Empire Offshore Wind LLC

Empire Wind 1 Project Article VII Application

Exhibit 2 Location of Facilities

June 2021

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ACRONYMS AND ABBREVIATIONS

ac acre

BOEM Bureau of Ocean Energy Management

CFR Code of Federal Regulations

ConEdison Consolidated Edison Company of New York, Inc.

EM&CP Environmental Management & Construction Plan

Empire, the Applicant Empire Offshore Wind LLC

EW 1 Empire Wind 1

EW 1 Project Empire Wind 1 Project

ft foot ha hectare

HVAC high-voltage alternating-current

km kilometer kV kilovolt

Lease Commercial Lease of Submerged Lands for Renewable Energy

Development on the Outer Continental Shelf OCS-A 0512

Lease Area BOEM-designated Renewable Energy Lease Area OCS-A 0512

m meter mi mile

nm nautical mile

NOAA National Oceanic and Atmospheric Administration
NYCEDC New York City Economic Development Council

NYCRR New York Codes, Rules and Regulations

NYISO New York Independent System Operator, Inc.

NYSDOT New York State Department of Transportation

NYSPSC or Commission New York State Public Service Commission

POI Point of Interconnection at the Gowanus 345-kV Substation

O&M Facility Operations and maintenance facility

Project EW 1 Project transmission facilities in New York

PSL New York Public Service Law

ROW right-of-way

SBMT South Brooklyn Marine Terminal

SSBMT Sustainable South Brooklyn Marine Terminal

USACE U.S. Army Corps of Engineers

USCG U.S. Coast Guard



USGS

United States Geological Survey

EXHIBIT 2: LOCATION OF FACILITIES

2.1 Introduction

Empire Offshore Wind LLC (Empire, or the Applicant) proposes to construct and operate the Empire Wind 1 (EW 1) Project as one of two separate offshore wind projects to be located within the Bureau of Ocean Energy Management (BOEM)-designated Renewable Energy Lease Area OCS-A 0512 (Lease Area). The proposed transmission system for the EW 1 Project will connect the offshore wind farm to the point of interconnection (POI), and will include 230-kilovolt (kV) export and 345-kV interconnection lines traversing a total of approximately 17.5 miles (mi) (15.2 nautical miles [nm], 28.2 kilometers [km]) within the State of New York. An electric transmission line with a design capacity of 125 kV or more, extending a distance of one mile or more, is subject to review and approval by the New York State Public Service Commission (Commission or NYSPSC) as a major electric transmission facility. This application is being submitted to the Commission pursuant to Article VII of the New York Public Service Law (PSL) for the portions of the EW 1 Project transmission system that are located within the State of New York (collectively, the Project).

The Project will interconnect to the New York State Transmission System operated by the New York Independent System Operator, Inc. (NYISO) at the Gowanus 345-kV Substation (the point of interconnection, or POI). The Gowanus 345-kV Substation is owned by the Consolidated Edison Company of New York, Inc. (ConEdison). The Project's onshore facilities, including the onshore cable route, onshore substation, and the POI, are located entirely within Brooklyn, Kings County, New York.

The Article VII components of the EW 1 Project include:

- Two three-core 230-kV high-voltage alternating-current (HVAC) submarine export cables located
 within an approximately 15.1-nm (27.9-km)-long, submarine export cable corridor from the boundary
 of New York State waters 3 nm (5.6 km) offshore to the cable landfall in Brooklyn, New York;
- A 0.2-mi (0.3-km)-long onshore cable route and substation including:
 - Two three-core 230-kV HVAC EW 1 onshore export cables buried underground from the cable landfall either directly to the cable terminations or to a vault within the onshore substation;
 - An onshore substation located at the South Brooklyn Marine Terminal (SBMT), which will increase the voltage to 345 kV for the onshore interconnection cables; and
 - o Two 345-kV cable circuits, each with three single-core HVAC onshore interconnection cables, buried underground from the onshore substation to the POI.

This exhibit addresses the requirements of 16 New York Codes, Rules and Regulations (NYCRR) § 86.3 for the Project facilities, including detailed maps, drawings and explanations showing the right-of-way (ROW) for the proposed facilities.

2.2 General Description of Facility Location

Project components, as described in this section, allow for flexibility for technological development and micrositing of facilities. Where applicable, the Applicant will provide further detailed micro-siting and facility design within the described parameters as part of the Project's Environmental Management & Construction Plan (EM&CP).



2.2.1 Empire Wind 1 Project Overview

The Lease Area covers approximately 79,350 acres (ac; 32,112 hectares [ha]) and is located in federal waters approximately 14 mi (12 nm, 22 km)¹ south of Long Island, New York and 19.5 mi (16.9 nm, 31.4 km) east of Long Branch, New Jersey. The Lease Area was awarded through the BOEM competitive renewable energy lease auction of the Wind Energy Area offshore of New York² (see Figure 2.2-1). Development of the Lease Area is subject to review and approval by BOEM under 30 Code of Federal Regulations (CFR) Part 585. The Applicant is proposing to develop the entire Lease Area in two individual projects, to be known as the Empire Wind 1 and Empire Wind 2 projects. These individual projects will be electrically isolated from and independent of each other, and each will connect to a separate offshore substation and onshore point of interconnection by way of separate export cable routes and onshore substations. The Applicant's EW 1 Project, which was awarded a contract for 816 MW as a result of New York State's first competitive offshore wind solicitation, is the subject of this application to the Commission, and will occupy a portion of the Lease Area.

In addition to the Article VII components listed in Section 2.1, the EW 1 Project, which includes the area outside of New York State, will include offshore wind turbines, supporting structures and foundations, interarray cables, and one offshore substation, located within the Lease Area, on the Outer Continental Shelf in federal waters. The submarine export cable route from the Lease Area to the cable landfall is approximately 38 nm (70 km) of which approximately 23 nm (42 km) is in federal waters, and 15.1 nm (27.9 km) is in New York State waters.

SBMT is located adjacent to 2nd Avenue between 29th and 39th Streets in Brooklyn, along Gowanus Bay. The SBMT parcel, including rights within the pierhead line, is owned by New York City and leased to the New York City Economic Development Corporation (NYCEDC). The Sustainable South Brooklyn Marine Terminal (SSBMT) leases from NYCEDC and operates the portion of SBMT where the Project will be located. Within the SBMT site, the Applicant will sublease the areas required for the submarine export cable landfall, onshore substation, and onshore cables under agreement with SSBMT and NYCEDC.

The Applicant understands that in order to contribute to the development and build-out the offshore wind industry in the State of New York, SSBMT is proposing to conduct upgrades to the port facility that would allow offshore wind developers to utilize the facility as a construction and staging area. Planned port facility upgrades at SBMT are separate from the Project and adjacent to the Project site.

² On December 15-16, 2016, the lease sale for an area offshore New York, or the "New York Lease Area" was held by BOEM, pursuant to 30 CFR § 585.211. Statoil Wind US LLC (subsequently renamed to Equinor Wind US LLC) was the winner of Lease Area OCS-A 0512. The Commercial Lease of Submerged Lands for Renewable Energy Development on the Outer Continental Shelf OCS-A 0512 (Lease) for 79,350 ac (32,112 ha) went into effect on April 1, 2017. Following issuance of the Lease, Equinor Wind began to conduct comprehen sive desktop studies of the environmental resources found within the Lease Area, and requested a 12-month extension of the Preliminary Term of the Lease from BOEM on October 10, 2017. BOEM approved the request on November 13, 2017, extending the Preliminary Term from April 1, 2018 to April 1, 2019. On May 16, 2018, Statoil Wind US LLC changed its name to Equinor Wind US LLC.



¹ Distances throughout the application are provided as statute miles (mi) or nautical miles (nm) as appropriate, with kilometers (km) in parentheses. For reference, 1 mi equals approximately 0.87 nm or 1.6 km.

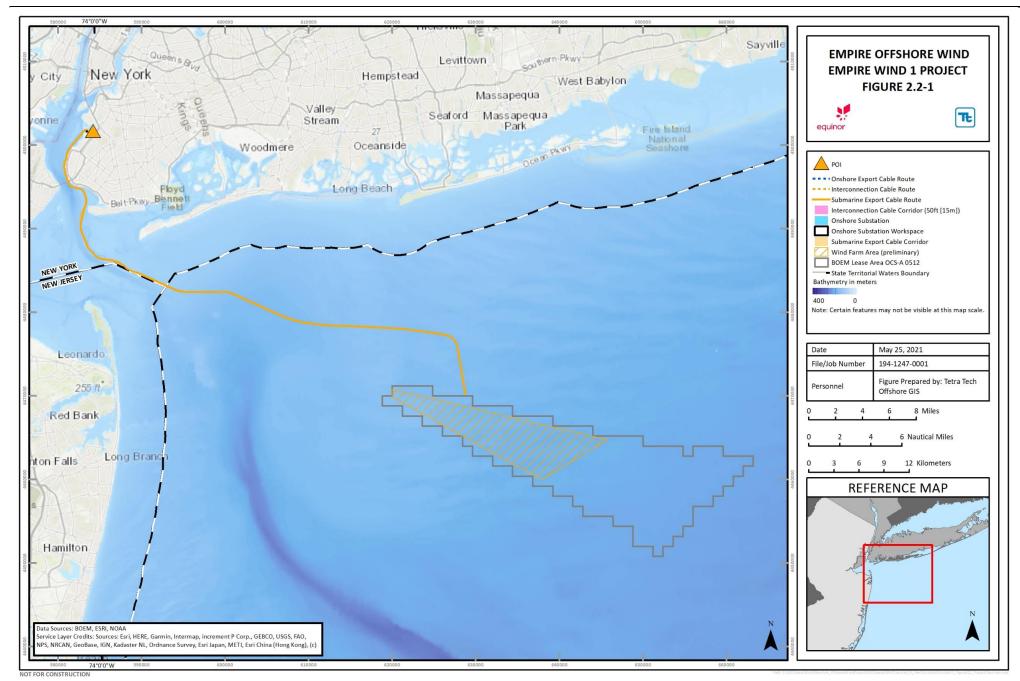


Figure 2.2-1 Overview of the EW 1 Project Location

The EW 1 Project will also require an operations and maintenance facility (O&M Facility) supporting the offshore wind farm, which is anticipated to be located adjacent to the onshore substation at SBMT. This O&M Facility will monitor operations and include offices, a control room, warehouse, workspace, and pier space. The Applicant may implement temporary mooring of wind turbine foundations at Homeport Pier in Staten Island prior to the foundation deployment to the Lease Area during construction, in the event that the Gravity Based Solution is chosen as the wind turbine foundation type for the EW 1 Project.

This application is being submitted pursuant to Article VII of the PSL for the portions of the EW 1 Project transmission facilities within the State of New York. The offshore facilities associated with the EW 1 Project that will be located within federal waters, the onshore O&M facilities supporting facilities in federal waters, and temporary mooring activities associated with construction and operation of such facilities are not the subject of this application; where described, they are included only to provide contextual information. The following subsections provide a description of the location of the New York transmission facilities subject to Article VII, and mapping in accordance with the requirements of 16 NYCRR § 86.3.

2.2.2 New York Submarine Export Cable Route

From the Lease Area, two 230-kV submarine export cables will be installed within a single corridor traversing the New York Bight into New York Bay and continuing to the cable landfall located in Brooklyn, New York (see **Figure 2.2-1**). The Project cable corridor for this application begins where the submarine export cable route crosses the New York State boundary 3 nm (3.5 mi, 5.6 km) offshore, approximately 3.9 mi (6.2 km) southeast of Rockaway Point at the southwestern corner of Long Island, New York, and 5.5 mi (8.8 km) east of the tip of Sandy Hook, New Jersey. From there, the corridor enters Lower New York Bay and continues under the Verrazzano-Narrows Bridge between Brooklyn and Staten Island, then north to the EW 1 Project cable landfall at SBMT in Sunset Park, Brooklyn, New York, on the east side of Upper New York Bay, in Gowanus Bay.

The submarine export cable corridor (also called the submarine export cable siting corridor) is approximately 15.1 nm (17.3 mi, 27.9 km) in length from the New York State waters boundary offshore to the cable landfall. The submarine export cable corridor in New York State waters is approximately 500 feet (ft, 153 meters [m]) in width, as depicted in **Figures 2.2-2, 2.2-3**, and **2.2-4**, to allow the Applicant flexibility to micro-site the cables based on environmental and seabed conditions identified prior to installation. This submarine export cable siting corridor is expanded to a maximum of approximately 1,600 ft (488 m) wide in the area to the west of Coney Island, to allow for additional assessment of seabed features, stakeholder input and maintenance constraints to inform cable routing. The Applicant is requesting the Commission certify the submarine export cable siting corridor. The Applicant will provide further route micro-siting as part of the Project's EM&CP.

In addition, a width of up to 1,250 ft (381 m) on either side of the submarine export cable corridor may be used for anchoring of the submarine export cable installation vessel in support of installation activities. This anchoring corridor width may increase or decrease where site constraints exist.

Within the submarine export cable corridor, the two three-core 230-kV submarine export cables are anticipated to be spaced approximately 98 ft (30 m) apart in New York State waters; however, final cable spacing may vary based on seafloor conditions and seabed constraints. Except in certain areas where specialized methods may be required, such as dredging or pre-sweeping (see **Exhibit E-3: Underground Construction**), the maximum direct seabed disturbance within the submarine export cable corridor will be typically limited to a width of approximately 26 ft (8 m) per cable, which includes the approximately 5-ft (1.5-m) width of the cable trench, and an additional 21 ft (6.5 m) that includes the area where the cable burial tool may be in direct contact with the seabed and potential area of temporary sediment side-cast or removal.



The submarine export cable route has been designed to avoid the Ambrose Channel and its associated side slopes by paralleling the channel through Upper and Lower New York Bay. However, there are two discrete segments where the submarine export cable route may cross federally designated anchorages or channels: Gravesend Bay and the Bay Ridge Channel (see offshore constraints analysis in **Exhibit 3: Alternatives**). Burial requirements associated with crossing federally maintained areas are provided in **Exhibit E-3** and additional discussion of marine transportation relative to the submarine export cable route is provided in **Exhibit E-6: Effect on Transportation**.

Within Gravesend Bay, the federally designated US Army Corps of Engineers (USACE) anchorage area (Gravesend Anchorage) lies within the larger charted Anchorage #25 area that is identified on National Oceanic and Atmospheric Administration (NOAA) Chart 12402 for the Port of New York (US Coast Guard [USCG] Anchorage #25). The USACE has prepared a General Reevaluation Report to evaluate environmental impacts related to the improvement of the anchorage(s) included in the New York and New Jersey Harbor Federal Navigation Project (USACE 2020). Included within this analysis is the potential deepening and expansion of the federally designated USACE Gravesend Anchorage.

To account for routing constraints in and around Gravesend Bay, four route alternatives were considered in this area. These route alternatives are described in **Exhibit 3.** The proposed route is the easternmost route, which is designed to avoid the deeper federally designated USACE Gravesend Anchorage and its potential expansion area, based on publicly released USACE documentation (USACE 2020). It also avoids traversing an area of USCG Anchorage #25 that experiences the most usage, based on analysis of Automatic Identification System data.

Known or possible active and out-of-service utility corridors crossed by the submarine export cable route are depicted in **Figure 2.2-5.**

2.2.3 Cable Landfall

The Project's export cable route will make landfall at SBMT in Sunset Park in Brooklyn, New York, directly to the west of the planned onshore substation (see Section 2.2.4). The proposed method for cable landfall installation is to pull the submarine export cables through conduits in the bulkhead along the shoreline at SBMT (see **Exhibit 5: Design Drawings** for conceptual cable landfall drawings). The Applicant will replace the currently existing bulkhead at the landfall as part of site preparation activities and will install the conduits for cable landfall. Temporary sheet piling will be installed in the water at the conduit openings during the bulkhead replacement activities, which will then be removed during installation of the cable landfall. **Exhibit E-3** provides additional information on cable landfall installation methodology and associated activities.

