



L.M. Sessler Excavating & Wrecking, Inc.
1257 State Route 96
Waterloo, New York 13165
O: 315.539.3353 • 800.833.3210 • F: 315.539.3967
sesslerwrecking.com

January 31st, 2022

National Grid
1125 Broadway
Albany, NY 12204

National Grid Team,

The contents of this letter are in response to the request that Sessler make revisions to the Site Specific Health and Safety Plan (SSHASP), which did not address current winter work in detail, as well as provide a Job Hazard Analysis (JHA) for in-river work during winter weather conditions (i.e., colder temperatures, increased river flow rates, etc.).

Please refer to **Attachment A** for tracked revisions to relevant sections of Sessler's SSHASP.

Please refer to **Attachment B** for Sessler's JHA/Pre-Task Plan for in-river winter work, of which will be modified as needed per the task at hand (i.e., warning buoy retrieval, turbidity curtain and boom maintenance, etc.).

Regards,

A handwritten signature in black ink, appearing to read "Alaina Hickey", written in a cursive style.

Alaina Hickey
Assistant Project Manager

Making Good Things Happen!

Attachment A – SSHASP Winter Work Amendment

10.12 Slip/Trip/Fall Injuries

As with any construction project, hazardous waste site work poses numerous slip, trip and fall hazards. These hazards can be reduced by avoiding work on slippery surfaces, wearing slip resistant footwear, working with a low center of gravity, and making slow and deliberate movements. Personnel must be aware that the protective equipment worn may limit dexterity and visibility and may increase the difficulty of performing some tasks.

Based on winter work schedule, snow and ice are likely. Snow and ice will be controlled in active work areas by plowing, shoveling, and spreading salt and/or sand. Additional steps to avoid slip/trip/ fall injuries during winter weather include the following:

- Snow and ice shall be removed to the extent possible to eliminate slipping hazards. In addition to required slip resistant footwear, spikes will be used if snow and ice removal is not possible.
- Be mindful of black ice. Dew, fog, or water vapor can freeze on cold surfaces and form an extra thin, nearly invisible layer of ice that can look like a wet spot on pavement.
- When entering a building (i.e., office trailers, decontamination trailers, etc.) remove as much snow and water from your boots as possible and watch for wet, slippery floors.
- Clearly mark site features and utilities using barricades, flags, etc. in the event they become buried with snow.
- In areas where poly sheeting is used, all employees will be made aware of the placement so not to walk over top of it unless necessary to complete a work task.

10.13 Inclement Weather

Weather can change on a dime, so it is important to monitor the weather in the area when workers are going to be on-site. Daily weather conditions and the weekly forecast will be monitored in order to ensure proper site management and planning. Sessler will notify Arcadis of any decision to stop work due to inclement weather. Severe rain, snow or electrical storms can also pose risks to site workers, both on-site and during travel to the site, as driving hazards are also increased in poor weather. Work may need to be stopped under such conditions. Outside work should be suspended during electrical storms, periods of high or gusty winds (Sessler to monitor wind chills), and snow/ice storms.

Refer to Sections 17.4 and 17.6 of the approved SSHASP – operations shall be suspended when winds exceed 20 MPH. Refer to Section 12.2.1 – wind proof clothing may be necessary. In addition to heat and cold extremes, severe rain, snow or electrical storms can also pose risks to site workers. Driving hazards are also increased in poor weather. Work may need to be stopped under such conditions. Outside work should be suspended during electrical storms and during periods of high or gusty winds. Weather conditions will be monitored daily. If lightning is observed, a 30-minute stand down will be initiated. Work will resume once it is confirmed that the lightning has not struck the area for the 20 minutes. All other weather related stand downs will be at the discretion of the site superintendent. The primary source of shelter from lightning will be the project vehicles, as identified during the daily safety briefing. The secondary source of shelter will be vehicles and enclosed cab equipment. Open areas, water, high places, trees, small open structures, tall structures, and metal fences will be avoided during lightning events. The crew will utilize surge protectors and turn off all unnecessary electrical equipment to prevent electrical fires. Most deaths from lightning strikes are due to heart attacks and/or the person stops breathing. Keep in mind that injured persons do not carry an electrical charge. If a person has been struck by lightning, apply first aid (if

trained), and call 911. If unconscious, check for breathing and a pulse. If not breathing, begin CPR and check for other injuries

10.13.1 Electrical Storms

If lightning occurs within a 10-mile radius, a 30-minute stand-down will be initiated. Work will resume once it is confirmed that the lightning has not struck within the 10-mile radius for the 30 minutes. All other weather-related stand-downs will be at the discretion of the site superintendent.

Employees shall seek shelter from lightning in project vehicles, enclosed cab equipment, the break trailer, or the project trailer – whichever is closest at the time. Open areas, water, high places, trees, small open structures, tall structures, and metal fences will be avoided during lightning events. The crew will utilize surge protectors and turn off all unnecessary electrical equipment to prevent electrical fires.

