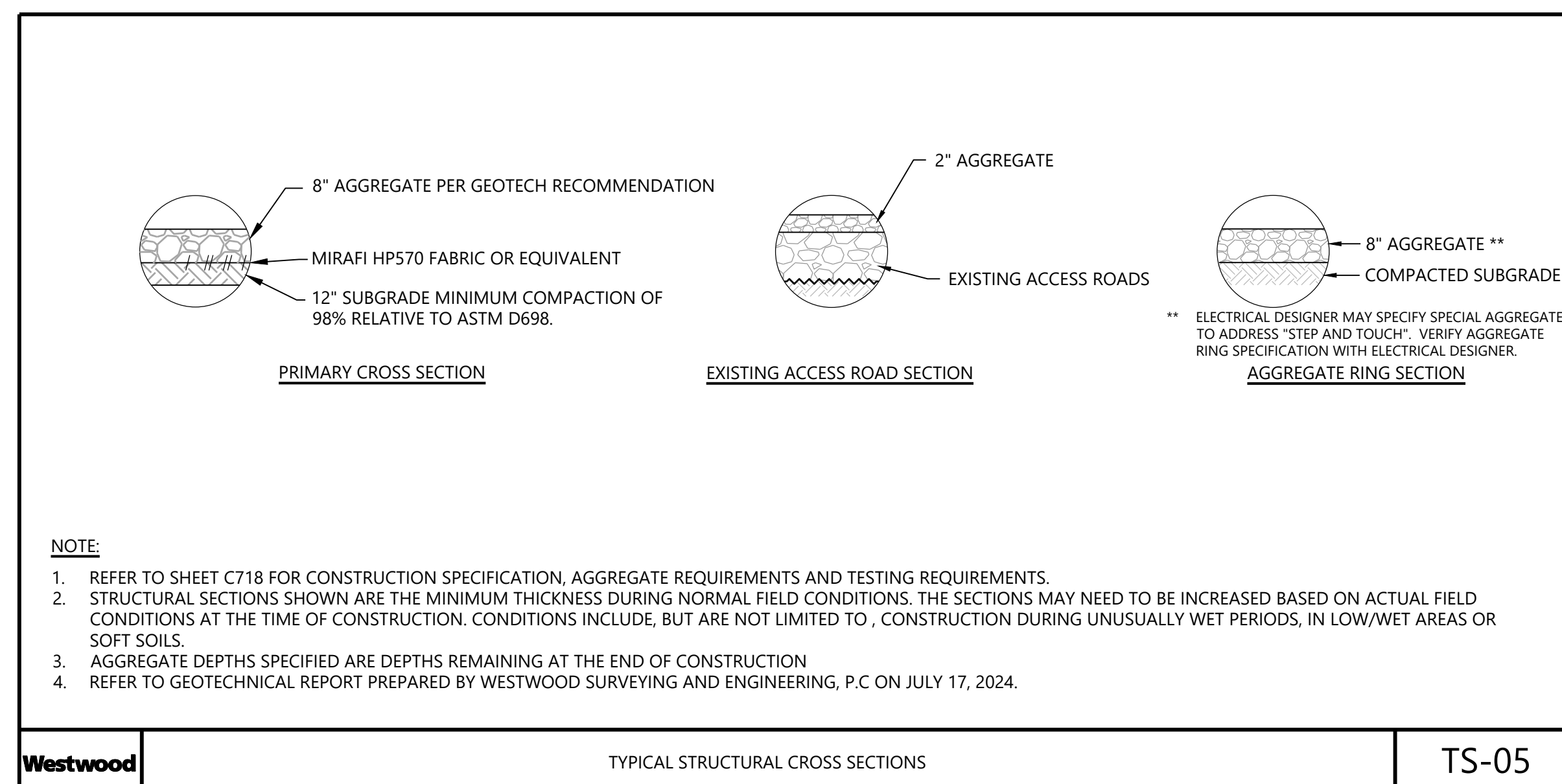
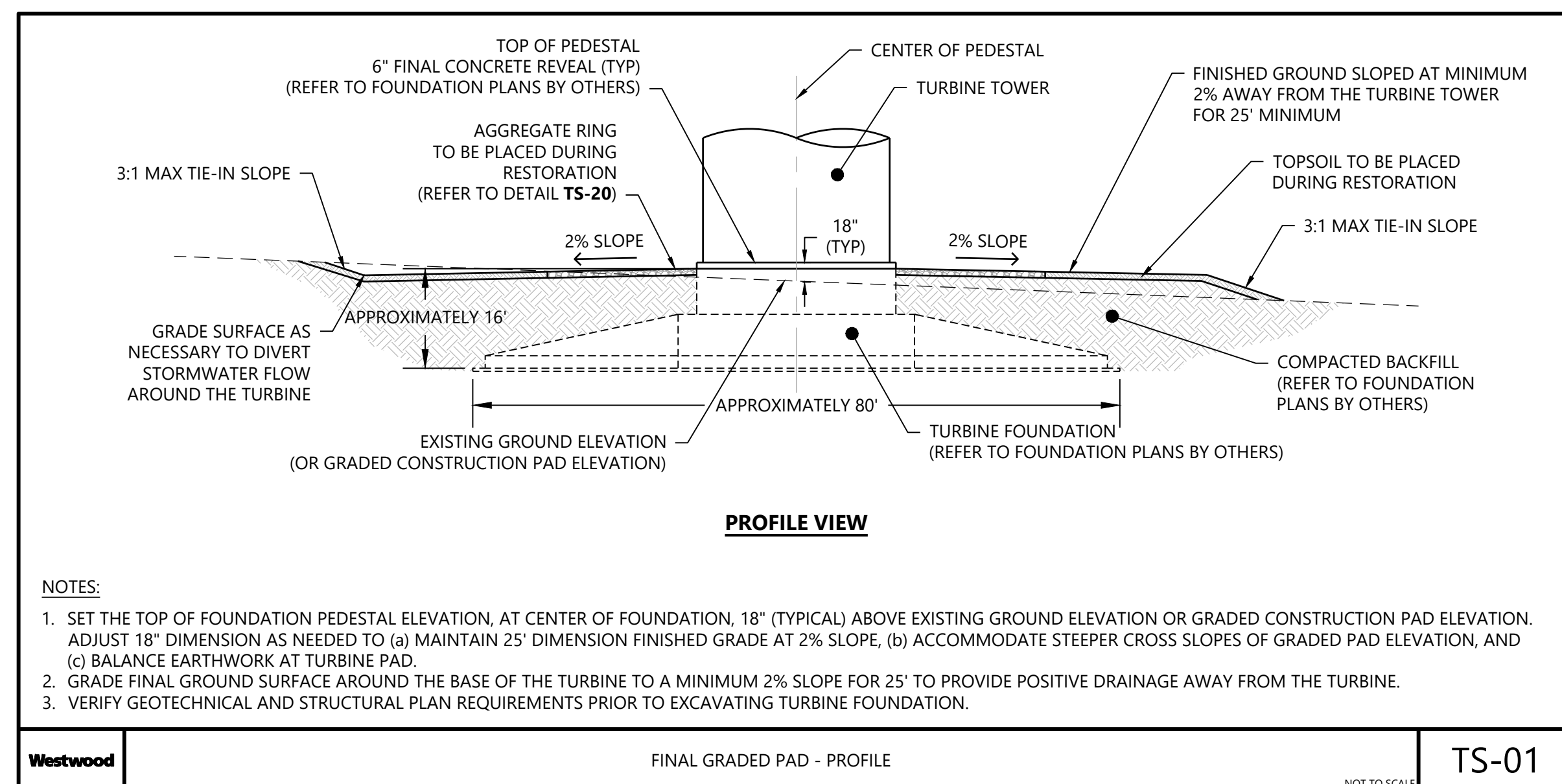
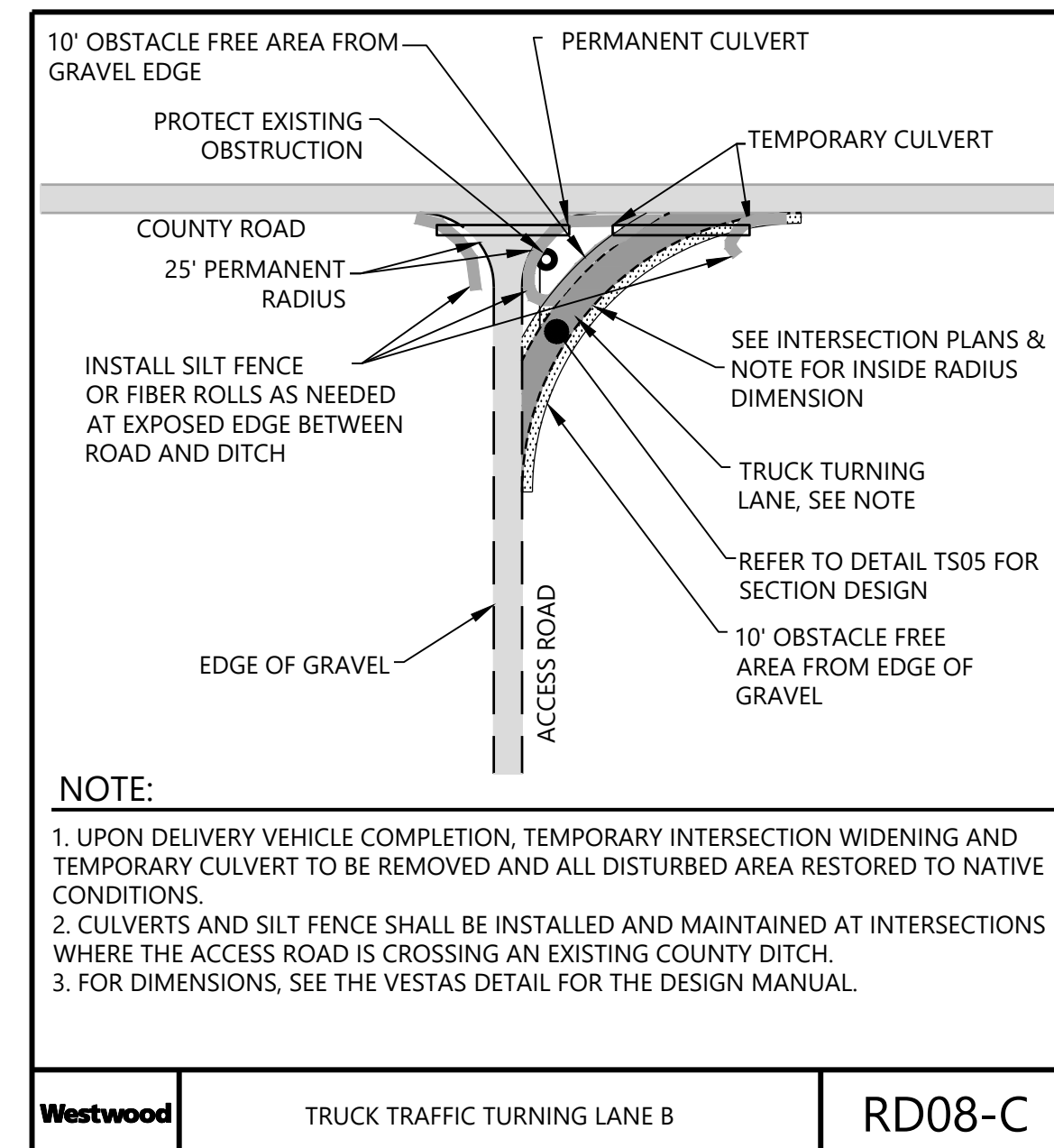




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No. 23-03002

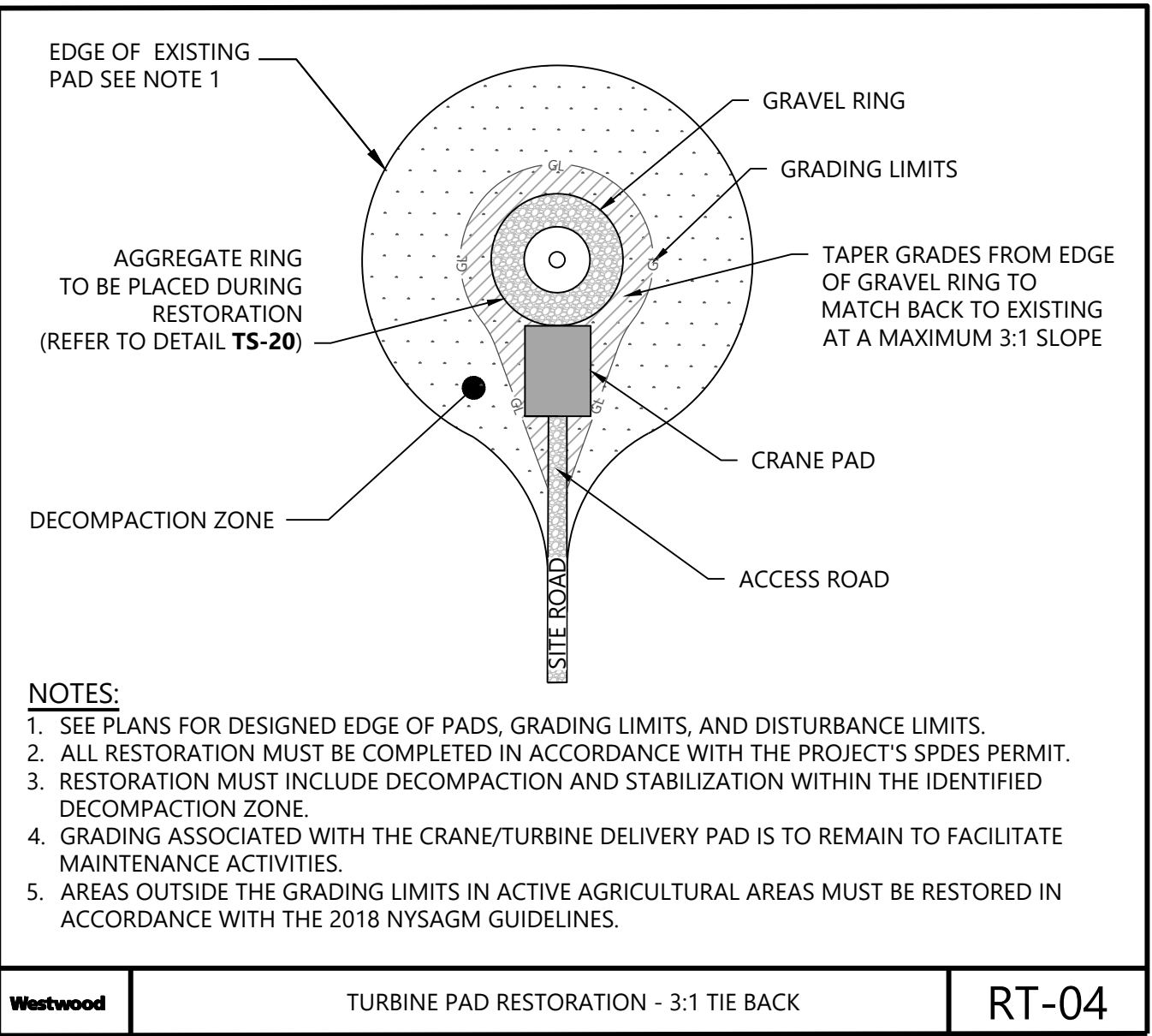
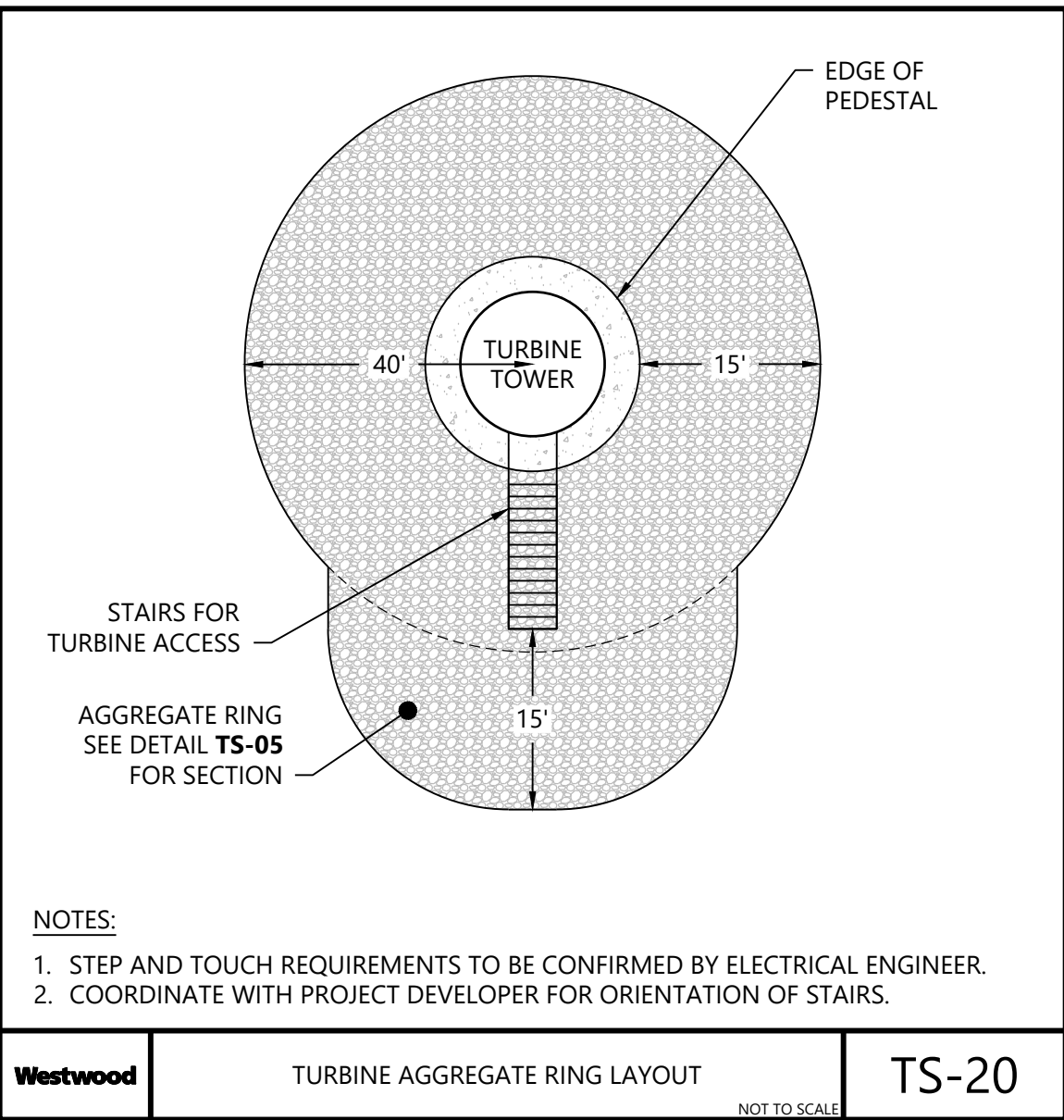
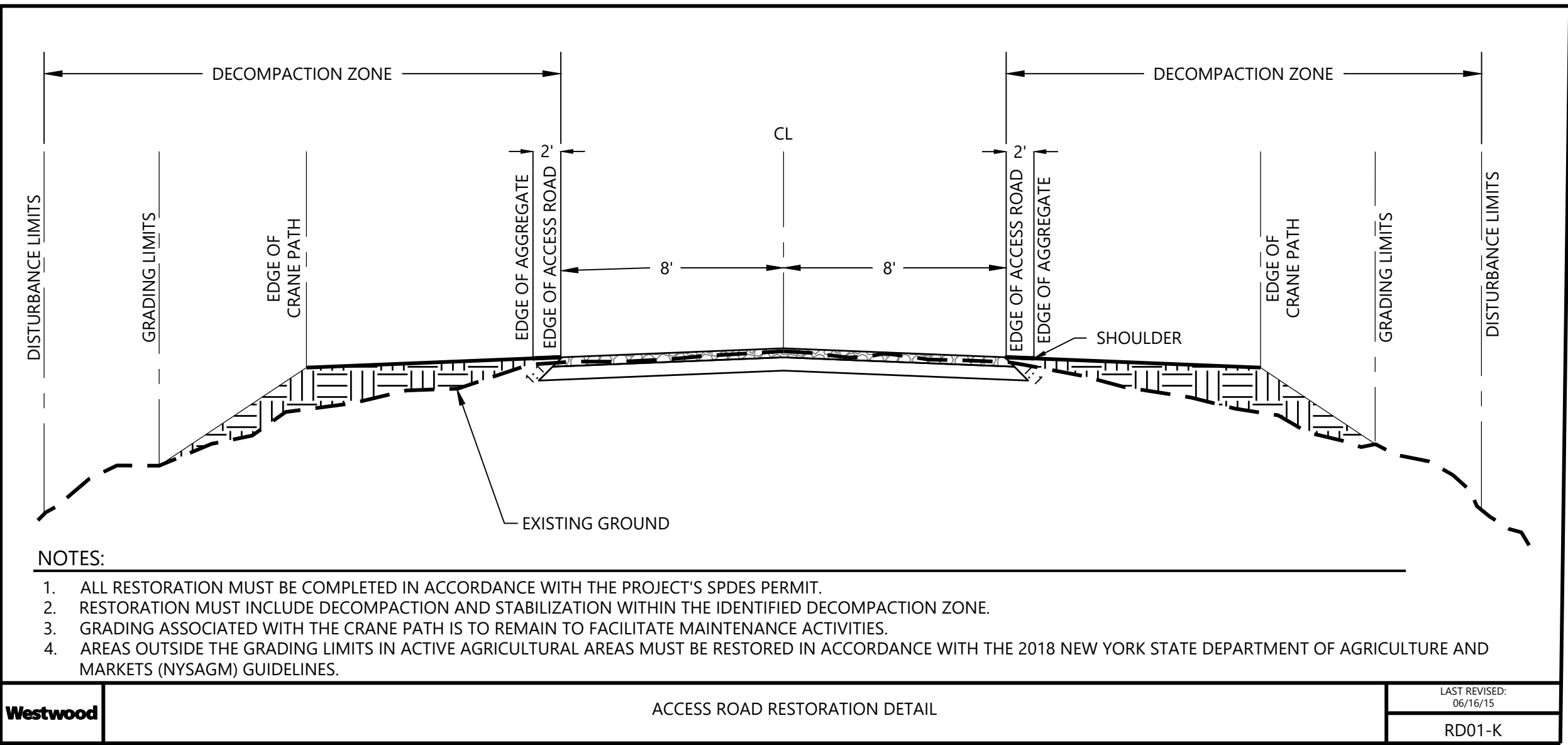
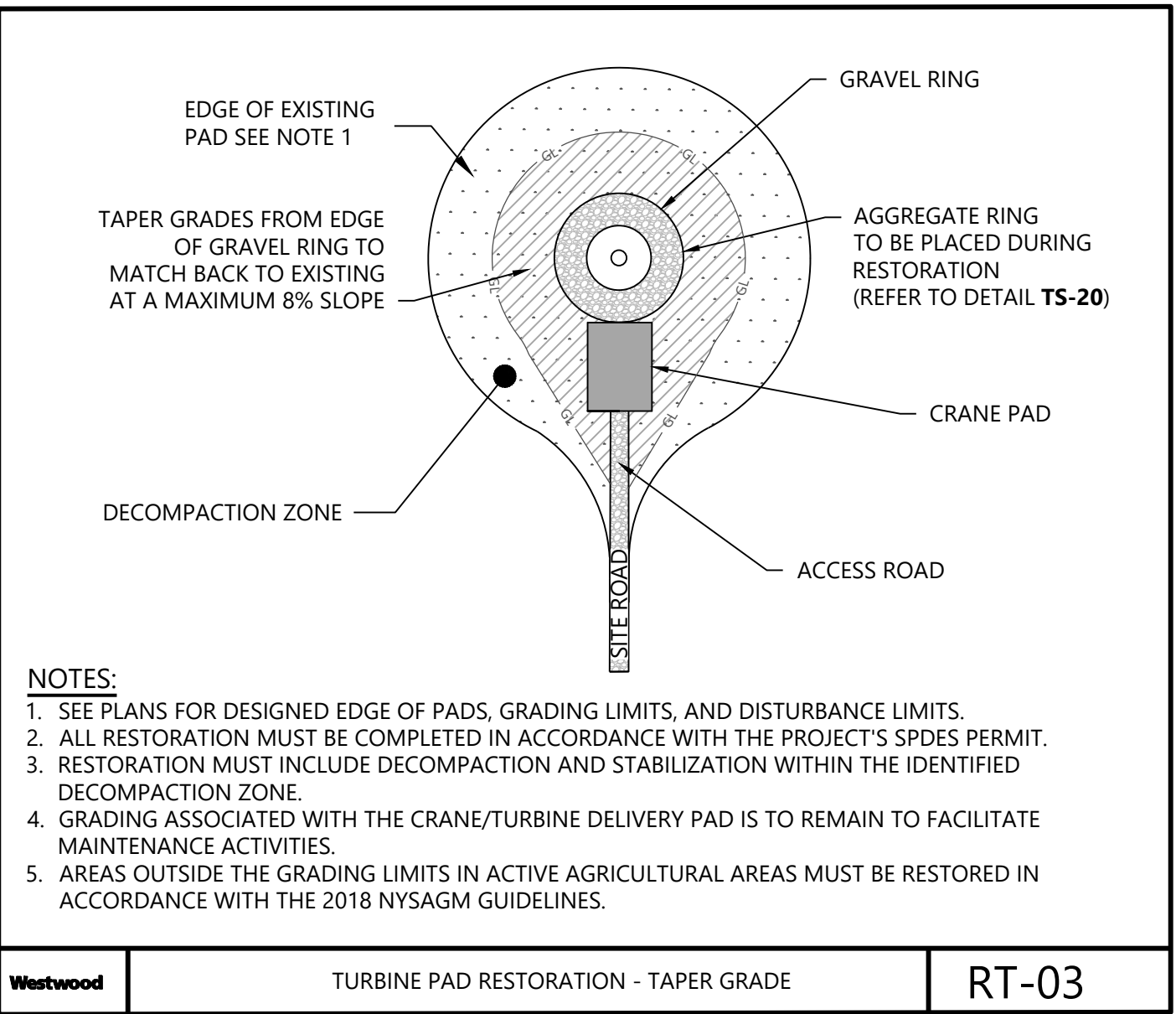
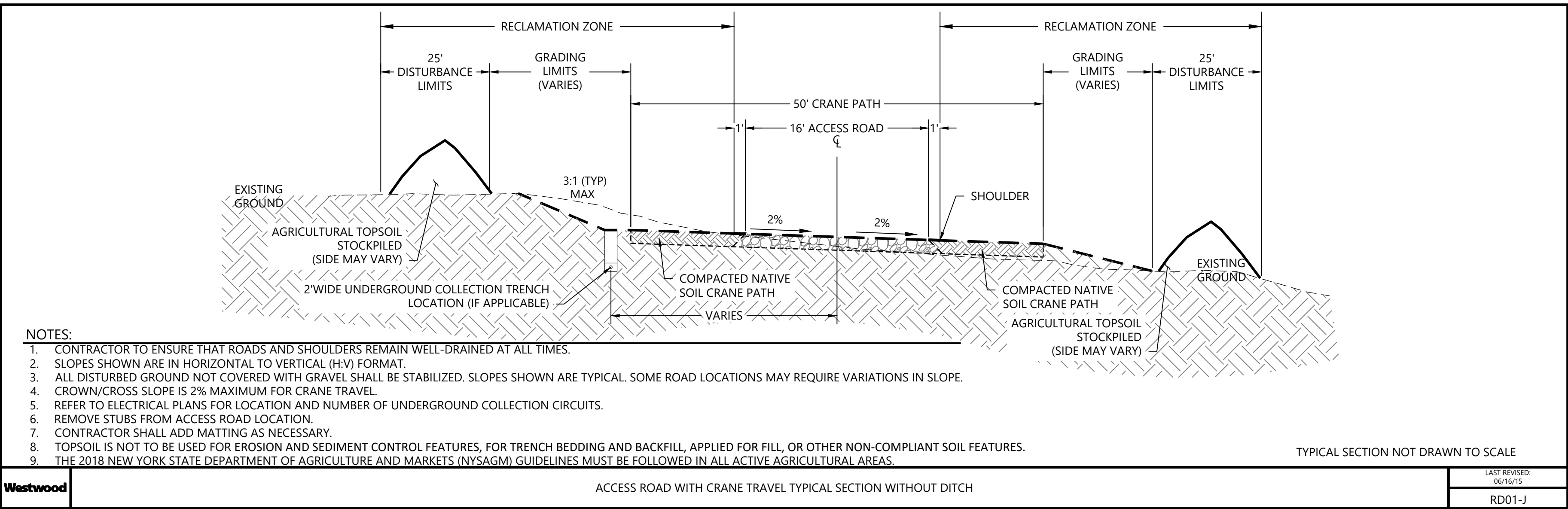
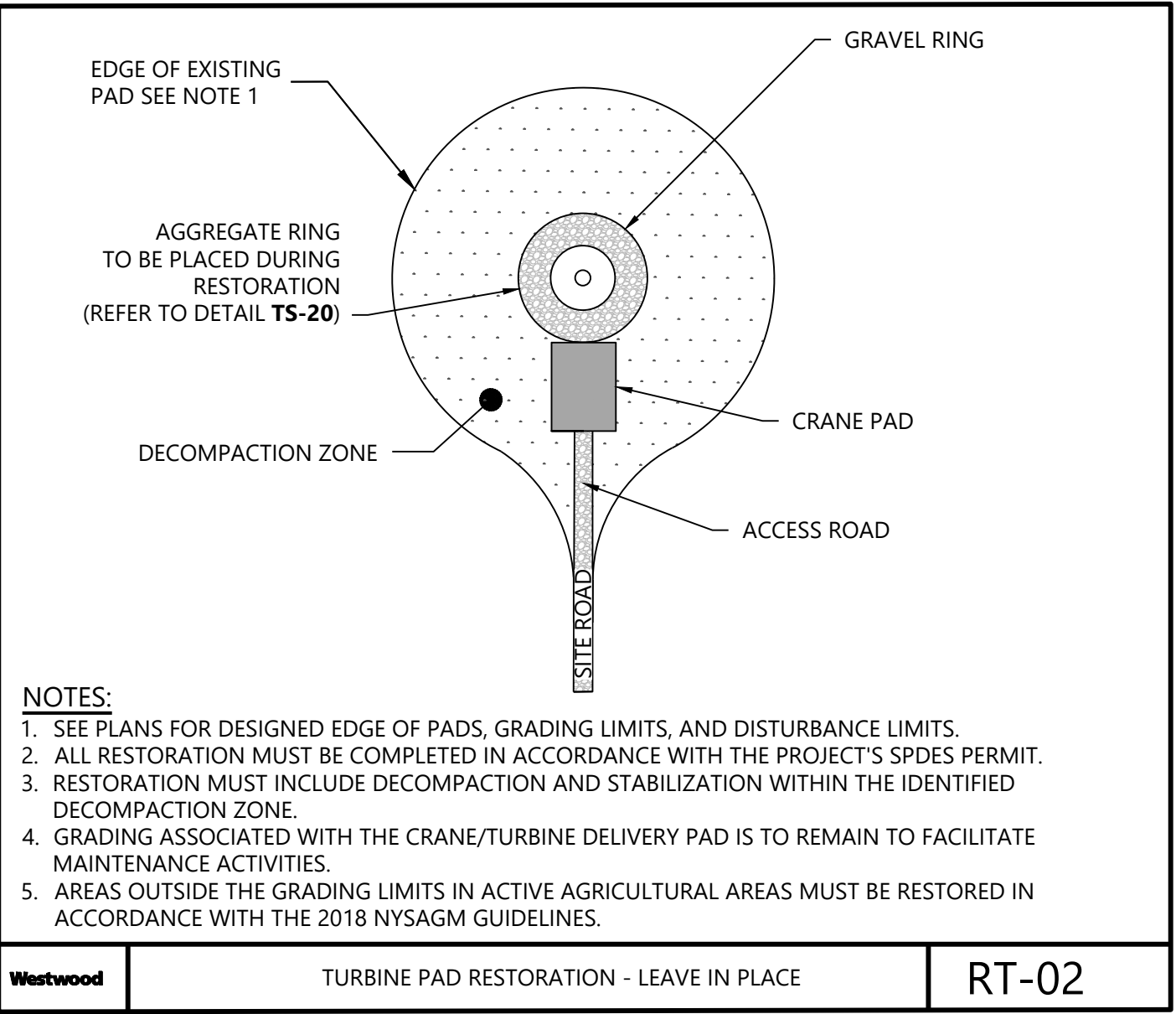
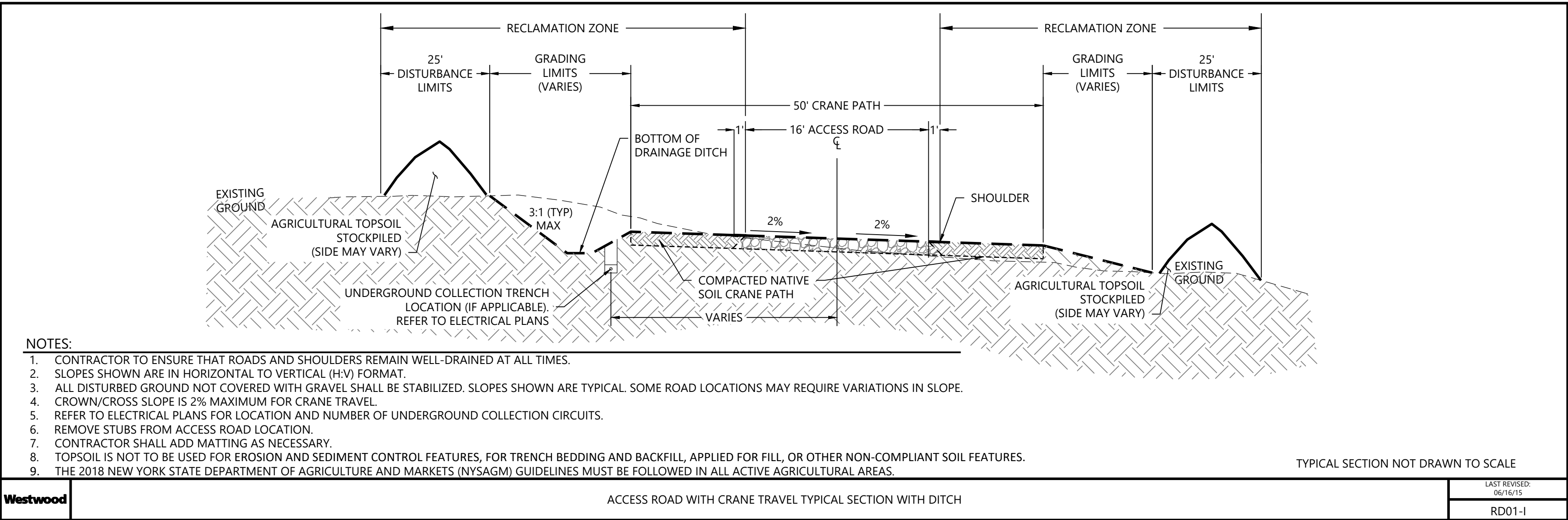
EOR: Allison Leach, PE

