is located to the west of I-890 in the town of Rotterdam, Schenectady County, New York. The applicant estimates that approximately 2.9 acres of wetland exists at the site.

Ruggles West: The Ruggles West site is located within Wilton Wildlife Preserve and Park near the town of Wilton, Saratoga County, New York. The applicant estimates that approximately ¼ to 1/3 acres of wetland exists at the site.

Wilton Wildlife Preserve and Park Trail Relocation: The Wilton Wildlife Preserve and Park is located near the town of Wilton in Saratoga County, New York. The applicant estimates that approximately 3 acres of wetland exists at the site.

Clifton Park: The Clifton Park is located near the town of Clifton Park, Saratoga County, New York. The applicant estimates that approximately 1 to 3 acres of wetland exists at the site.

The applicant proposes compensatory mitigation in the form of preservation at the following sites:

Vly Swamp/Black Creek Marsh: The Vly Swamp/Black Creek Marsh is located in the town of New Scotland, Albany County, New York. The applicant and the Mohawk Hudson Land Conservancy identified three parcels as priorities for

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preservation with a total of 56.22 acres of wetlands. Please see "Attachment 9 – Mohawk Hudson Land Conservancy Preservation Site" for location of these three parcels for preservation.

Frawley Property: Frawley property (#141.-3-10.11) is located in the town of Wilton, Saratoga County, NY. The applicant estimates that approximately 19 acres of wetland exists at the site for preservation. Please see "Attachment 10 - The Nature Conservancy Preservation Site" for the location of the Frawley Property.

Morris Parcels: The Morris Parcels is located in the town of Northumberland, Saratoga County, New York. The applicant would acquire two parcels (#142.10-1-4 and #142.10-1-3) and estimates that approximately 1 acre of wetland exists at both sites for preservation. Please see "Attachment 10 - The Nature Conservancy Preservation Site" for the location of the Frawley Property.

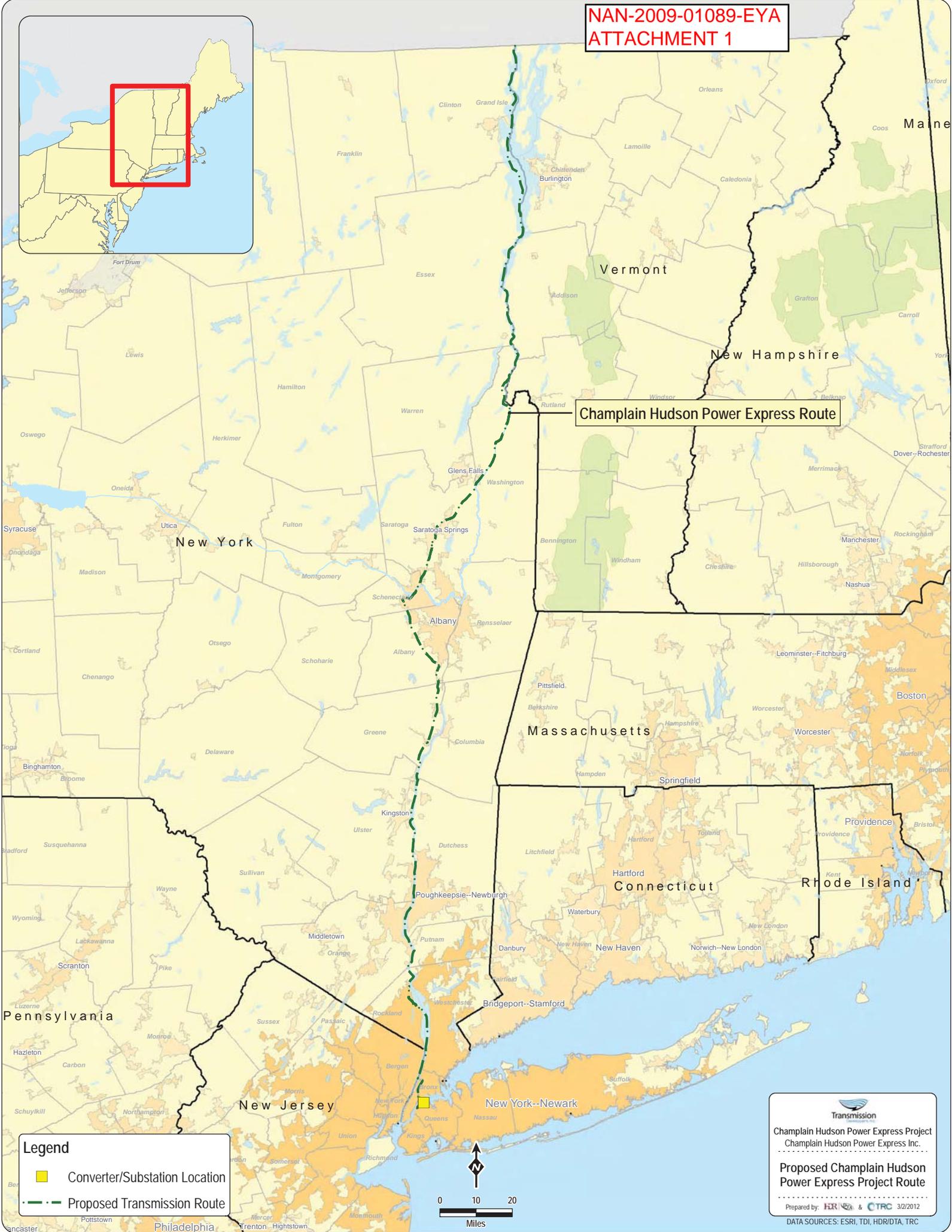
Albany Pine Bush Preserve: The Albany Pine Bush Preserve is located in the town of Wilton, Saratoga County, NY. The applicant would estimates that approximately 15 acres of wetland exists at the site for preservation.