Most deaths from lightning strikes are due to heart attacks and/or the person stops breathing. Keep in mind that injured persons do not carry an electrical charge. If a person has been struck by lightning, apply first aid (if trained), and call 911. If unconscious, check for breathing and a pulse. If not breathing, begin CPR and check for other injuries

10.13.2 Snow and Ice

Snow and Ice Removal

Walking and working surfaces, when improperly managed, have the greatest potential for injury at a job site. All of these surfaces are required by OSHA to be kept clear and free of hazards. In the winter, these areas should be monitored frequently to check for snow or ice build-up. If found, this build-up should be removed as quickly as possible. Employees will be notified/reminded of the hazardous conditions and hazard prone locations on-site during daily safety meetings and as needed throughout the day if conditions change.

Snow and ice shall be removed prior to the start of work, and as needed throughout the day, utilizing equipment such as a loader and/or skid steer. Sessler operators will be made aware of snow removal limits, perform daily checks, and allow for proper warmup of equipment prior to beginning snow removal. Snow removed from the upland support area will be piled south of the frac tank; and existing wells will be clearly marked with cones and/or orange fencing. Behind the Powerhouse, snow will be piled south of the decontamination trailer and against the eastern bank behind the cranes, and snow removed around the haul truck loading/material transfer area will be piled to the west along the top of the bank. Snow removed at Boralex, which will be done by hand, will be piled along the cleared path down to the dock. When use of large equipment is not possible, snow and ice will be removed using shovels, of which can be an extremely strenuous activity. The use of proper lifting technique is necessary to avoid back and other injuries when shoveling snow: keep the back straight, lift with the legs and do not turn or twist the body. Site features, such as monitoring/recovery wells, staging areas, etc. will be marked using orange fencing, cones, and/or candlesticks as needed to avoid damage caused by snow removal activities.

Snow removal equipment creates extremely slippery surfaces after the snow has been removed. To mitigate this, salt and sand shall be spread as needed using a walk behind salt spreader.

It is not uncommon for temperatures to fluctuate in the winter. Snow and ice will melt when temperatures start to warm up when the sun is high but refreeze overnight when the temperatures drop once again. As mentioned in Section 10.12, this can result in slippery work surfaces, which can leave workers vulnerable to falls, potentially resulting in serious injury. Any build-up of ice has the potential to be dangerous, and icy patches are not always easy to spot.

Ice that hangs or snow that has built up on the roof or portions of elevated floor slab or walls should be removed, as it has a high chance of falling and injuring anyone working beneath it.

Equipment Maintenance

To prepare for the winter, all equipment should be properly inspected to ensure that it can withstand harsh conditions and low temperatures. Equipment that is not maintained will not operate as well in colder conditions.

Winter weather can cause issues such as dead batteries and thickening of oil. One of the best ways to prepare for the winter is to know what the cold can potentially do to the equipment and how to prevent it, which will extend life and usefulness, ultimately reducing risk for project delays due to equipment failure.

Make sure fluids in equipment are rated for the temperatures in the worksite area and replace them if needed.

Blended fuel will be used during freezing temperatures. Check heaters in cabs to make sure they are working properly and follow manufacturers proper warmup procedures prior to using the equipment, and regularly clear off ice and snow from windscreens and steps.

Compressor tanks and fire hoses will be drained and blown out at the end of every shift. This will prevent moisture accumulating in the tanks and hoses that may freeze, which can lead to damage. Put air tool antifreeze (i.e., Kilfrost) in pneumatic tools to protect against the cold.

Sessler employees will perform daily end of shift housekeeping to ensure all tools, electrical cords, etc. are properly stored to avoid being buried by snow.

On-Site Runoff

During melting events, Sessler shall monitor the MSAs, pumping accumulated water into the on-site 21,000-G frac tank as needed, and perform routine SWPPP inspections to ensure all erosion and sediment control features are still in place and runoff is directed properly.

Piles of snow will be kept within site limits to ensure all meltwater/runoff is contained and controlled by the temporary erosion and sediment control measures. A SWPPP inspection will be performed following each melting event.

12.2 Cold Stress

As your body temperature decreases, the body maintains its temperature by reducing blood flow to the skin. This causes marked decrease in skin temperature, especially in the extremities (feet, hand, nose, ears etc.).

Harmful effects of working in the cold include frostbite and hypothermia.- Frostbite occurs when parts of the body freeze. -Toes, fingers, ~~earlobes~~earlobes, ~~and~~and noses, and any exposed areas of the skin are most susceptible to frostbite.- Hypothermia occurs when the body is no longer capable of maintaining its core temperature.

Hypothermia can result in hallucinations, sleepiness, irregular heartbeat, ~~unconsciousness~~unconsciousness, and death.