To support the installation of the cable landfall, both onshore and offshore work areas are required. The onshore work area for cable landfall will be located within the workspace for the onshore substation at SBMT. The offshore work area for the cable landfall will be contained within the approximately 500-ft (152-m)-wide corridor that will be dredged for the installation of the submarine export cables along the approach to the shoreline northeast of the 35th Street Pier. Along the approach to the cable landfall, dredging is needed to meet cable burial depth requirements and to allow for cable installation vessel access (to meet vessel draft requirements). Cable landfall methodology and associated workspaces are depicted in the conceptual drawings included in **Exhibit 5**.

2.2.4 Onshore Substation

The onshore substation will be located directly to the east of the cable landfall at SBMT in Brooklyn, New York. The onshore substation will be constructed within an approximately 9.0-ac (3.6-ha) portion of the SBMT



property, which is currently paved and used for parking, equipment, and materials storage. Within that area, the permanent footprint of the proposed onshore substation will occupy 4.8 ac (1.9 ha). Construction workspace will be located immediately adjacent to the permanent onshore substation site and within an approximately 1.2-ac (0.5-ha) temporary laydown area that will be located on another portion of SBMT, included in the total temporary workspace area. The onshore substation site is intersected by a single railroad track that is used to transport materials to and from the Sims Municipal Recycling Sunset Park Material Recovery Facility. The onshore substation fence line will be located southwest of the rail track and not affect its current use (see onshore substation design drawings in **Exhibit 5**).

Additional details on the onshore substation facility are provided in Exhibit E-2: Other Facilities.

2.2.5 Onshore Cable Route

On the upland side of the cable landfall, the two submarine export cables will be pulled either directly to the cable terminations or to vaults located within the onshore substation site at SBMT. The portion of the submarine export cables that is onshore between the cable landfall and their end point within the onshore substation is defined as the EW 1 onshore export cable route for the purpose of this Application. The approximate length of the EW 1 onshore export cable route is 263 ft (80.0 m). The onshore substation will increase the voltage to 345 kV and this voltage will be transported approximately 0.2 mi (0.3 km) via the onshore interconnection cables to the POI at the existing Gowanus 345-kV Substation. The onshore interconnection cables are expected to traverse 2nd Avenue to the POI. The entire onshore cable route is approximately 0.2 mi (0.3 km) long.

The EW 1 onshore export cable route is located entirely within the SBMT parcel. The installation corridor for the onshore interconnection cables will be 50 ft (15 m) wide along the roadway. The permanent operational corridor for the onshore cables will be 25 ft (8 m) wide.

2.2.6 Port Facilities and Construction Staging Areas

Construction activities for the Project will utilize the designated areas within SBMT for construction workspace and materials storage required for installation. Mobilization and demobilization of the submarine export cable installation and trenching vessels, material storage, staging, and loading/unloading are anticipated to be based out of the cable supplier's factory site, with the submarine export cable installation vessels transiting directly to and from the cable installation corridor. However, supply vessels and crew transfer vessels may operate from local ports, including SBMT, to supply the cable installation vessel and associated support vessels.

2.3 Description of Location Maps

A general overview of the EW 1 Project is provided in **Figure 2.2-1**. To address the mapping requirements of 16 NYCRR § 86.3, **Figure 2.2-4** provides the Project facilities on New York State Department of Transportation (NYSDOT) 1:24,000 raster mapping. Because the NYSDOT mapping was determined not to provide sufficient detail to depict features of the area surrounding the Project, **Figures 2.2-2** and **2.2-3** provide details of the Project facilities on United States Geological Survey (USGS) topographic mapping at 1:100,000 and 1:24,000 scale. **Figures 2.3-1** and **2.3-2** provide Project details on NOAA charts at 1:100,000 and 1:24,000 scale, respectively. NYSDOT 1:250,000 scale maps are not available for this area; the Applicant is therefore requesting a waiver from the requirement to use NYSDOT mapping for these figures. The USGS 1:24,000 and 1:100,000 scale topographic maps provide all of the information required by 16 NYCRR § 86.3(a)(1), but with greater clarity.



Figures 2.2-2 and 2.3-1 provide an area of at least five miles on either side of the proposed facilities in New York State and include the survey control point. Figures 2.2-2, 2.2-3, 2.2-4, 2.3-1 and 2.3-2 include the submarine export cable corridor, interconnection cable corridor, and onshore substation site, including the temporary construction limits and the facility limits. With the exception of bathymetric changes that may be associated with certain submarine export cable installation activities (further described in Exhibit E-3), changes to topography, vegetation or structures resulting from Project activities will be limited to the onshore substation area at SBMT indicated on the figures. Due to the urban and developed nature of the site, temporary and permanent vegetation impacts are not anticipated; however, some change to topography and existing infrastructure at SBMT may be required. Additional detail on the proposed facilities is provided in Exhibit E-1: Description of Proposed Transmission Line, Exhibit E-2, Exhibit E-3, and Exhibit 5.

Figures 2.2-2, 2.2-3, 2.2-4, 2.3-1 and 2.3-2 also show the known archaeologic, geologic, historical or scenic areas, parks, or untouched wildernesses within or within three miles of the Project, if present, as compiled from the following publicly available data sources: Federal Lands New York (New York State Office of Cyber Security and Critical Infrastructure Coordination 2005), ESRI digital data for railroads and local parks, New York State Department of Environmental Conservation Lands and Campgrounds (NYSDEC 2018), National Register of Historic Places Public Dataset special data (National Park Service 2014), Significant Coastal Fish and Wildlife Habitat (NYSDOS 1998), Wrecks and Obstructions Database (NOAA 2020), Critical Environmental Areas in New York (NYSDEC 2015), Significant Natural Community Occurrences – Long Island & NYC (NYSDEC 2011), and Scenic Areas of Statewide Significance (NYSDOS 2014).

Nearby, crossing and connecting ROWs or facilities of existing utilities are provided on USGS 1:100,000 scaled topographic mapping in **Figure 2.2-5**; this figure depicts Ventyx utilities data onshore. Offshore, **Figure 2.2-5** depicts ROW crossing information from the Applicant's direct outreach to potential asset owners along the submarine export cable corridor. NYSDOT 1:250,000 scale maps are not available for this area; therefore, the Applicant is requesting a waiver from the requirement to use NYSDOT mapping for this figure. The point of connection between existing and proposed facilities is at the POI, which is also shown on **Figure 2.2-5**. **Figure 2.2-5** shows the proposed facility in conjunction with other components of the existing systems, and provides the information required by 16 NYCRR § 86.3(a)(2)(i)-(iv), using more recently updated maps obtained through the USGS.

Color aerial photographs (dated March 2021 for the onshore map panels, and October 2018 and March/April 2020 for the offshore map panels) depicting at least 1,200 ft (366 m) on either side of the submarine export and onshore cable routes are provided in **Figure 2.3-3**, including the proposed cable corridors, the onshore substation access road, and overlays of Project facilities. Aerial imagery is from Nearmap (2018, 2020, and 2021). Although aerial photographs for offshore portions of the Project route were taken more than six months prior to the date of filing, they represent the current conditions of the area within and surrounding the Project, therefore, the Applicant is requesting a waiver from the requirement that aerial photography be dated six months or less before the application.