The stated purpose of this project is to deliver power generated from the Canadian province of Quebec into New York City through a new 1,000 MW HVDC underground/underwater transmission line.

ATTACHMENTS
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Champlain Hudson Power Express Inc.

- Attachment 1 - Overview Map of Proposed Cable Route
- Attachment 2 - Proposed Cable Route Description Table
- Attachment 3 - Detailed Map Set of Proposed Cable Route (Underwater)
- Attachment 4 - Detailed Map Set of Proposed Cable Route (Overland)
- Attachment 5 - Typical Drawing Underwater Cable Installation
- Attachment 6 - Typical Drawings Overland Cable Installation
- Attachment 7 - Waterbody Crossings List
- Attachment 8 - Wetland Crossing List
- Attachment 9 - Mohawk Hudson Land Conservancy Preservation Sites
- Attachment 10 - The Nature Conservancy Preservation Sites

Attachment 1 - Overview Map of Proposed Cable Route



Champlain Hudson Power Express Route

Legend
■ Converter/Substation Location
- - - Proposed Transmission Route




Champlain Hudson Power Express Project
Champlain Hudson Power Express Inc.
Proposed Champlain Hudson
Power Express Project Route
Prepared by:  &  3/2/2012
DATA SOURCES: ESRI, TDI, HDR/DTA, TRC

Attachment 2 - Proposed Cable Route Description Table

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ATTACHMENT 2**

Cable Section Segment Corridor	Installation Area	Federal Channel	In Channel or Side Slope	Milepost Start*	Milepost End	Construction Zone (feet)**	Length (miles)	NOAA Chart Number	Cross Section for Waterway	Comments
Rouses Point to Crown Point	Aquatic	LC	N/A	0	73	50	73	NOAA 14781, 14782, 14783	Lake Champlain-1	Cables buried in lake bed. Closest proximity to maintained Federal Navigation Channel (FNC) is 3,100' near Port Henry (72.1 to MP 72.6).
									Lake Champlain-2	Cables placed on lake bed for water deeper than -150'.
									Lake Champlain-3	Typical reduced cable burial over rock, Lake Champlain
									Lake Champlain-4	Typical surface laid cable burial over rock, Lake Champlain
									Lake Champlain-5	Table of anticipated non-burial locations, Lake Champlain
Crown Point to Putman Station	Aquatic	LC	N/A	73	97.1	50	24.1	NOAA 14784	Lake Champlain-1	Cables buried in lake bed. Closest proximity to an anchorage area is 210' near Ticonderoga (MP 87.1)
Putnam Station to Dresden	Aquatic	NLC	N/A	97.1	101.3	50	4.2	NOAA 14784	Narrows of Lake Champlain-1	Cables outside of FNC.
			Channel or Side Slope						Narrows of Lake Champlain-2	Cables inside of FNC or side slope.
Dresden to Catskill	Upland	N/A	N/A	101.3	228.4		127.1			
Catskill to Stony Point	Aquatic	Hudson	N/A	228.4	295.4	50	67	NOAA 12347, 12343	Hudson-1	The route for the cables is outside of the maintained FNC and anchorage areas. Closest proximity to the maintained FNC is 60' at MP 238.6 (See Hudson-2). Closest proximity to an anchorage area is 190' at MP 253.6 (See Hudson-3).
									Hudson-2	
									Hudson-3	
									Hudson-4	Typical reduced cable burial over rock, Hudson River
								Hudson-5	Typical surface laid cable burial over rock, Hudson River	
								Hudson-6	Table of anticipated non-burial locations, Hudson River	
Stony Point to Clarkstown	Upland	N/A	N/A	295.4	302.8		7.4			
Clarkstown to Spuyten Duyvil	Aquatic	Hudson	N/A	302.8	324	50	21.2	NOAA 12343	Hudson-1	The route for the cables is outside of the maintained FNC and anchorage areas. Closest proximity to an anchorage area is 200' at MP 316.8. Closest proximity to an FNC is 1,250' at MP 303.6.
									Hudson-4	
									Hudson-5	
									Hudson-6	Table of anticipated non-burial locations, Hudson River
Spuyten Duyvil to Bronx (Harlem River)	Aquatic	Harlem	Channel	324	324.4	50	0.4	NOAA 12342	Harlem-1	Sediment Section.
Spuyten Duyvil to Bronx (Harlem River)	Aquatic	Harlem	Channel	324.4	324.6	50	0.2		Harlem-2	Rock Section
Spuyten Duyvil to Bronx (Harlem River)	Aquatic	Harlem	Channel	324.6	330.2	50	5.6		Harlem-1	Sediment Section.
Bronx (HRY)	Upland	N/A	N/A	330.2	331.3		1.1			
HDD under East River	Aquatic	N/A	N/A	331.3	332.1		0.8	NOAA 12342		Horizontal Directional Drilling (HDD) under East River
Astoria to Converter Station	Upland	N/A	N/A	332.1	332.8		0.7			

Notes

*Route starts at the Canadian border

**Due to site conditions, the cables may be installed as necessary within the 50 foot construction zone

LC - Lake Champlain

NLC - Narrows of Lake Champlain