12.2.1 Preventing Cold Stress

Cold stress can be prevented by:

- Wearing several layers of loosely fitted dry clothes.- An outer layer of water and wind proof clothing may be necessary.
- Drinking warm liquids
- Changing clothing if you get wet from sweating or exposure to water.

- Limiting exposure times by taking breaks in warm shelter to prevent sleepiness, shivering or pain in your extremities.

16.0 Water Operations Safety Program

This Program establishes the minimum requirements and guidance for site personnel at risk of falling into water where a drowning hazard exists (e.g., more than 3 feet / 1 meter deep, fast-moving stream, water body with soft bottom creating entrapment hazard), including working ashore, near to, or over water.

The shoreline and embankment to the north and south of the Powerhouse features high, steep, uneven slopes that drop off to the Hudson River with severe high-flow conditions depending on the time of year. Sessler Wrecking ~~anticipates that all work will be performed~~ perform deconstruction activities during low-flow and high-flow conditions during the late summer, fall and early winter. Similar conditions exist at the During high-flow conditions, the Boralex Hydroelectric Facility, if operating, concentrates the majority of the flow along-on the west side of the Hudson River - Sessler's crew and equipment are able to cross this flow to perform routine turbidity curtain and oil boom checks, as the flow along the east side of the river in front of the Powerhouse remains calm. Should Boralex shut down for any reason during high-flow conditions, the river will more than likely be unsafe to enter, as water will not be diverted and will flow over the flashboards on the Bakers Falls Dam in front of the Powerhouse. When these high flow conditions arise, Sessler will cease deconstruction (i.e., removing walls, elevated floor slab, etc.) and will shift operations to clean up debris from the floor(s). Sessler personnel performing cleanup activities within the Powerhouse shall remain tied off at all times.

Appropriate measures and precautions in accordance with applicable regulations will be necessary to protect personnel and equipment. The ~~demolition-deconstruction~~ activities will be performed immediately adjacent to the Hudson River and certain support activities, such as debris ~~cleanup~~ recovery, will require work to be performed on the Hudson River. The river is considered an important natural resource and all efforts will be made to protect the natural habitat of the ecosystem. During the ~~demolition-deconstruction~~ process, Sessler Wrecking shall implement measures to prevent all debris from falling into the Hudson River, as well as implement a debris recovery program to retrieve fallen debris from the river, as required by Regulatory Agencies if debris capture systems are not successful. Similar precautions will be taken during material load-out, refueling, and other site operations.

Water flow rates and conditions in the Hudson River are highly variable and can result in periods where safe access and/or use of the Hudson River is not feasible. ~~Flow conditions, including Sacandaga planned releases,~~ will be monitored throughout the day by the Swift Water Rescue, Arcadis, and Sessler teams and reported during daily morning safety meetings, as well as throughout the day during changing conditions.- Arcadis will communicate with Boralex and relay information to the project teams regarding planned and unplanned disruptions at the facility. Water level Flow rate data will be obtained from the National Water Information System Website Interface by USGS for the following stations:

- Upstream: Hudson River at ~~Handle~~ Hadley, NY: USGFS 01318500 Surface Water, Stream
- Upstream: Hudson River at ~~Handle~~ Sacandaga, NY: USGFS 01325000 Surface Water, Stream
- Downstream: Hudson River at For Edward, NY: USGS 01327750 Surface Water,

This program applies to all Sessler Wrecking employees working in the offshore environment.

16.1 Pre-Task Planning

Sessler will review a task specific JHA/River Plan for in-river work prior to entering the river. This will be modified as needed per the task at hand (i.e., warning buoy, turbidity curtain, and Mycelx oil boom maintenance, removal, etc.). Prior to each task requiring a crew to enter the water, the Sessler team will check flow conditions and hold a safety brief to ensure all crew members understand the task and hazards associated with it. Through task completion, flow conditions will be continuously monitored by Sessler and Amphibious via USGS data, and

visually monitored by the electrical qualified spotter and a crane operator from the Powerhouse side, and by the Ambient Environmental on-site safety person and the Amphibious team. Flow conditions, including any changes (i.e., increased flow over the flashboards on the Bakers Falls Dam) will be and recorded by a Sessler representative, either Dan Skinner or Dean Landreville, as outlined in the JHA.

All persons on-site have the ability to stop work if unsafe conditions arise (i.e., increase in flow). Sessler management and the Arcadis on-site superintendent will be responsible for making the decision enter the water to perform work tasks (i.e., barrier/ boom checks).

16.21 Roles ~~And~~ Responsibilities

See Section 2 of this SSHASP.

16.32 Training Requirements and Qualifications

All project personnel working with exposure to open water will receive training in the hazards, precautions, and rescue procedures associated with working in or over water. -This training will be conducted in conjunction with the Swift ~~River-Water~~ Rescue personnel.