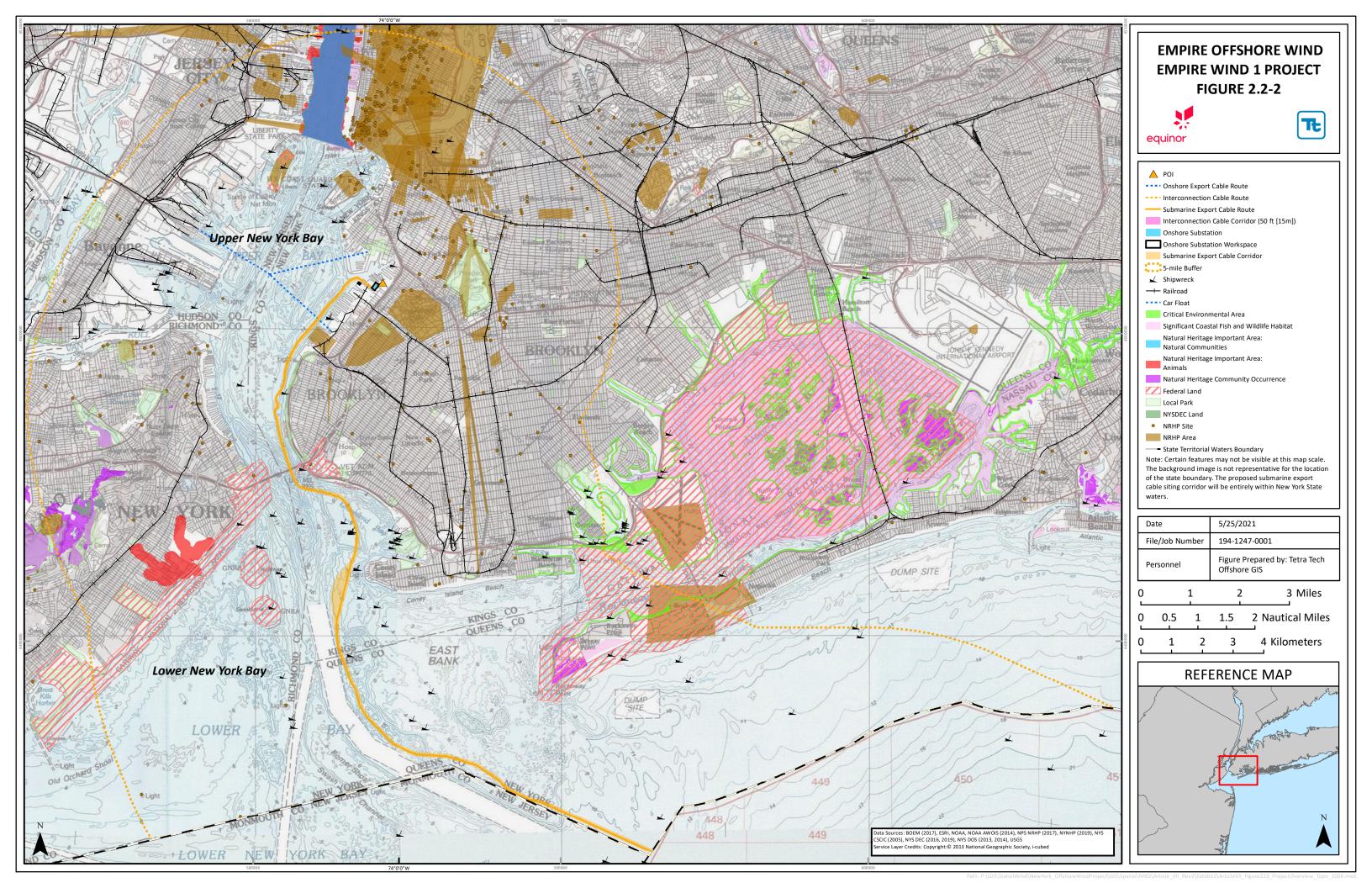
2.4 References

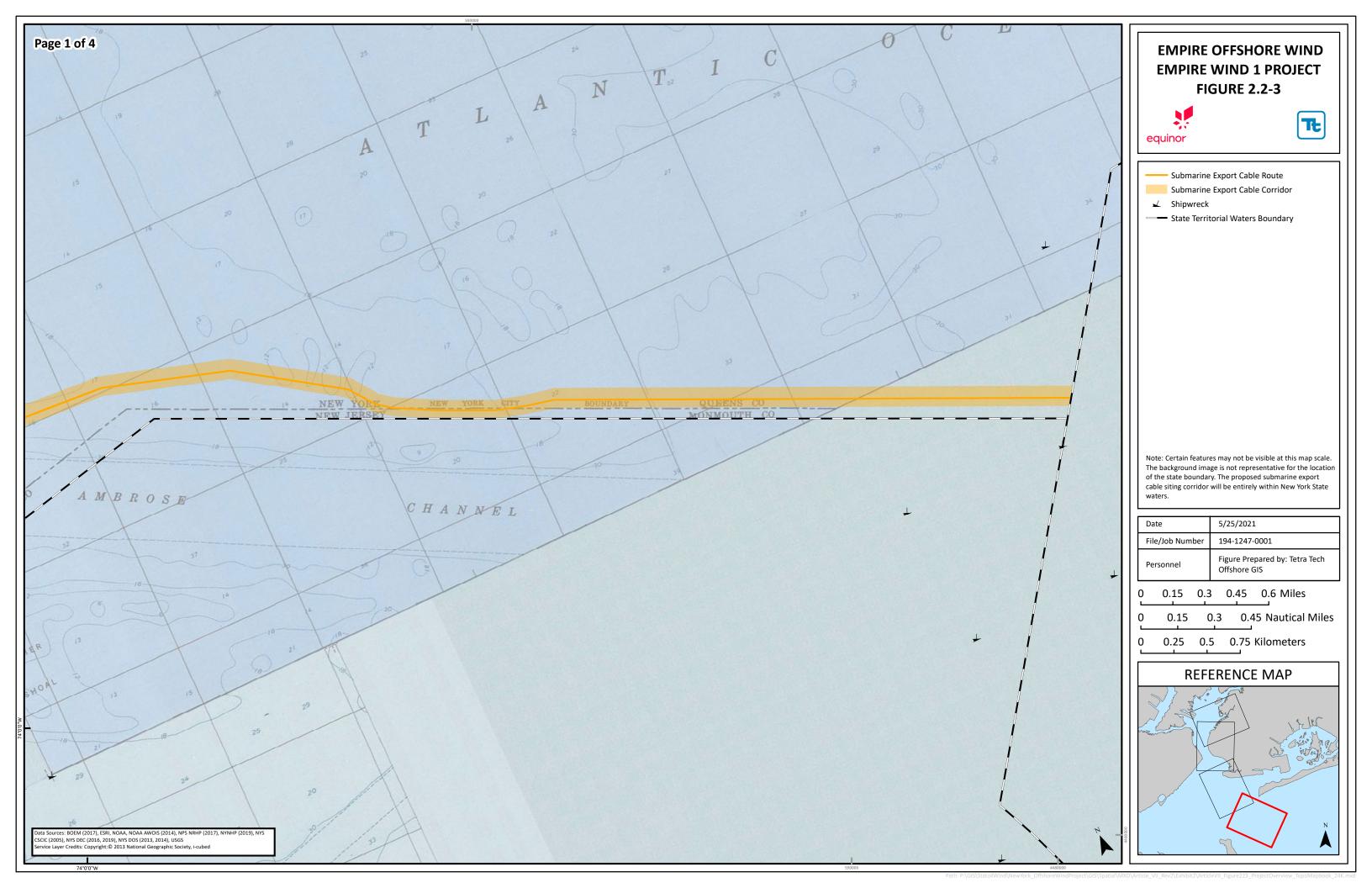
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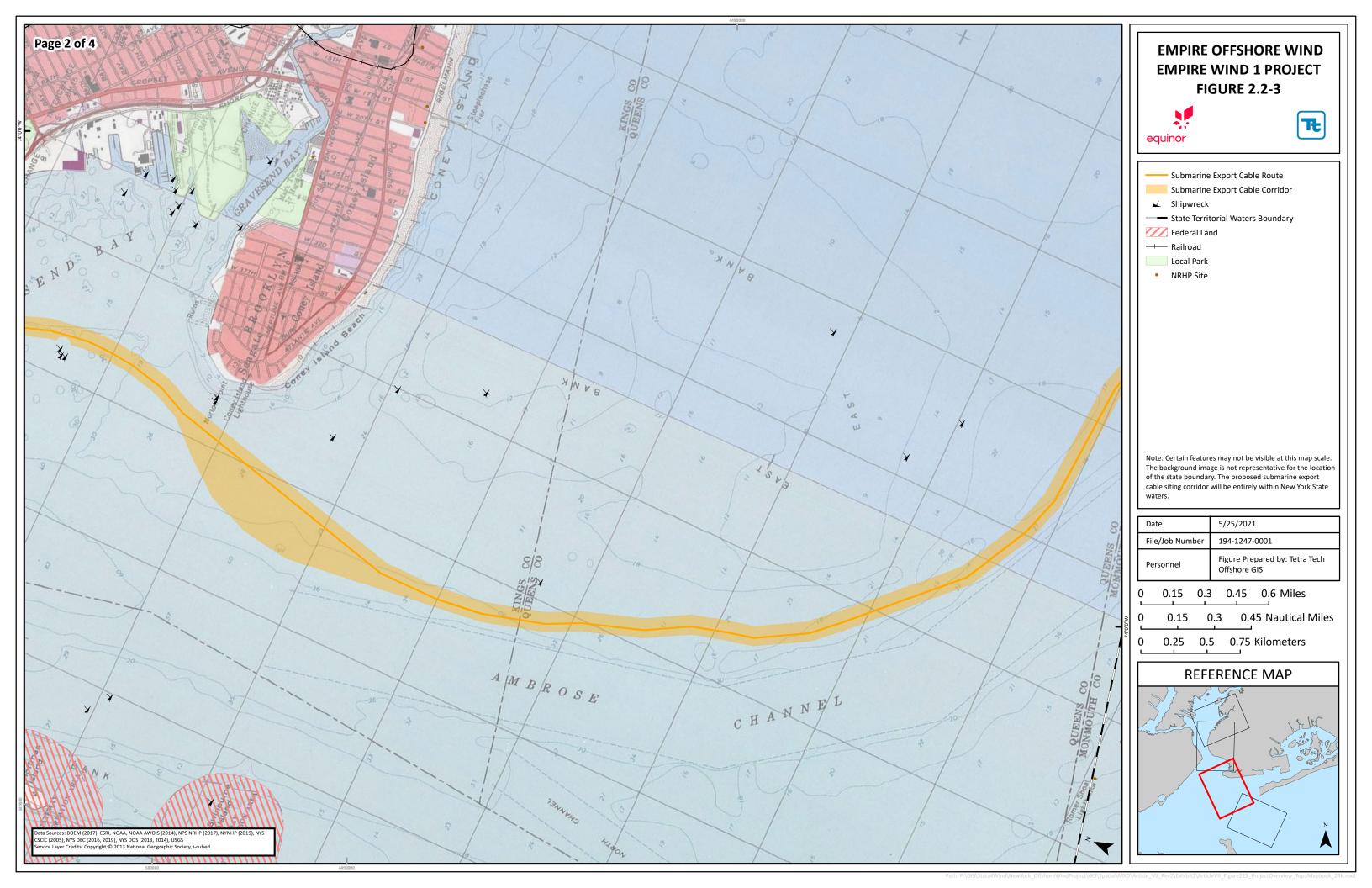
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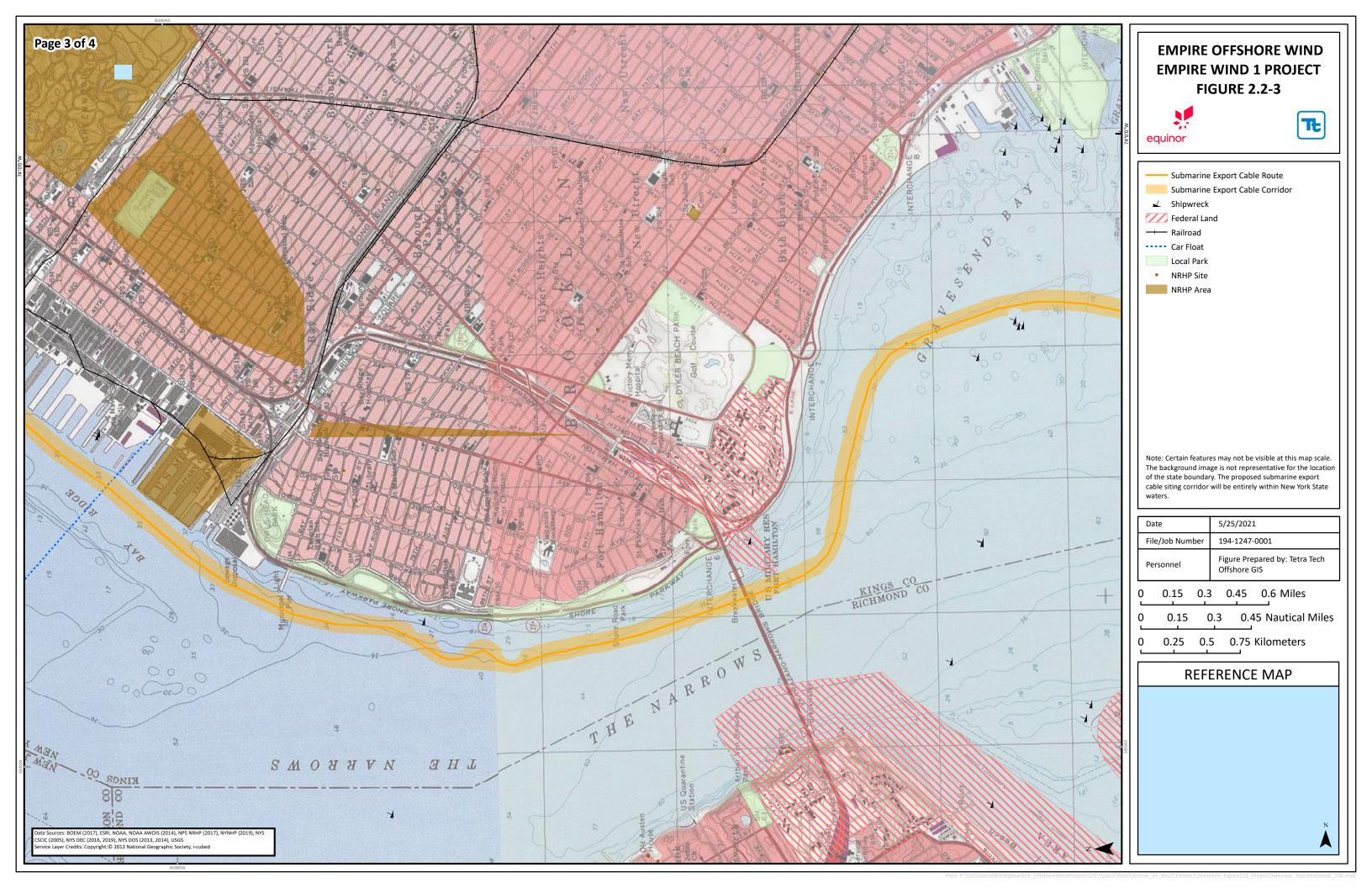


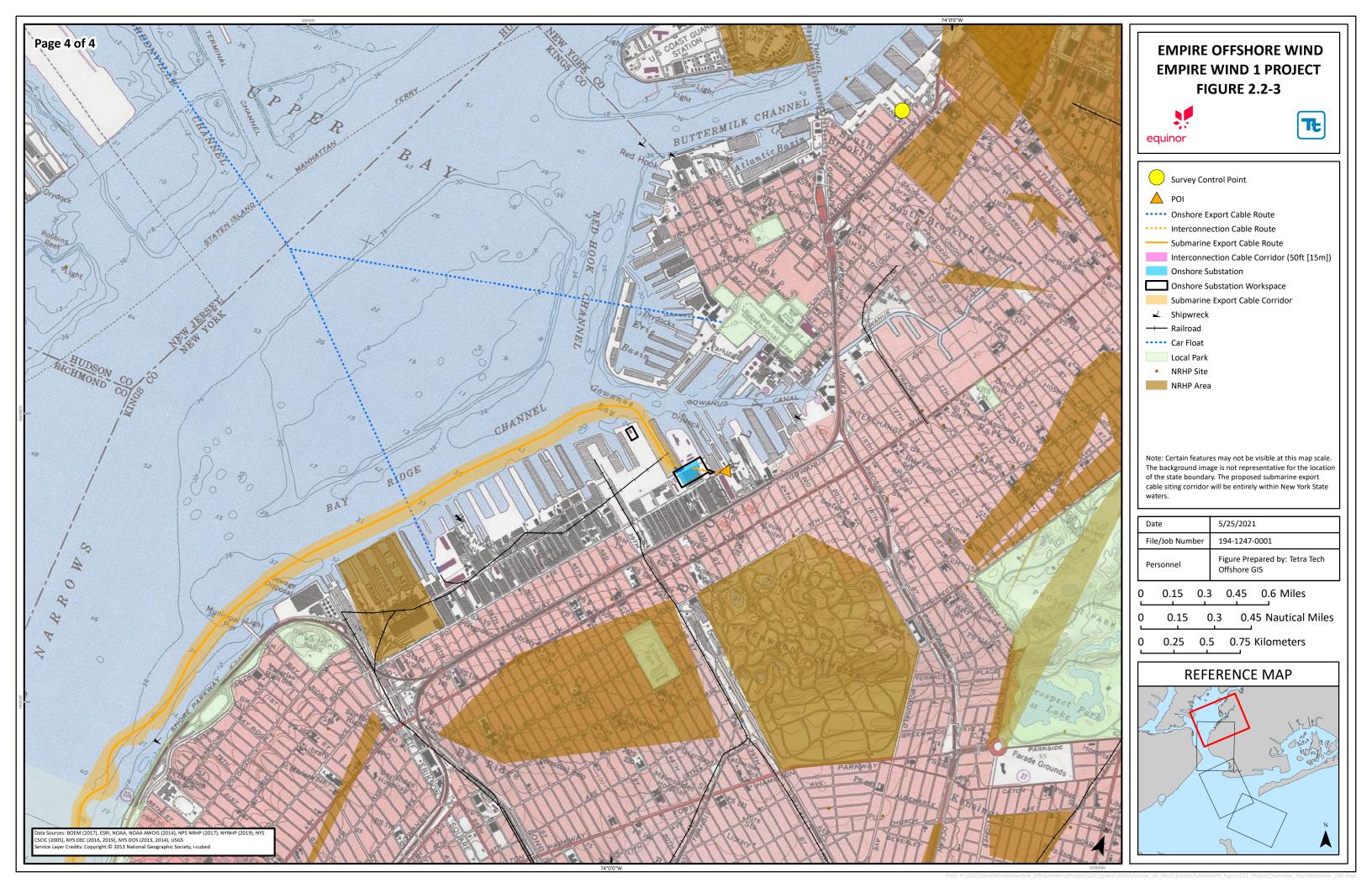
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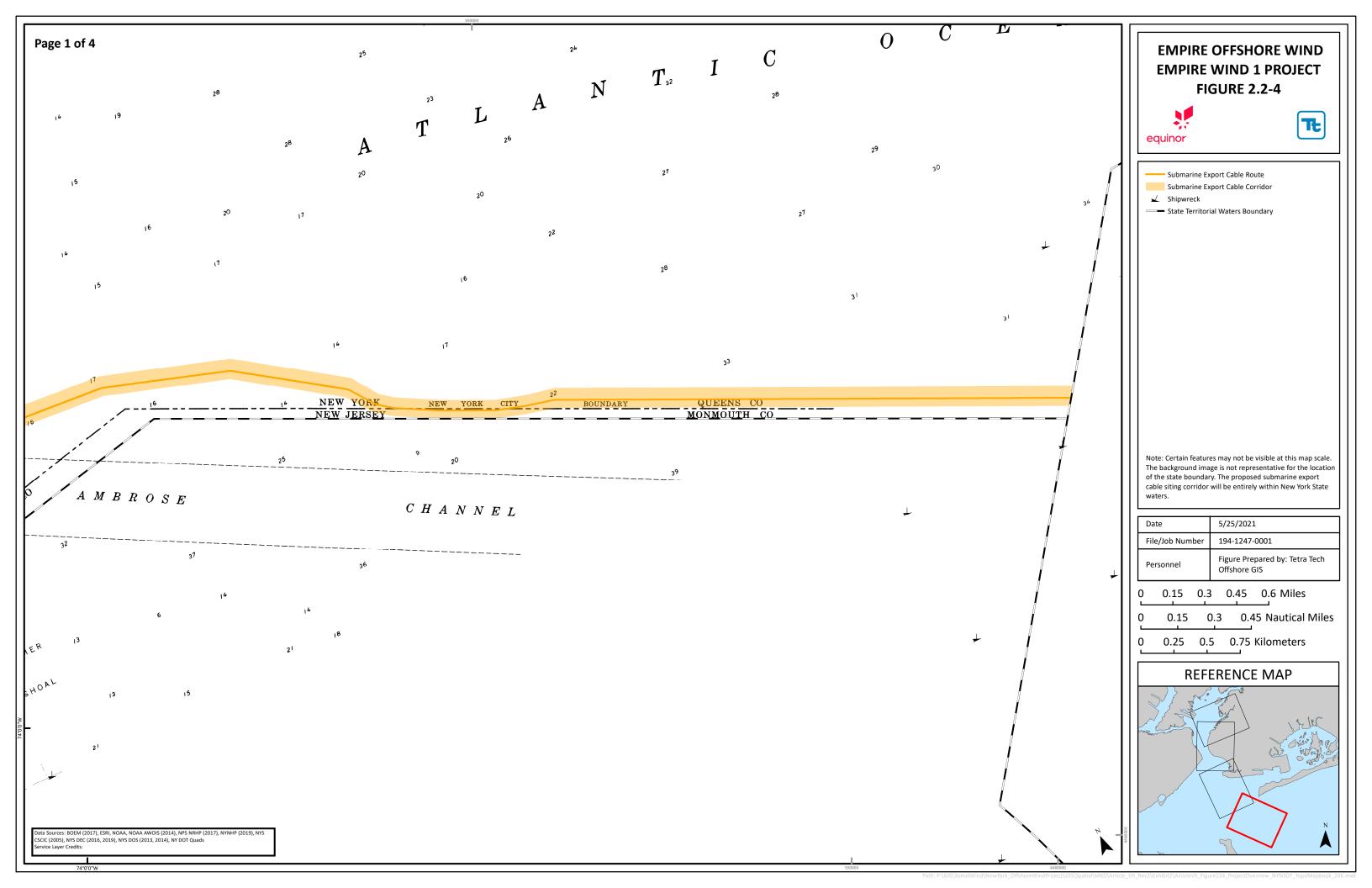