PREPARED FOR:

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REVISIONS:					
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3

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SHEET: C702

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No. 23-03002

EOR: Allison Leach, PE

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#	DATE	COMMENT	BY	CHK
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Agricola Wind Project

Cayuga County, New York

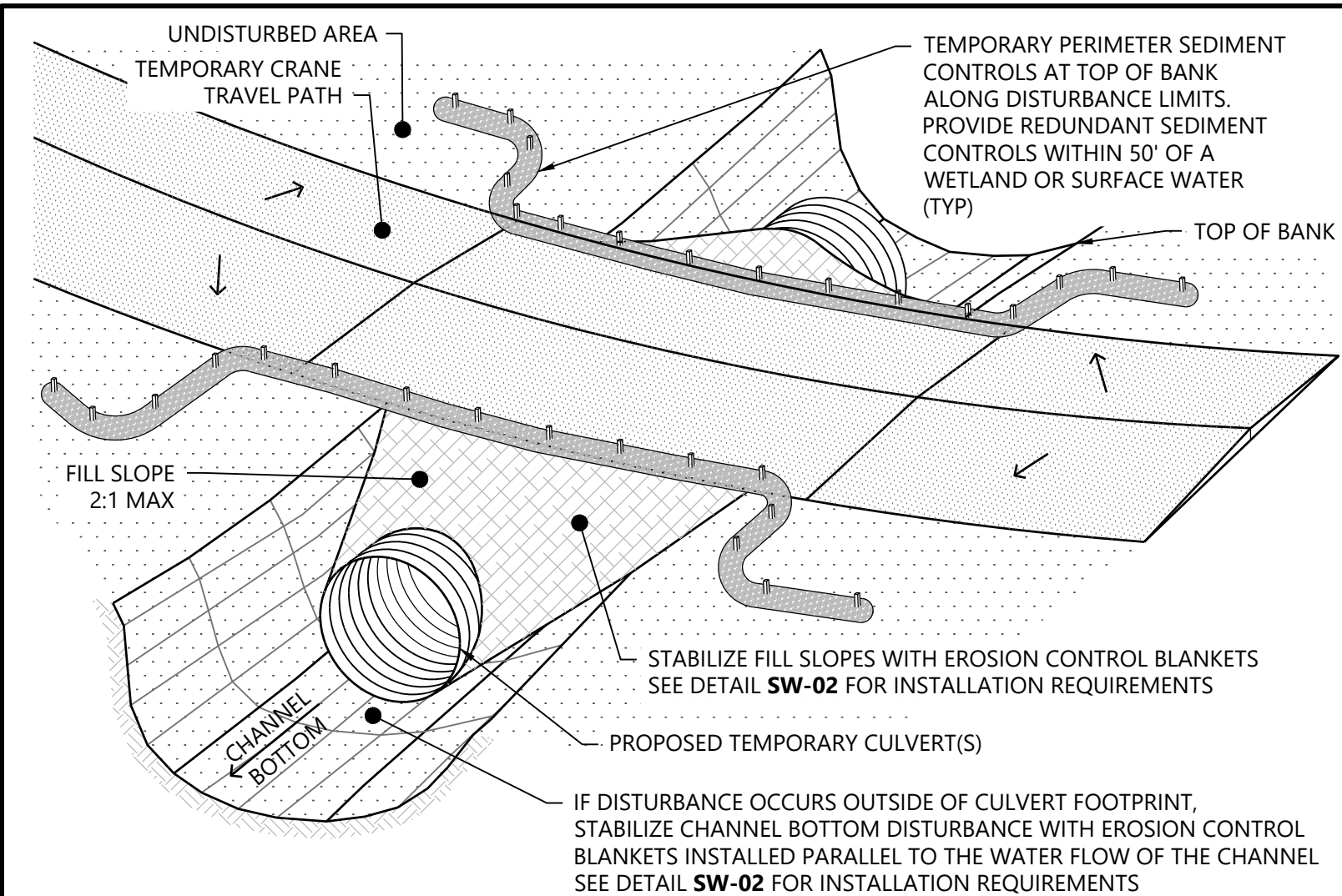
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ISSUE FOR PERMIT

DATE: 01/30/2025

SHEET: C703

REV:
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NOTES:

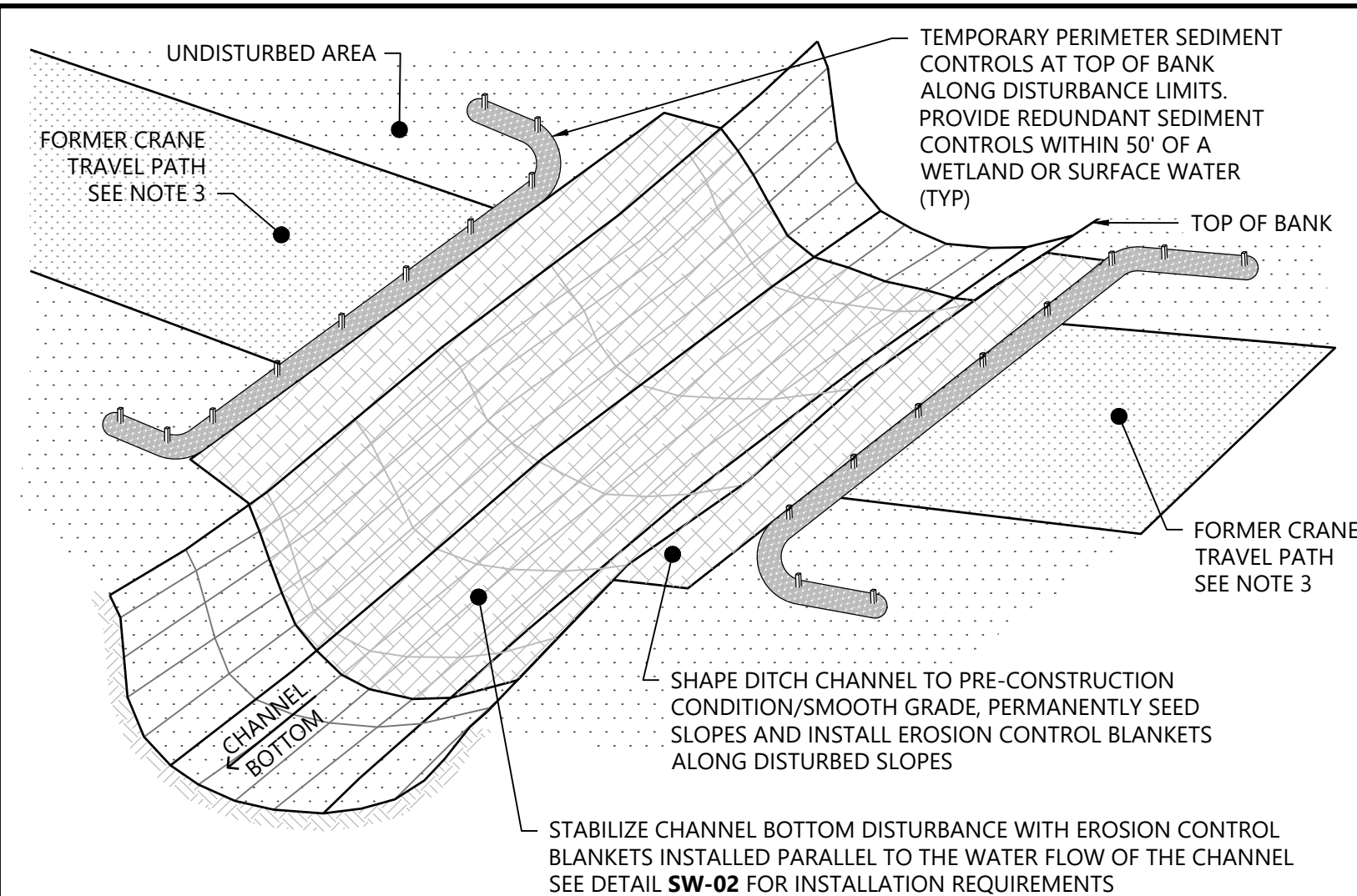
1. CULVERT INSTALLATION SHALL CONFORM WITH MANUFACTURER'S RECOMMENDATION FOR INSTALLATION/REMOVAL.
2. TEMPORARY BRIDGING AND MATTING MAY BE SUBSTITUTED IN THE FIELD WITH APPROVAL FROM THE OWNER AND ENGINEER.
3. MINIMIZE DISTURBANCE TO THE STREAM/SWALE DURING CULVERT INSTALLATION/REMOVAL.
4. CROWN TEMPORARY CRANE PATH TO PROMOTE LATERAL DRAINAGE TOWARDS PERIMETER SEDIMENT CONTROLS.
5. RIPRAP WITH GEOTEXTILE FABRIC MAY BE SUBSTITUTED FOR THE EROSION CONTROL BLANKETS.
6. REFER TO THE NPDES PERMIT FOR ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES.
7. PERIMETER SEDIMENT CONTROL MAY CONSIST OF SILT FENCE, FIBER LOGS, WOOD MULCH BERMS OR TOPSOIL BERMS. REFER TO APPROPRIATE DETAIL FOR INSTALLATION REQUIREMENTS.
8. SEE DETAIL CR-04 FOR RESTORATION.
9. CRANE MATS MAY BE ADDED ALONG THE TRAVEL PATH AT CONTRACTOR DISCRETION.
10. THIS DETAIL DOES NOT ADDRESS THE OVERALL STABILITY OF THE CROSSING. A LICENSED PROFESSIONAL SHALL DESIGN THE CROSSING DIMENSIONS, MATERIALS, PLACEMENT, AND TESTING TO ENSURE ADEQUATE SUBGRADE BEARING CAPACITY AND SLOPE STABILITY FOR THE PROPOSED CRANE TRAVEL.

Westwood

CRANE CROSSING - EXISTING DRAINAGE SWALE WITH CULVERT

NOT TO SCALE

CR-03



NOTES:

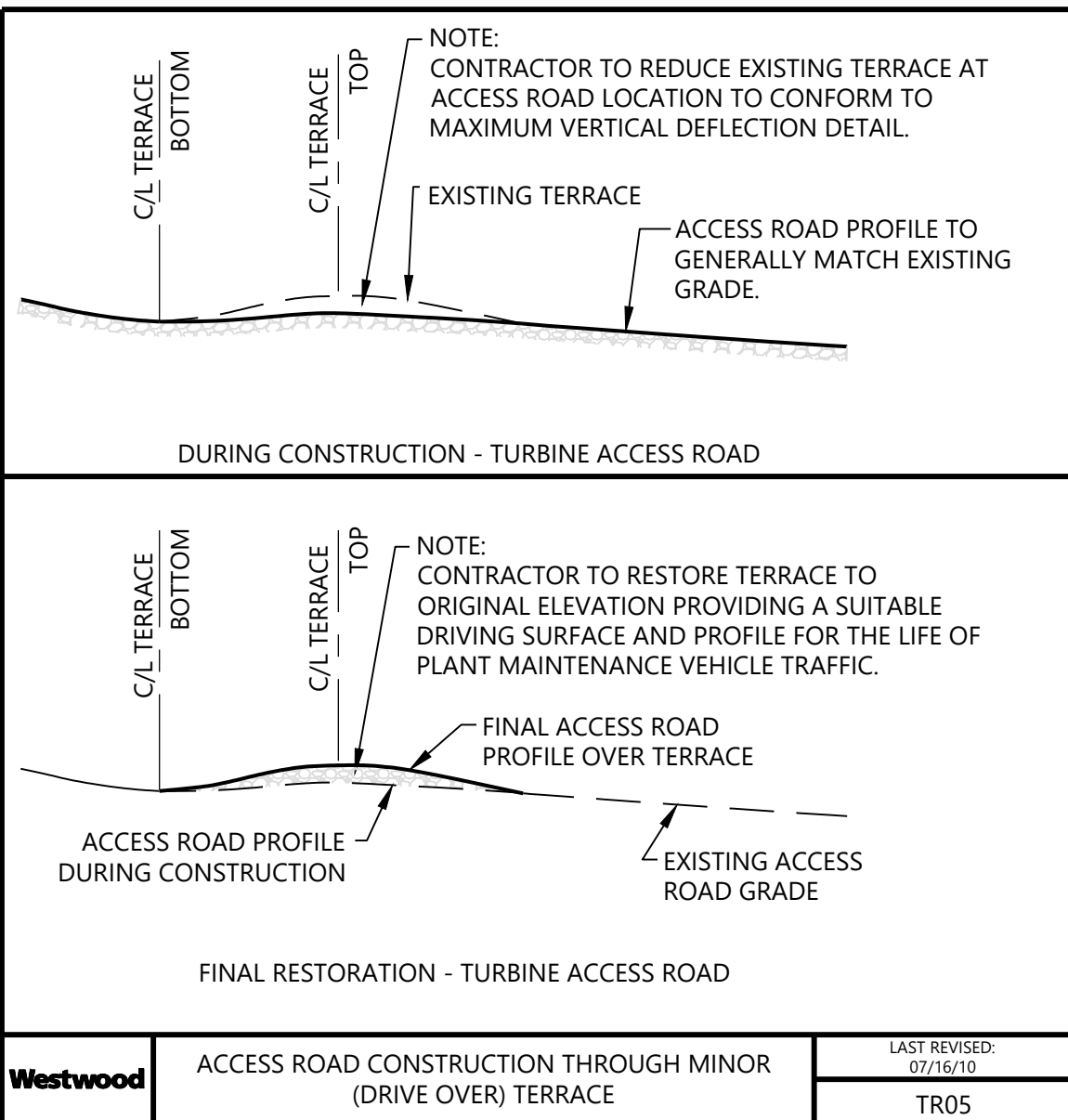
1. REMOVE RIPRAP, FILL MATERIAL AND SHAPE CHANNEL TO APPROXIMATE PRE-CONSTRUCTION CONDITION. PERMANENTLY SEED ALL DISTURBED SLOPES IN CONFORMANCE WITH THE NPDES PERMIT. INSTALL EROSION CONTROL BLANKETS, ADEQUATE FOR FLOW CONDITIONS, ON ALL DISTURBED SLOPES GREATER THAN 4:1, WHERE ANY FLOWS ARE CONCENTRATED AND WITHIN THE DITCHES WETTED PERIMETER.
2. DECOMPACT, REAPPLY TOPSOIL AND TILL DISTURBED AREA TO RESTORE TO PRE-CONSTRUCTION AGRICULTURAL CONDITION AND RESTORE ANY VEGETATED BUFFER THAT EXISTED PRE-CONSTRUCTION.
3. PERIMETER SEDIMENT CONTROL MAY CONSIST OF SILT FENCE, FIBER LOGS, WOOD MULCH BERMS OR TOPSOIL BERMS. REFER TO APPROPRIATE DETAIL FOR INSTALLATION REQUIREMENTS.
4. REMOVE PERIMETER SEDIMENT CONTROL ONCE FINAL STABILIZATION HAS OCCURRED WITH A MINIMUM OF 70% VEGETATION UPHILL OF PERIMETER SEDIMENT CONTROL.

Westwood

CRANE CROSSING - EXISTING DRAINAGE SWALE RESTORATION

NOT TO SCALE

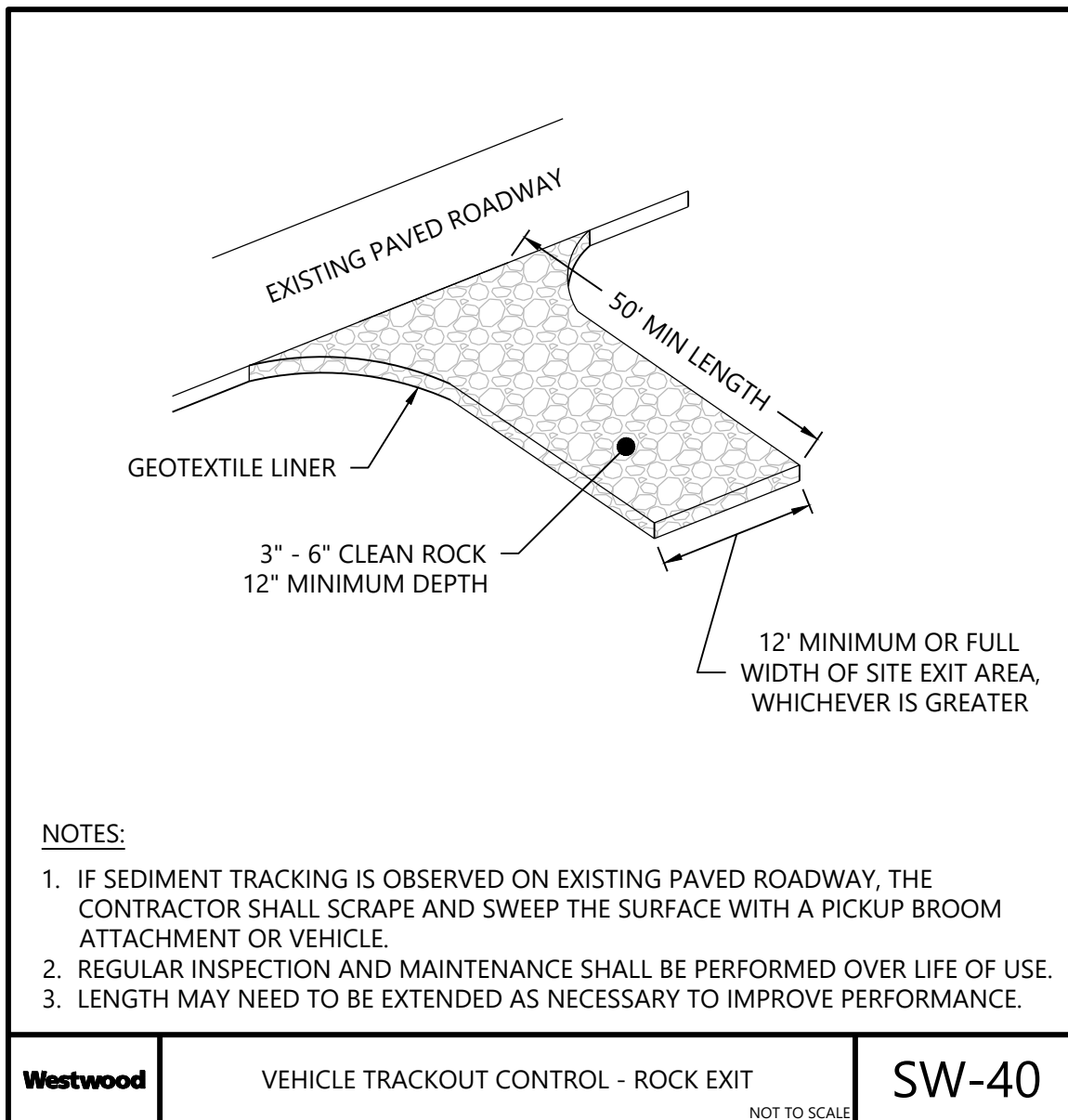
CR-04



Westwood

ACCESS ROAD CONSTRUCTION THROUGH MINOR (DRIVE OVER) TERRACE

LAST REVISED:
07/16/10
TR05

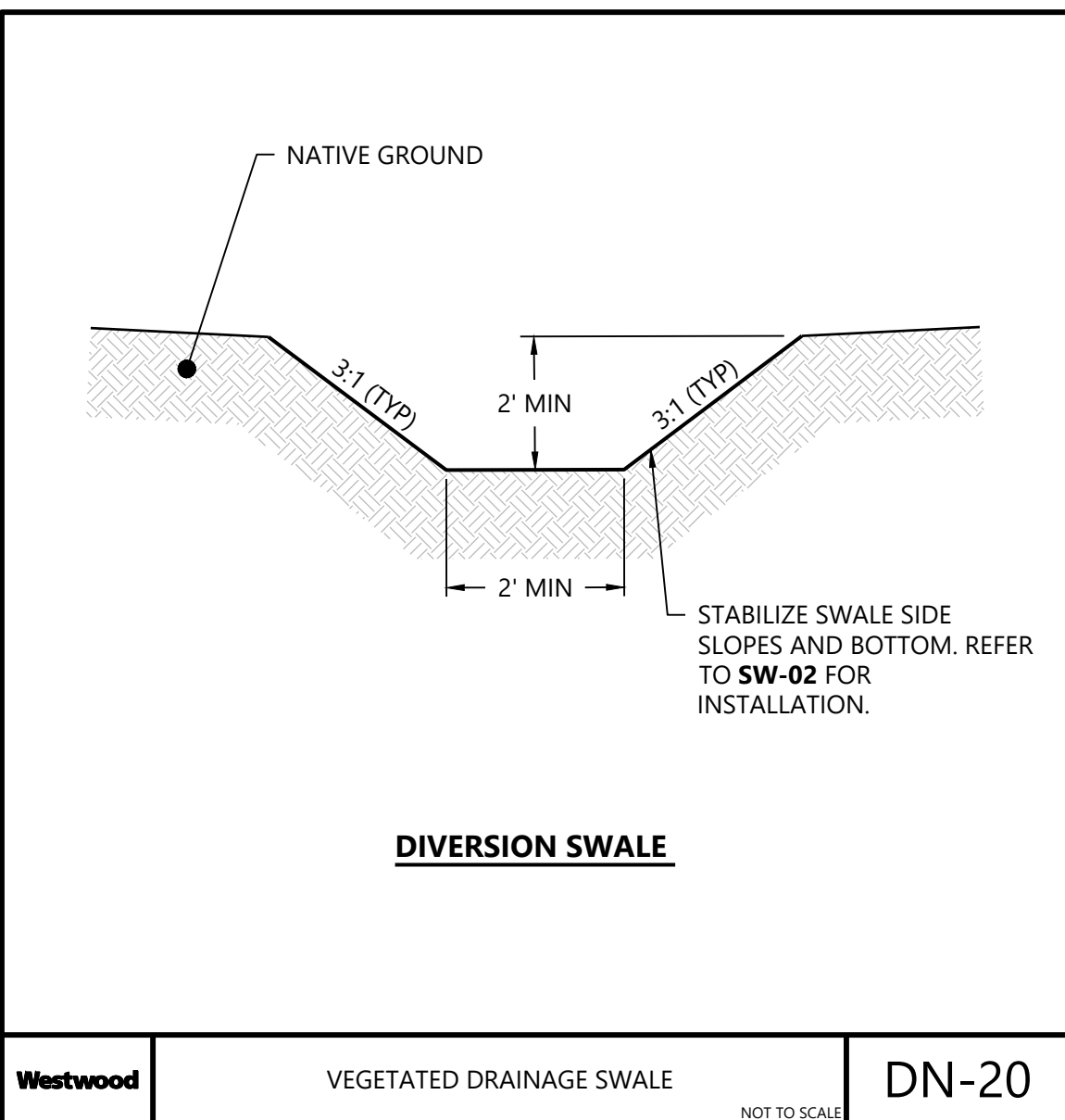


Westwood

VEHICLE TRACKOUT CONTROL - ROCK EXIT

NOT TO SCALE

SW-40



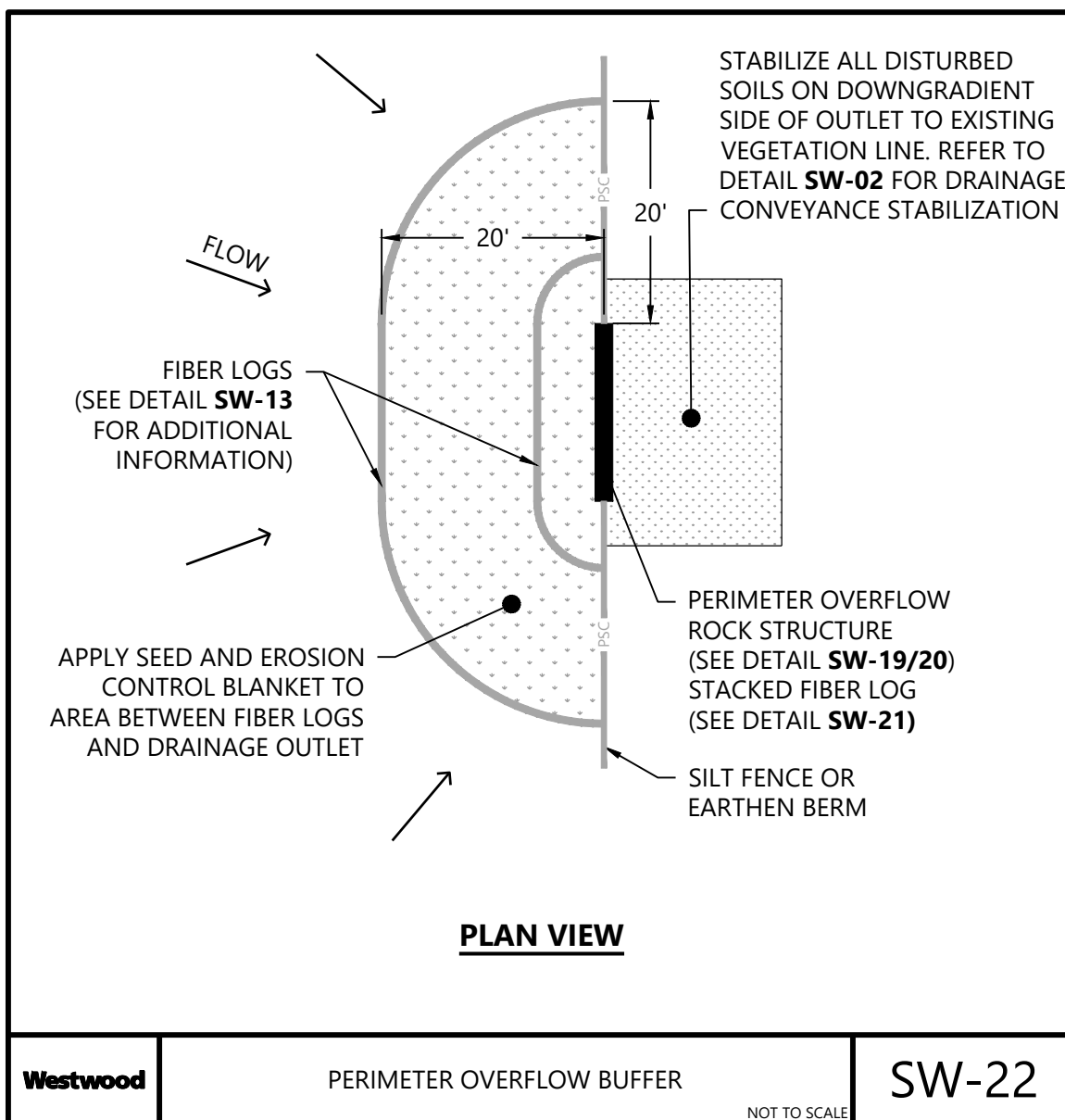
DIVERSION SWALE

Westwood

VEGETATED DRAINAGE SWALE

NOT TO SCALE

DN-20



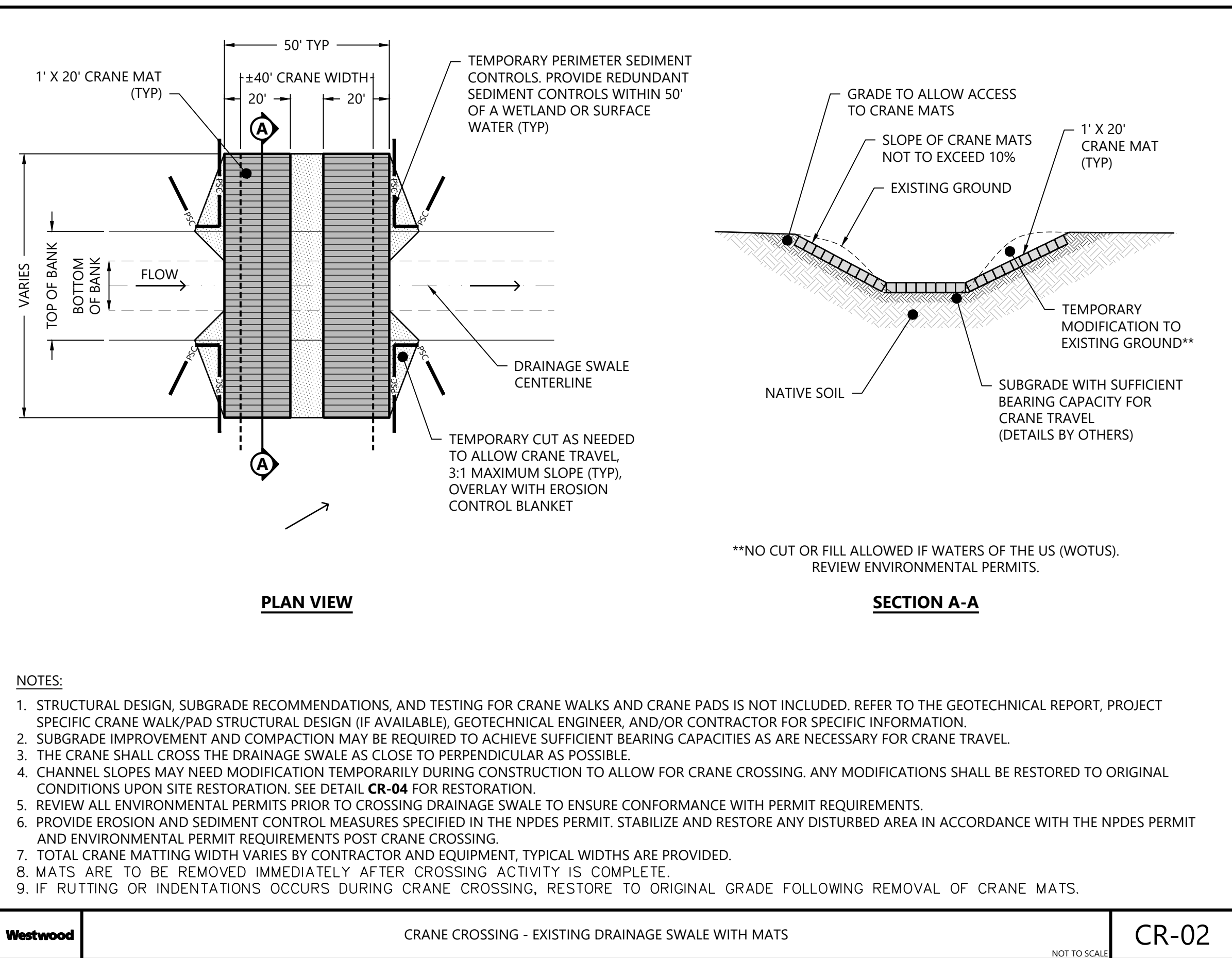
PLAN VIEW

Westwood

PERIMETER OVERFLOW BUFFER

NOT TO SCALE

SW-22



PLAN VIEW

SECTION A-A

NOTES:

1. STRUCTURAL DESIGN, SUBGRADE RECOMMENDATIONS, AND TESTING FOR CRANE WALKS AND CRANE PADS IS NOT INCLUDED. REFER TO THE GEOTECHNICAL REPORT, PROJECT SPECIFIC CRANE WALK/PAD STRUCTURAL DESIGN (IF AVAILABLE), GEOTECHNICAL ENGINEER, AND/OR CONTRACTOR FOR SPECIFIC INFORMATION.
2. SUBGRADE IMPROVEMENT AND COMPACTION MAY BE REQUIRED TO ACHIEVE SUFFICIENT BEARING CAPACITIES AS ARE NECESSARY FOR CRANE TRAVEL.
3. THE CRANE SHALL CROSS THE DRAINAGE SWALE AS CLOSE TO PERPENDICULAR AS POSSIBLE.
4. CHANNEL SLOPES MAY NEED MODIFICATION TEMPORARILY DURING CONSTRUCTION TO ALLOW FOR CRANE CROSSING. ANY MODIFICATIONS SHALL BE RESTORED TO ORIGINAL CONDITIONS UPON SITE RESTORATION. SEE DETAIL CR-04 FOR RESTORATION.
5. REVIEW ALL ENVIRONMENTAL PERMITS PRIOR TO CROSSING DRAINAGE SWALE TO ENSURE CONFORMANCE WITH PERMIT REQUIREMENTS.
6. PROVIDE EROSION AND SEDIMENT CONTROL MEASURES SPECIFIED IN THE NPDES PERMIT. STABILIZE AND RESTORE ANY DISTURBED AREA IN ACCORDANCE WITH THE NPDES PERMIT AND ENVIRONMENTAL PERMIT REQUIREMENTS POST CRANE CROSSING.
7. TOTAL CRANE MATTING WIDTH VARIES BY CONTRACTOR AND EQUIPMENT, TYPICAL WIDTHS ARE PROVIDED.
8. MATS ARE TO BE REMOVED IMMEDIATELY AFTER CROSSING ACTIVITY IS COMPLETE.
9. IF RUTTING OR INDENTATIONS OCCURS DURING CRANE CROSSING, RESTORE TO ORIGINAL GRADE FOLLOWING REMOVAL OF CRANE MATS.