Training will include:

- The contents and procedures included in this plan
- Requirements for PPE, including use of life jackets / vests.
- Location of safety and rescue equipment, including ring buoys and rescue skiffs.
- Swift water self-rescue procedures.
- Third party rescue plans and procedures.

16.43 General Safety Requirements

The following general safety requirements will be followed while working over-/near water (within 15-ft).

- High visibility U.S. Coast Guard-approved life jackets or buoyant work vests (PFDs) will be worn by all employees working over or near water except for employees working in man baskets.- PFDs will not be worn when working from personnel hoist / man basket over water.
- Mustang suits will be worn during winter conditions if necessary – refer to Section 16.7.1.
- PFDs will be inspected prior to each use.- Worn, dried out/faded, and defective PFDs, and PFDs missing straps or zippers will be removed from service.
- PFDs will be sized appropriately for each employee.
- PFDs will be worn as outer most garment.
- Slip and trip hazards that are near the water (such as at the edge of boat or dock) will be removed.- If removal is not possible, that hazards will be well marked, and workers will be notified.
- ~~Wear footwear with slip-resistant soles.~~
- Install curbs on barge if mobile equipment will be used.
- Whistles and submersible lights will be provided to be attached to PFDs.

16.54 Communication Protocols

Communication between on water and shore operations will be by 2-way radio and or cellular phone.- An emergency air horn will be located on the barge to signal emergencies.

16.65 Fire Protection

See Section 15 of the SSHASP for Emergency Response Procedures.

16.76 Cold Weather / Cold Water Immersion

Sudden immersion in cold water induces a reflex gasp, followed by hyperventilation. The gasp response is dangerous if we are submerged, since it can lead to aspiration of water, laryngospasm and drowning. Hyperventilation can quickly lower blood levels of carbon dioxide and cause tingling, numbness, and spasm in the extremities, as well as headache, and in extreme cases, changes in level of consciousness. Fear and panic exacerbate the hyperventilation.

Immersion hypothermia is a risk, but most people drown before they are cool to the point of hypothermia.

16.76.1 Additional Requirements for Working in Cold Weather

When the water temperature is between 40- and 50-degrees Fahrenheit, field personnel will wear a float coat (top half of a Mustang Suit). When the water temperature is less than 40 degrees Fahrenheit, field personnel shall wear a float coat with bib-overalls (full two-piece Mustang Suit) or one-piece float coverall.

See <https://mustangsurvival.com/collections/flotation-clothing/products/deluxe-anti-exposure-coverall-and-worksuit-ms2175>

Suits or Float Coats shall be USCG-approved.

16.87 Life Saving and Safety Equipment

PFDs will be worn by all employees working over or near water (within 15-ft). PFDs must be fully buckled, snapped, or zipped whenever there is a hazard of falling into the water.

PFDs

- An approved and readily available PFD is required to be ~~on board the vessel for~~worn by each individual on board. An immersion/exposure suit is considered to be an acceptable substitute for a PFD. All lifesaving equipment designed to be worn is required to be readily available and in serviceable condition.
- Each vessel ~~26 feet or longer~~ must have at least one approved ring life buoy which is immediately available. All lifesaving equipment designed to be thrown into the water is required to be immediately available and in serviceable condition.
- An approved light is required for all PFDs and immersion/exposure suits while working at night or in low-visibility conditions (i.e., heavy fog). Also, all PFDs must have approved retro reflective material installed.
- Employees shall inspect buoyant work vests or life preservers for defects which could alter their strength or buoyancy prior to and after each use. Defective units shall not be used.

Employees will wear USCG approved PFD's when:

- In any area posted as a "life vest" area.
- Within 15 feet of any body of water without barriers.
- When operating equipment near a body of water.
- When operating or riding in a boat.
- When installing flashboard.

Have the necessary safety equipment at hand so it is ready for immediate use:

- Ring Lifebuoy
- 90' Buoyant Heaving Line
- Life Saving Skiff

Ring buoys will be provided, one kept on each boat, and readily available for emergency rescue operations with at least 90 feet of line and the distance spaced between ring buoys may not exceed 200 feet.

At least one lifesaving skiff will be immediately available when employees are working over or adjacent to water. Each skiff shall be checked daily prior to work beginning to ensure the capability of the skiff to respond to an emergency.