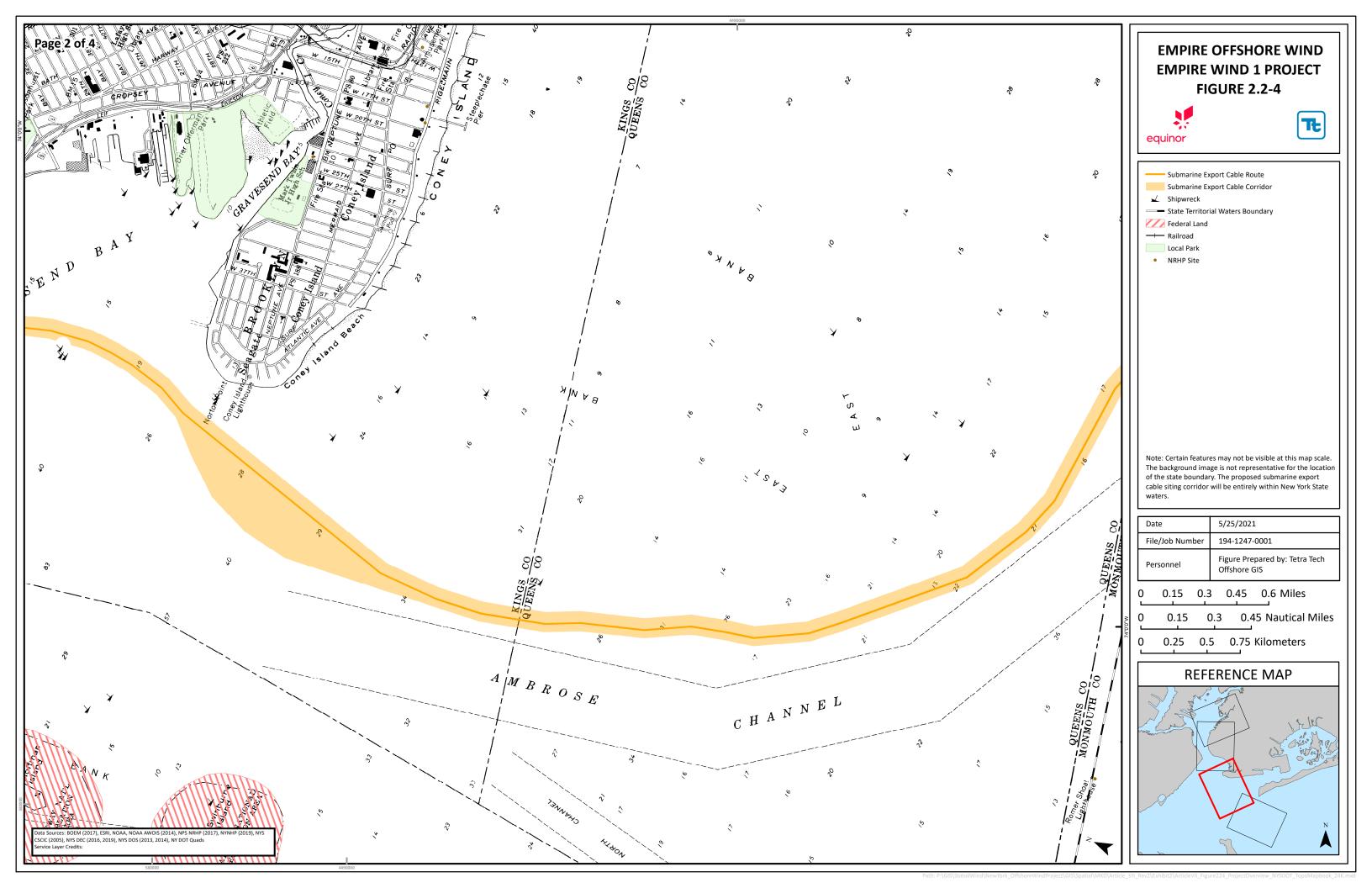


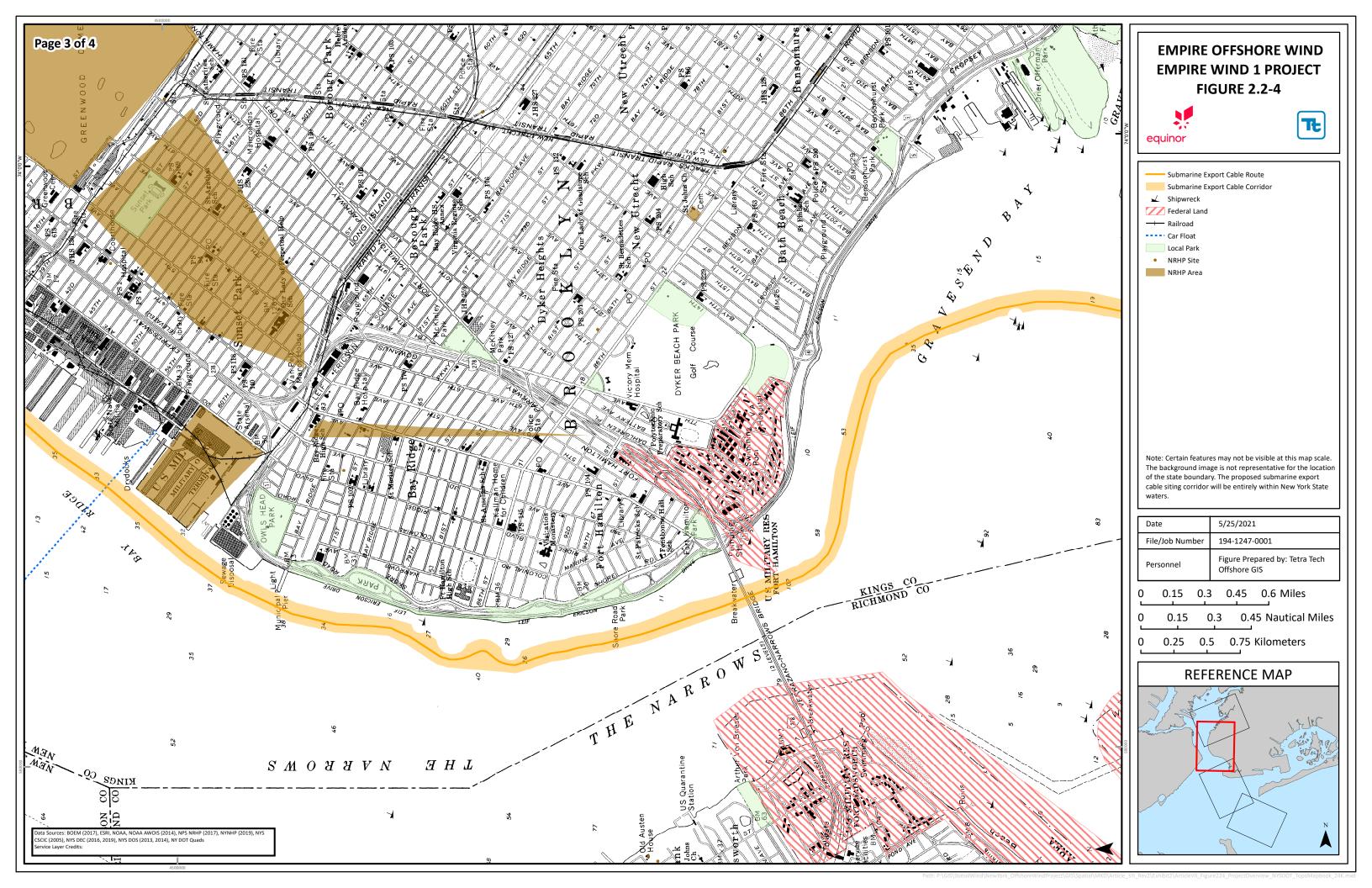


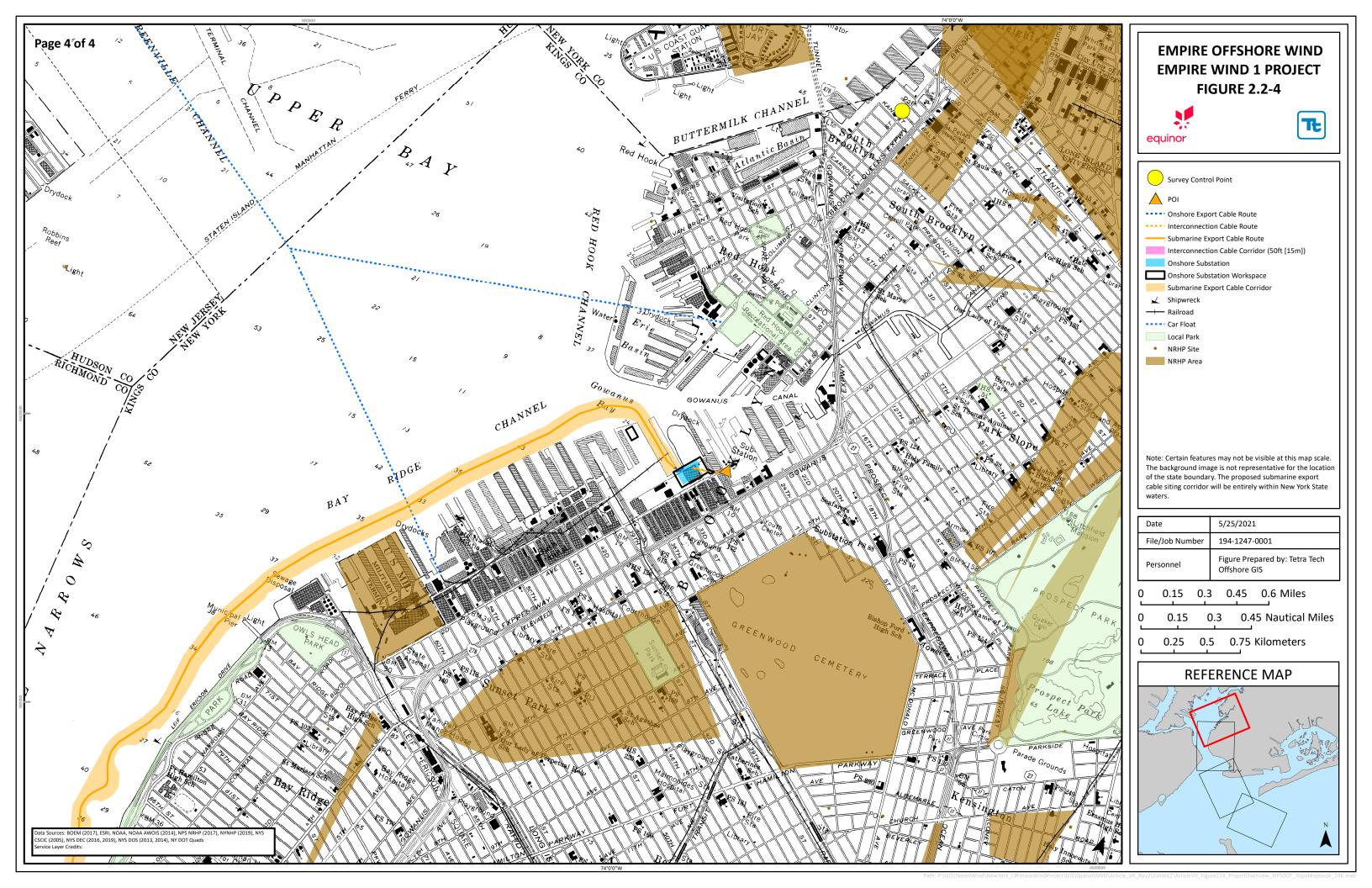


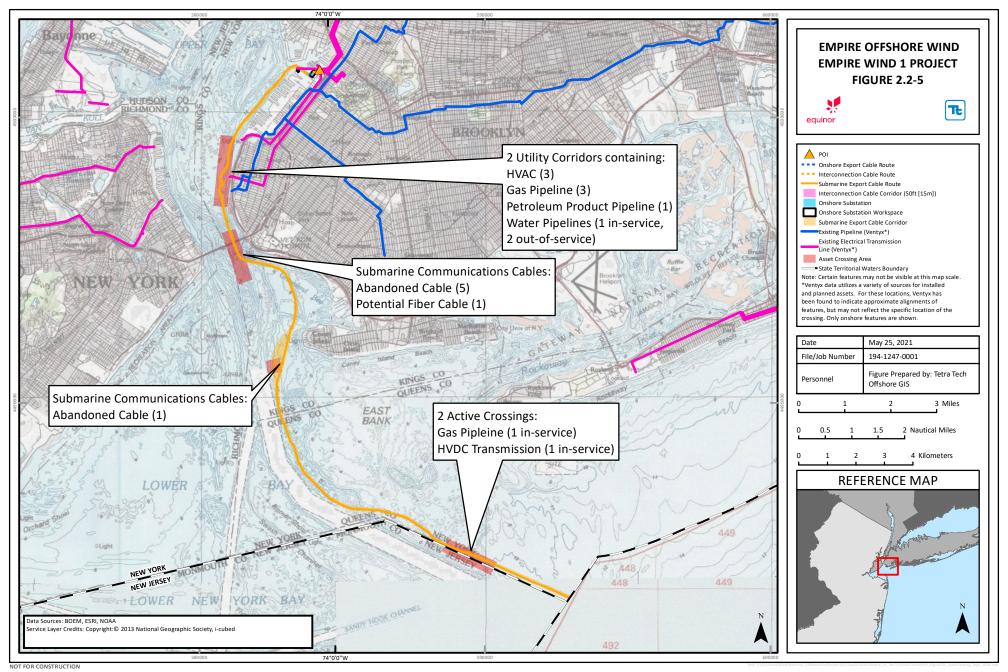


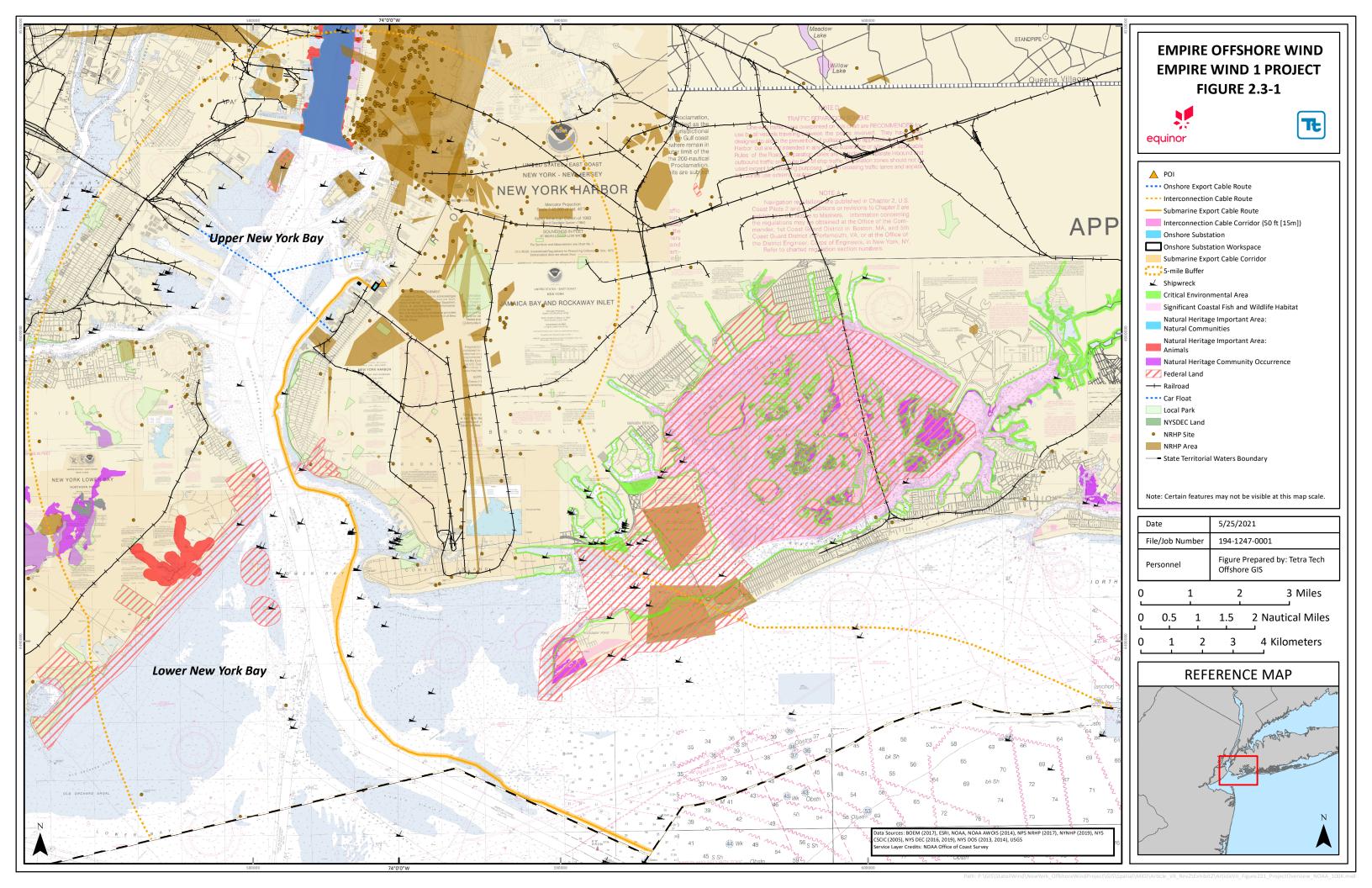


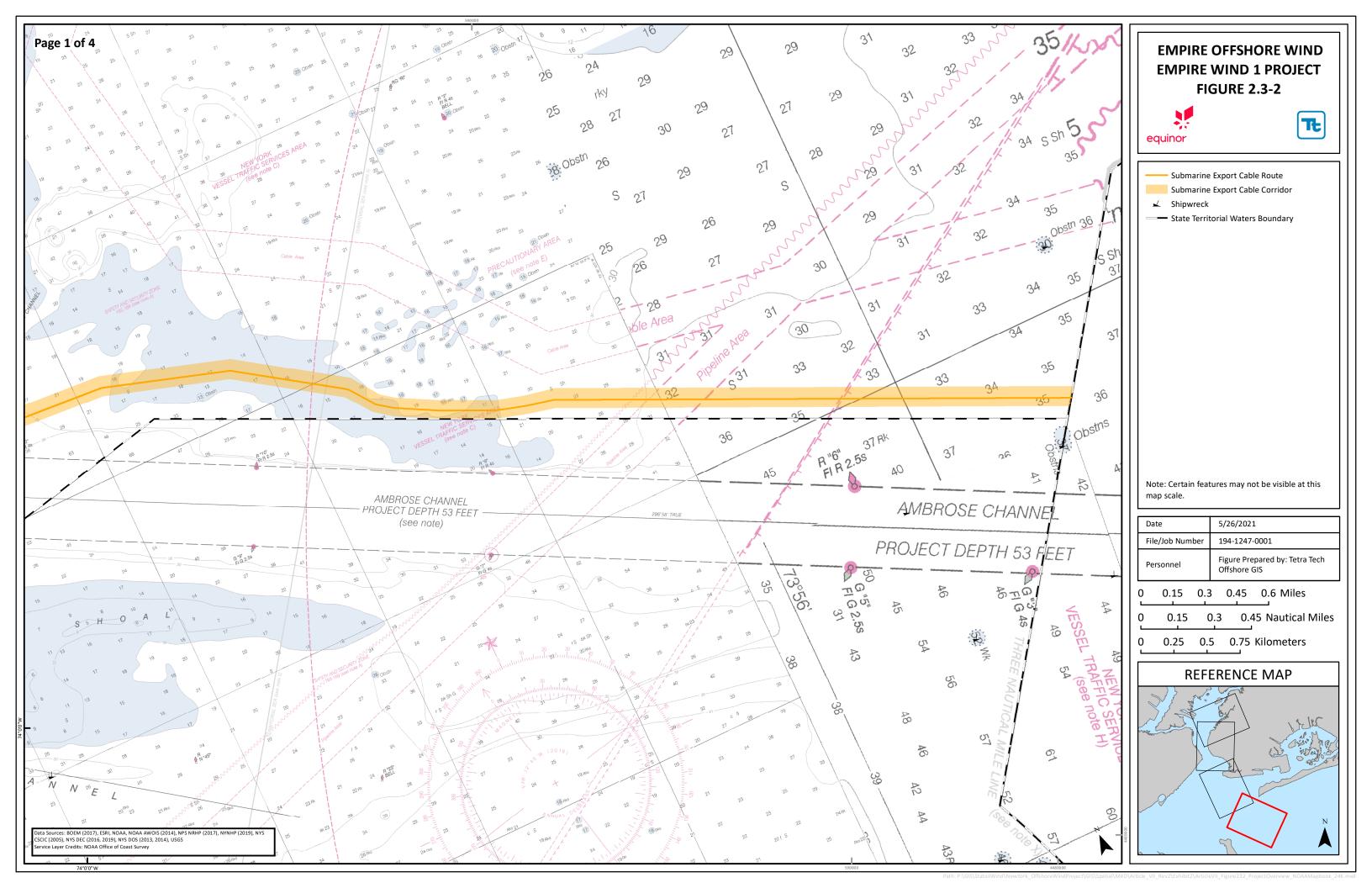