Westwood

CRANE CROSSING - EXISTING DRAINAGE SWALE WITH MATS

NOT TO SCALE

CR-02

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No. 23-03002

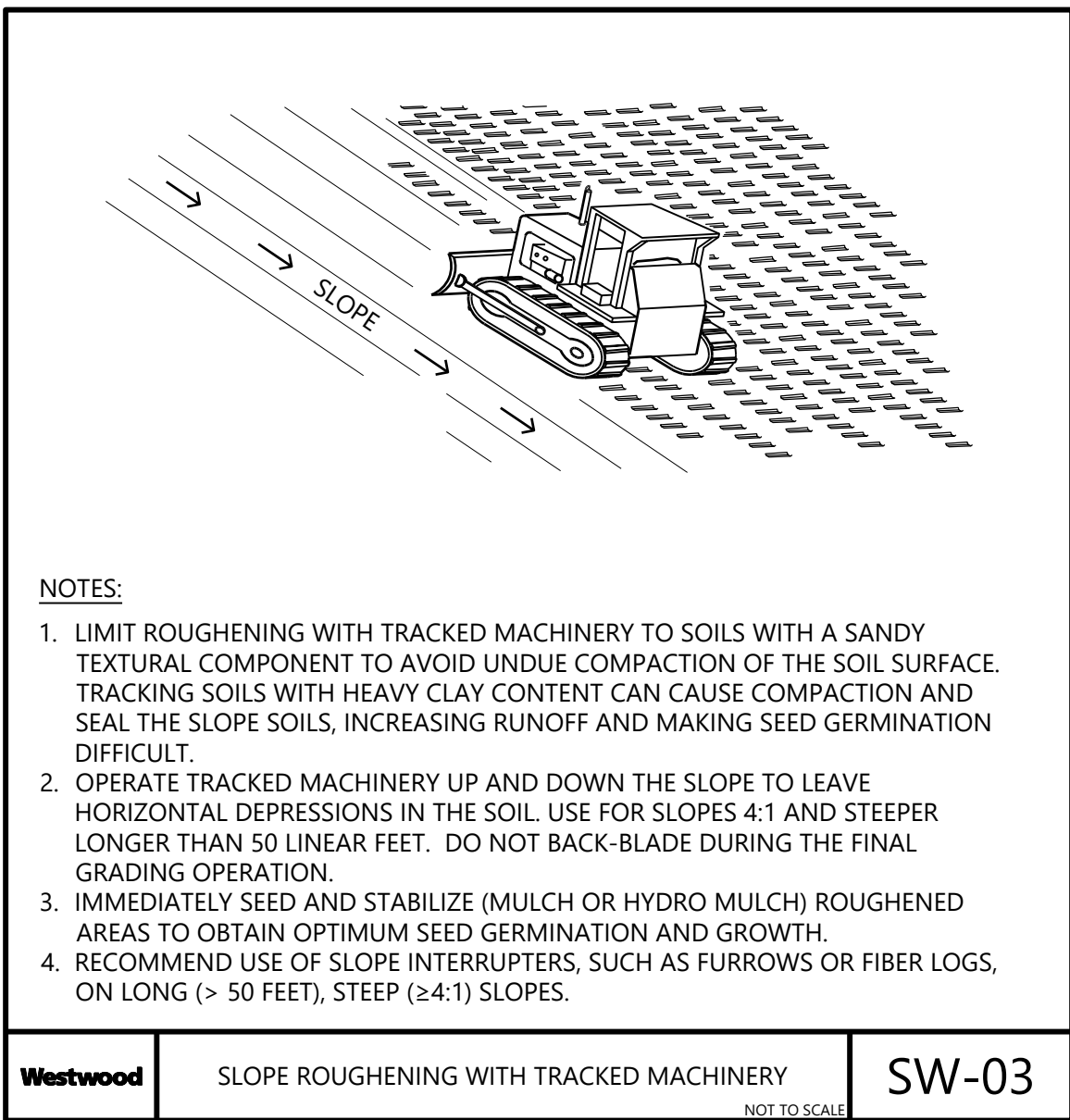
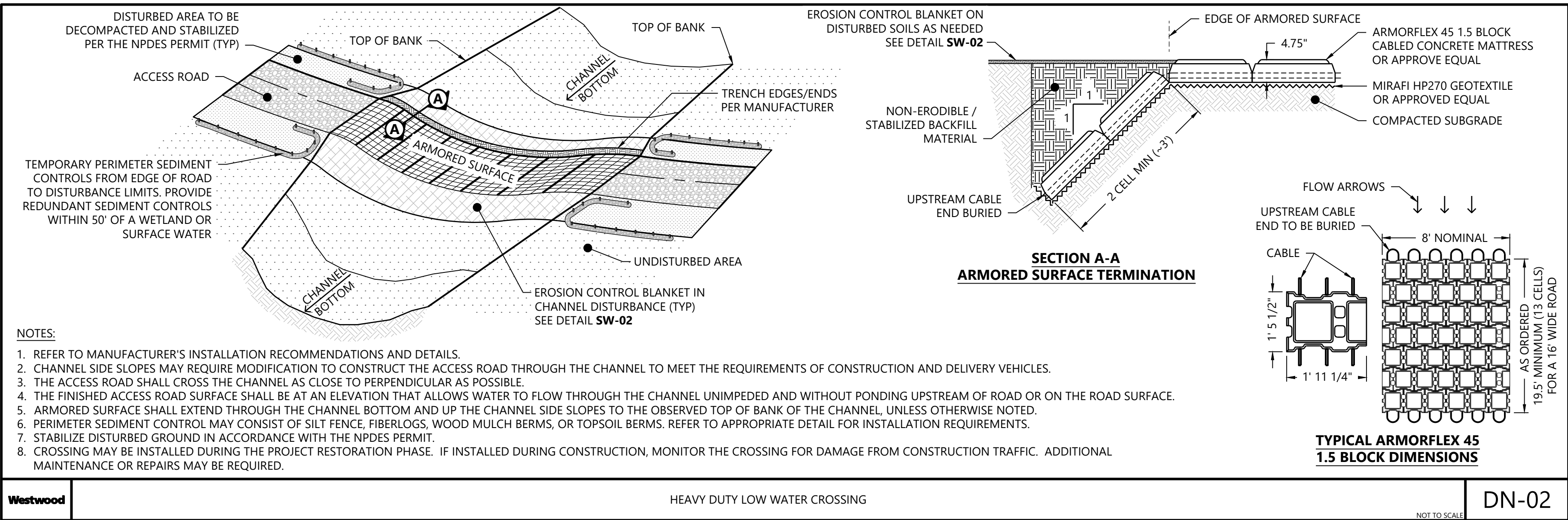
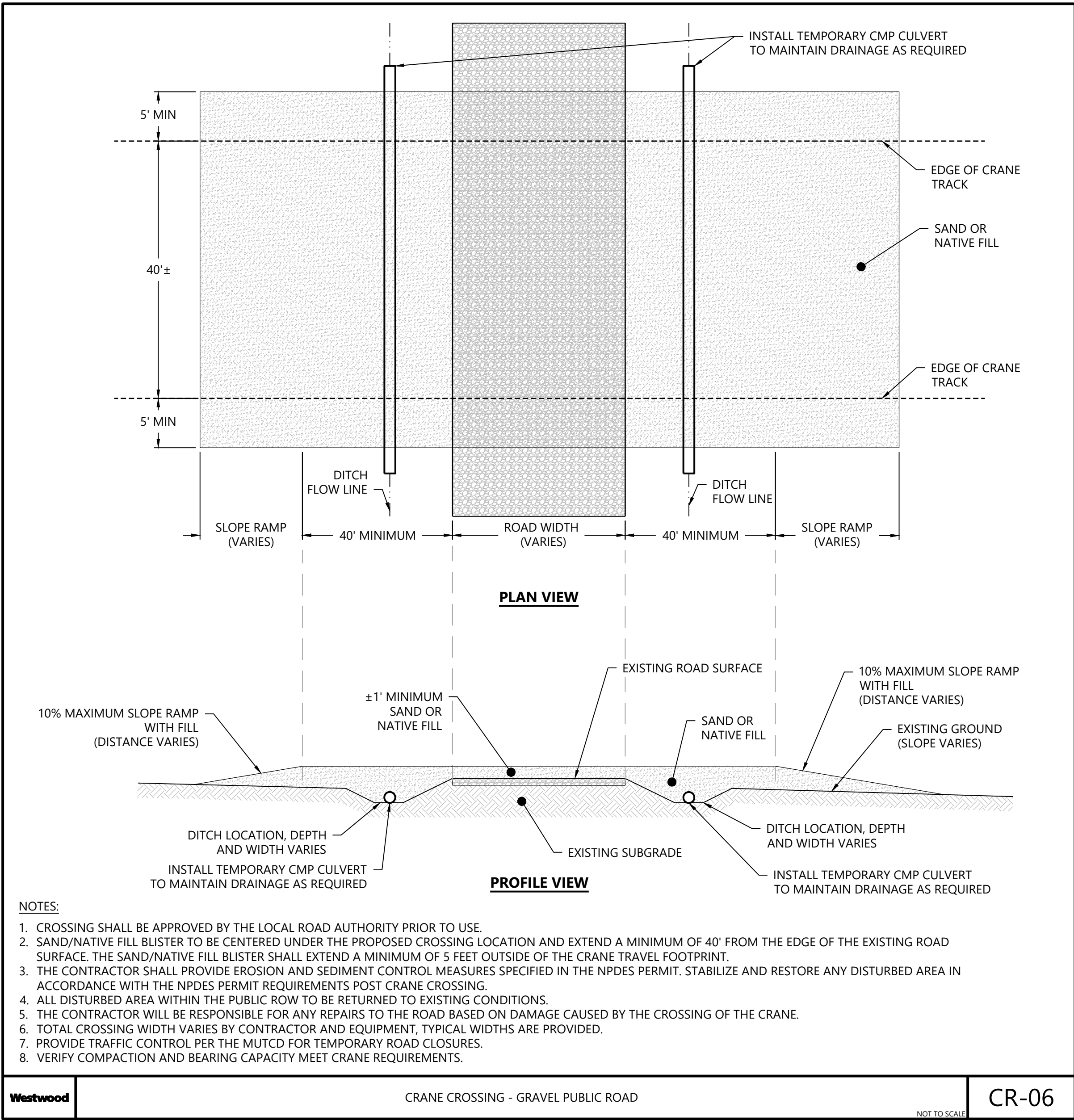
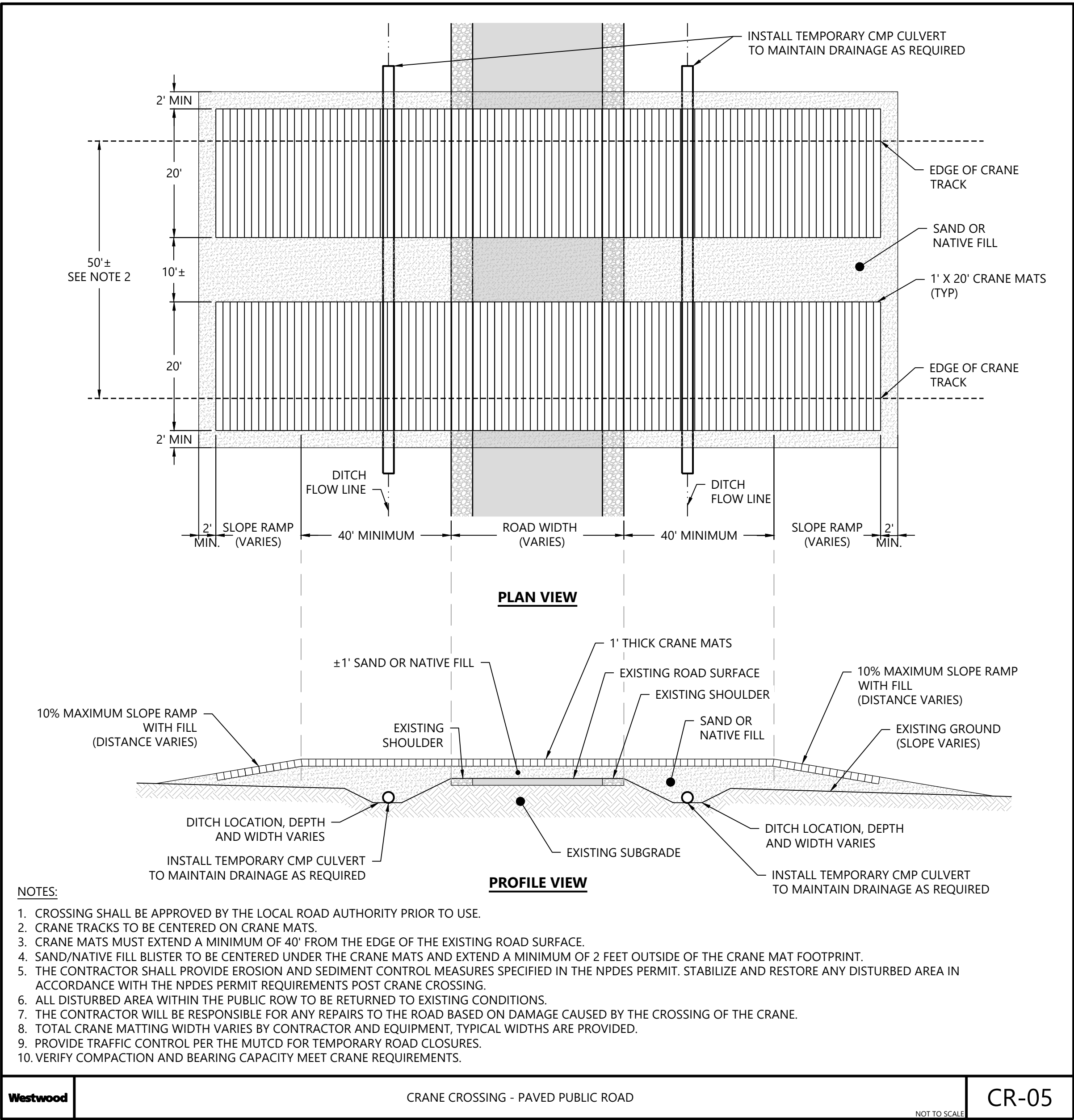
EOR: Allison Leach, PE

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Project

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5

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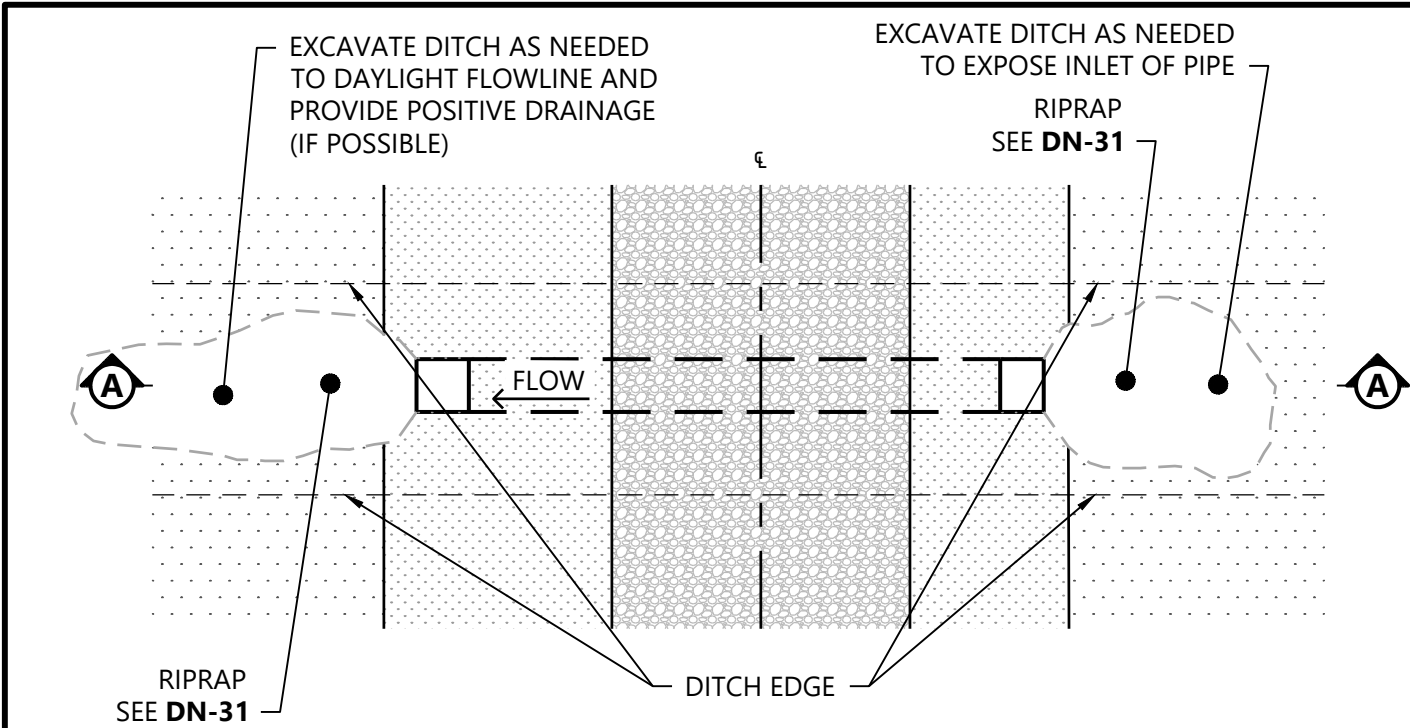
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REV:

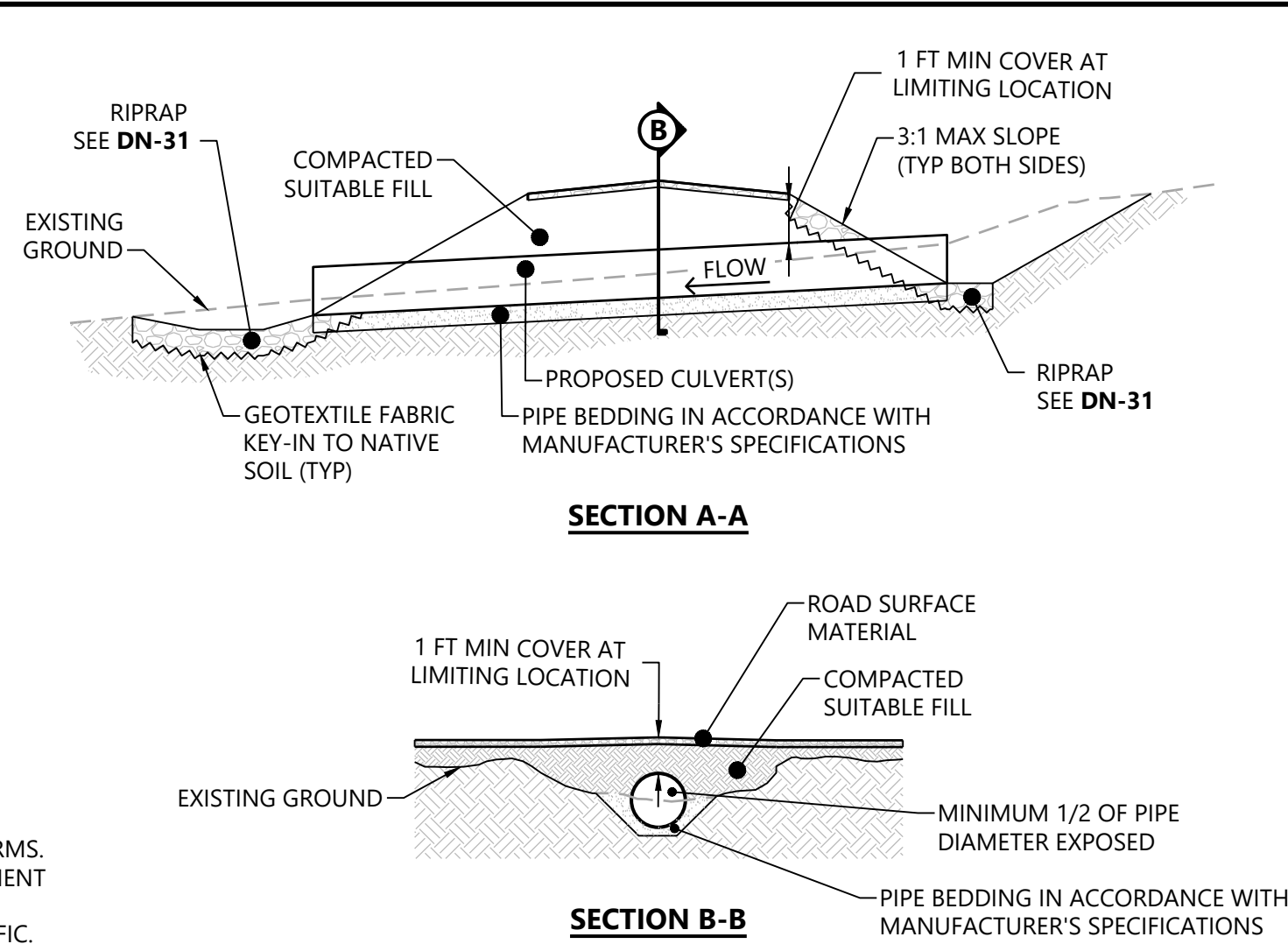
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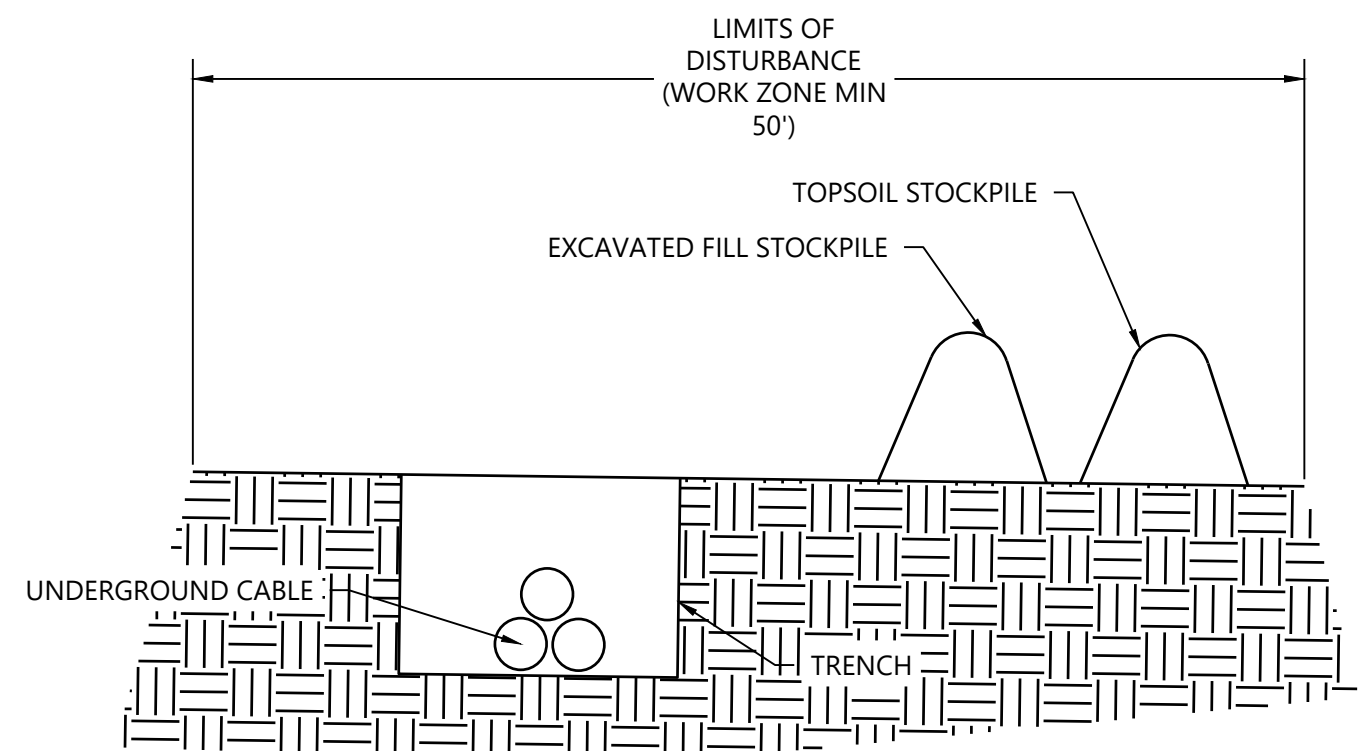


- PLAN VIEW**
- NOTES:
- CULVERT INSTALLATION AND COMPACTION SHALL ADHERE TO MANUFACTURER'S RECOMMENDATIONS.
 - REFER TO DRAINAGE CROSSING SCHEDULE FOR SIZING.
 - FIT CULVERT TO FIELD CONDITIONS. CONTRACTOR TO GRADE OUTLET OF CULVERTS TO FREELY DRAIN IF POSSIBLE.
 - MINIMIZE DISTURBANCE TO EXISTING CHANNEL/DITCH DURING CULVERT INSTALLATION.
 - PERIMETER SEDIMENT CONTROLS MAY CONSIST OF SILT FENCE, FIBER LOGS, WOOD MULCH BERMS, OR TOPSOIL BERMS. REFER TO ASSOCIATED DETAIL(S) AND/OR NPDES PERMIT FOR ADDITIONAL DETAILS. SEE DETAIL **DN-03** FOR PLACEMENT AND ADDITIONAL INFORMATION.
 - IF MINIMUM 1" COVER IS NOT FEASIBLE, AN ALTERNATIVE PIPE SUCH AS STEEL MAY BE REQUIRED TO SUPPORT TRAFFIC.