16.87.1 Safety Equipment for Water Rescue

Per Amphibious Medics Swift Water Rescue Plan (SSHASP) the Life Saving and Safety Equipment each station is to have available the following and carried on the piece of equipment that responds to Water Rescue calls:

- 2 - Type 3 Personal Floatation Devices
- 2 – Water Rescue type safety helmets
- 2 – Water Rescue type whistles

Water Rescue Support Units (Shore Line) shall have:

- 2– 70-foot Rope Throw bags
- 2– USCG Type III or V Personal Floatation Devices with whistle and knife
- 2 – water rescue helmets
- 2 – pair water shoes
- 2 – pair water gloves
- 2 – pair of safety eyewear
- 2 – Dry suits OR wetsuits
- 2– hand lights
- 2 – USCG Type II Personal Floatation Devices for victims
- 2 – USCG Type IV devices (Throw Ring)
- 1 – 6-foot pole or hook
- 2 – 100-foot 3/8 inch or 1/2 inch kernmantle rope

While on the boat Amphibious Medics personnel shall have:

- 2– USCG Type III or V Personal Floatation Devices with whistle and knife, 2 of these must be USCG Type V with tethered swimmer with whistle, knife, and locator flashing light
- 2– Water rescue helmets
- 2 – Pair water shoes
- 2 – Pair water gloves
- 2 – Headlamps
- 2– Pair of safety eyewear
- 1 – Pair swimming goggles
- 1 – Pair fins
- 2 – Dry suits OR wetsuits
- 2 – Cold water rescue suits (Seasonal)
- 2 – Hand lights
- 2 – 70-foot Rope Throw bags
- 2 – USCG Type II Personal Floatation Devices for victims
- 1 – Waterproof radio bag
- 1 – Rescue swimmer board

- 12 – Chemical light sticks
- 2 – USCG Type IV devices (Throw Ring)
- 1 – 6-foot pole or hook
- 1 – Megaphone or PA system
- 1 – Boat with USCG minimum rating for 4 persons, with appropriate gas engine
- 2 – Paddles or oars
- 1 – ABC fire extinguisher
- 1 – Anchor
- 2 – Mooring lines
- 1 – Crew 1st aid kit that meets county standards
- 1 – Blanket
- 1 – Stokes type litter with floatation
- 1 – Floatation type spine board with straps
- 1 – Line throwing device
- 1 – Decon kit (brush, Clorox, anti-bacterial soap, peroxide)

16.98 Emergency ~~And~~ Rescue Plans, Including Man-Overboard Procedures

Two (2) swift water rescue emergency medical services (EMS) personnel are required to be on-site full time when work is being performed within 25-ft of the top of the bank. If an Amphibious employee is unable to be on-site for a shift, and Amphibious is unable to find another EMS person to cover their shift, a Sessler employee, who will have taken the Swift Water Rescue Awareness training, will fill in as a back-up rescue boat operator. With one Amphibious crew member on-site, and a Sessler employee filling in to operate the boat as needed, deconstruction activities shall be allowed to continue in full.

16.98.1 Swift Water Rescue

A copy of Amphibious Medics Swift Water Rescue Plan can be found in Appendix I.- Per Amphibious Medics (AM) Swift Water Rescue Plan the Swift Water Rescue Responder (SWRR) shall respond on all incidents involving water as defined below:

- Still Water – defined as pond, lake, reservoir (except overflow areas which are defined as streams)
 - 1. Shore Tech – Skiff Deployment
- Swift Water – defined as any moving water
 - 1. Shore Tech – Skiff Deployment – Local Emergency response activated

Amphibious Medics will attend all daily briefings on operational discussions – during the briefings any concerns for the day will be outlined and discussed prior to operations commencing.- SWRR techs will review weather reports from the news and USGS link. During the meeting, AM will brief the client on weather reports.

PTP will be discussed and confirm staging area for the day All equipment and Skiff will be inspected each morning prior to briefing to ensure and on-time start for daily operations.

The skiff ~~and work boat motor(s)~~ will be ~~deployed and operated 3 times aat least once per day~~ day and deployed as needed to ensure ~~they are~~it is operational.

When Swift Water Rescue is necessary/warranted the following operations shall apply:

- Command

- a. All working incidents will be operated within the NIMS command structure as adopted by Amphibious Medics and utilized by responding companies known as the Incident Command System.
- b. The designated Amphibious Medics SWRR (1) shall assume the position of Water Rescue Branch Director and shall advise the incident commander and/or operations Section Chief of the same.
- c. The Water Rescue Branch Director shall consult with the Incident Commander and/or Operations Section Chief for the scene size-up.
- d. Additional resources shall be requested for any complex or extended operations if not already dispatched by local municipalities.

- Scene Control

- a. Personnel are prohibited from entering any hazardous area without the proper protective equipment and training, and until the area has been determined to be safe.
 - i. Any area within ten feet of water or over water shall be considered a hazardous area
 - Hot Zone = In water or in a boat.
 - Warm Zone = Within ten horizontal feet of water or over water.
 - Cold Zone = Greater than ten feet from water.
 - Dry / Wet suits or cold-water suits shall be worn in hazard area when combination of air and water temperature is less than 100 degrees F.
 - Dry suits should be worn when entering any floodwaters.
 - No structural turnout gear is to be worn in the hot or warm zones.
- b. Scene control shall be established as follows:
 - i. Barrier tape should be used to mark the hazard zone in immediate area of operations and as terrain permits.
 - ii. Personnel and equipment staging areas will be Established (Prior to incident) outside the designated hazard zone (in the cold zone) but in close proximity to the incident.
 - iii. Upstream observers and downstream safety shall be established as needed.