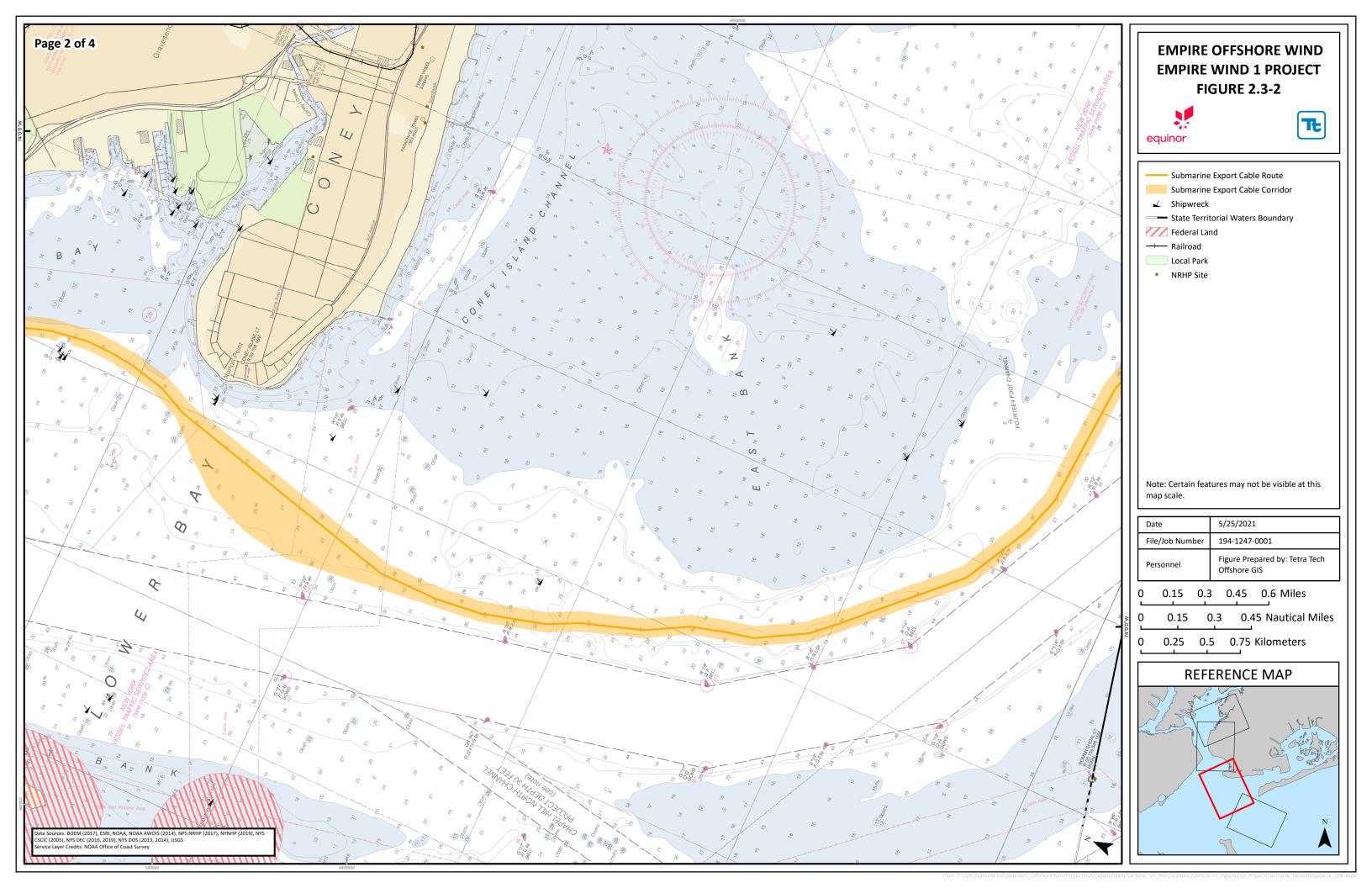


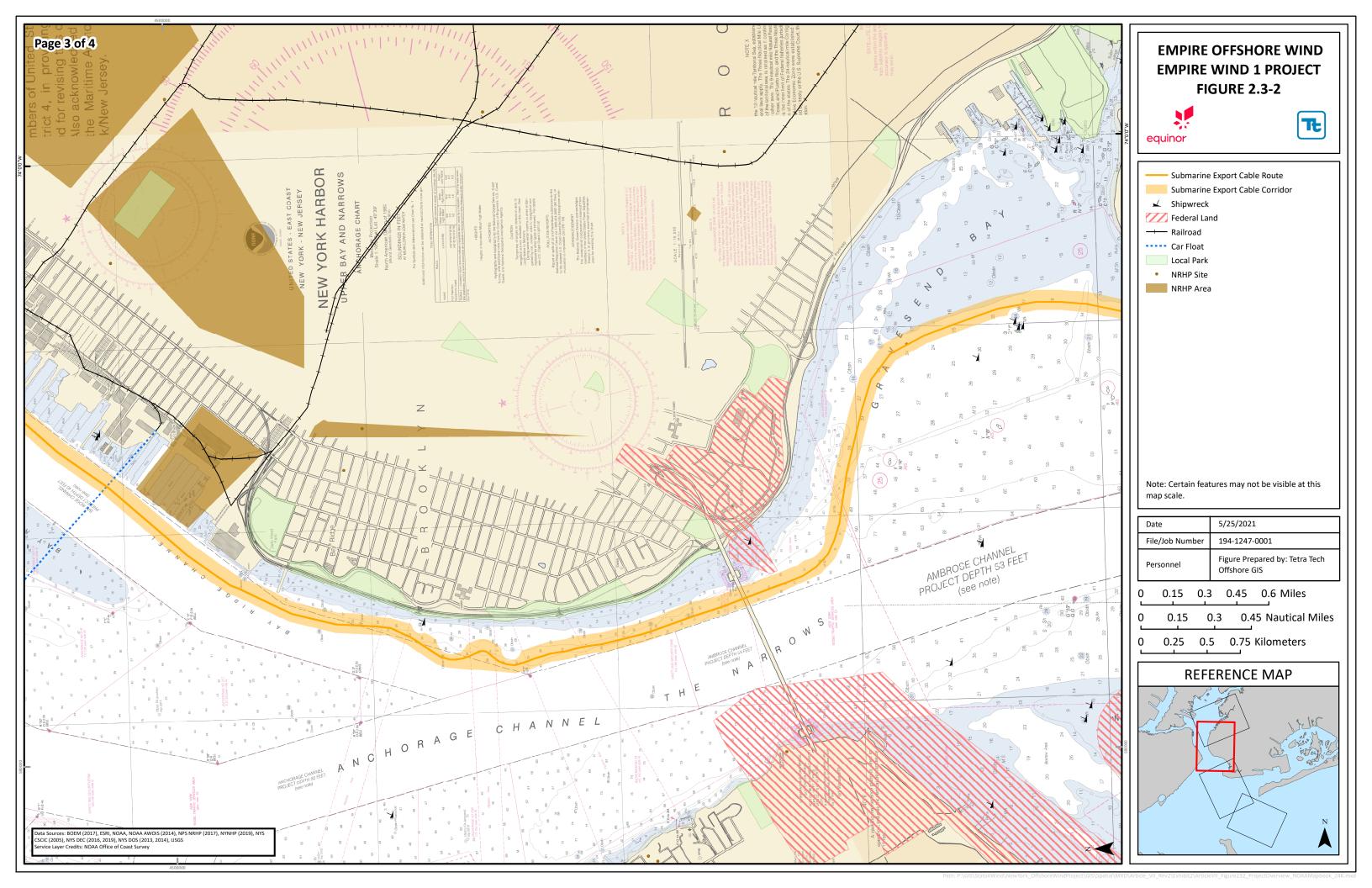


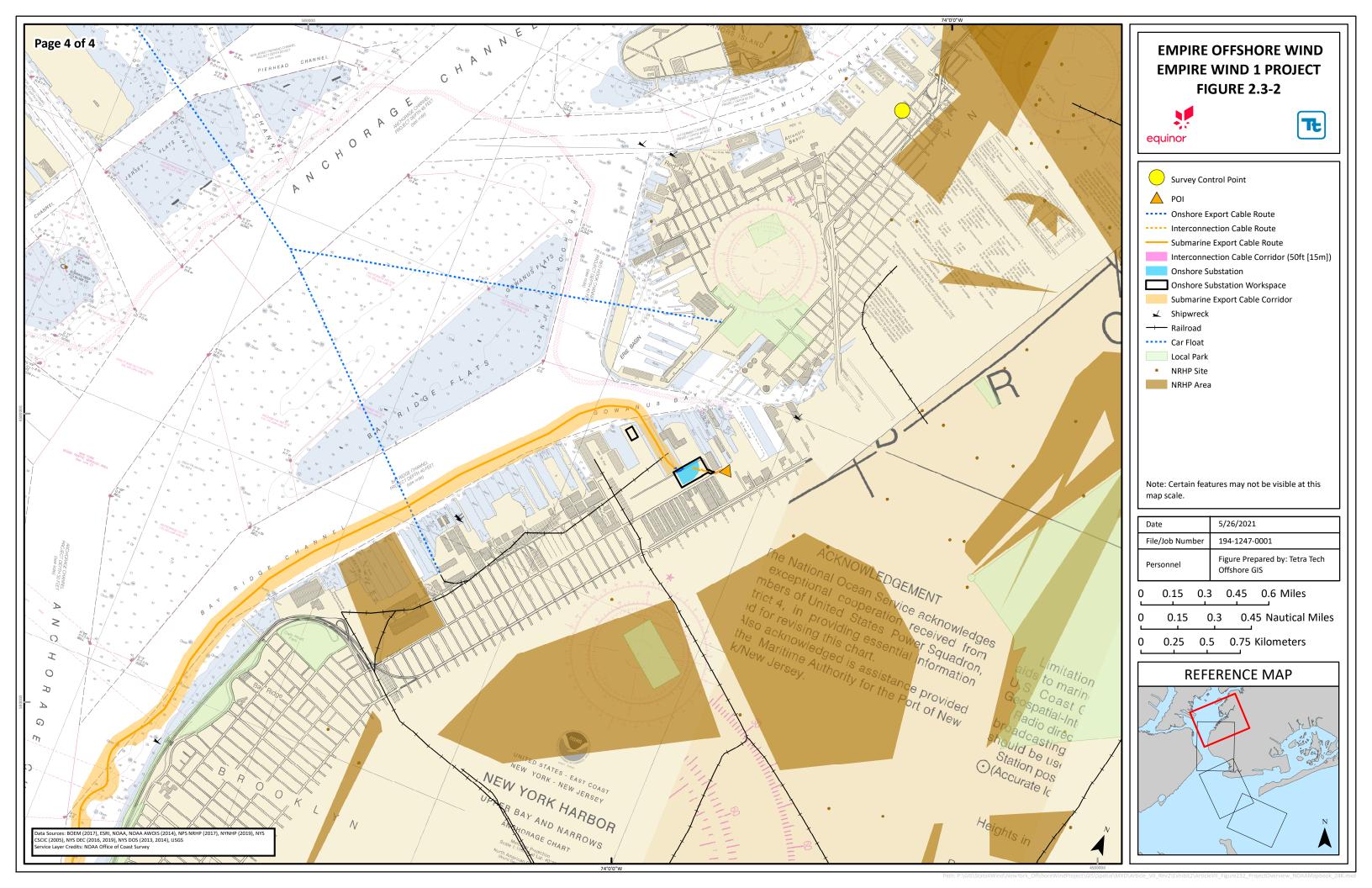




















•••• Onshore Export Cable Route

•••• Interconnection Cable Route

Interconnection Cable Route Corridor (50 ft)