Westwood SUMPED CULVERT



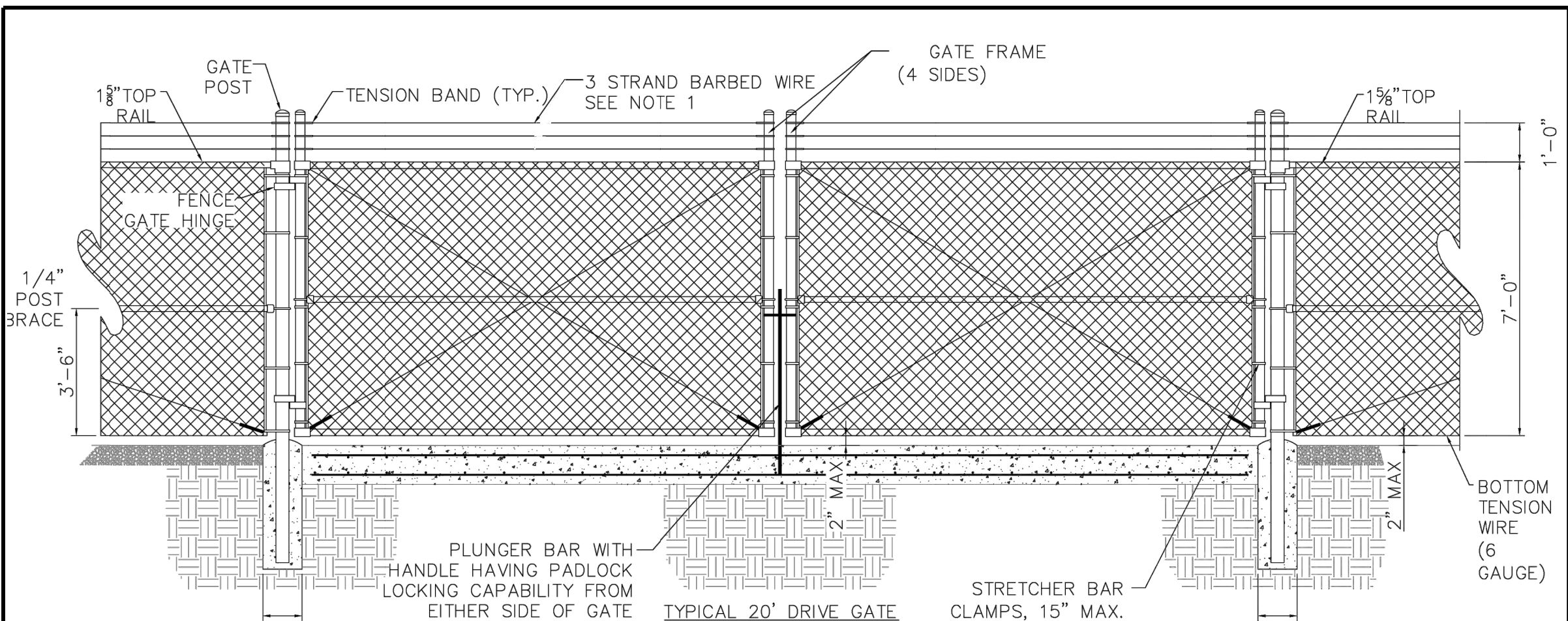
NOT TO SCALE DN-04



- NOTES:
- SEE ELECTRICAL PLANS FOR FURTHER DETAILS ON CABLE TRENCHING
 - THE 2018 NEW YORK STATE DEPARTMENT OF AGRICULTURE AND MARKETS (NYSAGM) GUIDELINES MUST BE FOLLOWED IN ALL ACTIVE AGRICULTURAL AREAS.
 - EXCAVATED FILL, NOT TOP SOIL, IS TO BE USED FOR BACK FILL PURPOSES

Westwood TRENCHING IN AGRICULTURE LAND

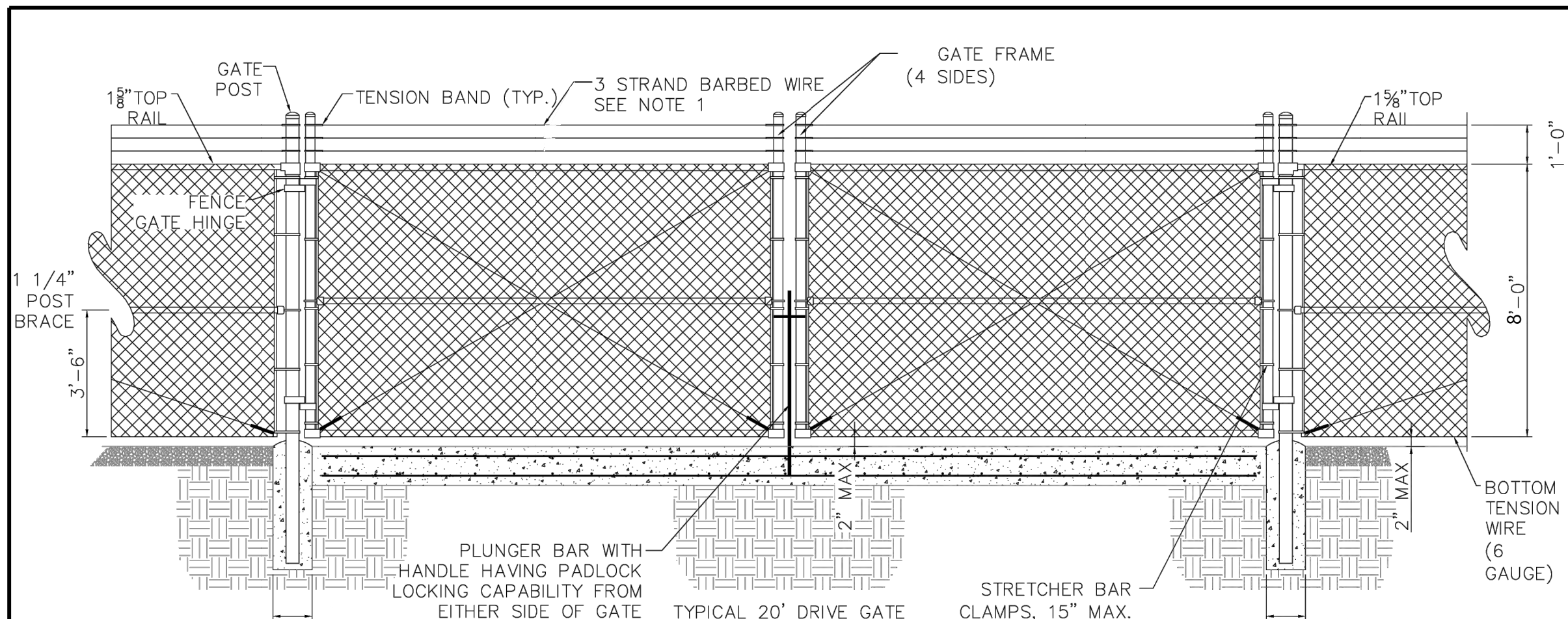
TR-AG



- NOTE:
- TO BE INSTALLED AT SUBSTATION UNLESS OTHERWISE DIRECTED BY OWNER
 - THE MATERIAL FOR THE SUBSTATION FENCE IS TO BE BLACK VINYL COATED. THE MATERIAL FOR THE ADLS SECURITY GATE IS TO BE GALVANIZED STEEL.

Westwood SUBSTATION AND ADLS SECURITY GATE

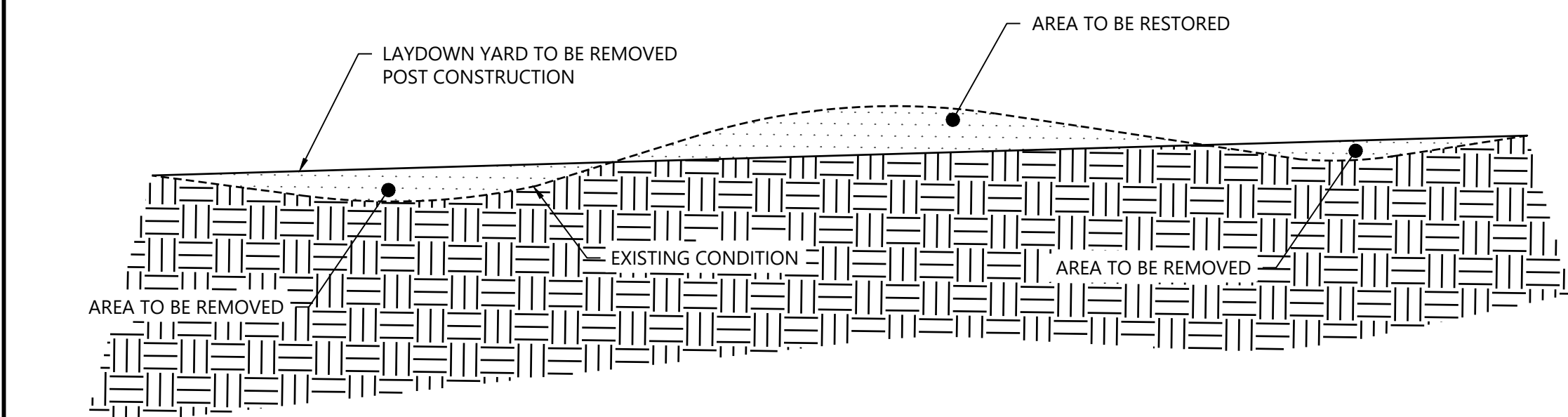
FN05



- NOTE:
- TO BE INSTALLED AT POI UNLESS OTHERWISE DIRECTED BY OWNER
 - THE MATERIAL FOR THE POI FENCE IS TO BE BLACK VINYL COATED.

Westwood POI SECURITY GATE

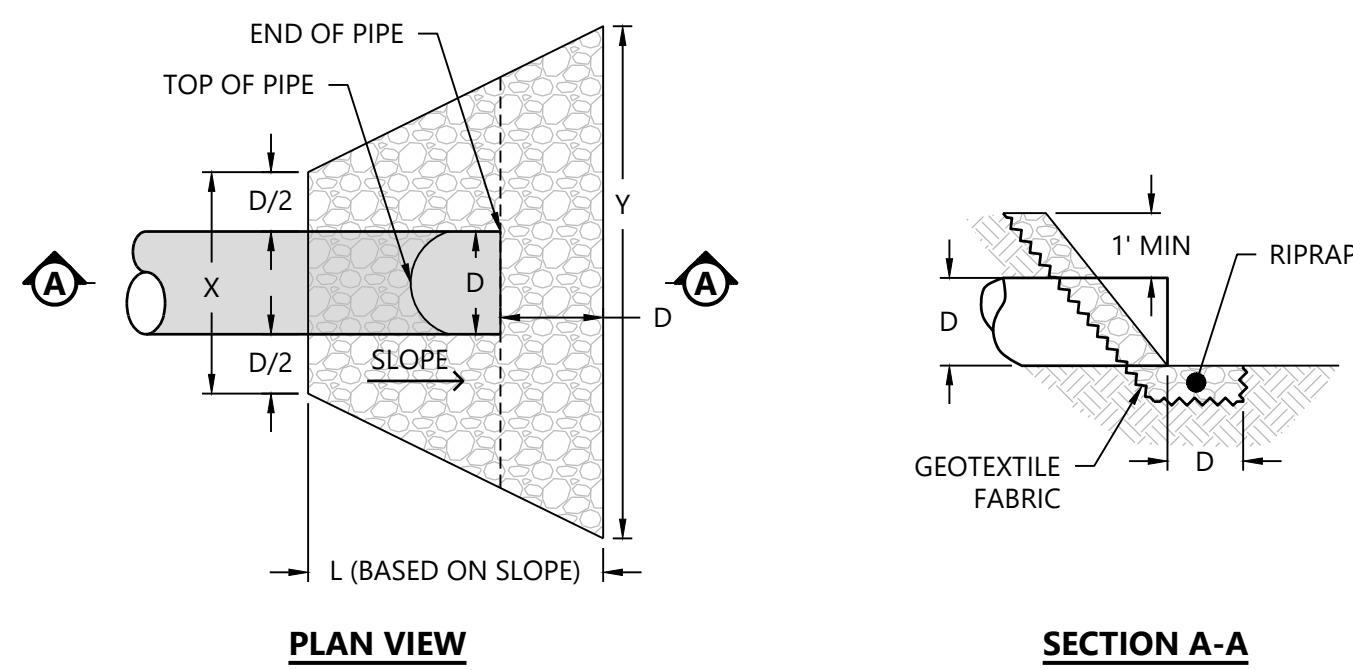
FN06



- NOTES:
- LAYDOWN YARDS SHALL BE REMOVED POST-CONSTRUCTION AND REGRADED TO EXISTING CONDITIONS. RESTORATION MUST INCLUDE DECOMPACTION AND STABILIZATION WITHIN THE IDENTIFIED DECOMPACTION ZONE.
 - ALL RESTORATION ACTIVITIES SHALL BE CONDUCTED IN ACCORDANCE WITH THE PROJECT'S SPDES PERMIT AND THE 2019 NYSAGM GUIDELINES.

Westwood LAYDOWN YARD RESTORATION

RT-03



- NOTES:
- RIPRAP IS NOT REQUIRED AT CULVERTS 21" OR LESS, UNLESS SPECIFICALLY SHOWN ON THE PLANS.
 - RIPRAP SHALL BE INSTALLED AT ALL CULVERTS 24" THROUGH 60" PER THIS DETAIL, UNLESS APPROVED BY THE ENGINEER.
 - THE CONTRACTOR SHALL PLACE RIPRAP, PULVERIZED TOPSOIL, SEED AND WOODFIBER BLANKET IMMEDIATELY AFTER PIPE IS INSTALLED, EXTEND AREA TO MATCH UNDISTURBED SOIL.
 - CONFIRM REQUIREMENTS IN PUBLIC RIGHT-OF-WAY WITH THE AUTHORITY HAVING JURISDICTION.
 - DIMENSION "D" EQUALS INSIDE DIAMETER OF PIPE.
 - RIPRAP SHALL EXTEND THE ENTIRE WIDTH BETWEEN MULTIPLE CULVERTS.
 - RIPRAP MATERIAL SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF THE FHWA STANDARD SPECIFICATIONS FP-14 SECTION 705.02. CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH SECTION 251.

Westwood PERMANENT RIPRAP AT CULVERT INLETS

DN-31

RIPRAP AT CULVERT INLETS								
PIPE DIAMETER (D)		L 1:1	L 2:1	L 3:1	X	Y	RIPRAP SIZE (DSO)	RIPRAP DEPTH
(IN)	(FT)	(FT)	(FT)	(FT)	(FT)	(FT)	(IN)	(FT)
12	1	4	7	10	2	4	6	1
15	1.25	4.5	7.8	11	2.5	5	6	1
18	1.5	5	8.5	12	3	6	6	1
21	1.75	5.5	9.3	13	3.5	7	9	1.5
24	2	6	10	14	4	8	9	1.5
30	2.5	7	11.5	16	5	10	9	1.5
36	3	8	13	18	6	12	9	1.5
42	3.5	9	14.5	20	7	14	9	1.5
48	4	10	16	22	8	16	9	1.5
54	4.5	11	17.5	24	9	18	12	2
60	5	12	19	26	10	20	12	2
>60	>5	CONTACT ENGINEER FOR SPECIFIC DESIGN						

REDACTED - Matter
No. 23-03002

EOR: Allison Leach, PE

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BROAD-BASED DIP - Sediment Removal Efficiency: **VERY LOW**. This device by itself is not an **ABACT** for special protection watersheds, but like a waterbar can be used to make an **ABACT BMP work more effectively**. Broad-based dips may be used to direct runoff from active access roads to well-vegetated areas or sediment removal BMPs (e.g. sediment traps or sediment basins). Broad-based dips, unlike waterbars, are easily traversed by most construction equipment and typically require less maintenance to ensure their integrity. Due to the nature of broad-based dips, they should not be constructed on roads with grades exceeding 10%. Where access roads exceed 10% gradients, insloping or other deflection devices should be used to control runoff.



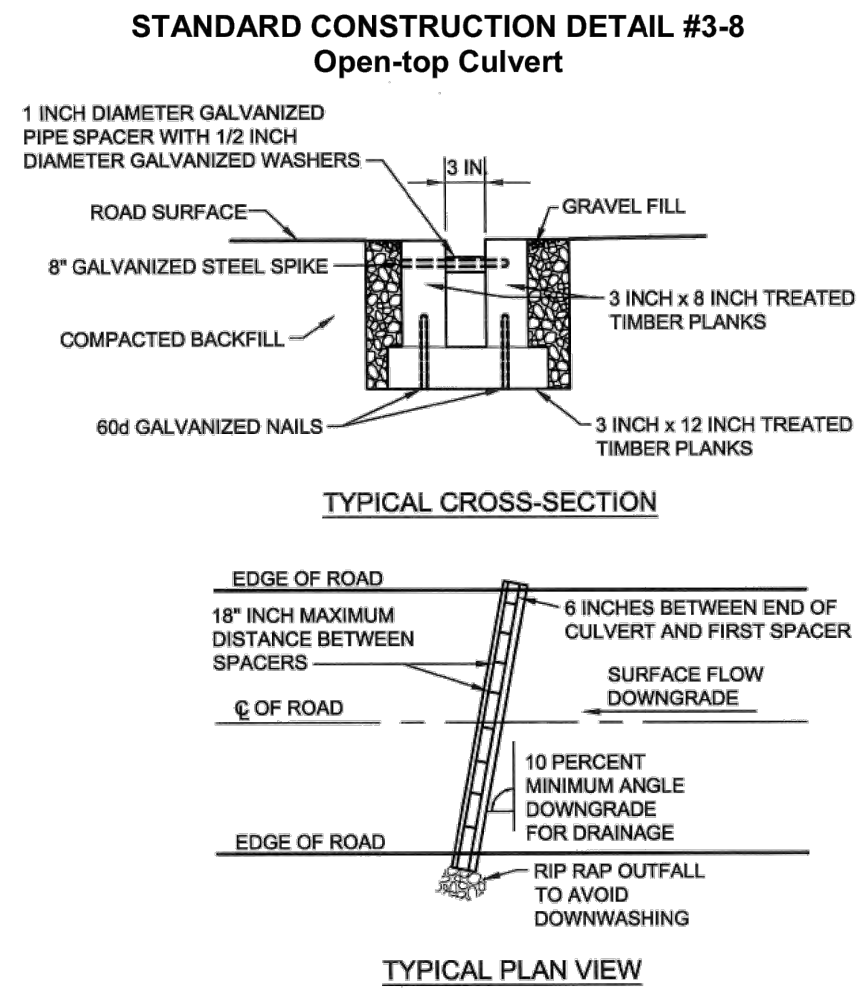
PA DEP
Discharges should be to the downslope side of access roads with a maximum gradient of 3% in the dip. For access roads with grades up to 5%, Standard Construction Detail # 3-6 should be used. Roadways with steeper grades should use Standard Construction Detail # 3-7.

TABLE 3.2 – Maximum Spacing of Broad-based Dips, Open-top Culverts and Deflectors

Road Grade (Percent)	Spacing Between Dips, Culverts, or Deflectors (feet)
<2	300
3	235
4	200
5	180
6	165
7	155
8	150
9	145
10	140

USDA Forest Service

363-2134-008 / March 31, 2012 / Page 23



USDA Forest Service

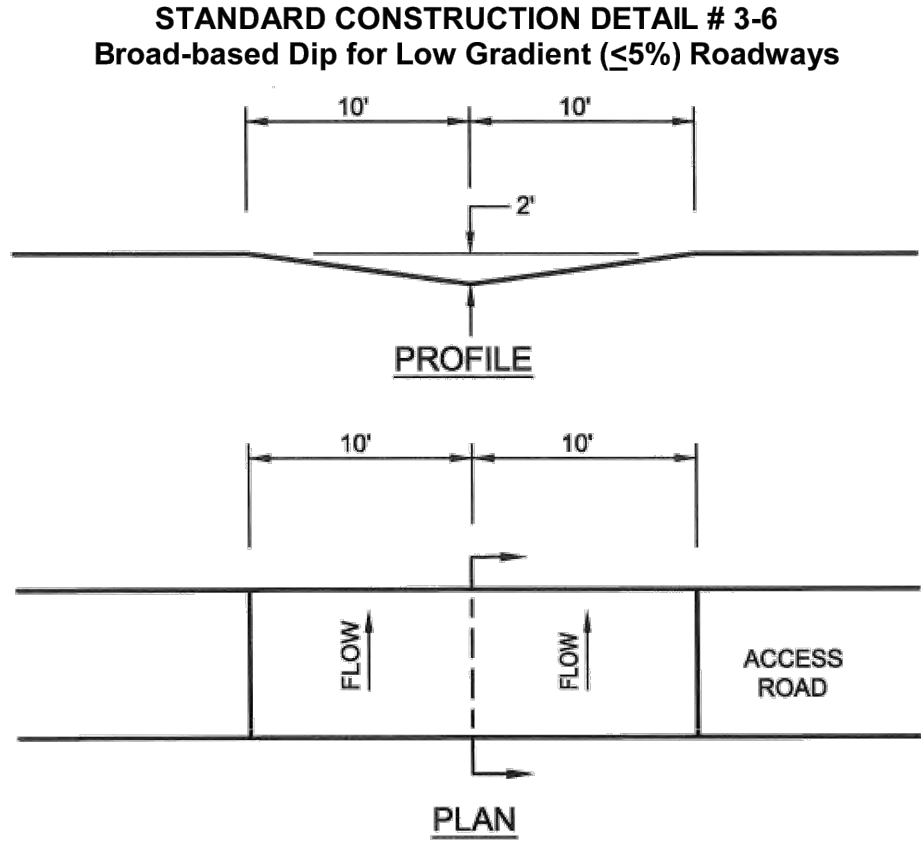
Culverts shall be inspected weekly and after runoff events.

Damaged or non-functioning culverts shall be repaired by the end of the workday.

Accumulated sediment shall be removed within 24 hours of inspection.

Maximum spacing of open-top culverts shall be as shown in Table 3.2.

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Maine DEP

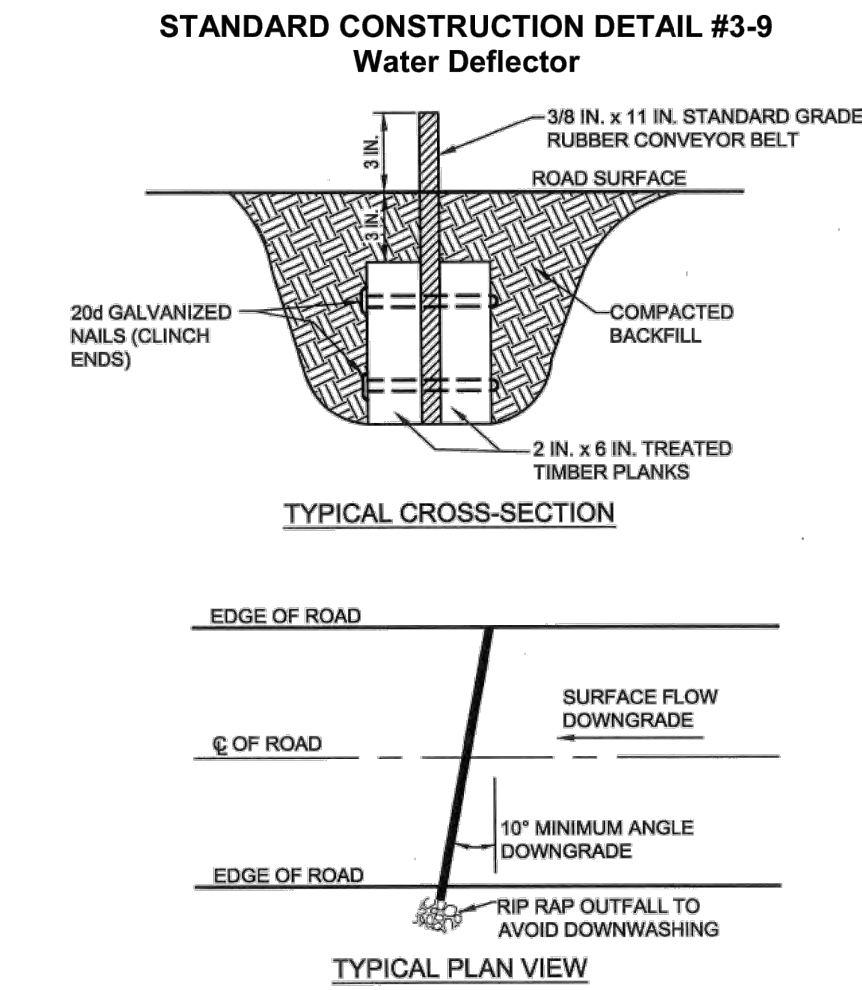
Broad-based dips shall be constructed to the dimensions shown and at the locations shown on the plan drawings.

Dips shall be oriented so as to discharge to the low side of the roadway.

Dips shall be inspected daily. Damaged or non-functioning dips shall be repaired by the end of the workday.

Maximum spacing of broad-based dips shall be as shown in Table 3.2.

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USDA Forest Service

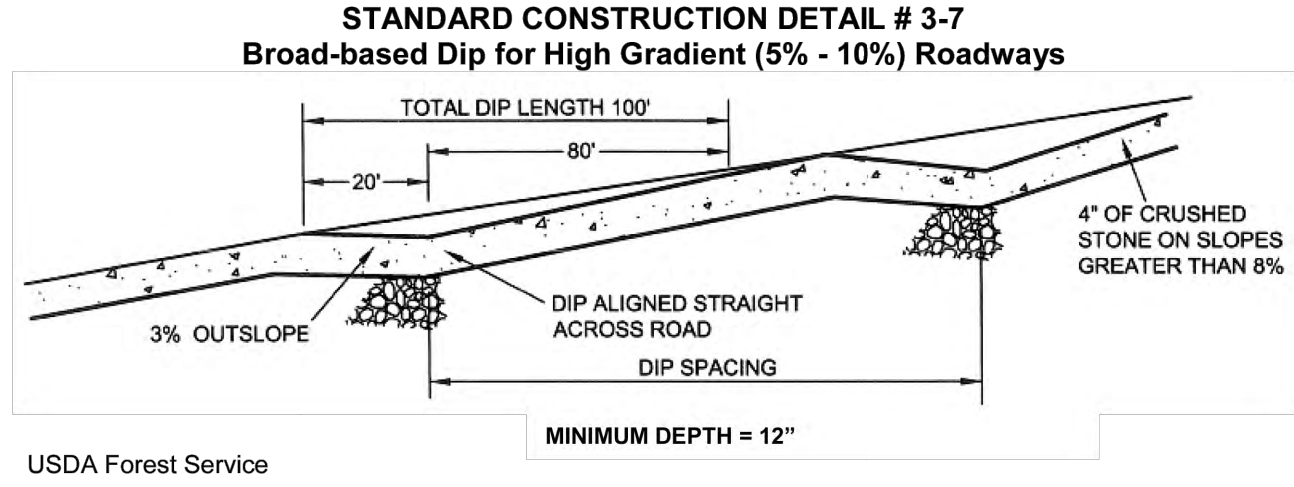
Deflector shall be inspected weekly and after each runoff event.

Accumulated sediment shall be removed from deflector within 24 hours of inspection.

Belt shall be replaced when worn and no longer effective.

Maximum spacing of deflectors shall be as shown in Table 3.2.

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USDA Forest Service

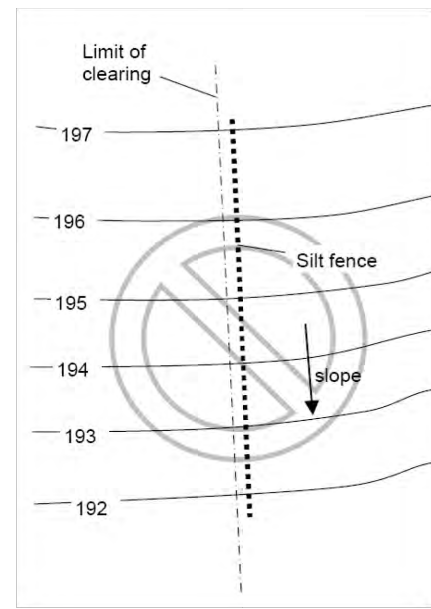
Broad-based dips shall be constructed to the dimensions shown and at the locations shown on the plan drawings.

Dips shall be oriented so as to discharge to the low side of the roadway.

Dips shall be inspected daily. Damaged or non-functioning dips shall be repaired by the end of the workday.

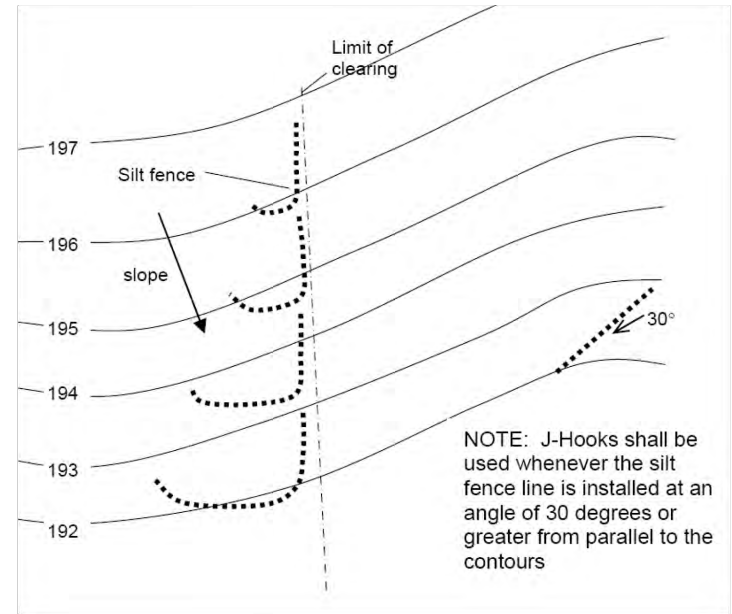
Maximum spacing of broad-based dips shall be as shown in Table 3.2.

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INCORRECT

Silt fence installed parallel to slope (perpendicular to contour) in one, long run



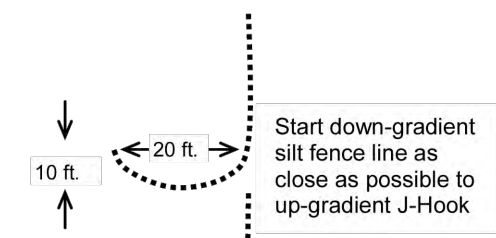
CORRECT

Silt fence installed in shorter runs with "J-Hooks" to avoid concentration of flows at one location by trapping runoff at multiple points along a slope.

Purpose:

The proper operation of silt fence depends on the ability to temporarily pond runoff behind the fence, allowing time for sediments to settle. Silt fence is **not** a filter. If water flows around the end(s), the silt fence fails to function. It must be placed where it will store water - often times along a slope a "smile" or J-Hook shape is required to create a storage area. Long runs should be avoided, and broken up into smaller segments.

Slope Steepness	Maximum Space between silt fence rows or J-hooks (ft.)
2:1 (50%)	25
3:1 (33%)	50
4:1 (25%)	75
5:1 or flatter (20%)	100



Typical J-Hook Dimensions

Minimum width of J-Hook recommended at 20 ft with a depth of 10 ft. Where space is limited (e.g., along narrow rights of way), narrower hooks can be used with a higher spacing frequency.