~~iii.~~

- The following tactical (Reach, Throw, Row, Go) RETHROG options shall be utilized:
 - a. Option 1 – Reach. 1st arriving AM SWRR feels they are capable of safely performing a rescue by simply reaching the victim, with minimal risk to personnel or victim.
 - b. Option 2 – THROW. 1st arriving AM SWRR feels they are capable of safely performing a rescue by simply throwing a device to the victim, with minimal risk to personnel or victim.
 - c. Option 3 – Row. 1st arriving SKIFF feels they are capable of safely performing a rescue by “independent” boat operations, with minimal risk to personnel or victim.
 - d. Option 4 – GO. SWRR Operation, no attempts are possible or made until a formal rescue team is assembled and operational. Requires advanced personnel to insure accountability and safety.
 - i. Option 4a – Boat operations above objective using rope system to lower and retrieve boat.
 - ii. Option 4b- Boat operations below the objective using motor to maneuver upstream to the objective in Class 3 or greater water.
 - iii. Option 4c- Shallow water crossing technique.
 - iv. Option 4d – Tethered rescue swimmer
 - e. Assessing the Victim
 - i. Once the rescuers have reached the victim, they should do an immediate assessment of the victim - a quick assessment of the ABC's and the exact method of entrapment. If the victim is conscious, the rescuer should determine if the victim can assist in his/her own rescue. If the victim is unconscious, the rescue must be quick.

- ii. When the victim is brought to safety, an assessment should be done by the onsite AM SWRR or local municipalities personnel. Treatment shall be administered according to local protocol. If necessary, the victim shall be transported to the appropriate facility.

~~ii.~~

- Termination Procedure

- a. Upon determination that operations are terminated by the Incident Commander the AM SWRR Team will stand down and assets will return to the staging area for accountability and demobilization.
- b. The AM SWRR Staging Area Manager will assign personnel to assist with the collection of equipment.
- c. Equipment will be placed back in service per procedure including any gross ~~decontamination~~ decontamination at scene.
- d. First report of injury and exposure reports will be filed on any injury case or known exposure to harmful material.

~~d.~~

16.98.2 Swift Water Self Rescue

If swept into swift moving water, attempt the following to self-rescue.

- Do ~~not~~ not try to stand up, avoid foot entrapment!
- Use an aggressive swimming technique to get to shore.
- Keep your feet down stream to adsorb the impact with exposed rocks.
- Arch your back to keep your butt up.
- Time your breaths between waves, turn your head to the side.
- Back stroke with your hands to position yourself in the river.
- Reverse position to dive over logs and 'strainers
- Swim over logs and other debris. Never try to swim under.
- Look for safe shore landing and attempt to exit stream where safe to do so.

♦

16.98.3 Man Overboard Procedure

When a crew member goes over the side recovery time is of the essence. -The following procedure will be implemented in the event of an employee falling overboard. - *These procedures assume employees will be wearing Personal floatation at all times while on board, as required.*

If you are person on board:

- Shout "man overboard" and designate a crew member to spot and point to the victim's position in the water. The spotter should not take his eyes off the victim.
- One long blast from a whistle and notification over the radio "3" times Man overboard, man overboard, man overboard
- Provide immediate flotation by throwing buoyant life ring and tether.
- Be patient. -Victim will be shocked by cold water.- Personal flotation will keep them afloat until they overcome initial cold-water reaction. -If they have not grabbed the life ring, reposition near the victim.
- Lack of current and way means the victim should be near the barge. -Talk to and try and calm victim.
- Use throw ring and lifeline to draw employee to side of barge. -If calm and capable, drop boarding ladder over and assist employee back on barge.
- Rescuers should not enter the water. Do ~~not~~ not compromise your own safety and do not leave your vessel unattended.

- If person is unconscious and has drifted from the barge, use emergency boat to retrieve person.

If you are the person in the water:

- It is essential to conserve as much energy as possible – you will need it to assist with your recovery from the water.
- Remember you will be wearing a life jacket, so you do not need to struggle to stay afloat. In rough conditions, turn your back to the waves to keep your mouth and nose clear of spray.
- Whatever your situation conserves your body heat – the greatest threat to your survival is from the cold. Remember in cold water your ability to assist in your rescue will be greatly diminished after ten to fifteen minutes.
- Yell and maintain voice contact with persons onboard.
- If you can reach a lifebuoy, invert it over an upraised arm thence over your head and shoulders. Allow persons onboard to pull you back to barge.
- Assist in getting back on board as possible.