Onshore Substation

Onshore Substation Workspace

Submarine Export Cable Route

Submarine Export Cable Corridor

Submarine Export Cable and Interconnection

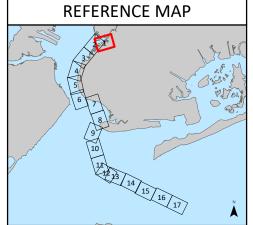
Cable Corridor 1,200-ft Buffer

Aerial Imagery Dates

Onshore: March 10-12, 2021 Offshore: October 2018; March/April 2020

	Date	5/26/2021
	File/Job Number	194-1247-0001
	Personnel	Figure Prepared by: Tetra Tech Offshore GIS

200 400 600 Feet









•••• Onshore Export Cable Route

Onshore Substation

Onshore Substation Workspace

Submarine Export Cable Route

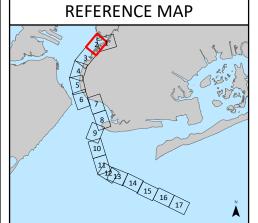
Submarine Export Cable Corridor

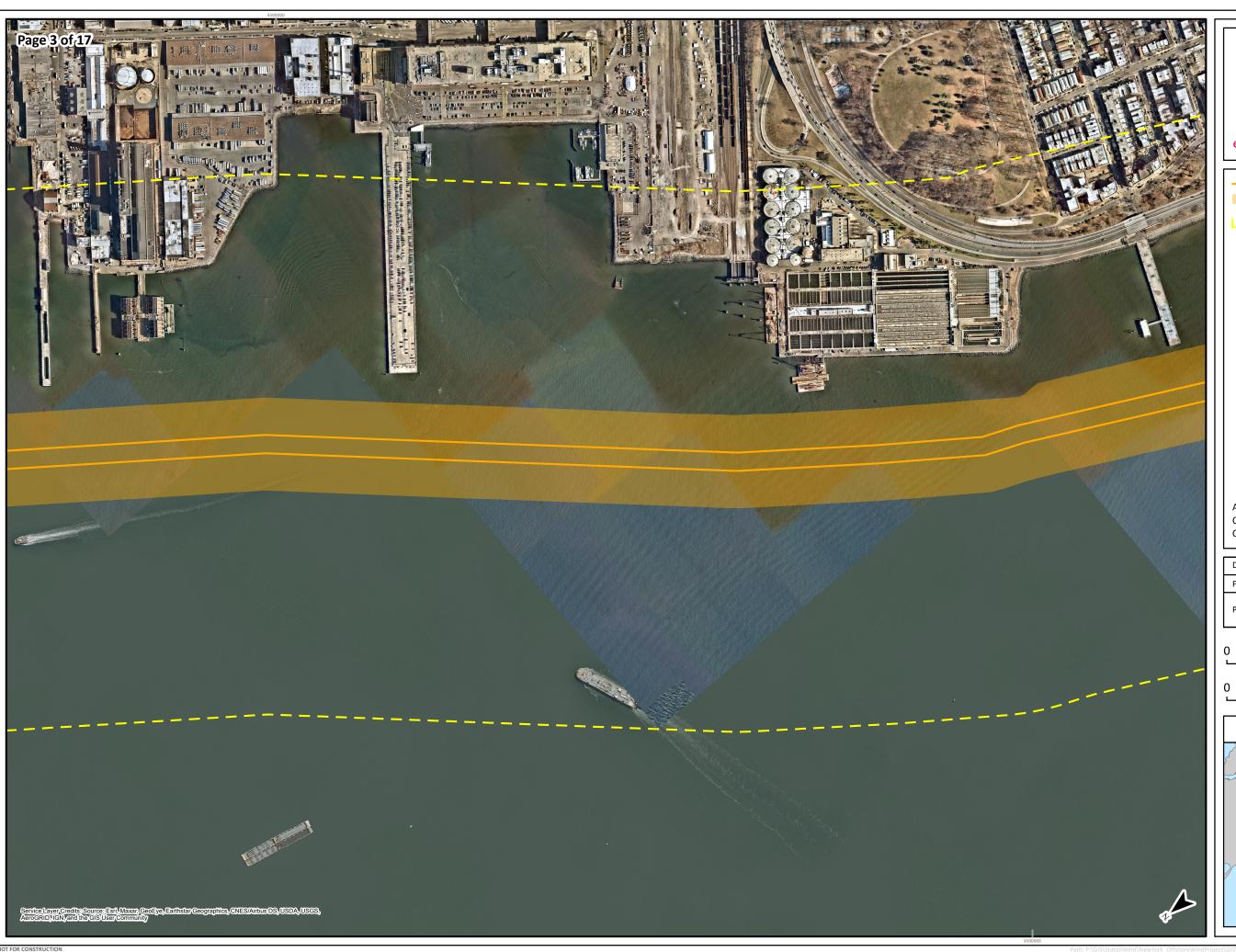
Submarine Export Cable and Interconnection Cable Corridor 1,200-ft Buffer

Aerial Imagery Dates Onshore: March 10-12, 2021 Offshore: October 2018; March/April 2020

		Date	5/26/2021
		File/Job Number	194-1247-0001
	Personnel	Figure Prepared by: Tetra Tech Offshore GIS	

200 400 600 Feet









Submarine Export Cable Route

Submarine Export Cable Corridor

Submarine Export Cable and Interconnection

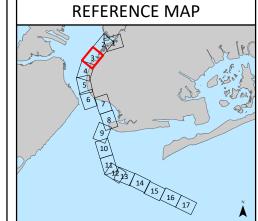
Cable Corridor 1,200-ft Buffer

Aerial Imagery Dates Onshore: March 10-12, 2021

Offshore: October 2018; March/April 2020

- 1		
	Date	5/26/2021
	File/Job Number	194-1247-0001
	Personnel	Figure Prepared by: Tetra Tech Offshore GIS

200 400 600 Feet









Submarine Export Cable Route

Submarine Export Cable Corridor Submarine Export Cable and Interconnection

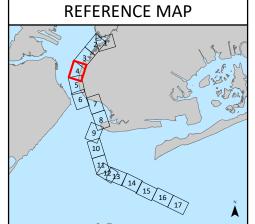
Cable Corridor 1,200-ft Buffer

Aerial Imagery Dates Onshore: March 10-12, 2021

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	File/Job Number	194-1247-0001
	Personnel	Figure Prepared by: Tetra Tech Offshore GIS

200 400 600 Feet









Submarine Export Cable Route

Submarine Export Cable Corridor

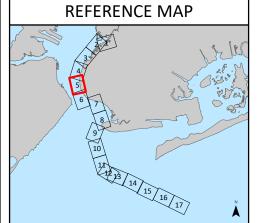
Submarine Export Cable and Interconnection Cable Corridor 1,200-ft Buffer

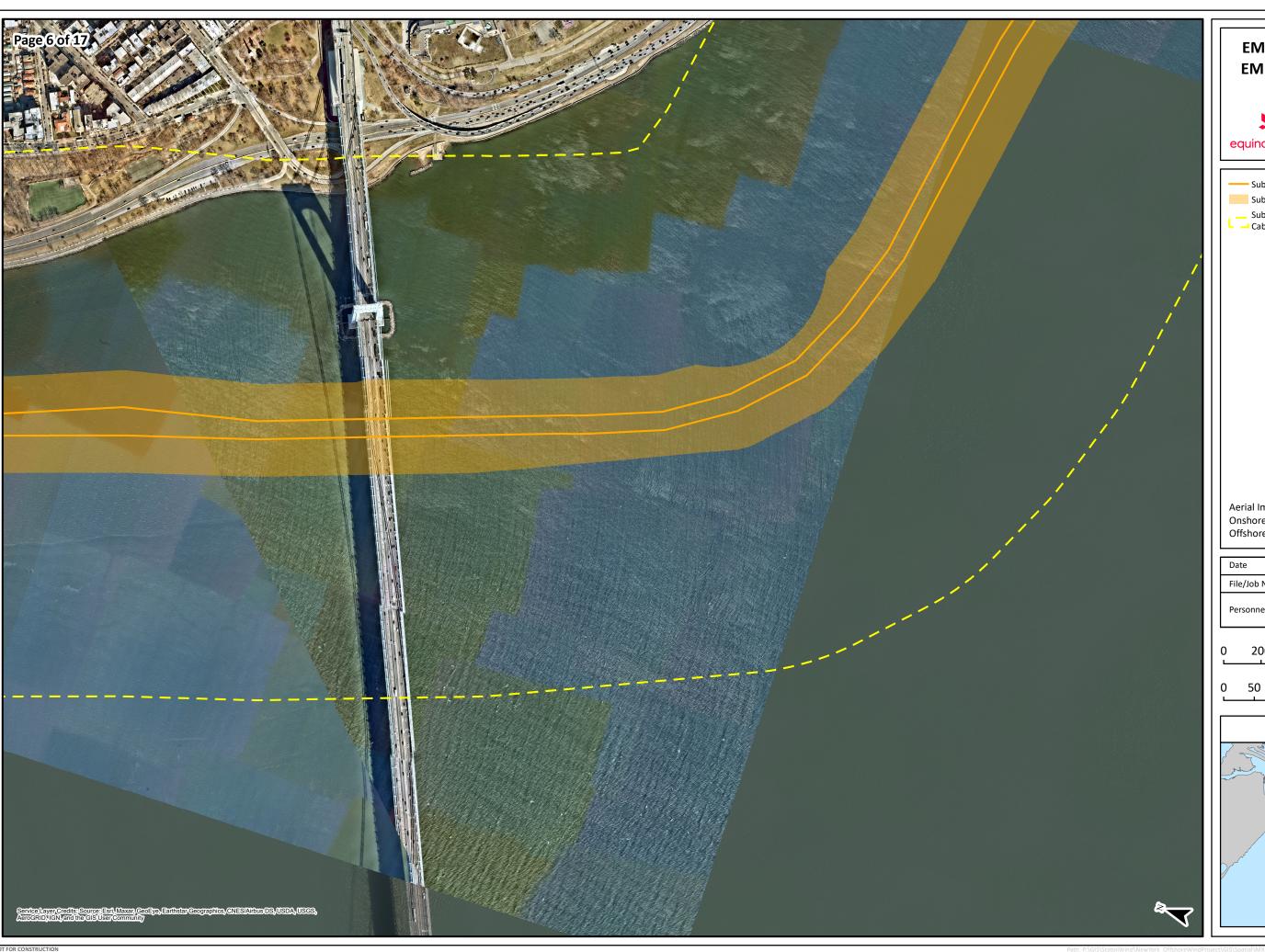
Aerial Imagery Dates

Onshore: March 10-12, 2021 Offshore: October 2018; March/April 2020

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0 200 400 600 Feet









Submarine Export Cable Route

Submarine Export Cable Corridor

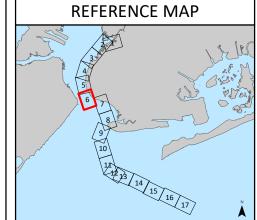
Submarine Export Cable and Interconnection
Cable Corridor 1,200-ft Buffer

Aerial Imagery Dates

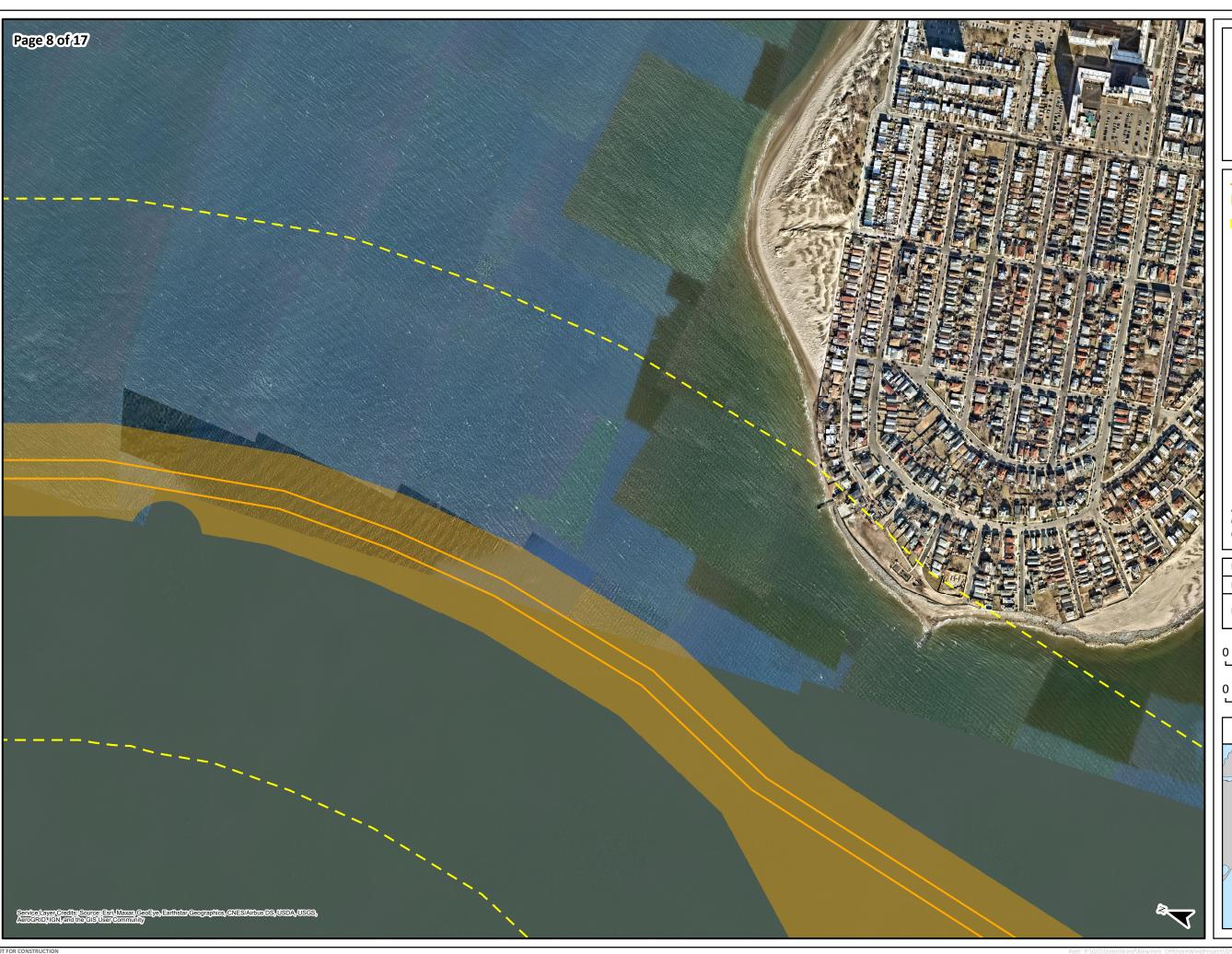
Onshore: March 10-12, 2021 Offshore: October 2018; March/April 2020

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ı	Personnel	Figure Prepared by: Tetra Tech Offshore GIS

0 200 400 600 Feet











Submarine Export Cable Route

Submarine Export Cable Corridor

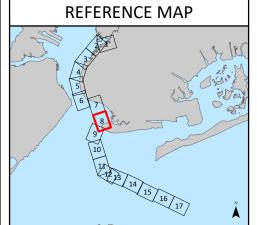
Submarine Export Cable and Interconnection Cable Corridor 1,200-ft Buffer