Figure A7.2 Installation of "J-Hooks" on slopes (Adapted from CNMI DEQ, 2009)

REDACTED - Matter
No. 23-03002

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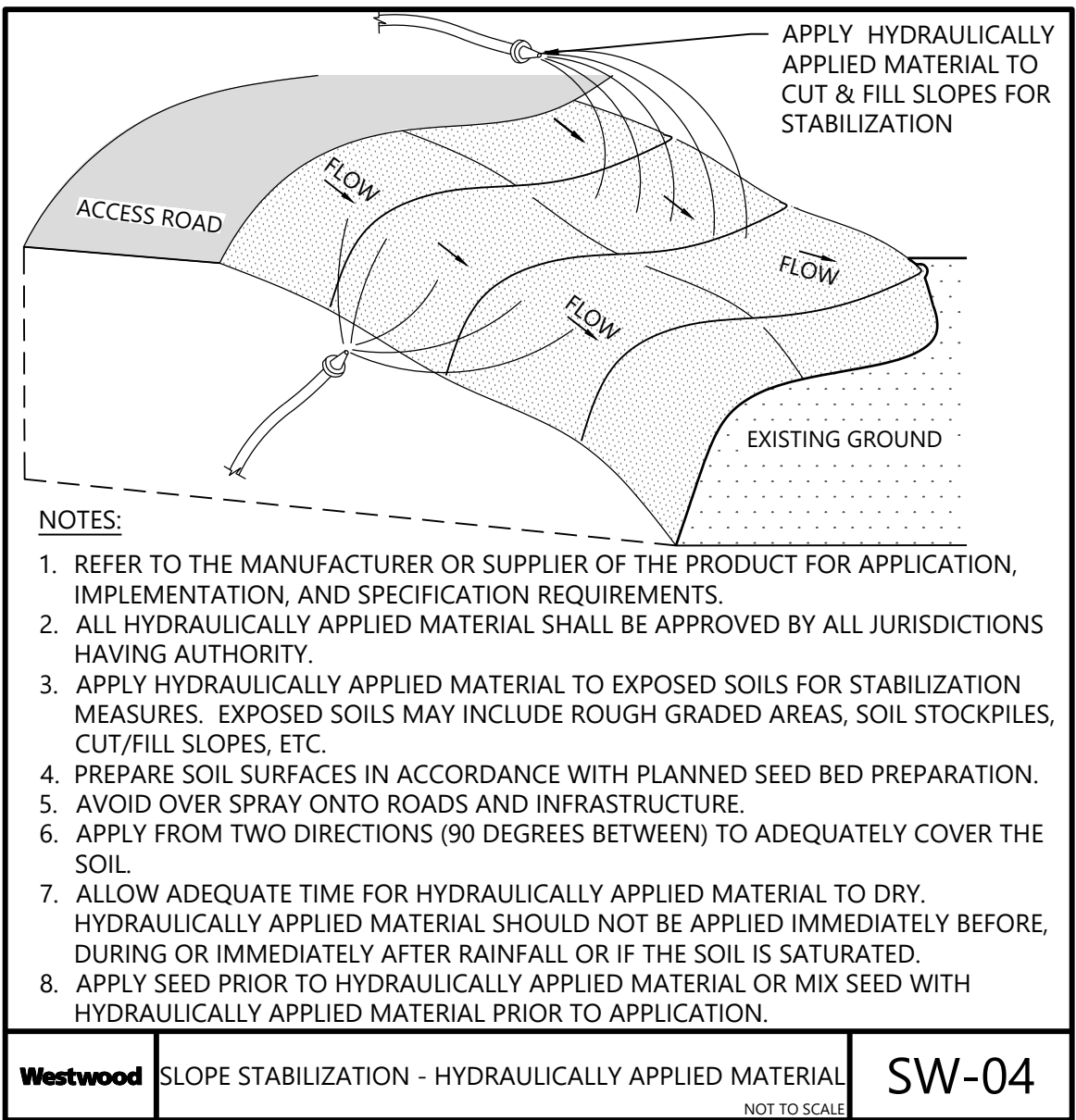
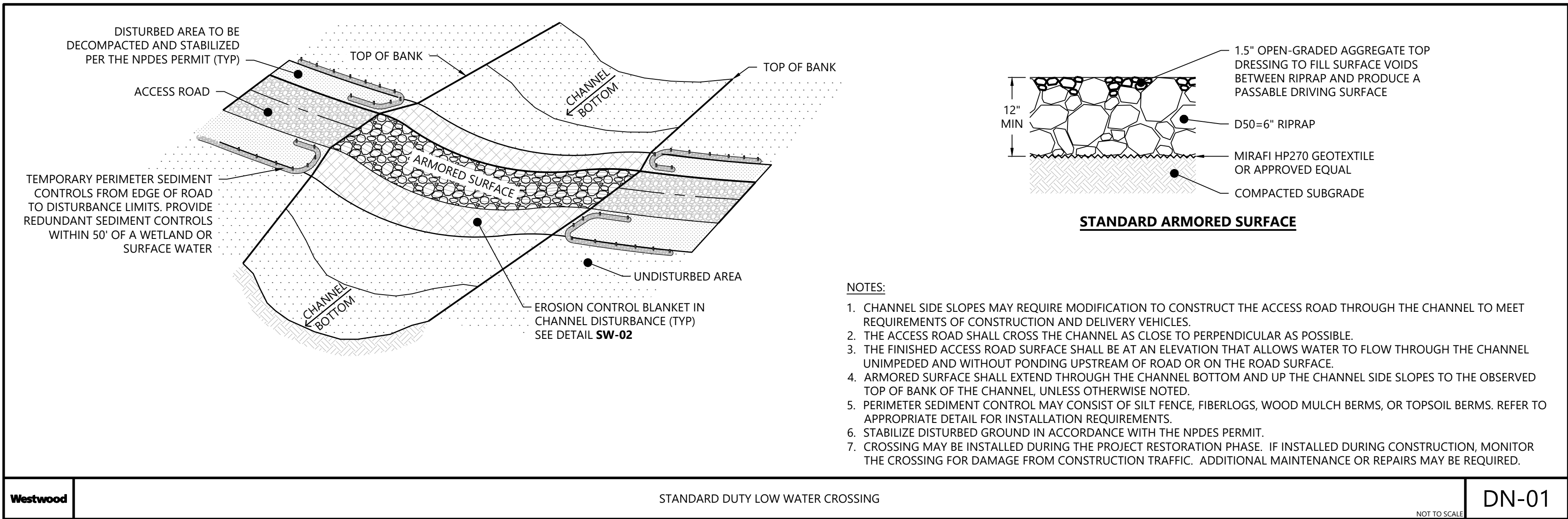
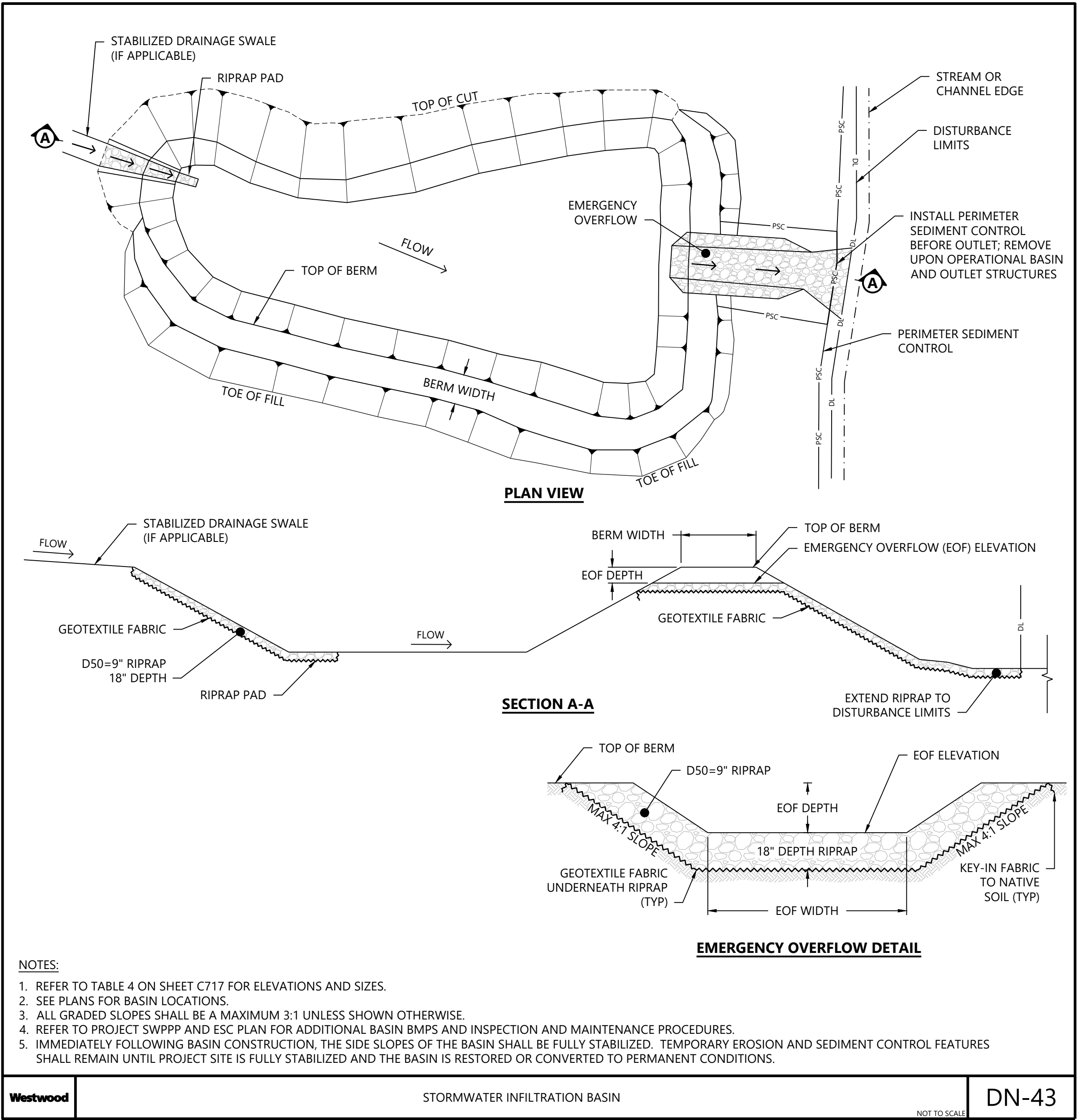
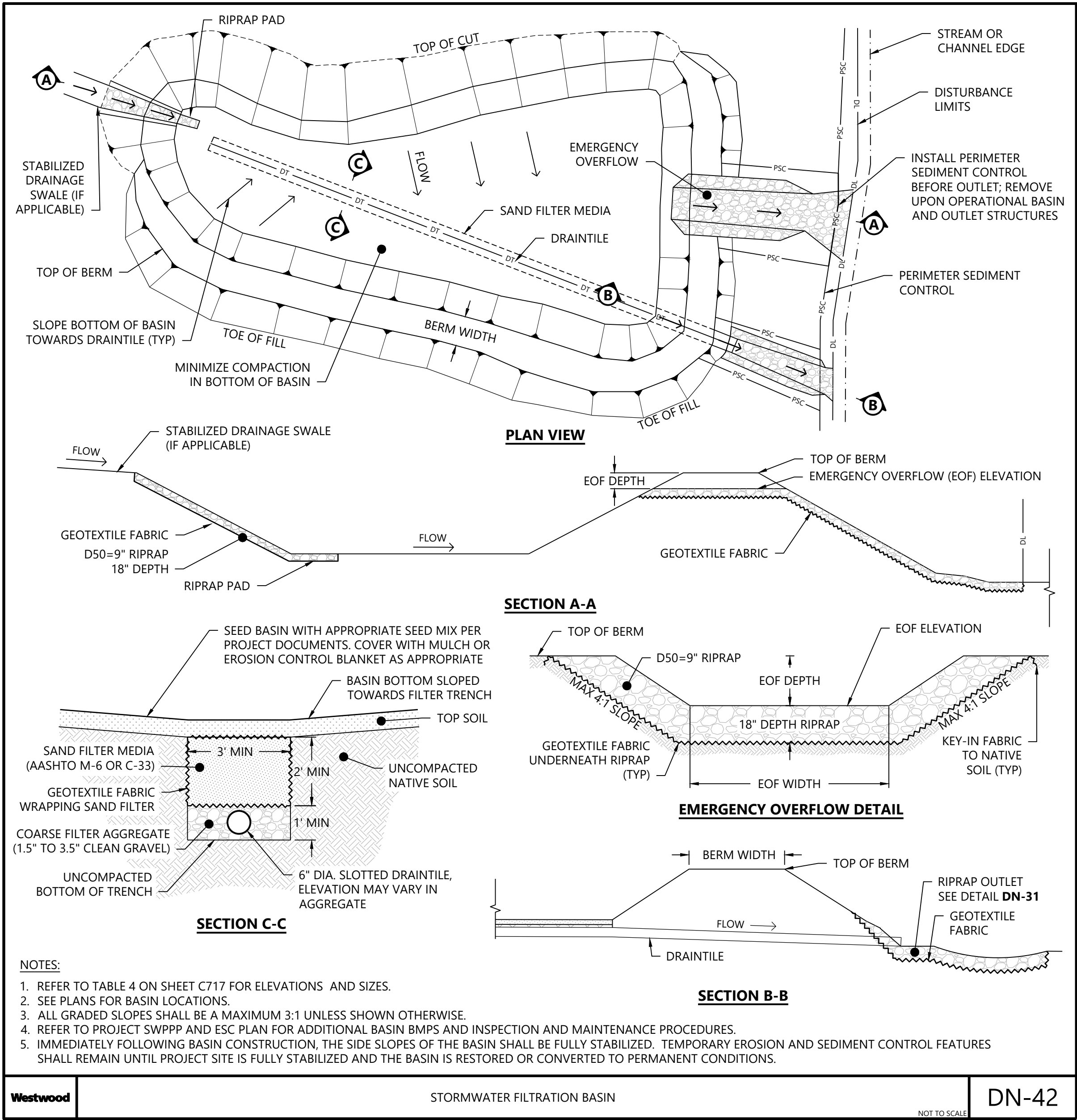
EOR: Allison Leach, PE

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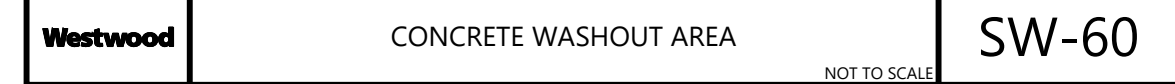
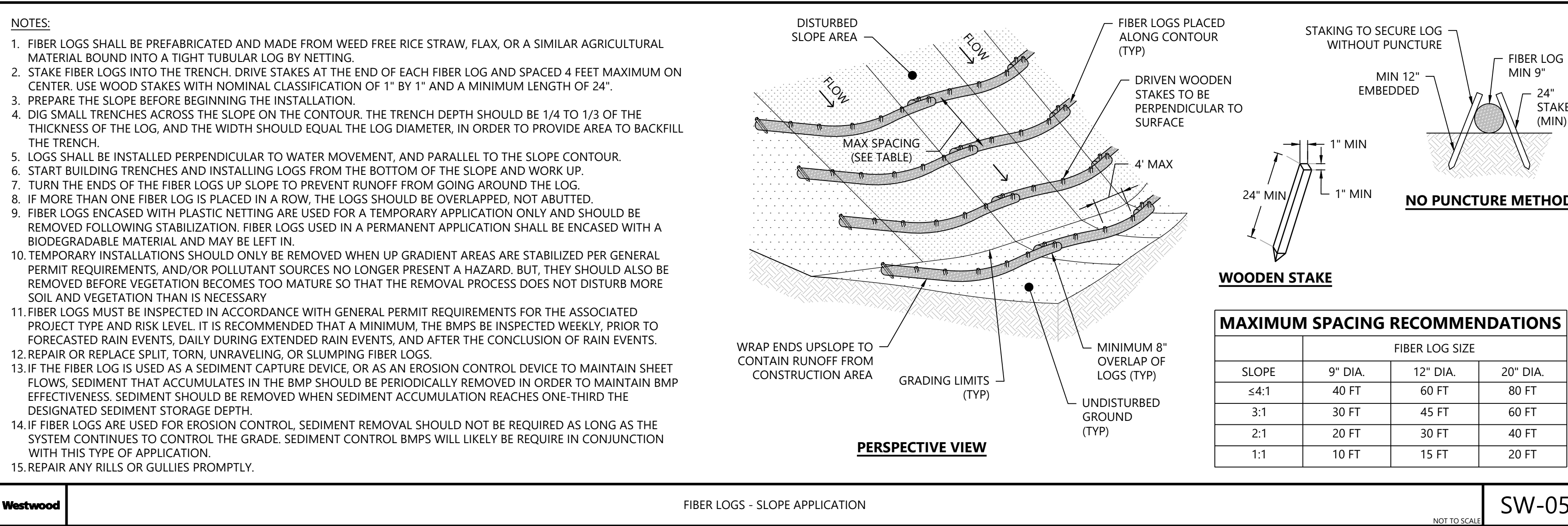
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9

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DATE: 01/30/2025

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No. 23-03002

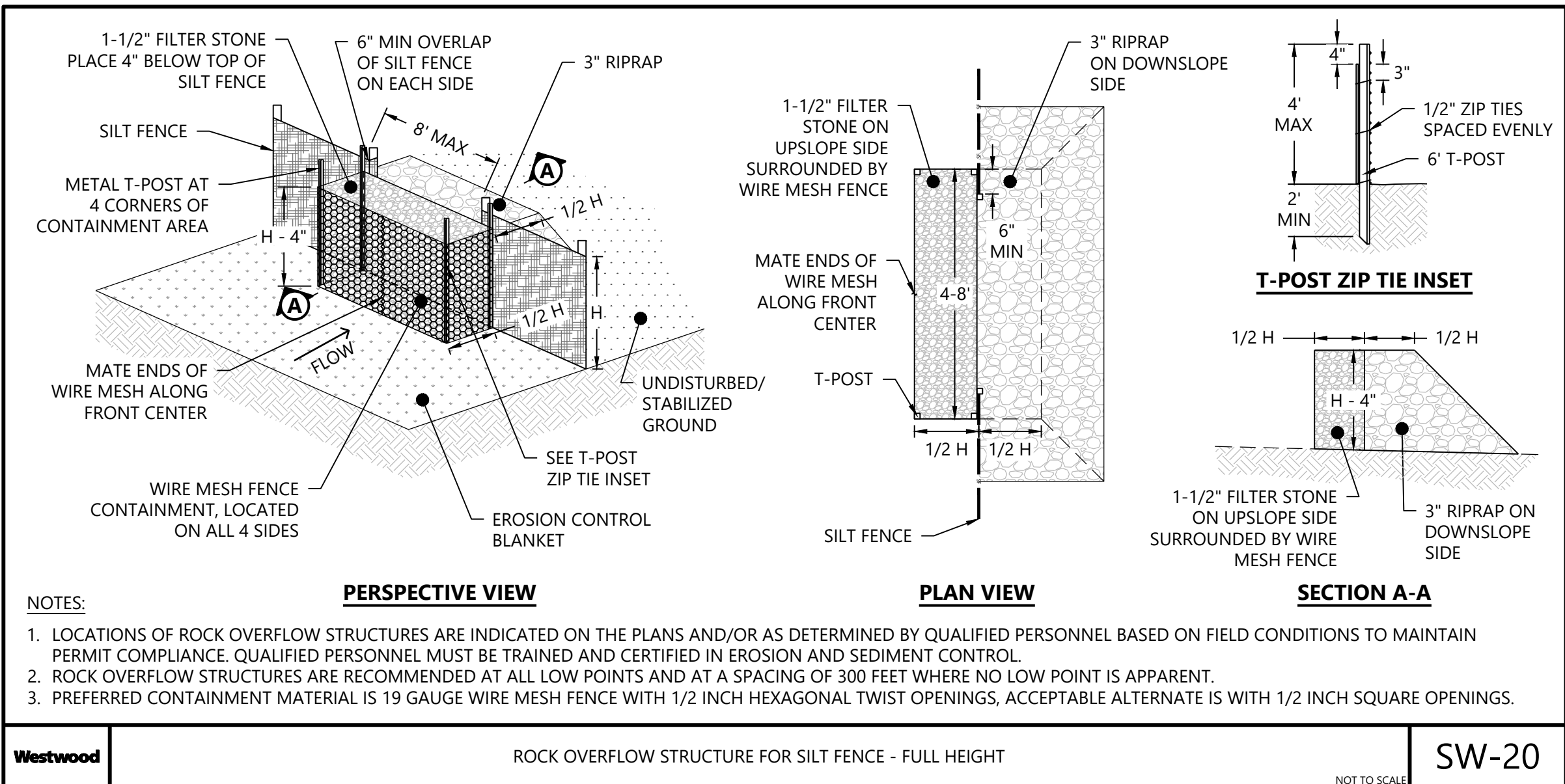
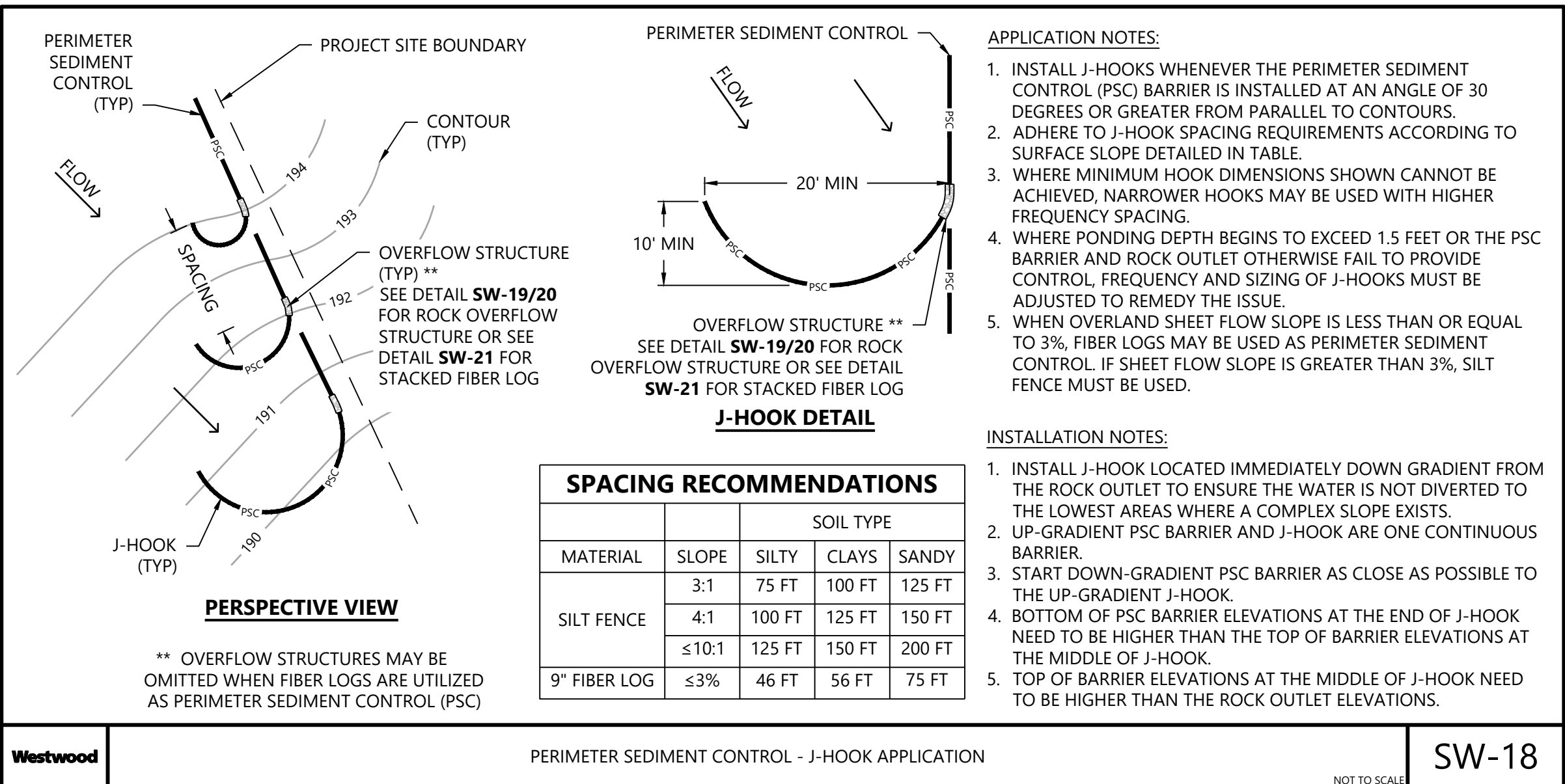
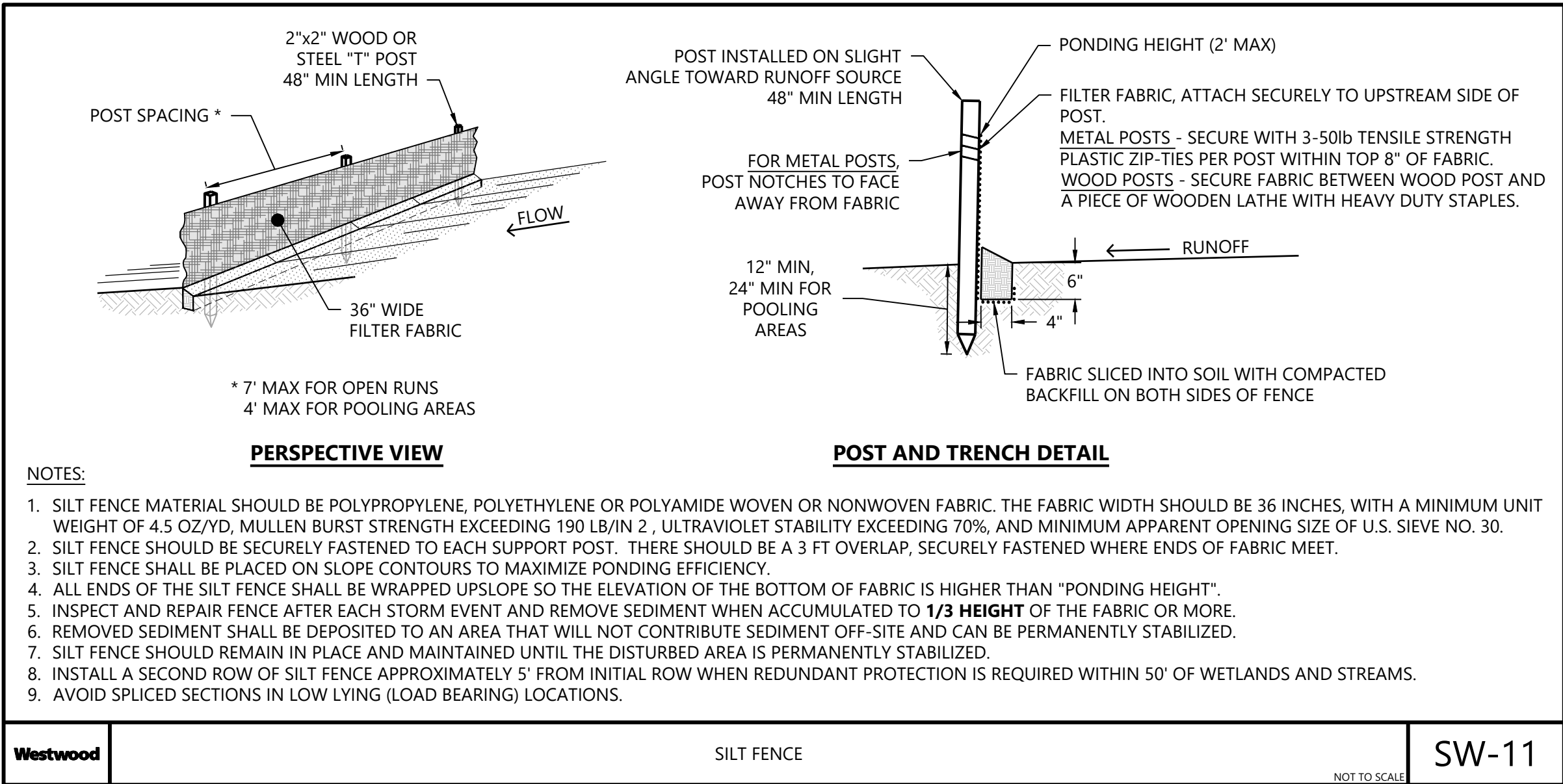
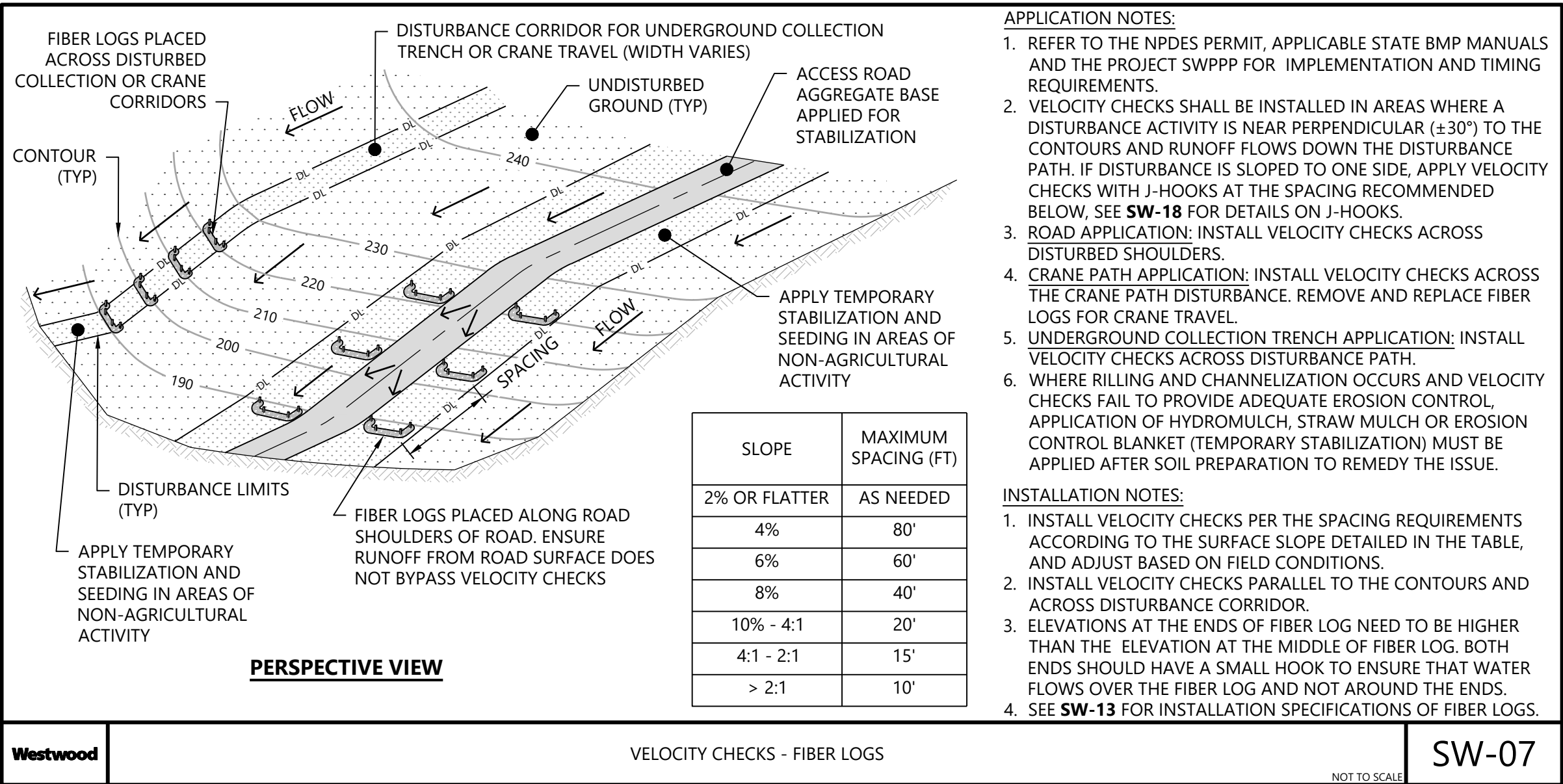
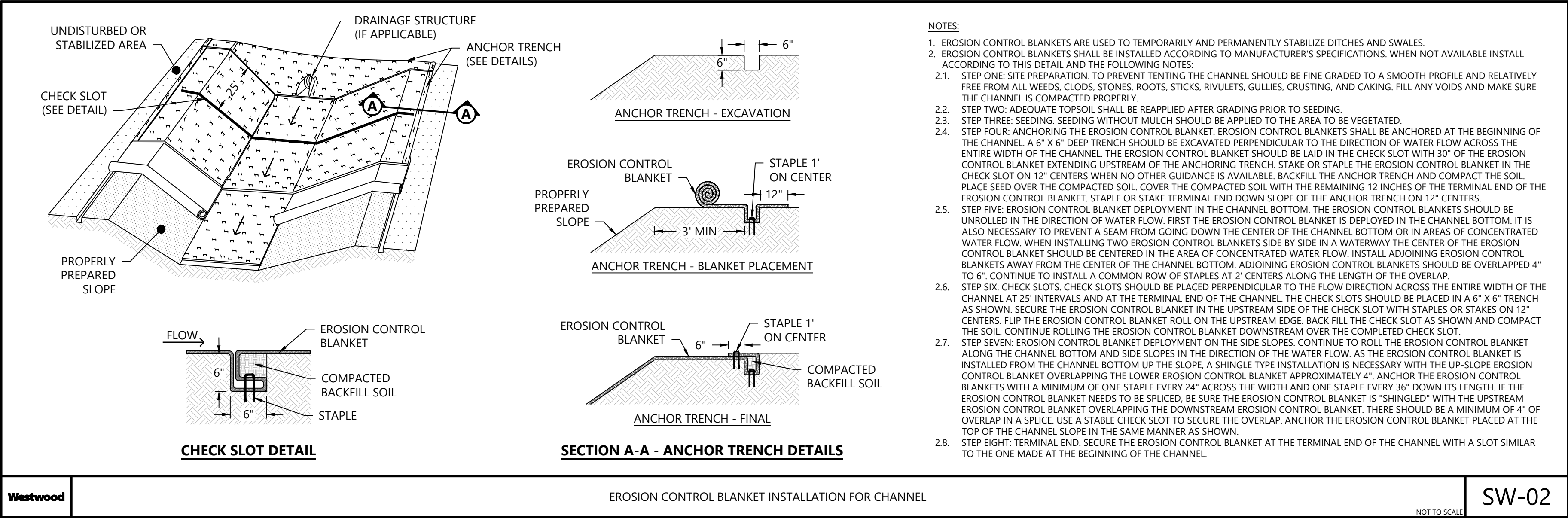
EOR: Allison Leach, PE

PREPARED FOR:

Agricola Wind LLC

90 State Street
Albany, NY 12207

REVISIONS:				
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EOR: Allison Leach, PE