After recovery:

- In cold weather, strip wet clothes.- Redress from emergency bag.- Sweats, sweatshirt, socks and hat.
- Wrap employee in blanket and try to warm.
- Safely return to shore as quickly as possible. -Warm in vehicle if necessary.- Seek medical attention if necessary.

16.109 Pollution Control Equipment and Procedures for Fueling Vessels and Equipment

See the Project Operations Plan and the Site Construction Plan for description of pollution control equipment.

See Section 13.4 of this SSHASP for fueling procedures.

16.110 Lighting

The majority of work will be performed during daylight hours. During winter months, supplemental lighting may be necessary in order to work a full 10-hour shift. In this case, light plants will be provided to properly light work areas.

16.121 Restrictions Due to Weather or Sea State

Work will be suspended during high rain events, high or turbulent water conditions and thunderstorms.

16.132 Procedures For Ensuring Safe Vessel Operations in Accordance with Laws and Regulations and Requirements of Authorities Having Jurisdiction

Not Applicable.

16.143 Inspection and Maintenance of Vessels

Daily inspections of boats, skiffs and barge float equipment will be made with special attention given to anchors and barge connections. Inspection of Sessler owned equipment will be by Sessler personnel.- Inspection of Amphibious Medics equipment will be by their personnel.

16.154 Procedures For Transferring Materials, Equipment, And Personnel to And from Vessels

Materials, equipment, and personnel will transfer to the barge using a crane and equipment and personnel platforms.- Employees or materials will not be shuttled to and from the barge using boats.



Personnel will be transferred to and from the barge using the personnel hoisting procedures found in Section 17.6 of this SSHASP.

Debris and materials will be transferred to and from the barge using a crane, equipment platforms and debris hoppers. See Critical Lift Plan(s), Project Operations Plan and Site Construction Plan for additional information.

16.~~165~~ Loading Limits and Draft of Vessels

See Appendix B of the Project Operations Plan for barge specifications.

16.~~176~~ Approval ~~Of~~ Equipment Loading on Vessels

See Project Operations Plan, approved by consulting Professional Engineer.

Attachment B



JHA/Pre-Task Plan: Winter In-River Work

Client Job #: 30058171

Sessler Job #: 22-3100

Date Created: 12/14/22

Date Last Modified: 1/5/23

Date of Work Performed:

SUBCONTRACTOR: L.M. Sessler Excavating & Wrecking, Inc.

SUBCONTRACTOR SCOPE OF WORK: Site Preparation, Deconstruction, and Site Restoration

In the event of an emergency where medical attention is needed, Amphibious Medics will communicate man overboard (or other incident) to the Sessler Project Manager (Alaina Hickey) on-site, who will contact 911.

Work to be Performed:

Work Area Conditions Prior to Start of Task:

Air Temperature:

Water Temperature:

River Flow Rate (cfs):

Wind Speed/Wind Chill:

Location of Air Temperature Reported:

Location of Water Temperature Reported:

Location of River Flow Rate Reported:

Sky Condition (sunny, cloudy, etc.):

Note Any Changes in Work Area Conditions During Task (if any):

Principle Step:

Potential Hazards

Recommended Controls

Slips/Trips/Falls (Boralex Access Road, Dock, Entering Boats)

Snow/ice removal along access path, dock area, and boats as needed.

Spreading of salt and sand as needed.

Slip resistant footwear.

Be mindful of black ice. Dew, fog, or water vapor can freeze on cold surfaces and form an extra thin, nearly invisible layer of ice that can look like a wet spot on pavement.

When entering a building (i.e., office trailers, decontamination trailers, etc.) remove as much snow and water from your boots as possible and watch for wet, slippery floors

Working in Water		Clearly mark site features and utilities using barricades, flags, etc. in the event they become buried with snow.
	Grounding Vessel (i.e., pinch points, equipment damage)	Enhance dock as needed for safe tie-off and exit of vessels.
		Enhance dock as needed so boats are in deep enough water, avoiding damage to boats while docking.
		Keep hands/arms inside or away from the side of the boat when docking to avoid pinching/crushing hand/arm
	Equipment Failure (Boat Motor); Prop Entanglement; Engine Fouling	Proper warmup of engine for cold weather operation per manufacturers directions.
		Daily operation of boat motor(s) to ensure they are in working order.
		Proper tools/equipment on boat for retrieval/rescue (i.e., oars, rope, etc.)
		In the event a boat motor fails, boat shall be guided by crew to islands downstream.
		Proper communication with swift water rescue team, as well as team on land in event of emergency.
		Ensure boat path is clear of debris, buoy line, oil boom, etc. that could lead to prop entanglement.
	Cold Stress, Loss of Dexterity or Alertness, Frostbite, Hypothermia	Wearing several layers of loosely fitted dry clothes (avoid cotton). An outer layer of water and wind proof clothing may be necessary.
		Drinking warm liquids. (no alcohol)
		Changing clothing if wet from sweating or exposure to water.
		Limiting exposure times by taking breaks in warm shelter to prevent sleepiness, shivering or pain in your extremities.
		Understanding signs of cold stress, frostbite, and hypothermia in order to take care of oneself and others.
		Proper communication with swift water rescue team, as well as team on land in event of emergency.
	High river flow rates and/or sudden change in flow conditions	At least one person on Powerhouse side looking up river (Ambient, Sessler Crane Operator, and Electrical Spotter), watching for increased water flow over the spillway.
		Closely monitor USGS data leading up to and during task.
		Have a plan in place for quick docking of boats and exit of river if flow conditions become unsafe.
		Proper communication with swift water rescue team, as well as team on land in event of emergency.