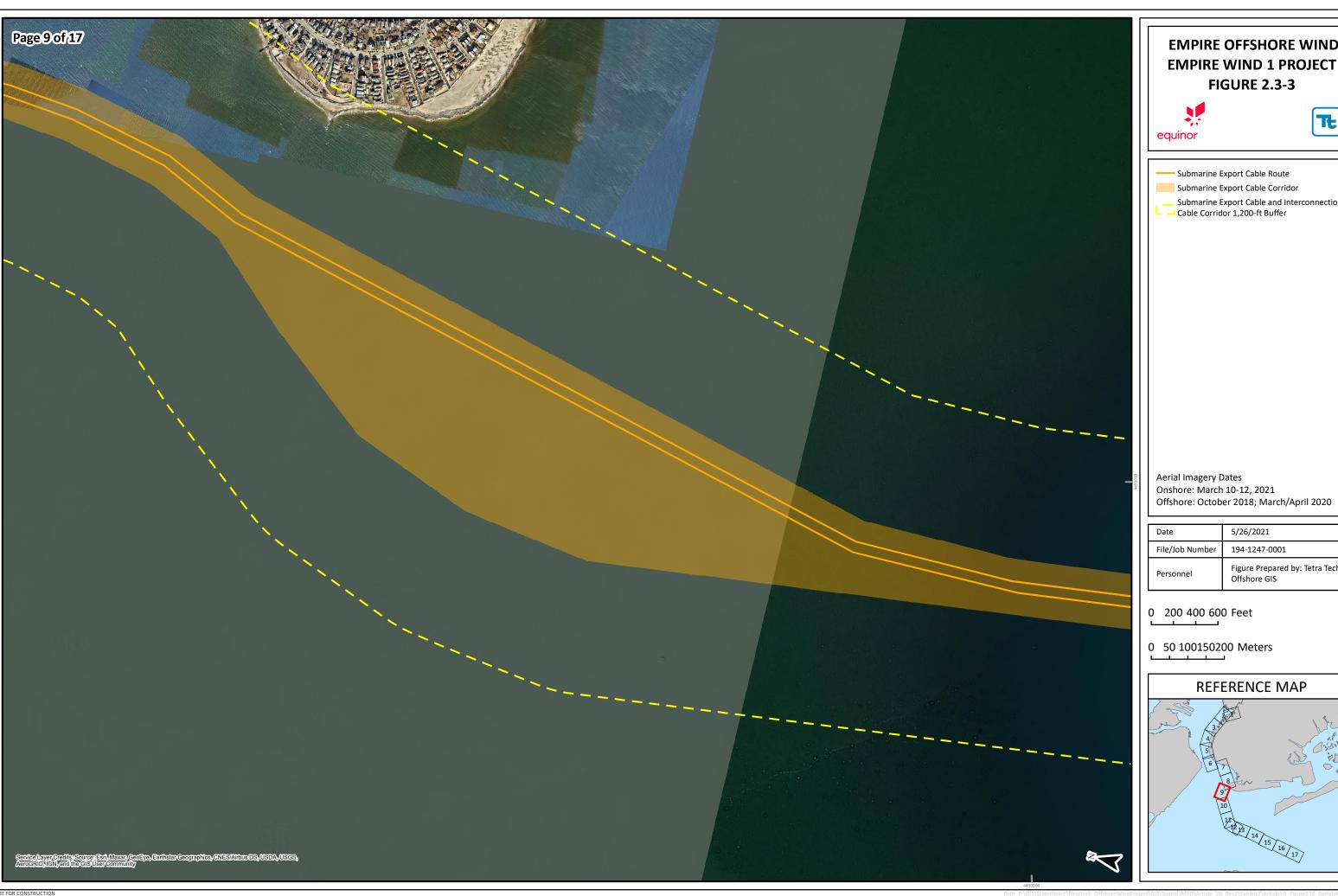
Aerial Imagery Dates

Onshore: March 10-12, 2021 Offshore: October 2018; March/April 2020

	Date	5/26/2021
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0 200 400 600 Feet





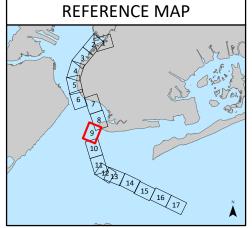


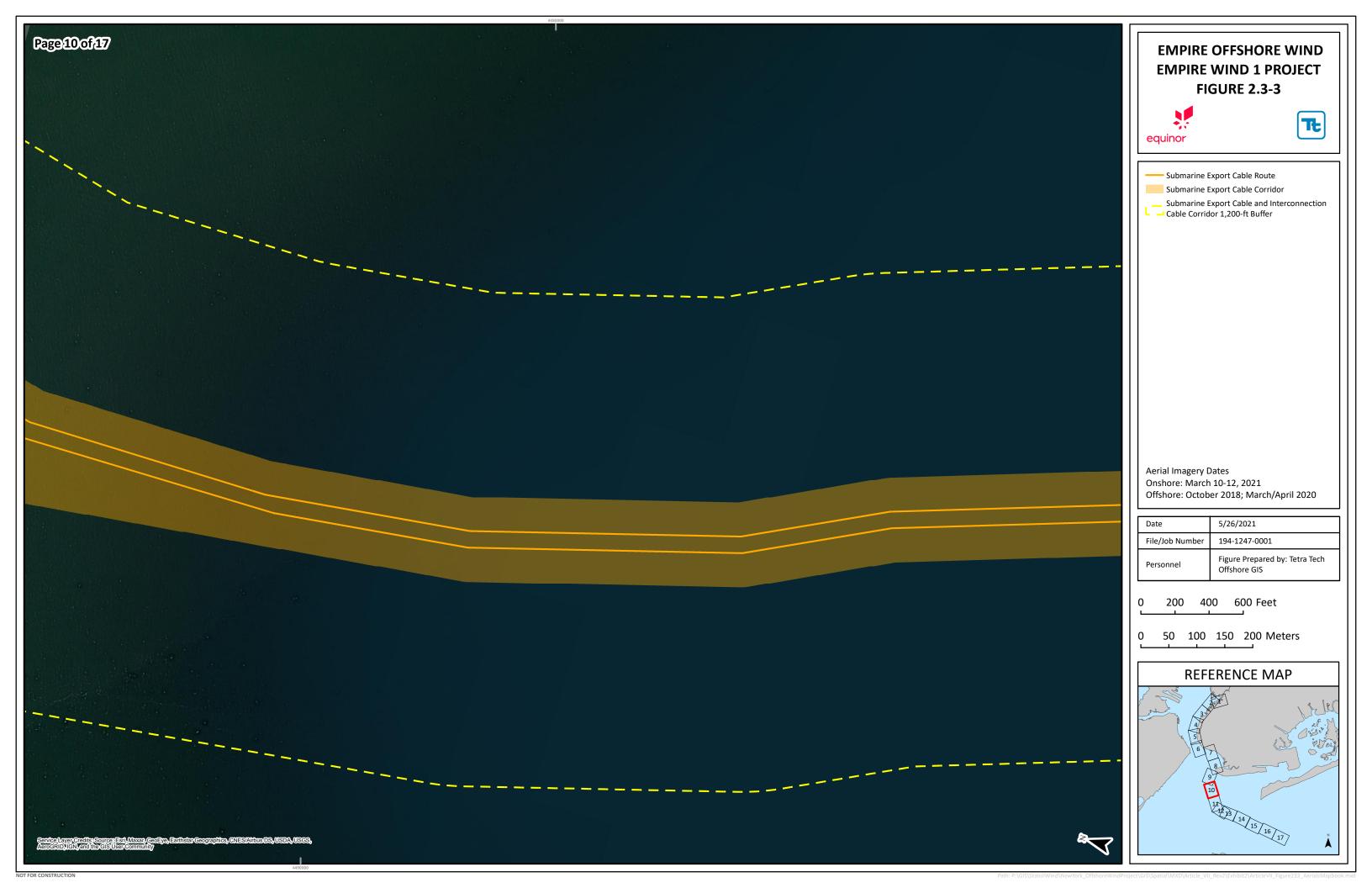
Submarine Export Cable Route

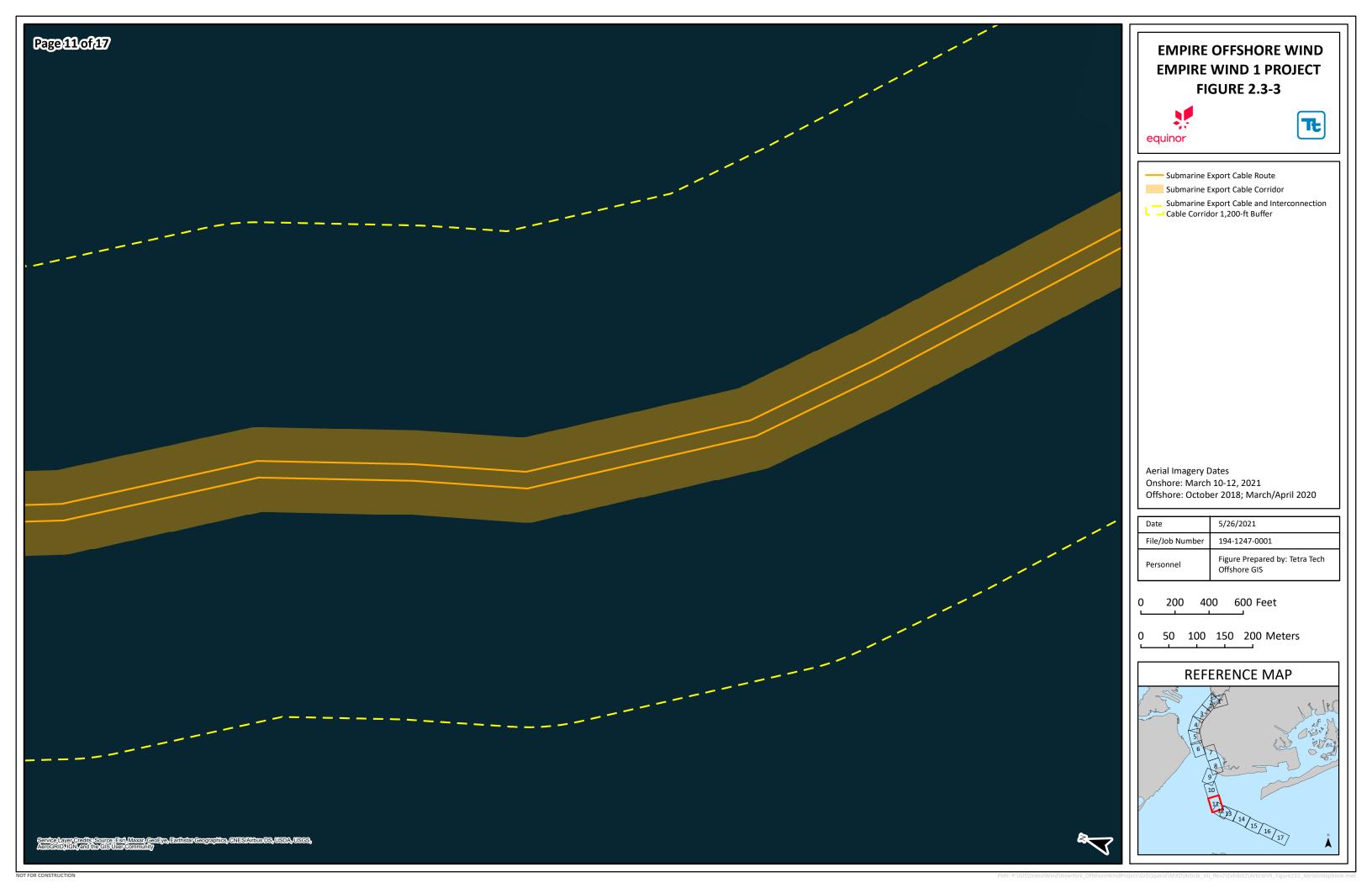
Submarine Export Cable Corridor

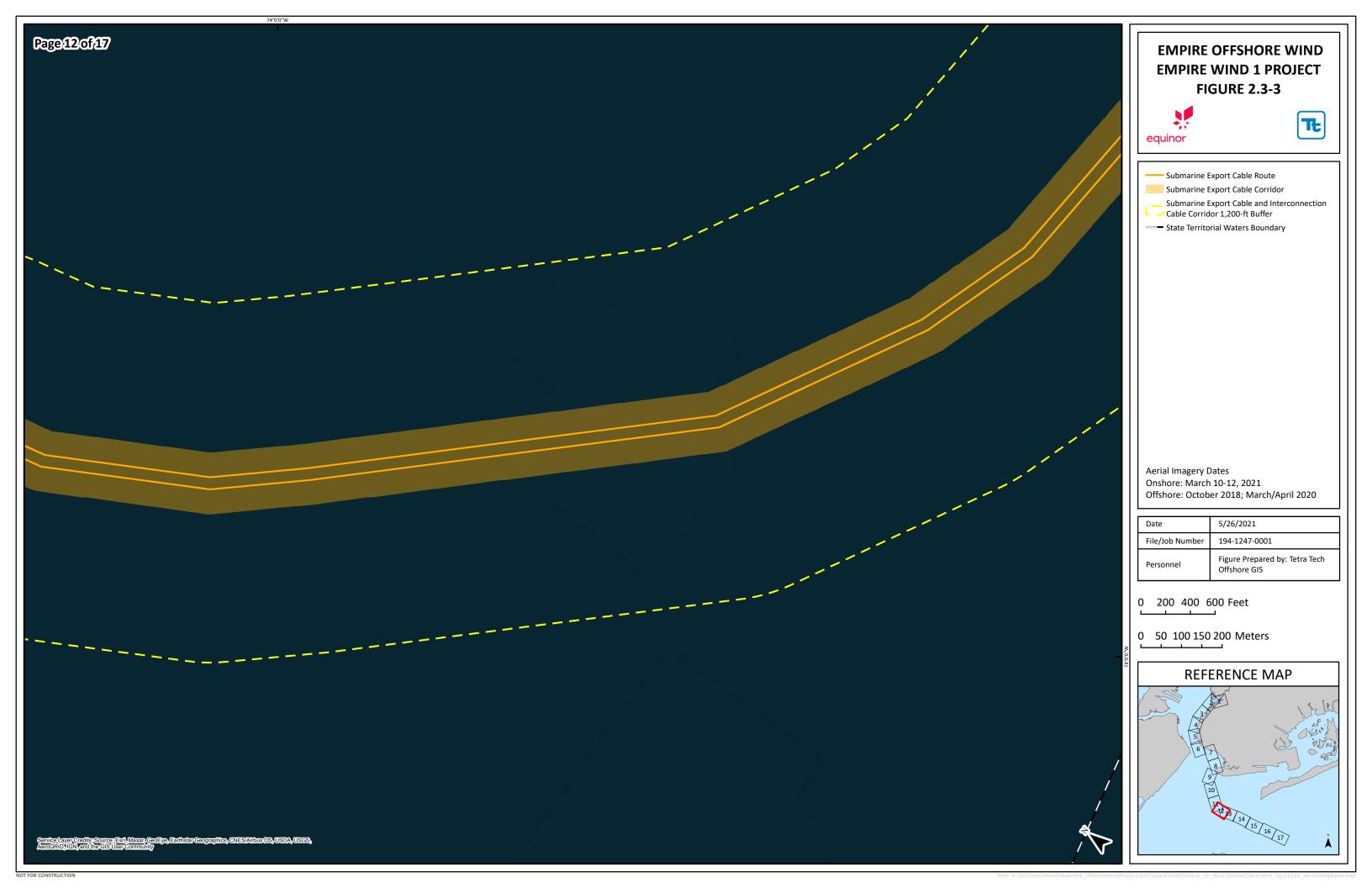
Submarine Export Cable and Interconnection Cable Corridor 1,200-ft Buffer