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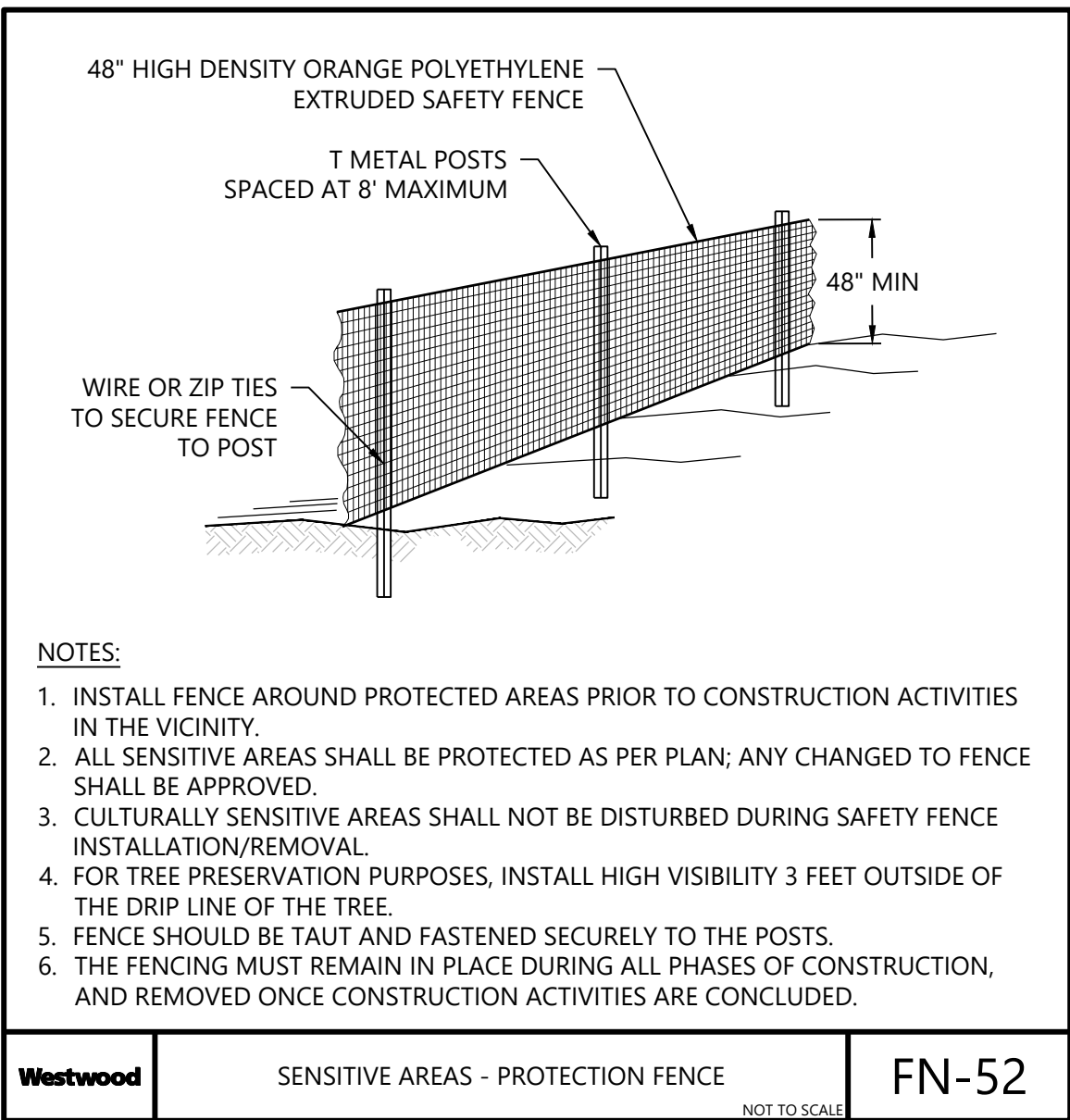
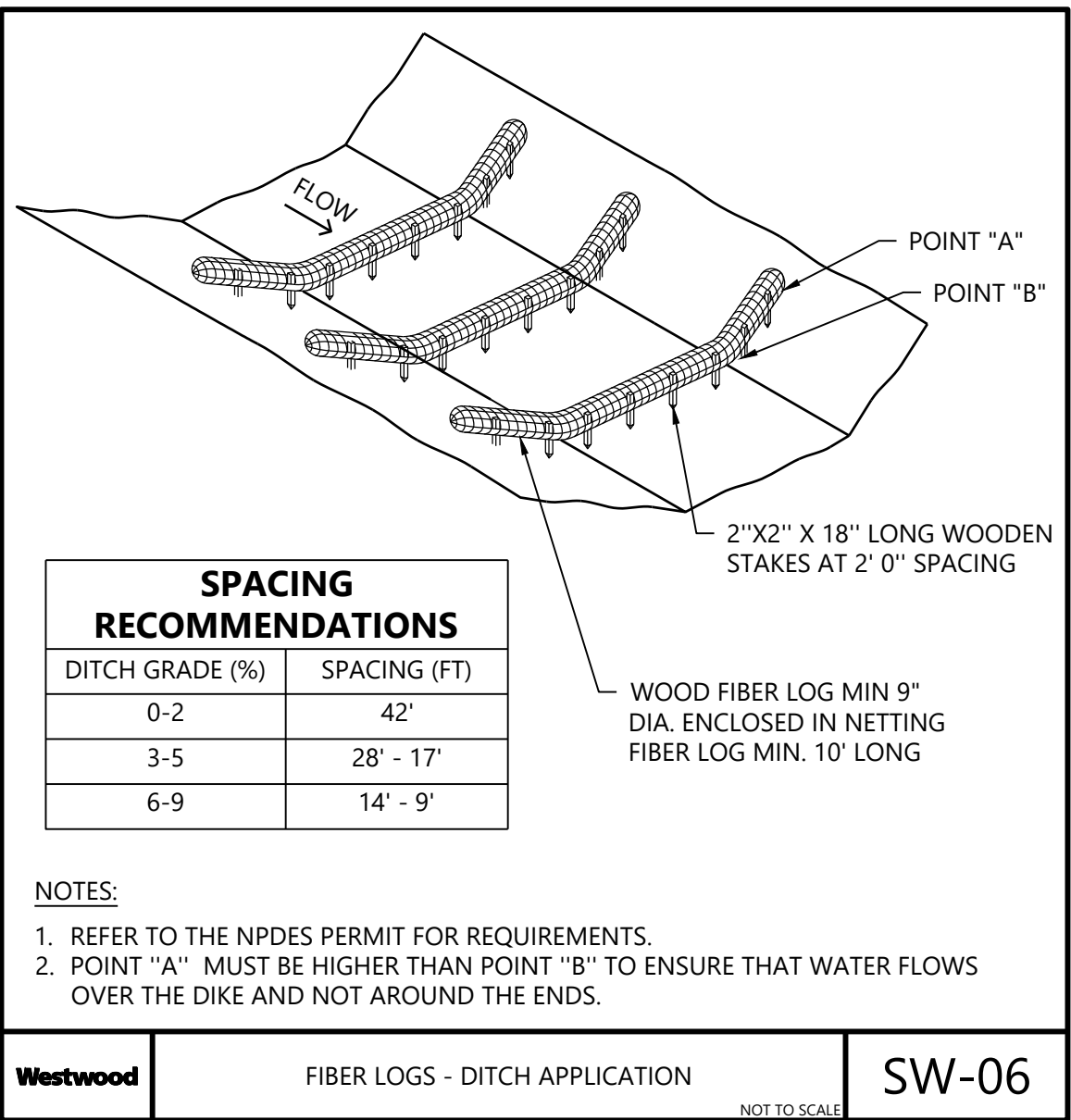
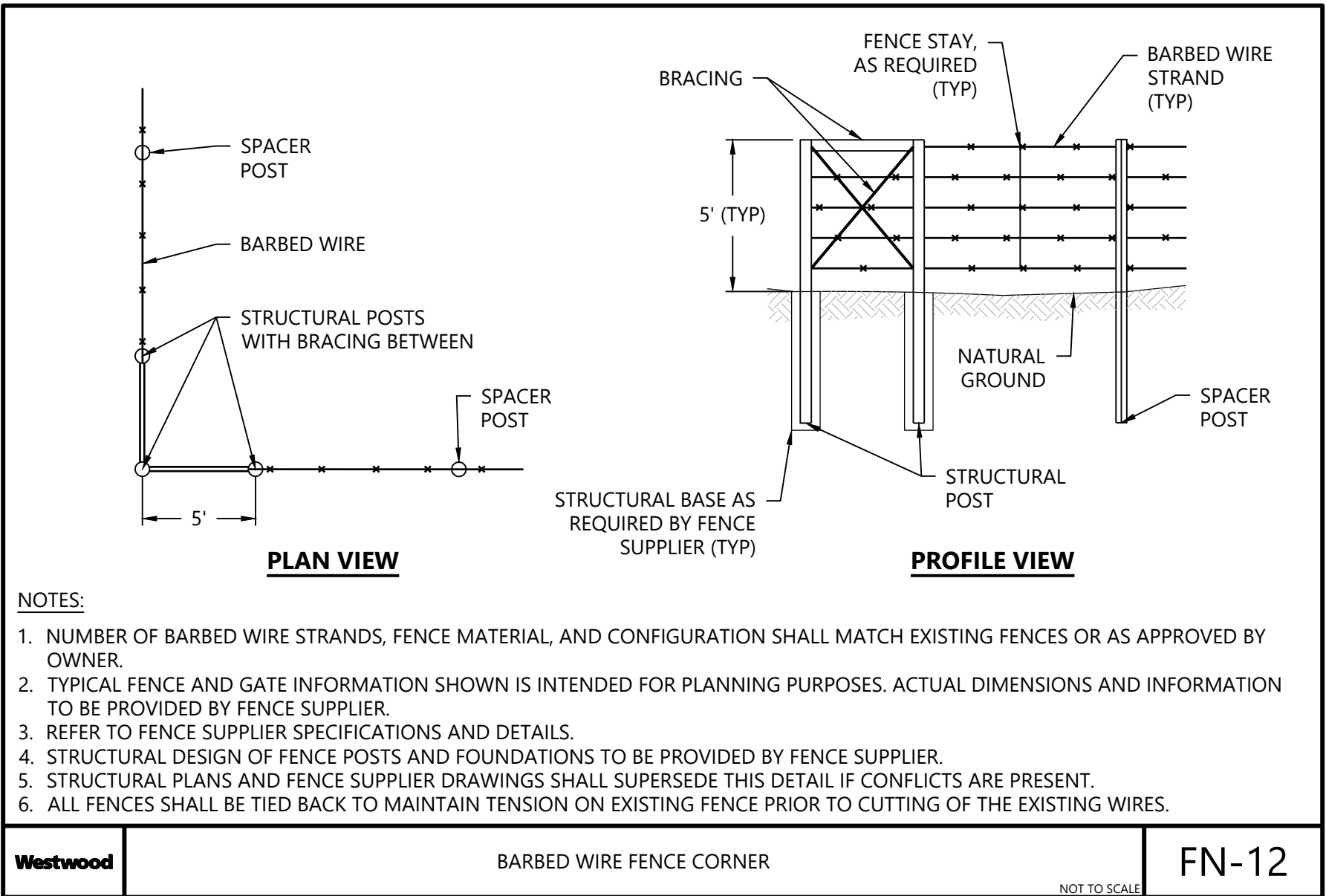
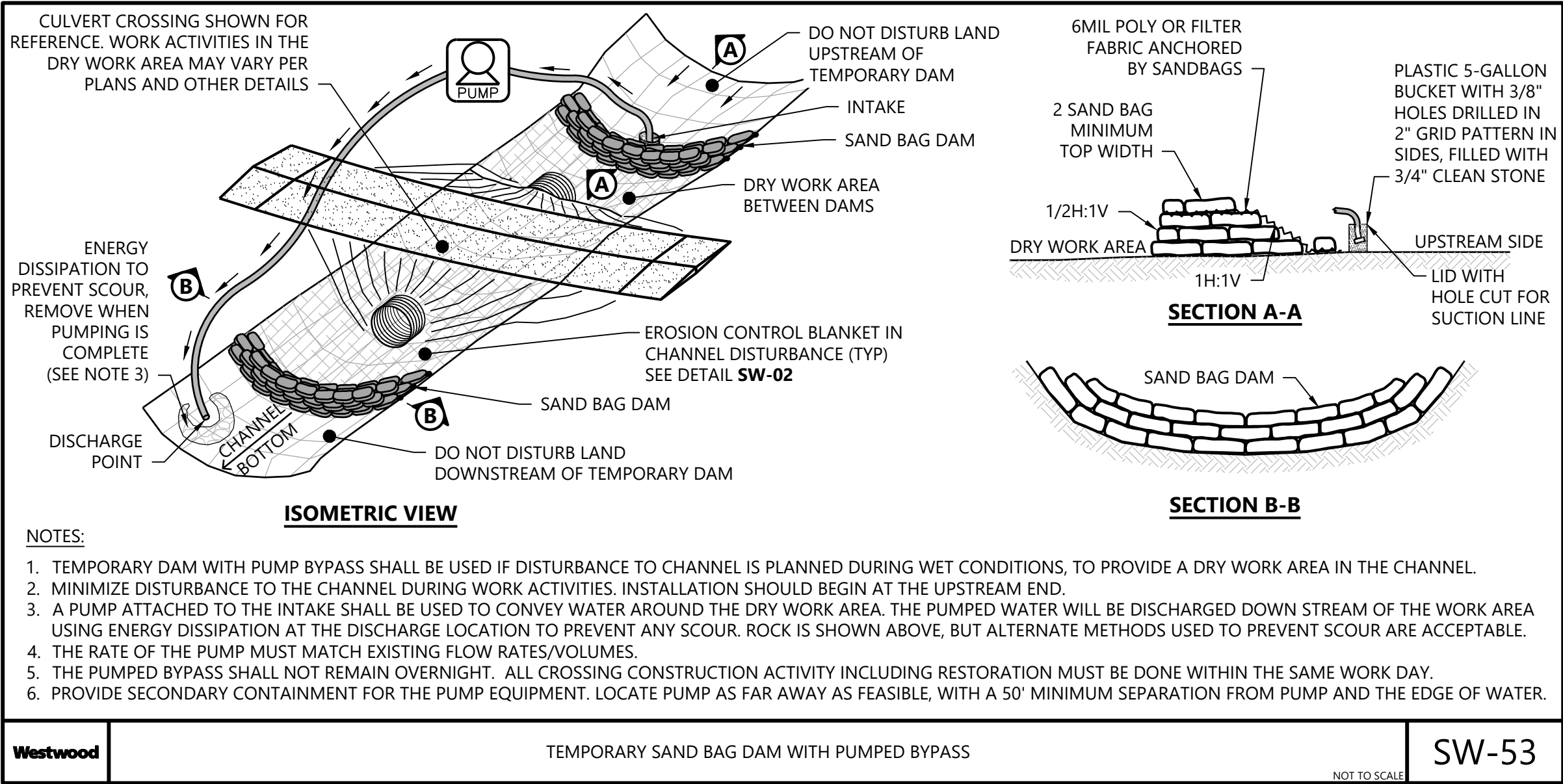
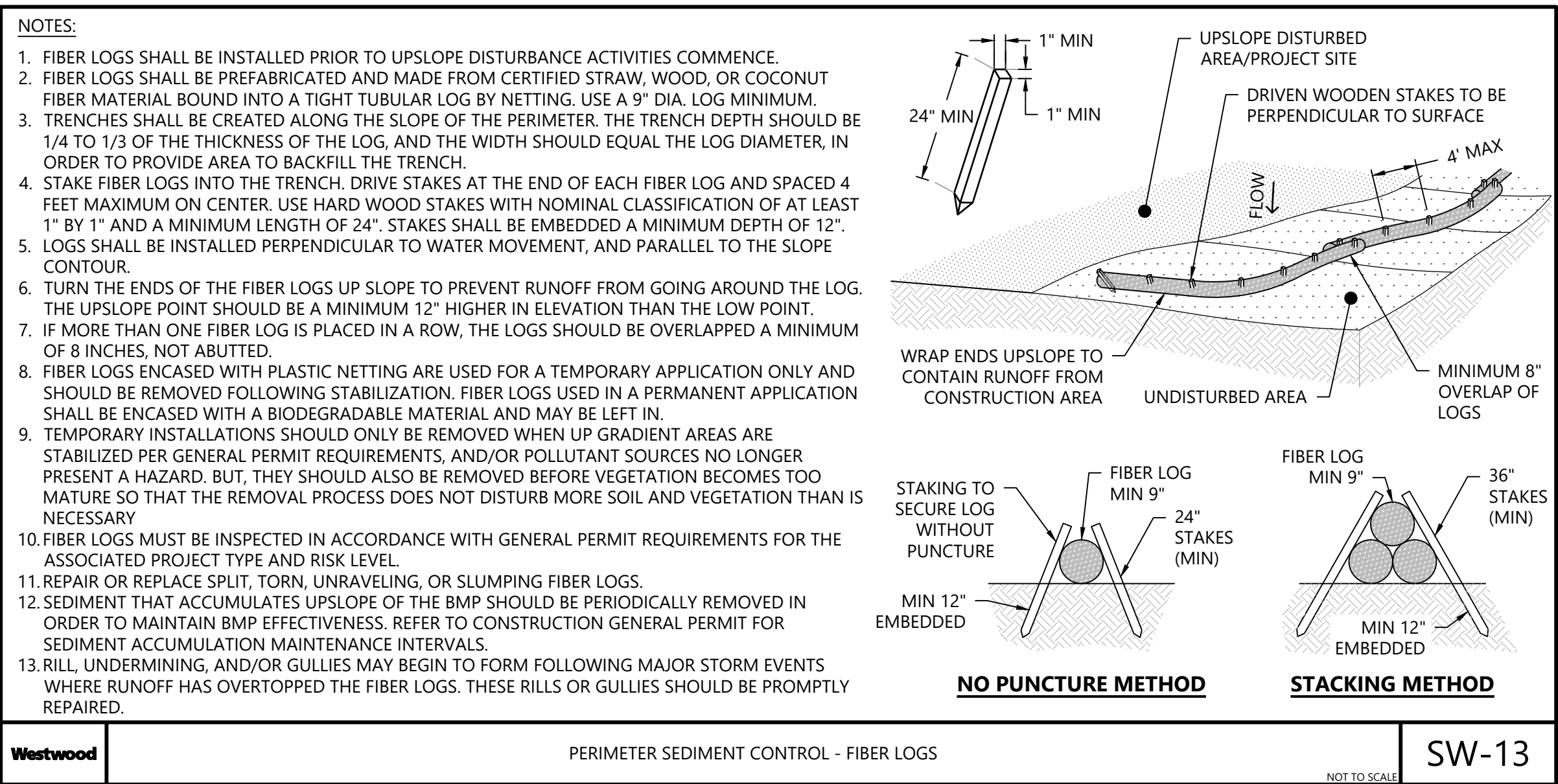
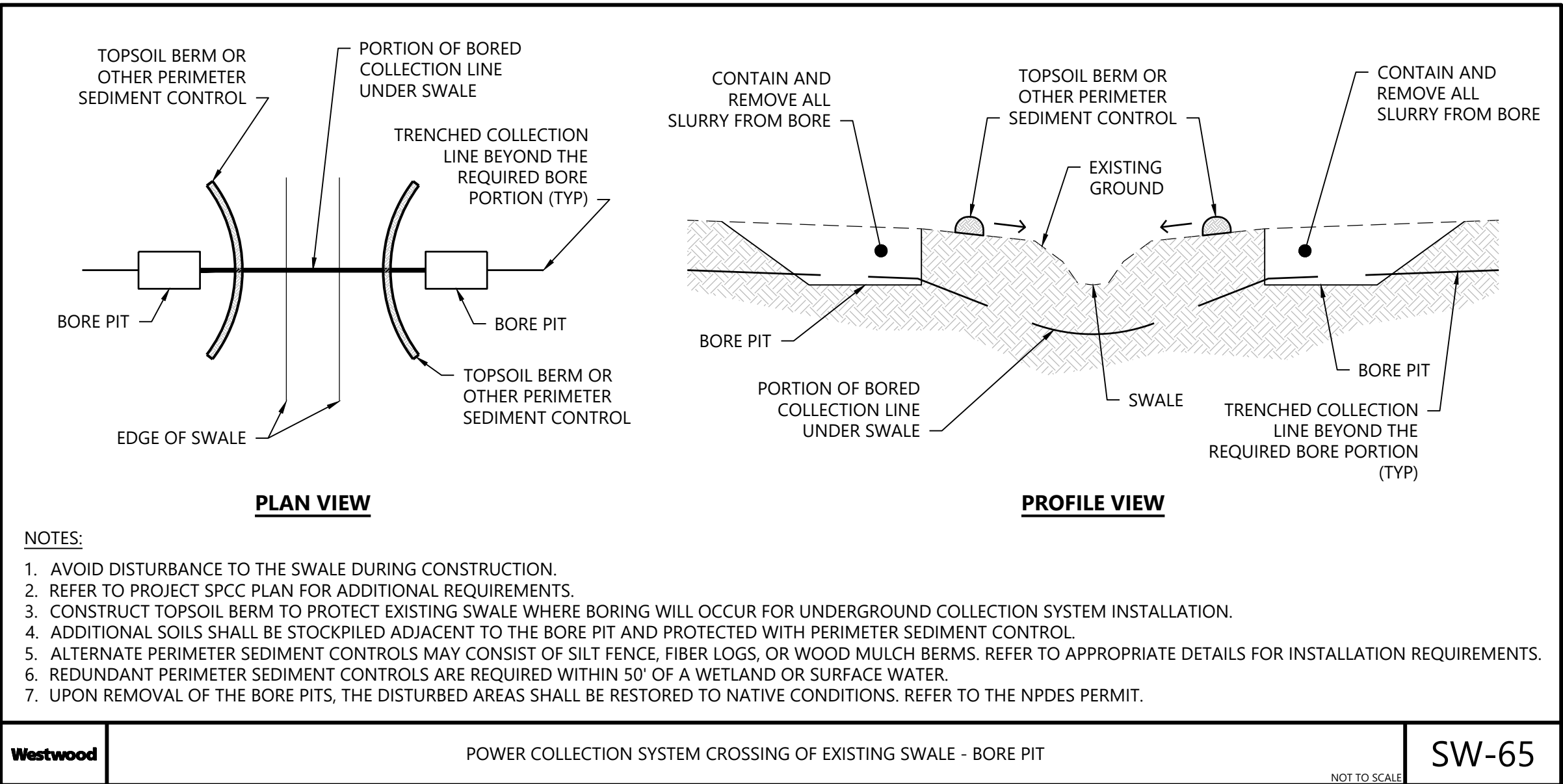
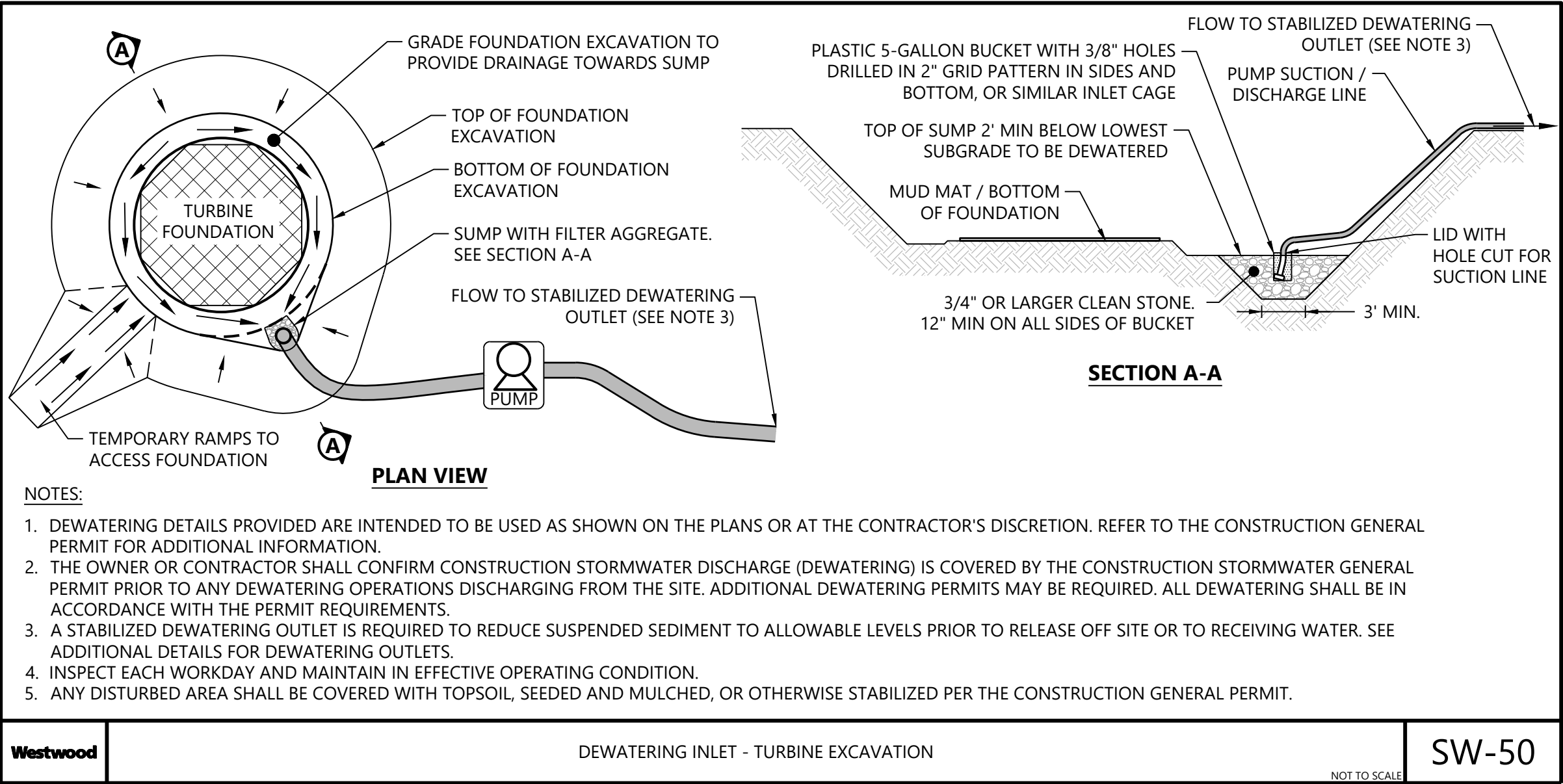
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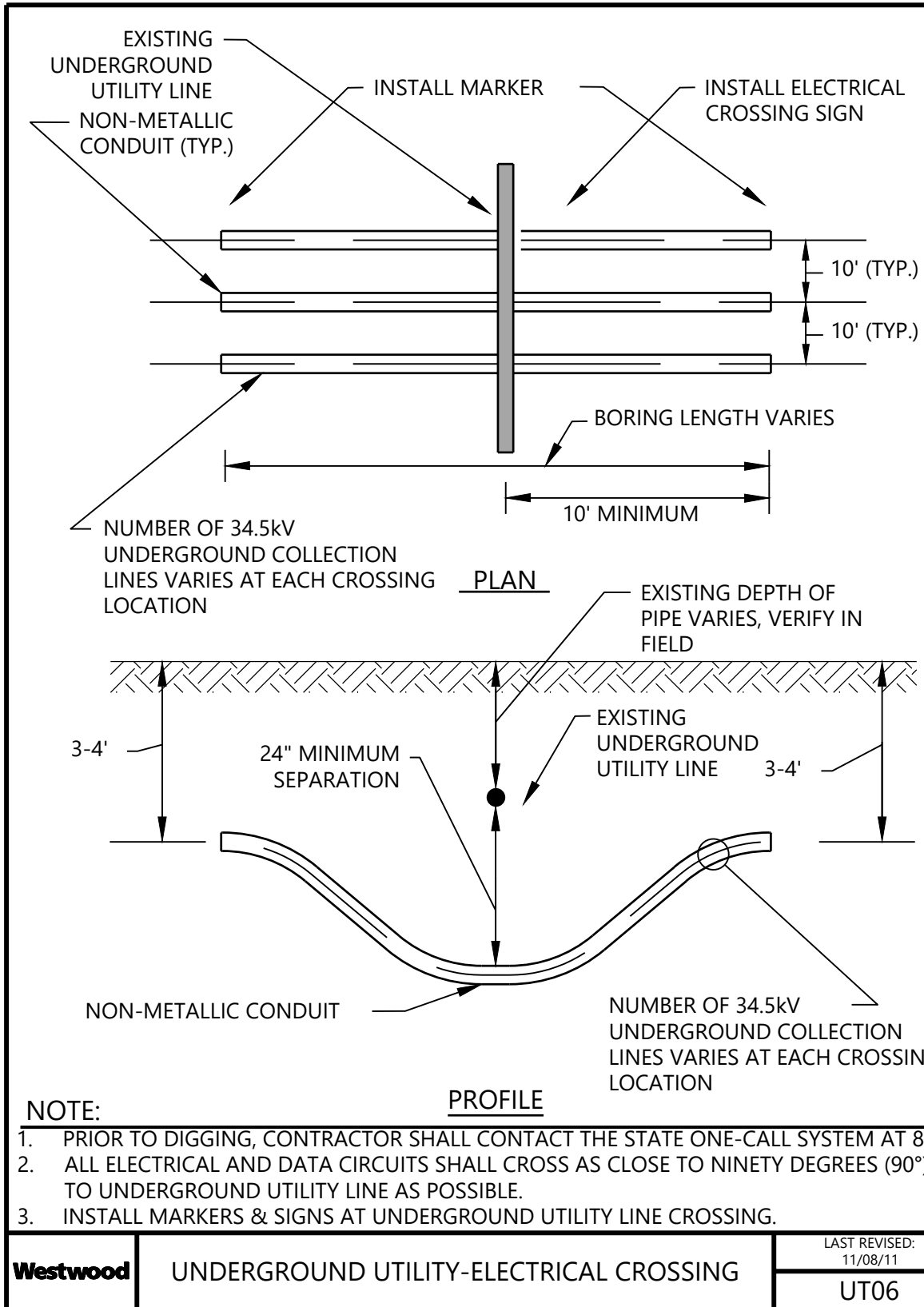
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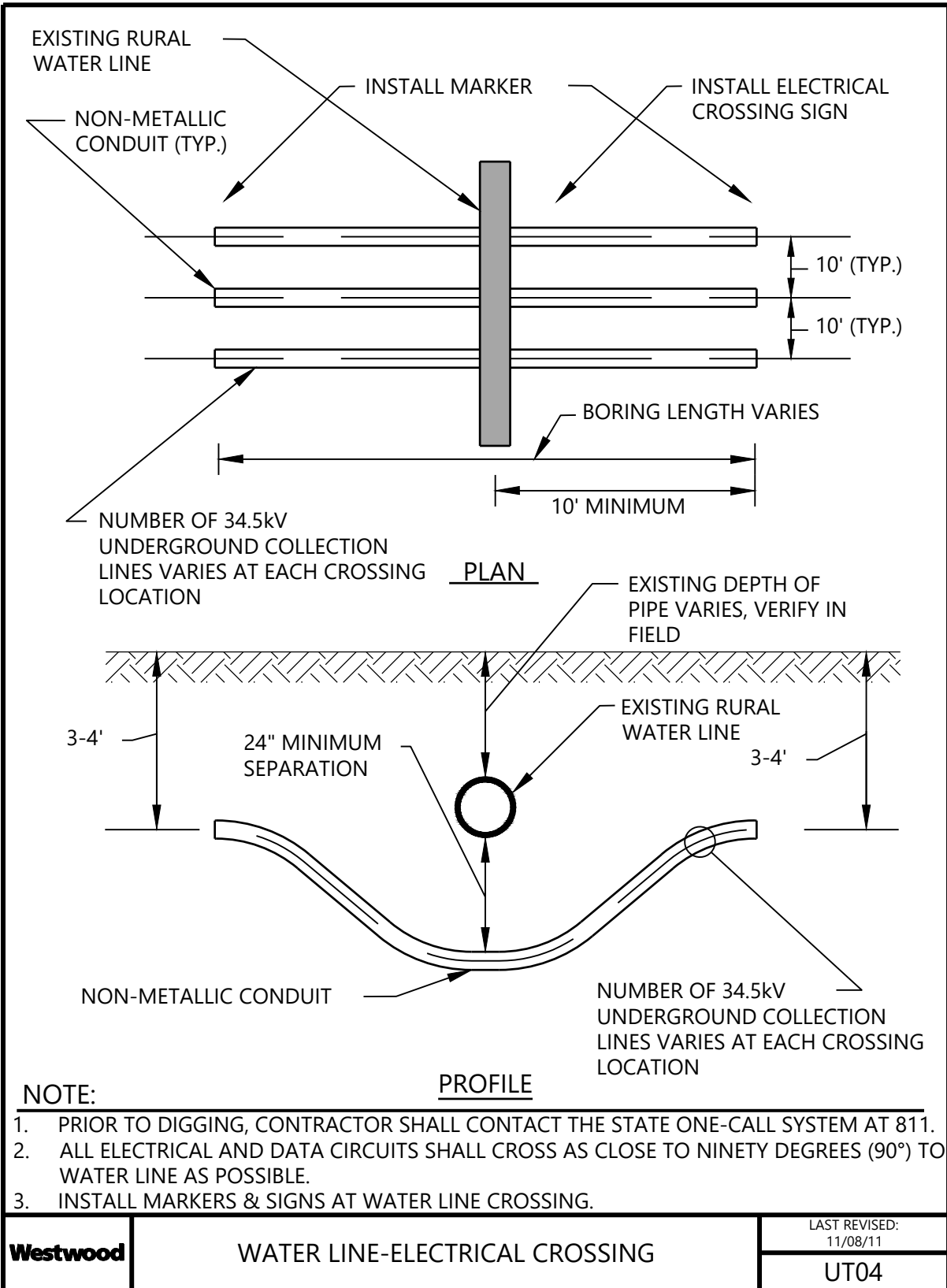
REV:

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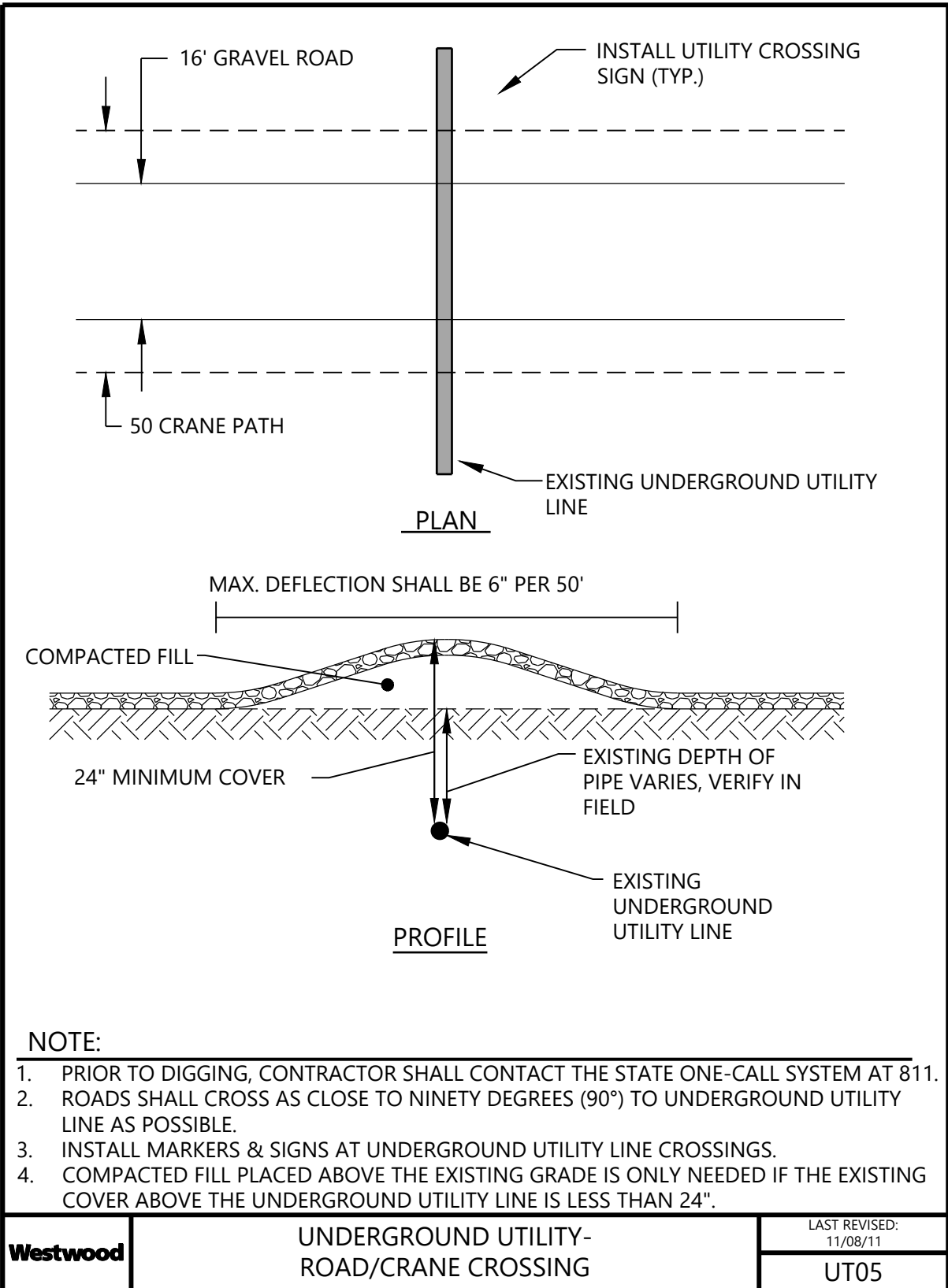




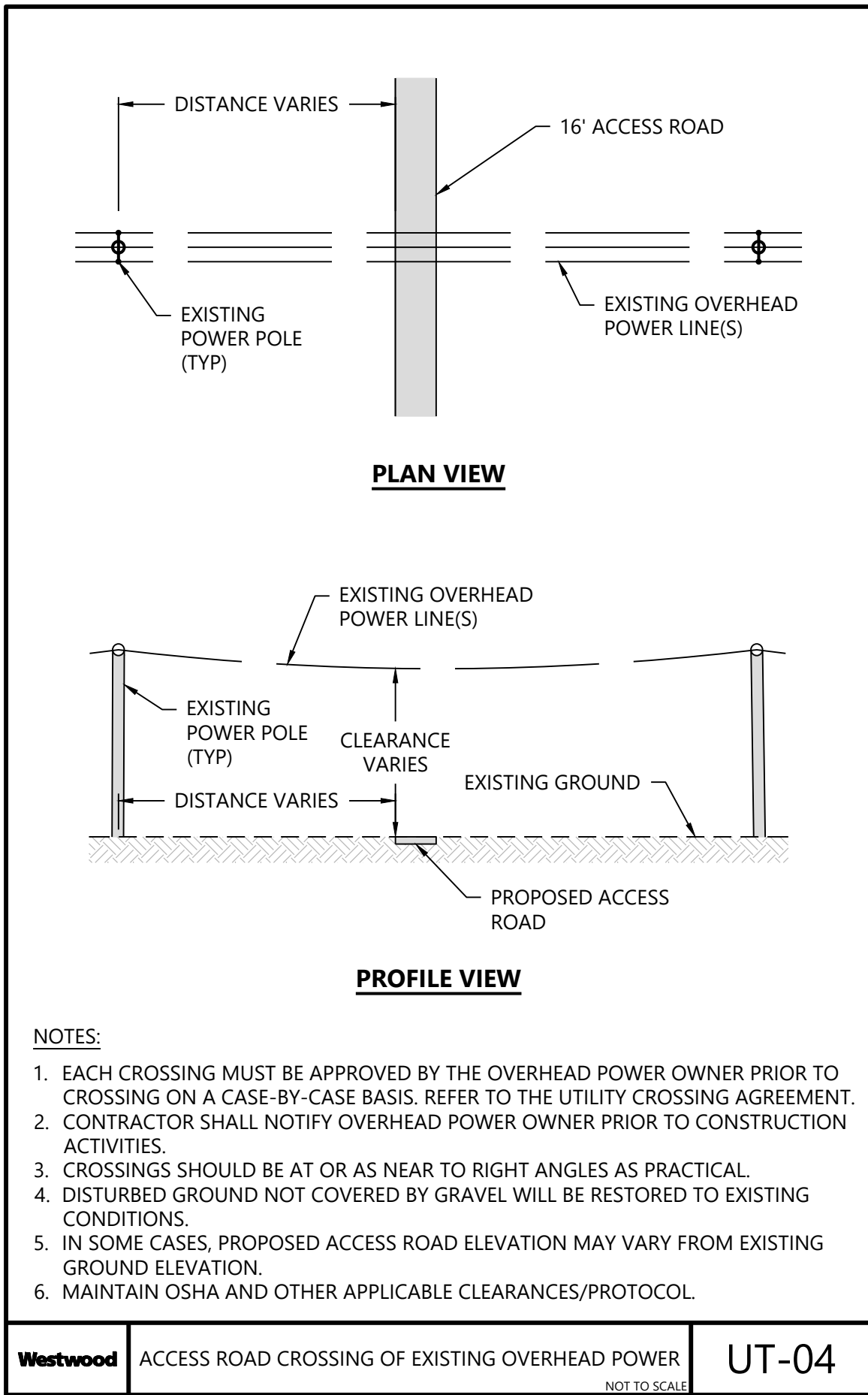
Westwood	UNDERGROUND UTILITY-ELECTRICAL CROSSING	LAST REVISED: 11/08/11
		UT06



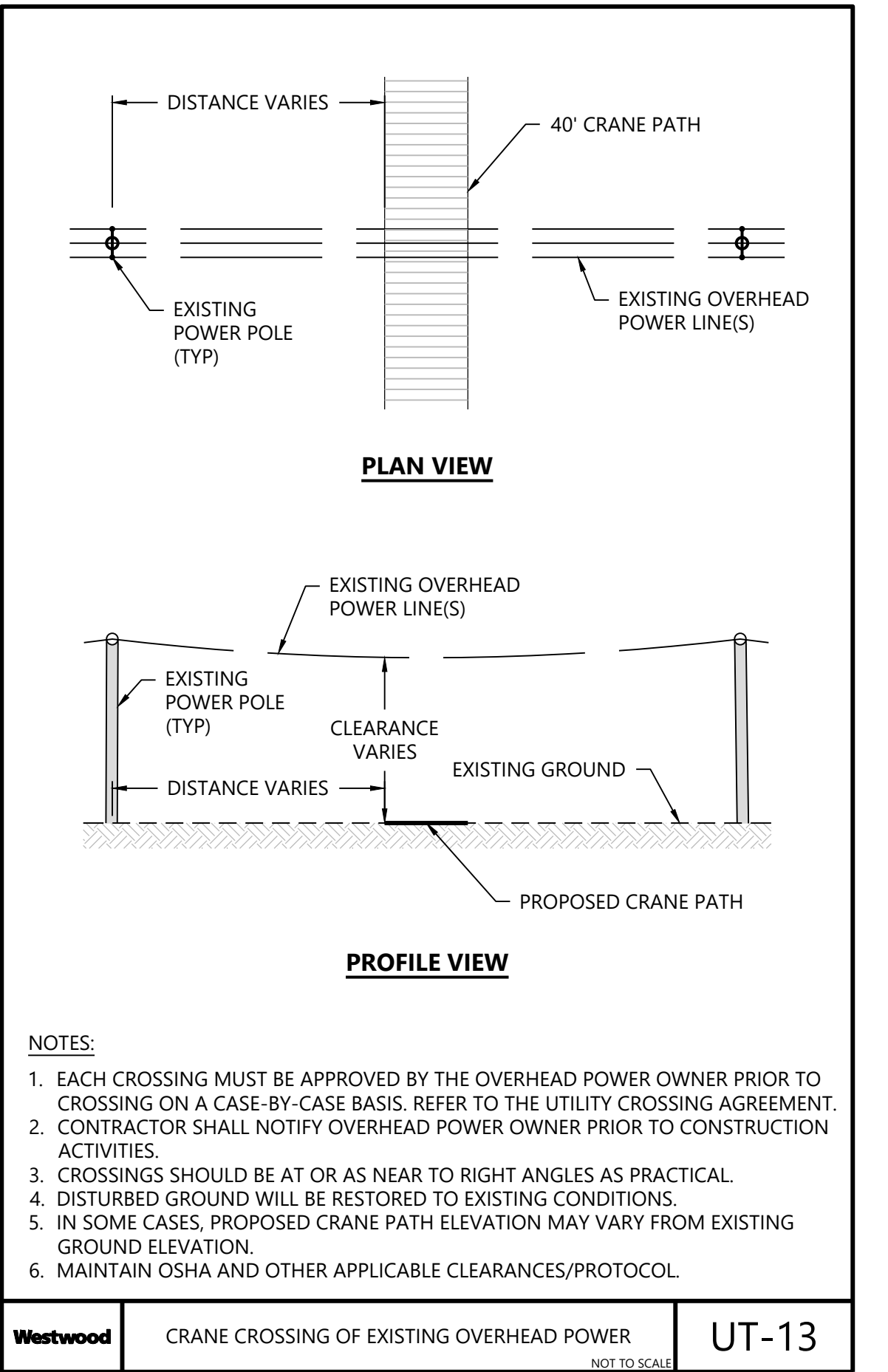
Westwood	WATER LINE-ELECTRICAL CROSSING	LAST REVISED: 11/08/11
		UT04



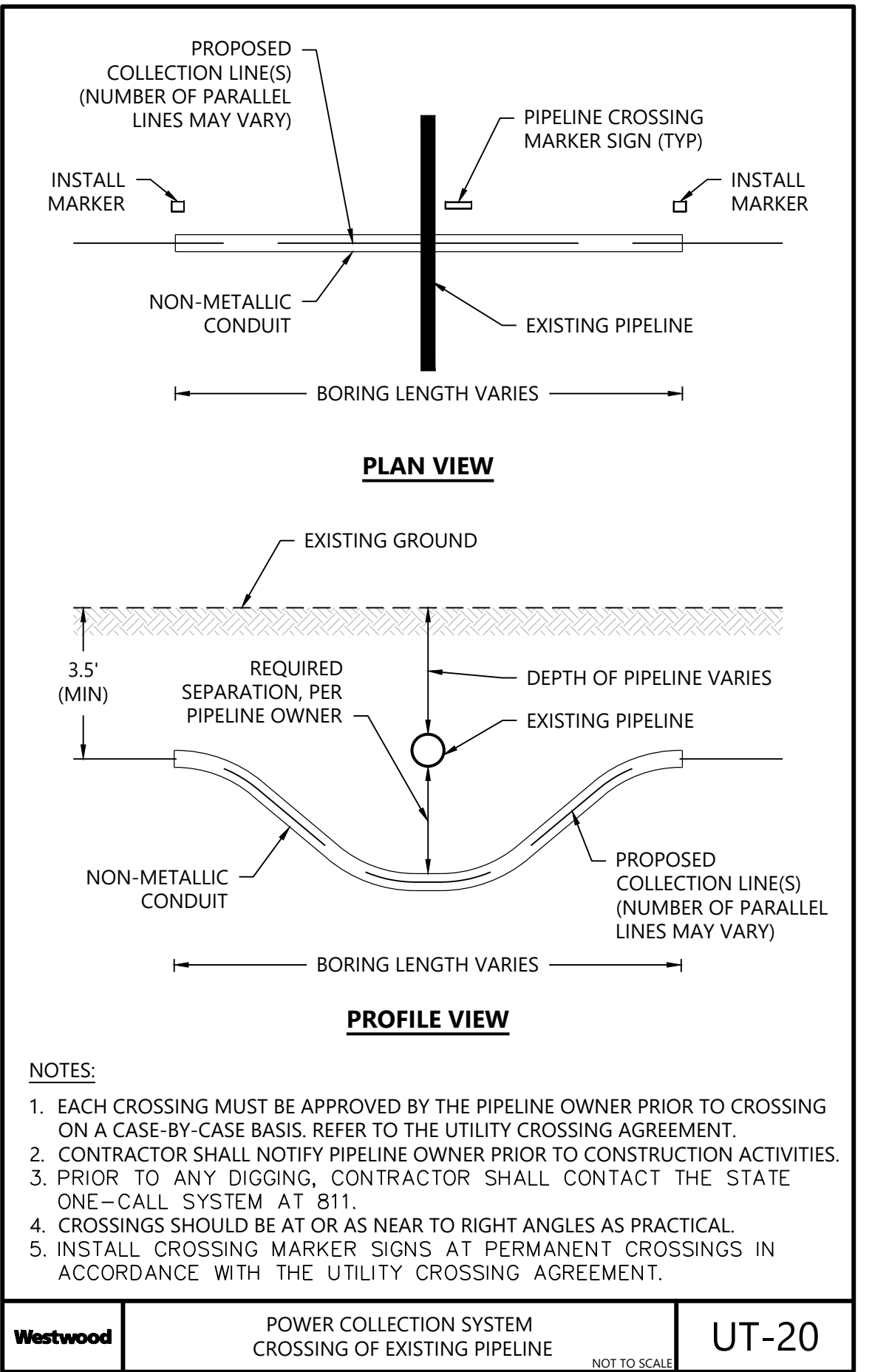
Westwood	UNDERGROUND UTILITY-ROAD/CRANE CROSSING	LAST REVISED: 11/08/11
		UT05



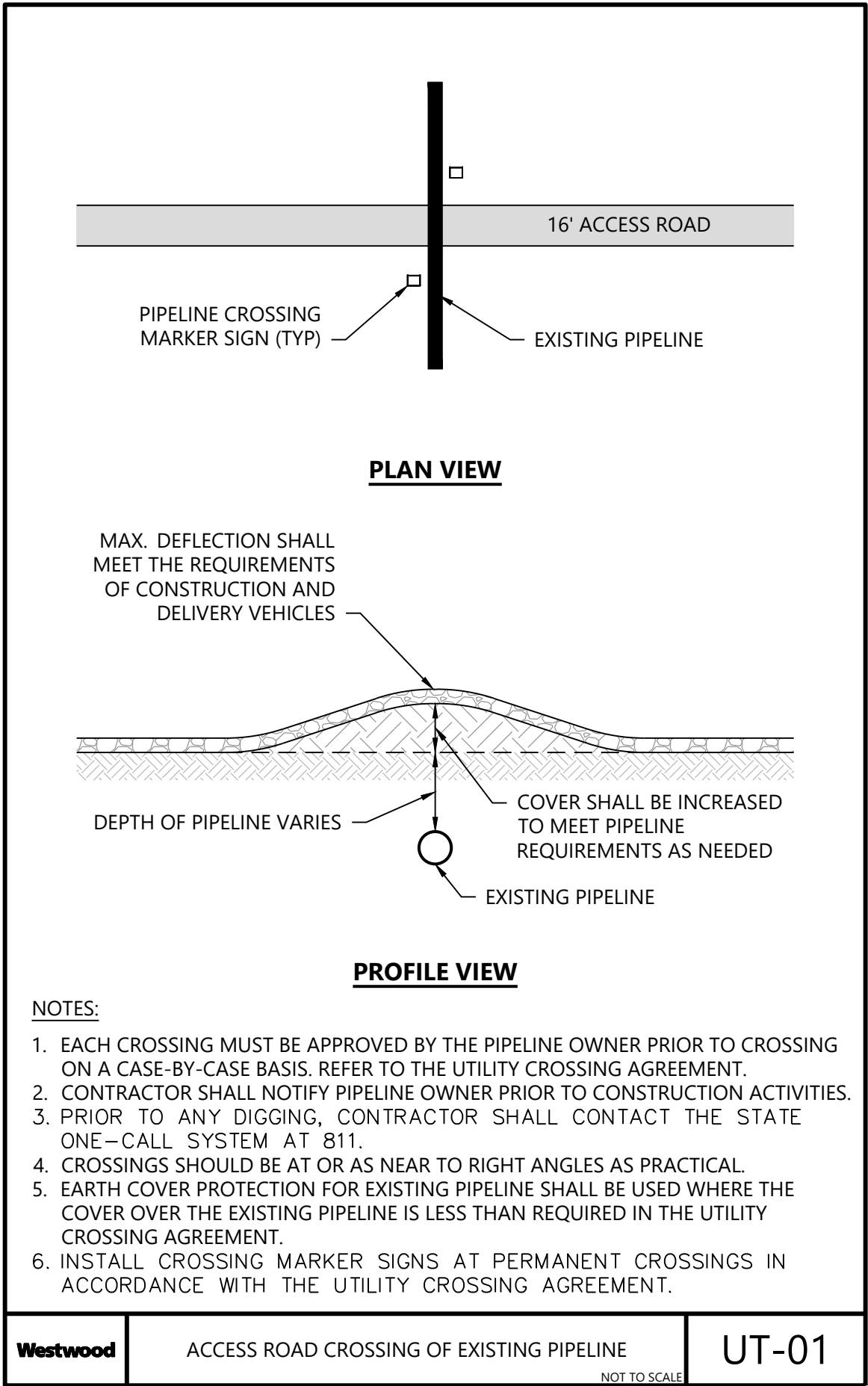
Westwood	ACCESS ROAD CROSSING OF EXISTING OVERHEAD POWER	NOT TO SCALE
		UT-04



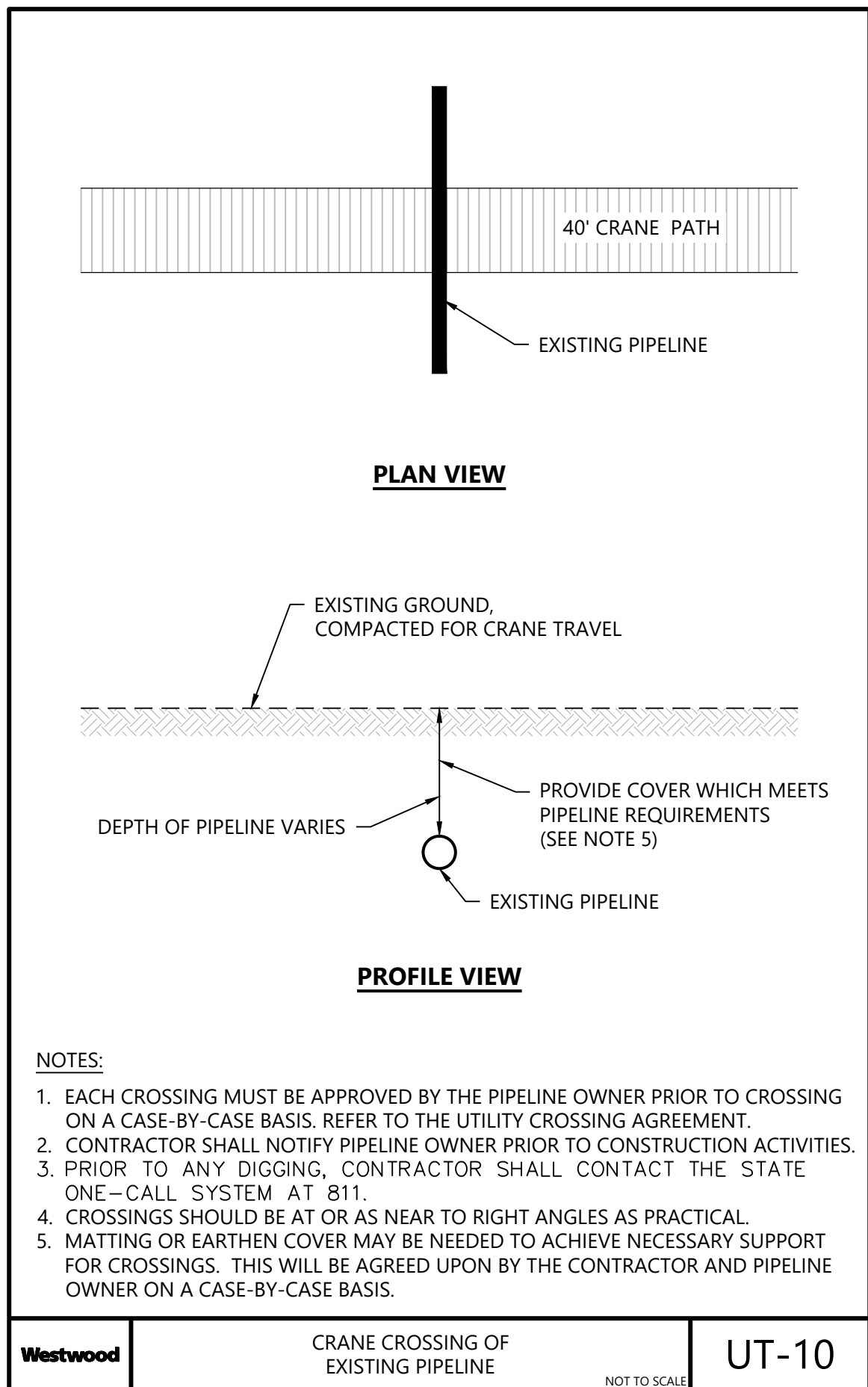
Westwood	CRANE CROSSING OF EXISTING OVERHEAD POWER	NOT TO SCALE
		UT-13



Westwood	POWER COLLECTION SYSTEM CROSSING OF EXISTING PIPELINE	NOT TO SCALE
		UT-20



Westwood	ACCESS ROAD CROSSING OF EXISTING PIPELINE	NOT TO SCALE
		UT-01



Westwood	CRANE CROSSING OF EXISTING PIPELINE	NOT TO SCALE
		UT-10

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EOR: Allison Leach, PE

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EOR: Allison Leach, PE

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FIGURE 2.1
STABILIZED CONSTRUCTION ACCESS