	Cold Water Immersion, Hypothermia	When the water temperature is between 40- and 50-degrees Fahrenheit, field personnel will wear a float coat (top half of a Mustang Suit). When the water temperature is less than 40 degrees Fahrenheit, field personnel shall wear a float coat with bib-overalls (full two-piece Mustang Suit) or one-piece float coverall.
		Educate employees on Man Overboard Procedure.
		Prior to entering river, ensure all necessary life saving equipment is on skiff and in working order.
		Proper communication with swift water rescue team, as well as team on land in event of emergency.
	Drowning	Life preservers will be worn by all personnel working within 10 feet of the water. Tie-off points will be determined by Site Superintendent on site based on status of water current force. According to the USCG, “Life jackets are designed to be worn as the outermost garment and because of safety concerns and possible performance issues should not be worn under any other clothing.
		Prior to and after each use, the buoyant work vests or life preservers shall be inspected for defects which would alter their strength or buoyancy. Defective units shall not be used.
		Ring buoys with at least 90 feet of line shall be provided and readily available for emergency rescue operations. Distance between ring buoys shall not exceed 200 feet.
		At least one lifesaving skiff shall be immediately available at locations where employees are working over or adjacent to water.
		Full-time, dedicated, appropriately trained, swift water-rescue emergency medical services (EMS) personnel, minimum of 2, during active demolition Work when working with 25 feet of the top of bank.
		Proper communication with swift water rescue team, as well as team on land in event of emergency.
	Falling Debris	All deconstruction work is to stop when crew is working in the water.
		Maintain 8-ft distance from Powerhouse (may need to get closer for buoy/curtain retrieval/repair)
		Proper PPE - hard hat fitted properly (cap/beanie worn only if it does not interfere with hard hat's ability to protect head.
		Proper communication with swift water rescue team, as well as team on land in event of emergency.
Equipment Needed:	At a minimum - Skiff, Ring Buoy, Heaving Line, Paddles/Oars, Mooring Lines, Required Rescue and Safety Equipment Provided by Swift Water Rescue Team	
Recommended PPE:	Life preservers, Mustang Suits, Waders, Hi-Viz Safety Vest, Steel-toe footwear, Hard Hat, Safety Glasses, Change of Clothes.	
Acknowledgment		

[illegible]



Wind Chill Chart



		Temperature (°F)																		
		Calm	40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45
Wind (mph)	5	36	31	25	19	13	7	1	-5	-11	-16	-22	-28	-34	-40	-46	-52	-57	-63	
	10	34	27	21	15	9	3	-4	-10	-16	-22	-28	-35	-41	-47	-53	-59	-66	-72	
	15	32	25	19	13	6	0	-7	-13	-19	-26	-32	-39	-45	-51	-58	-64	-71	-77	
	20	30	24	17	11	4	-2	-9	-15	-22	-29	-35	-42	-48	-55	-61	-68	-74	-81	
	25	29	23	16	9	3	-4	-11	-17	-24	-31	-37	-44	-51	-58	-64	-71	-78	-84	
	30	28	22	15	8	1	-5	-12	-19	-26	-33	-39	-46	-53	-60	-67	-73	-80	-87	
	35	28	21	14	7	0	-7	-14	-21	-27	-34	-41	-48	-55	-62	-69	-76	-82	-89	
	40	27	20	13	6	-1	-8	-15	-22	-29	-36	-43	-50	-57	-64	-71	-78	-84	-91	
	45	26	19	12	5	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-93	
	50	26	19	12	4	-3	-10	-17	-24	-31	-38	-45	-52	-60	-67	-74	-81	-88	-95	
	55	25	18	11	4	-3	-11	-18	-25	-32	-39	-46	-54	-61	-68	-75	-82	-89	-97	
	60	25	17	10	3	-4	-11	-19	-26	-33	-40	-48	-55	-62	-69	-76	-84	-91	-98	

Frostbite Times



30 minutes



10 minutes



5 minutes

$$\text{Wind Chill (°F)} = 35.74 + 0.6215T - 35.75(V^{0.16}) + 0.4275T(V^{0.16})$$

Where, T= Air Temperature (°F) V= Wind Speed (mph)

Effective 11/01/01