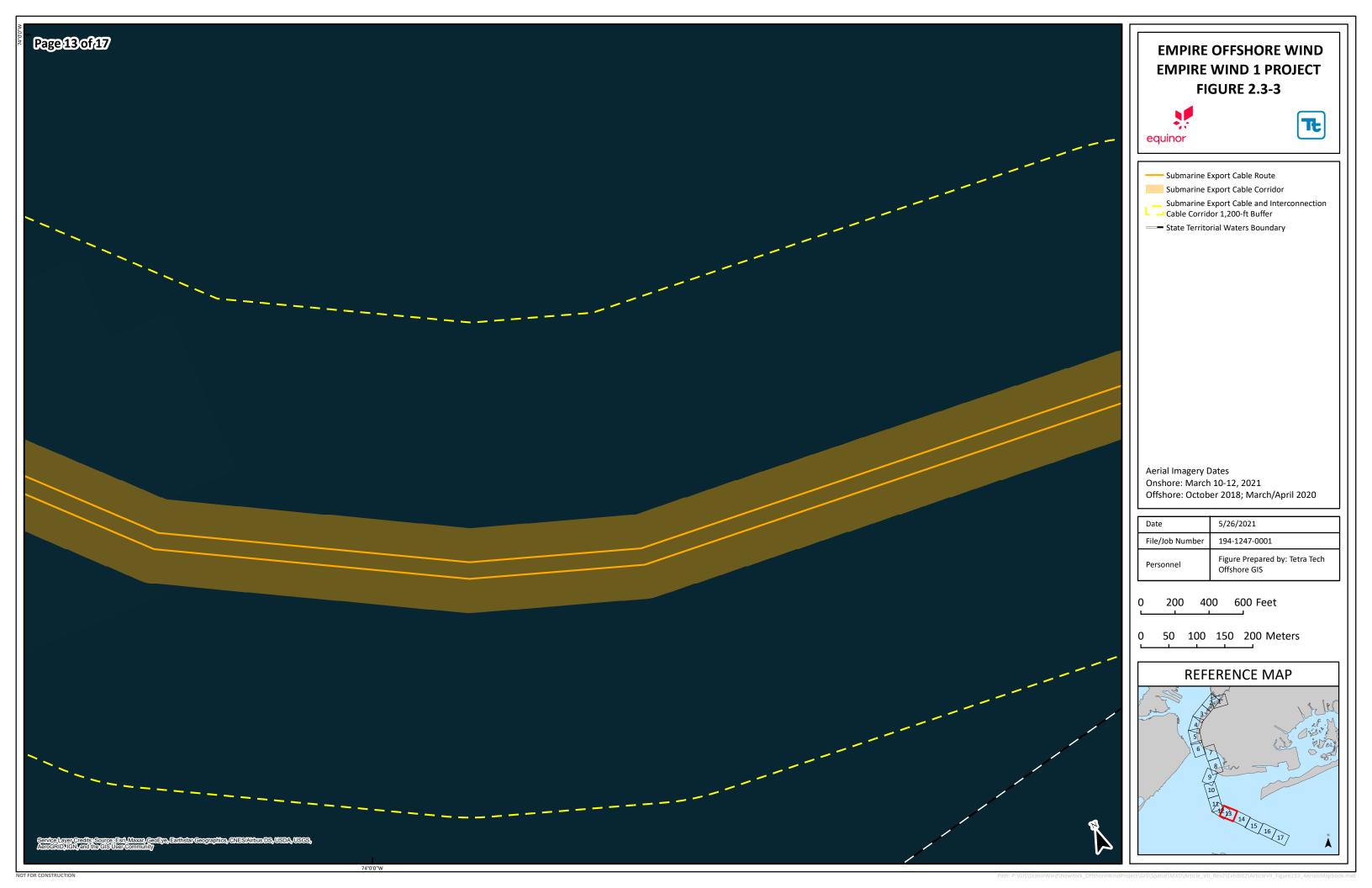
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	File/Job Number	194-1247-0001
	Personnel	Figure Prepared by: Tetra Tech Offshore GIS

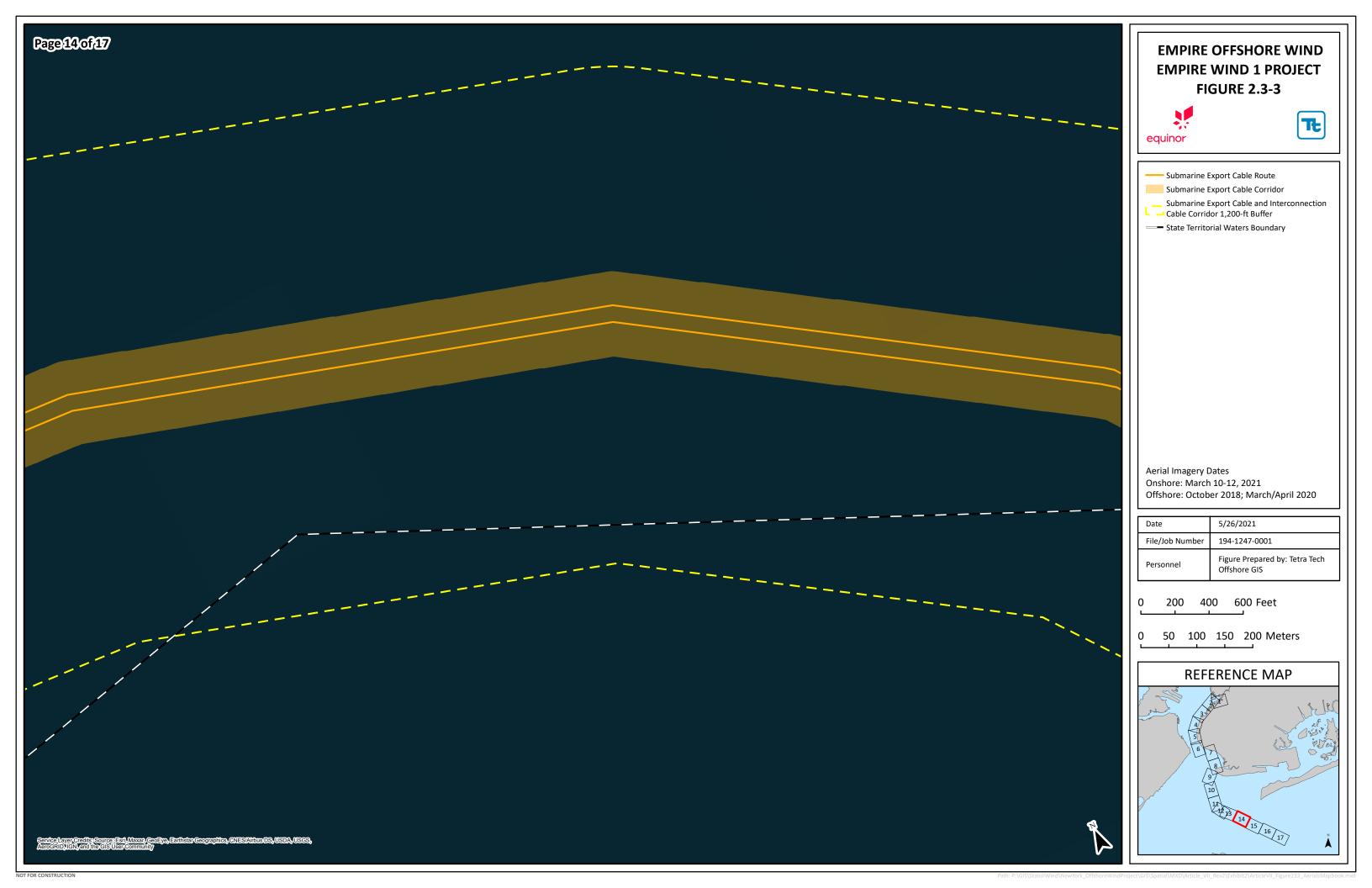


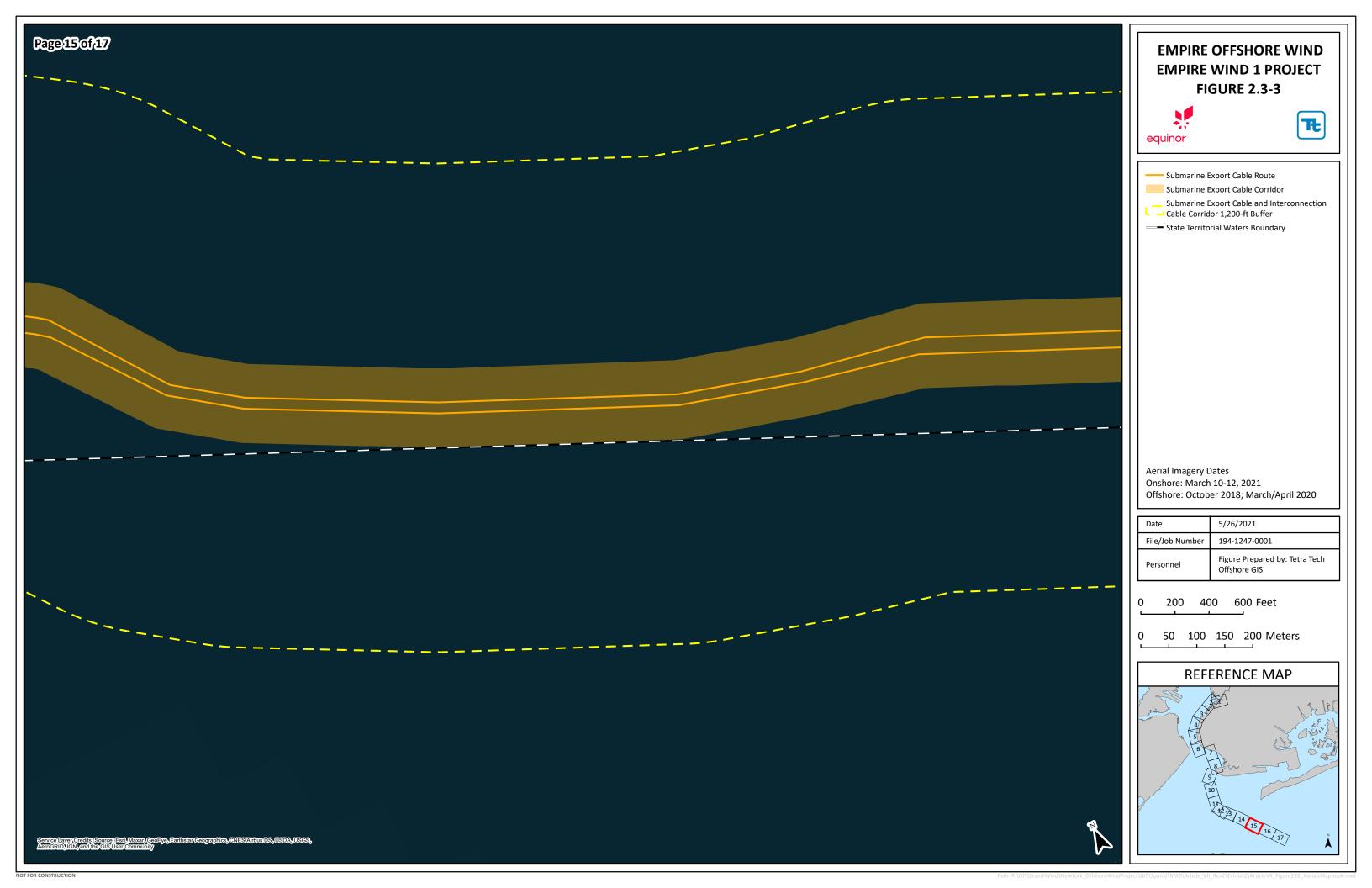


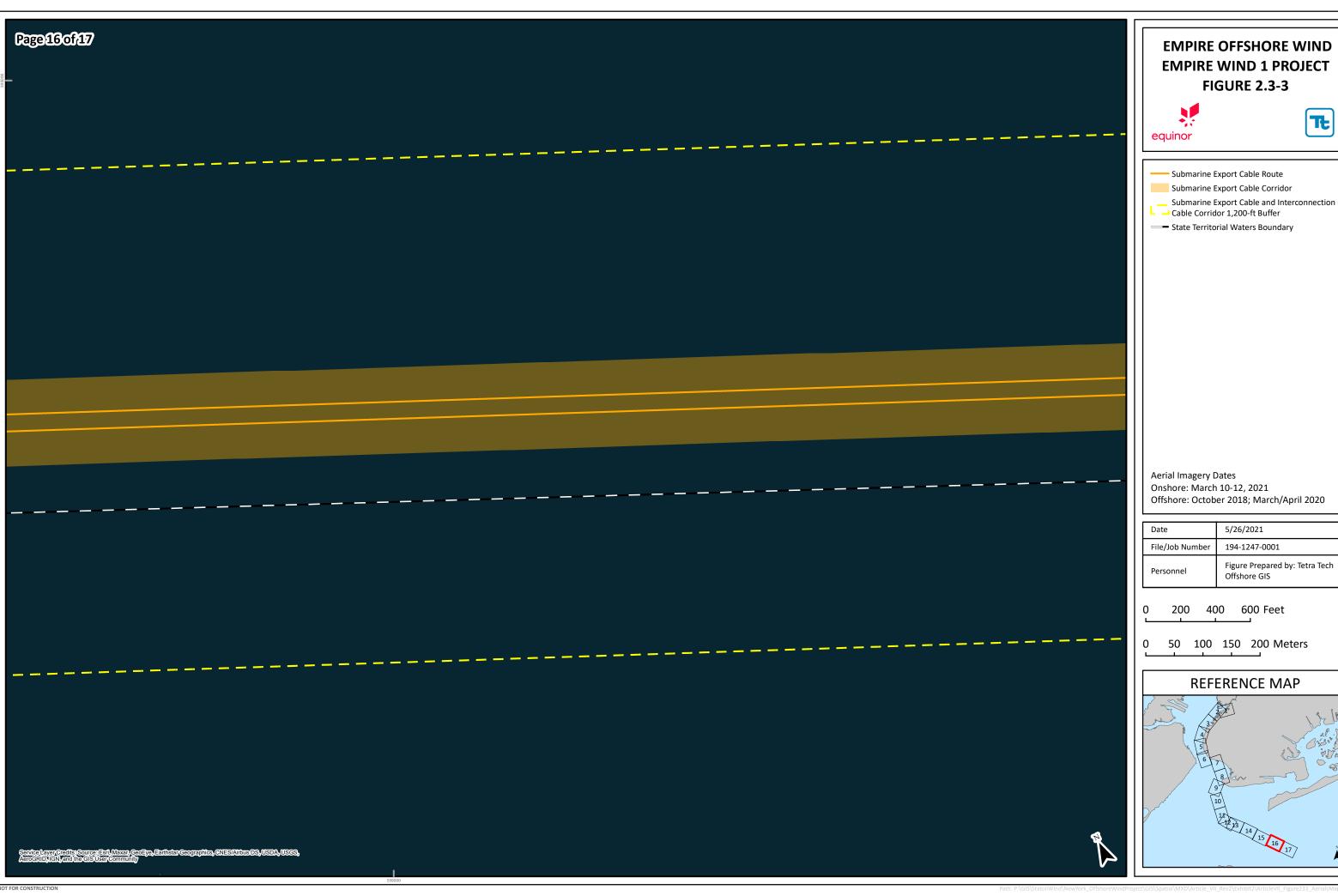


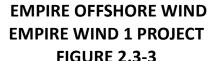














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