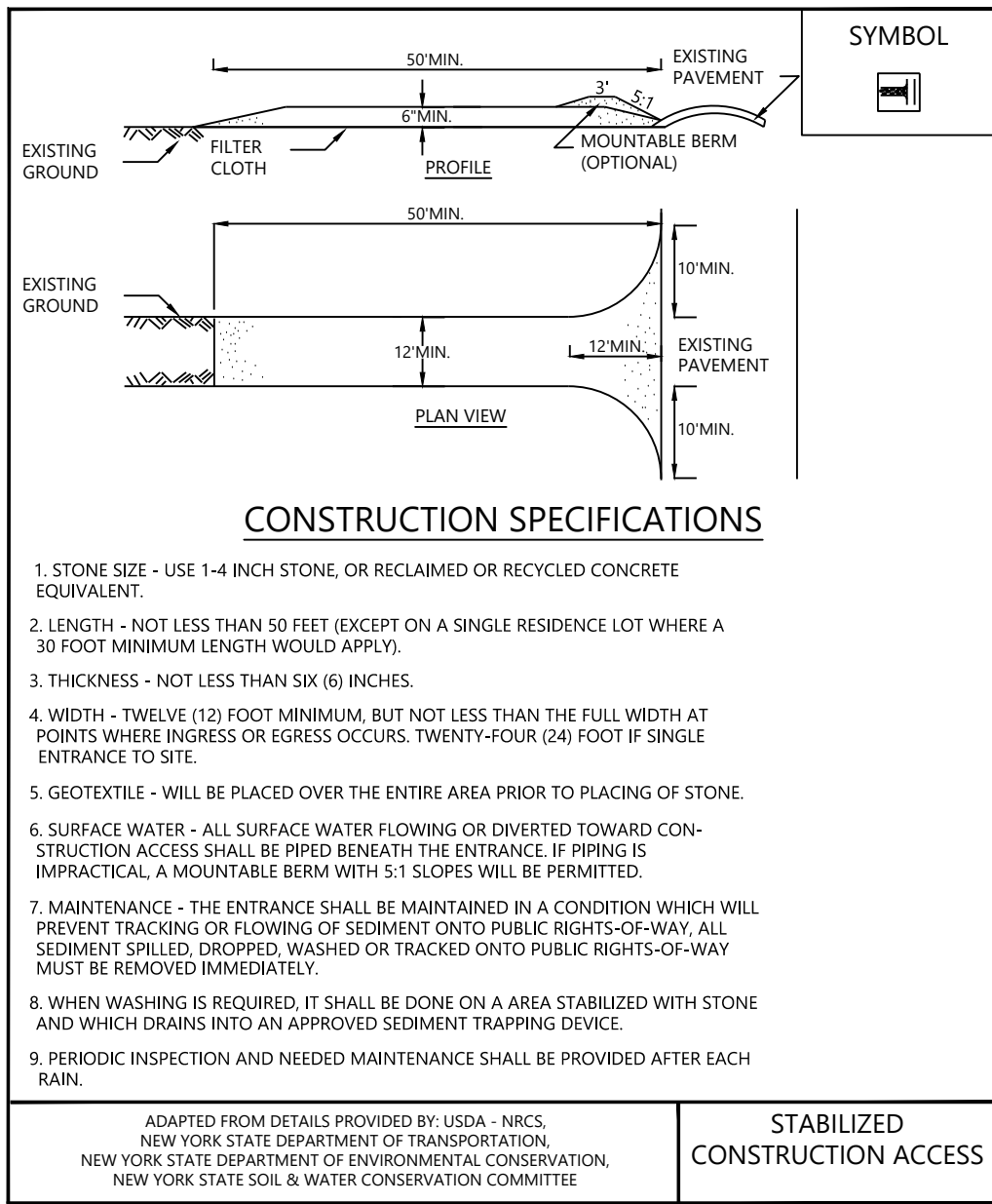


FIGURE 2.2
TEMPORARY ACCESS BRIDGE

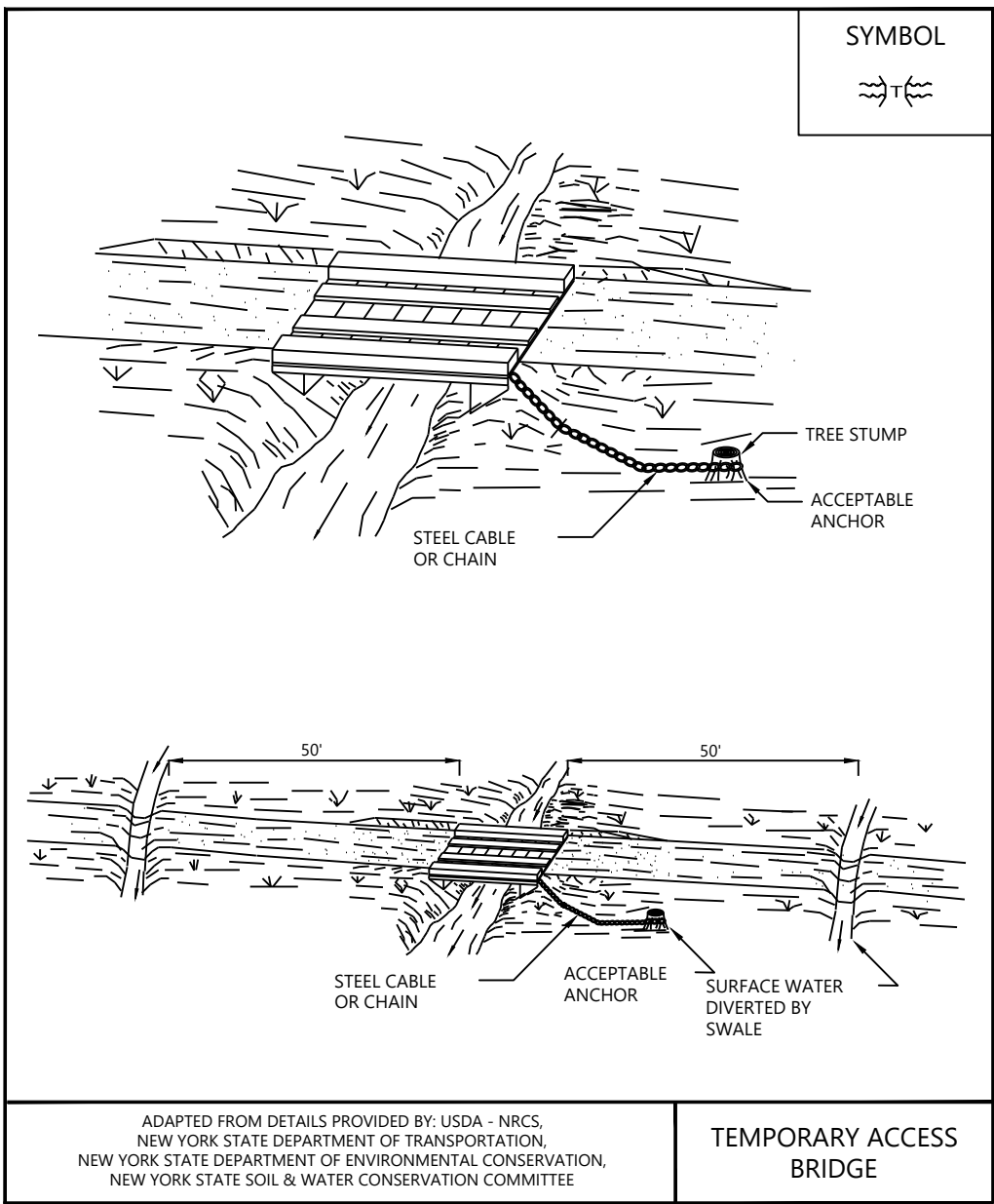


FIGURE 2.3
TEMPORARY ACCESS CULVERT

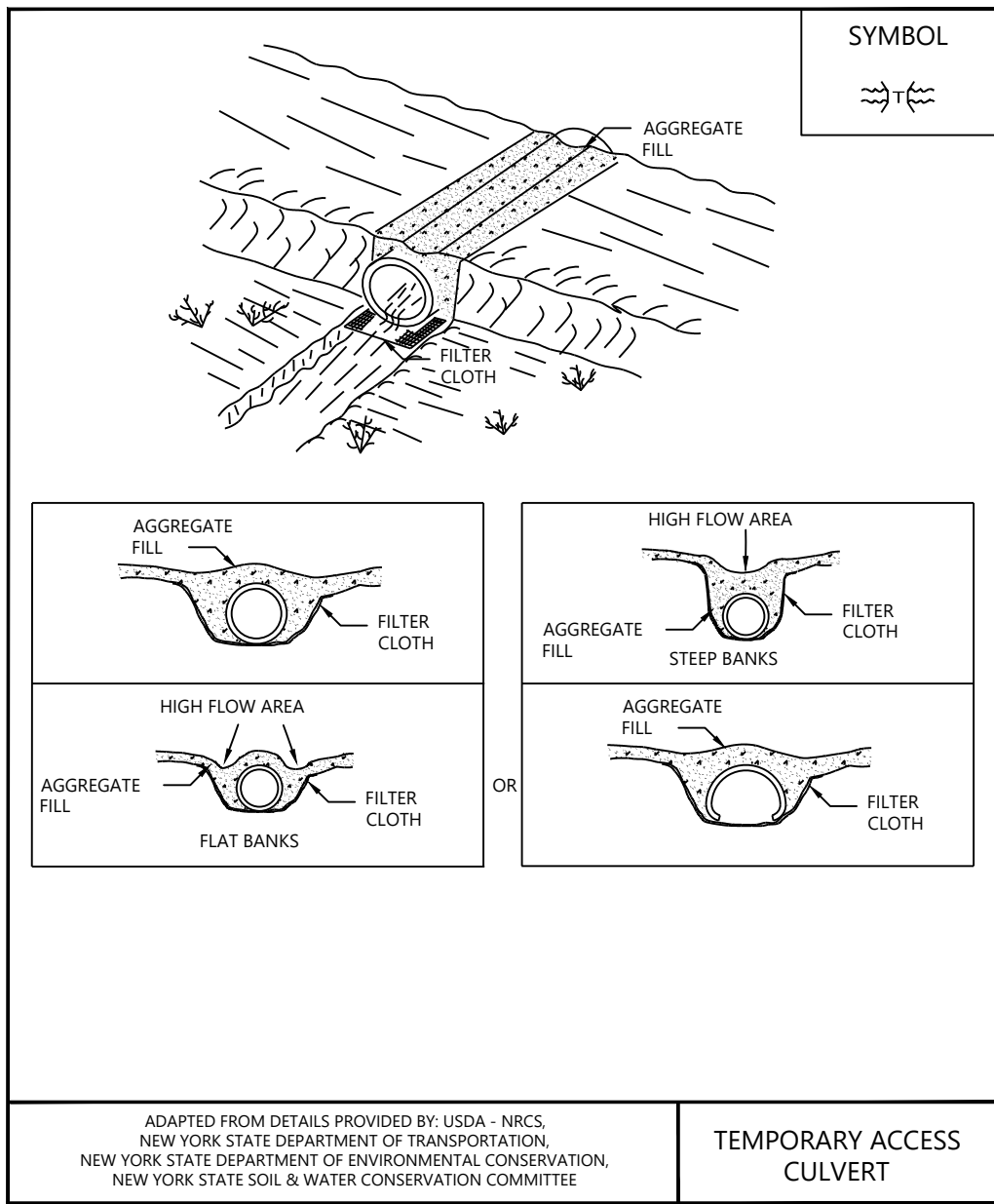


FIGURE 3.1
STONE CHECK DAM DETAIL

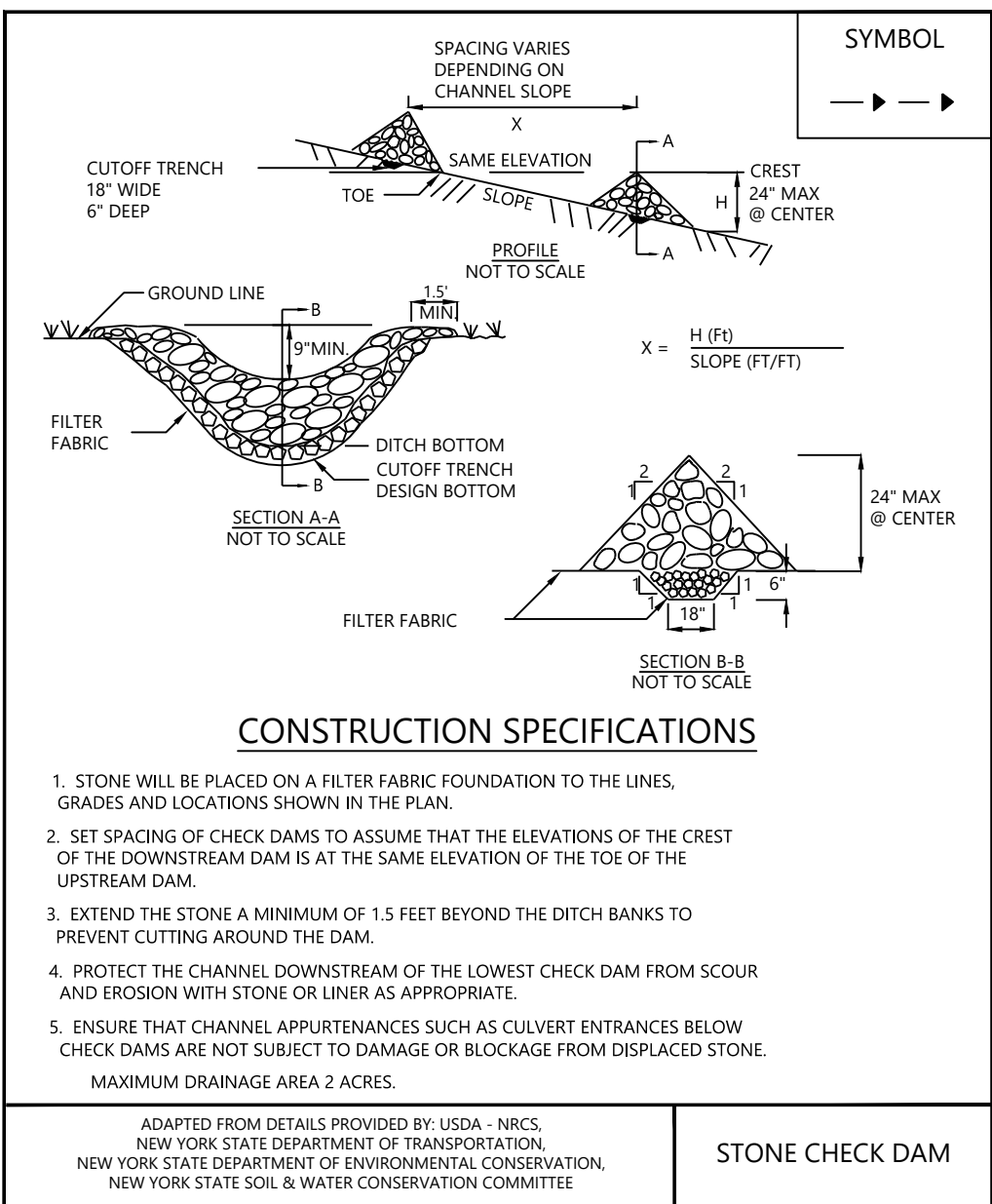


FIGURE 3.2
CONSTRUCTION DITCH DETAIL

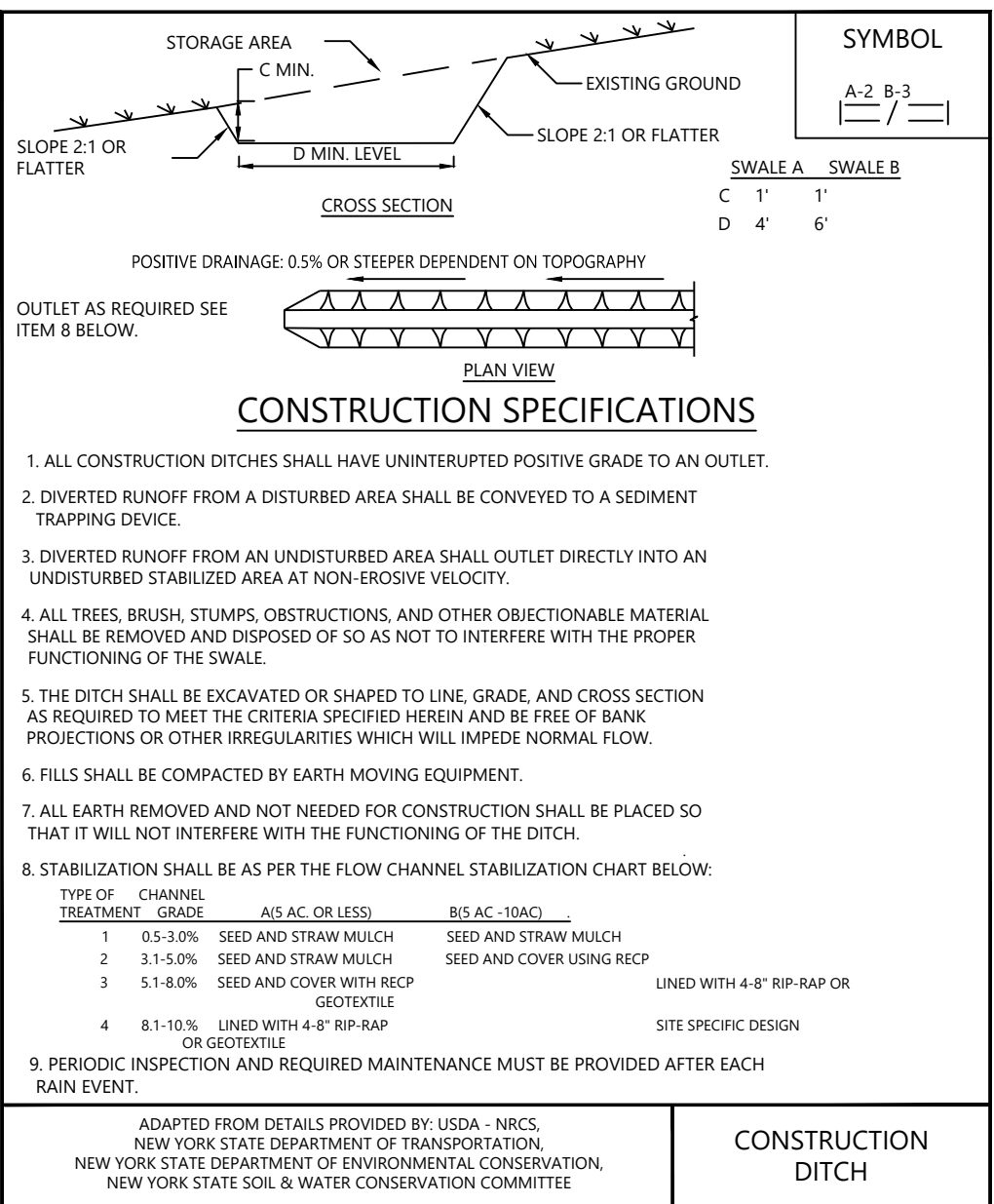
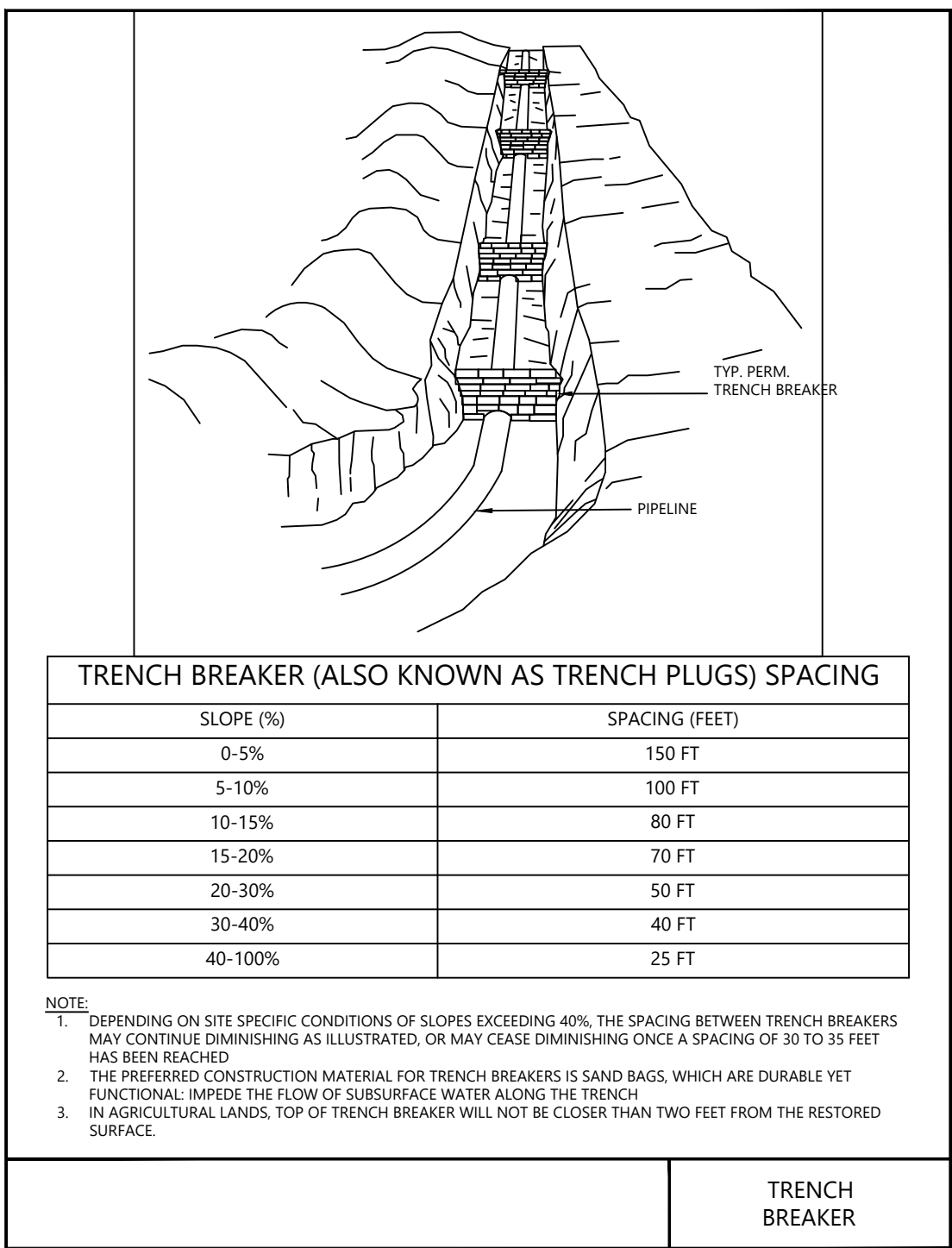


FIGURE 12
TRENCH BREAKER DETAIL



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FIGURE 3.6
FLOW DIFFUSER DETAIL

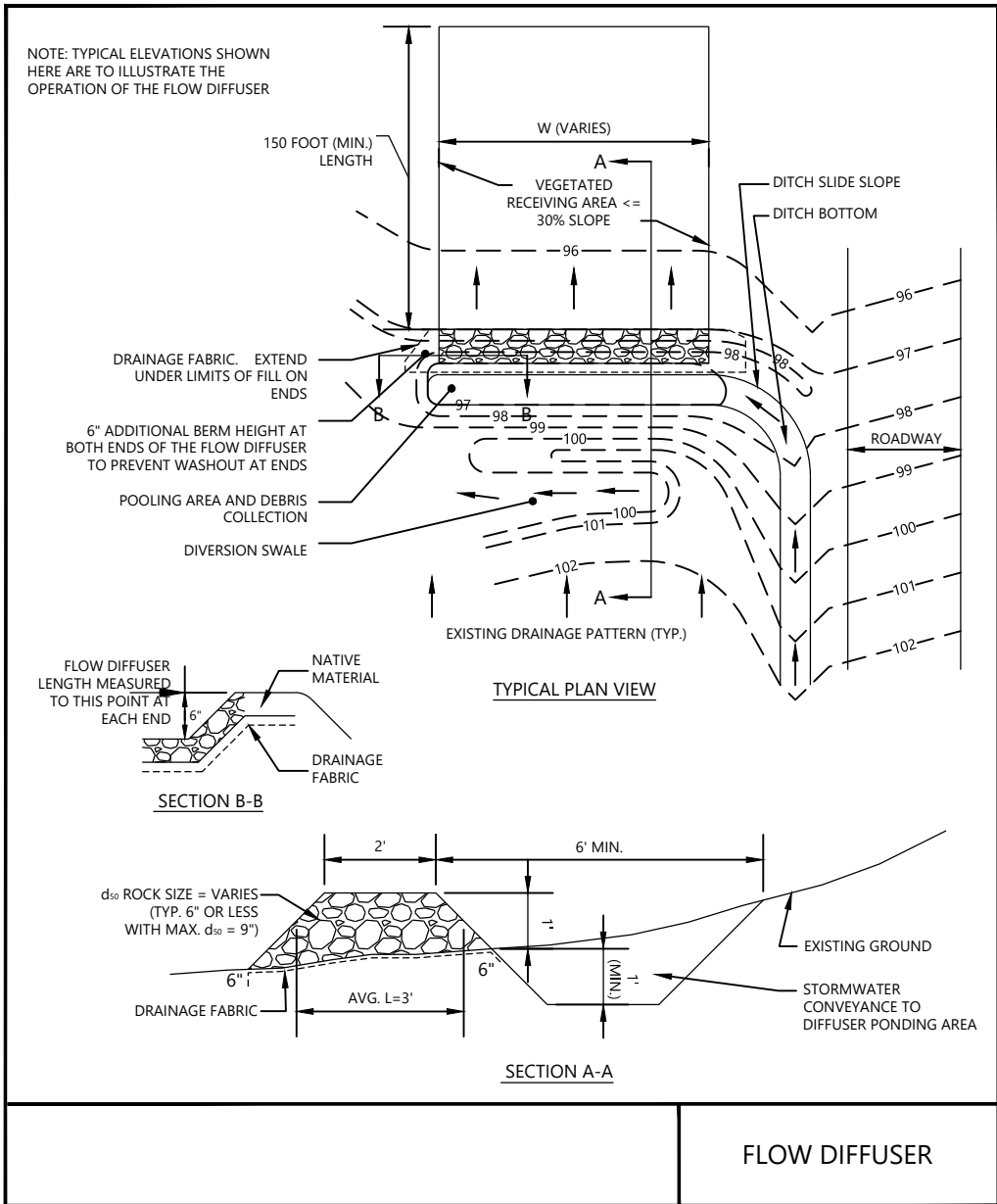
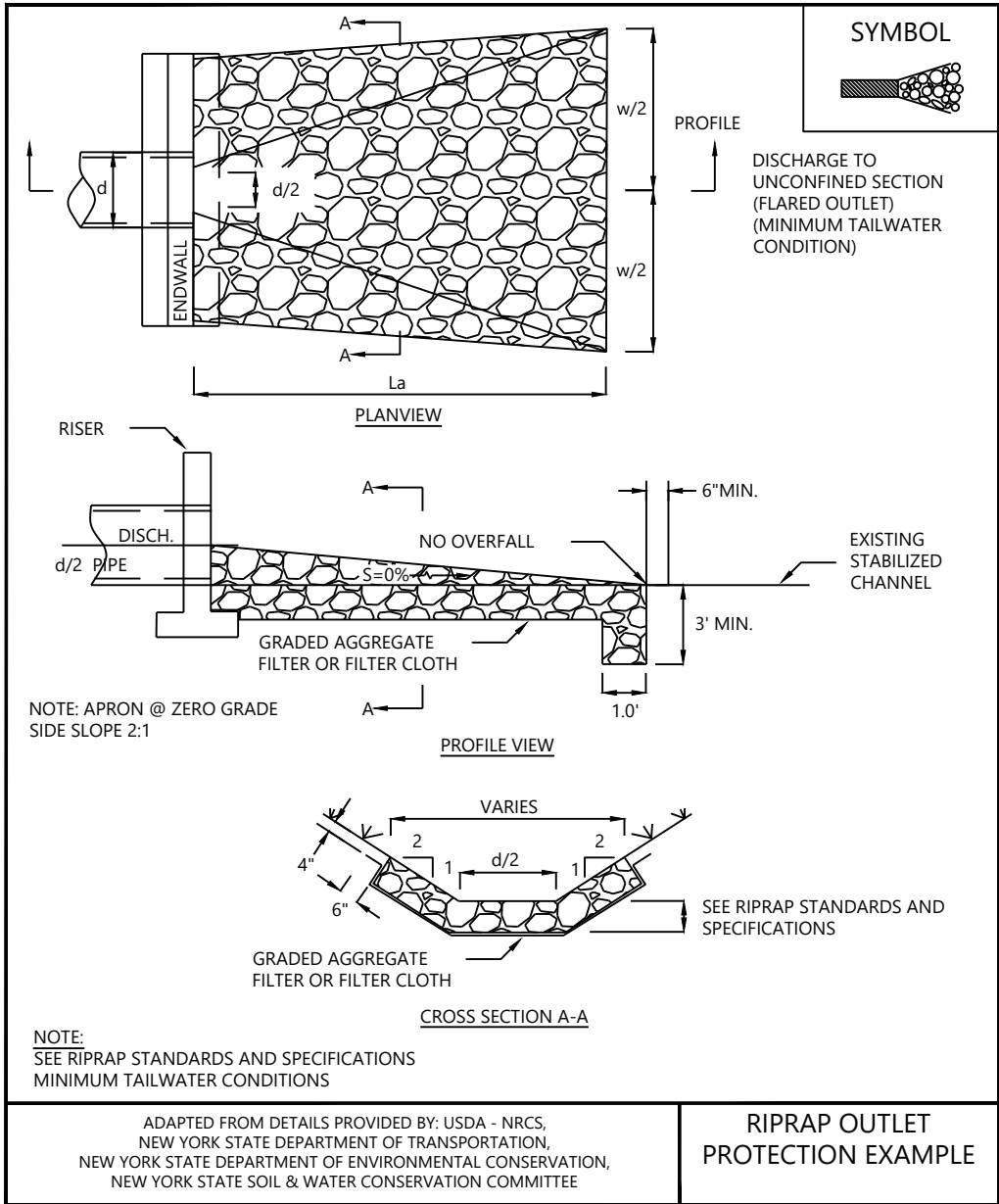


FIGURE 3.18
RIPRAP OUTLET PROTECTION DETAIL (1)



The minimum thickness of the riprap layer shall be 1.5 times the maximum rock diameter for d_{50} of 15 inches or less, and 1 1/2 times the maximum rock size for d_{50} greater than 15 inches. The following chart lists some examples:

SCHEDULE FOR STORM DRAIN			
CULVERT DIAMETER (D)	LENGTH (L)	WIDTH (W)	STONE d_{50}
12"	8'	12'	6"
18"	10'	12'	6"
24"	12'	14'	6"
30"	16'	20'	12"
36"	20'	23'	12"

D_{50} (inches)	d_{max} (inches)	Minimum Blanket Thickness (inches)
4	6	9
6	9	14
9	14	20
12	18	27
15	22	32
18	27	32
21	32	38
24	36	43

FIGURE 3.22
WATER BAR DETAIL

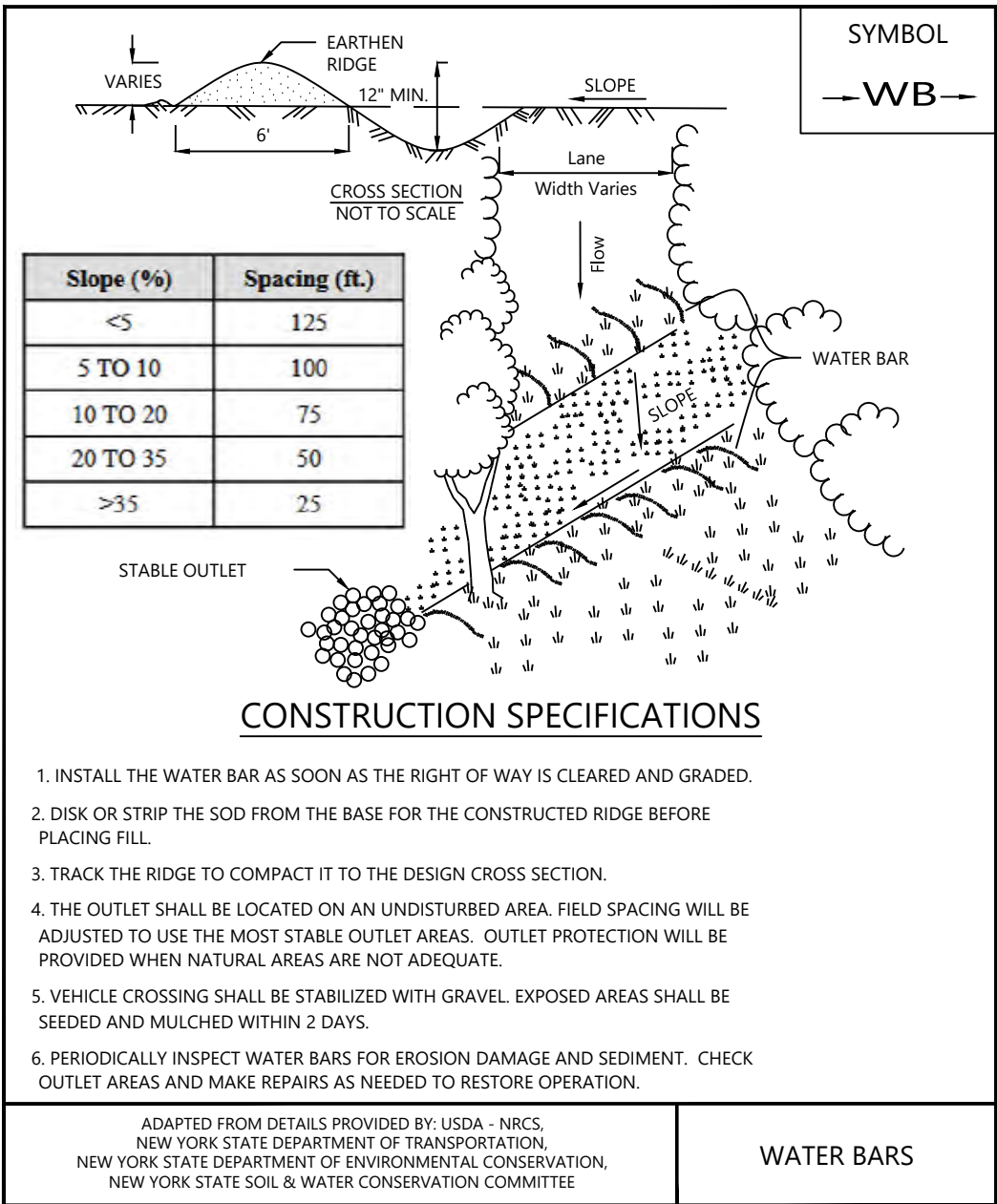


FIGURE 3.19
RIPRAP OUTLET PROTECTION DETAIL (2)

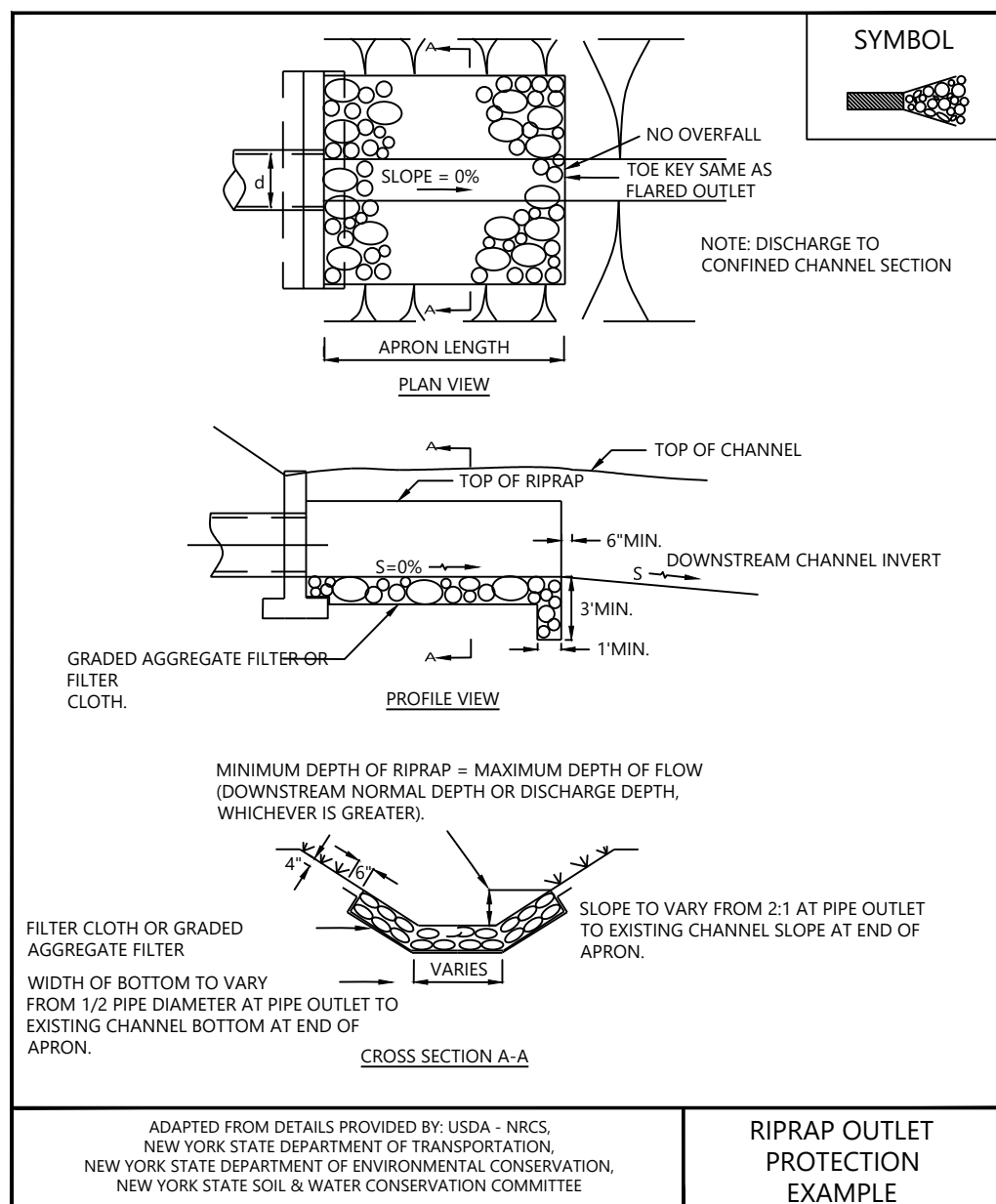
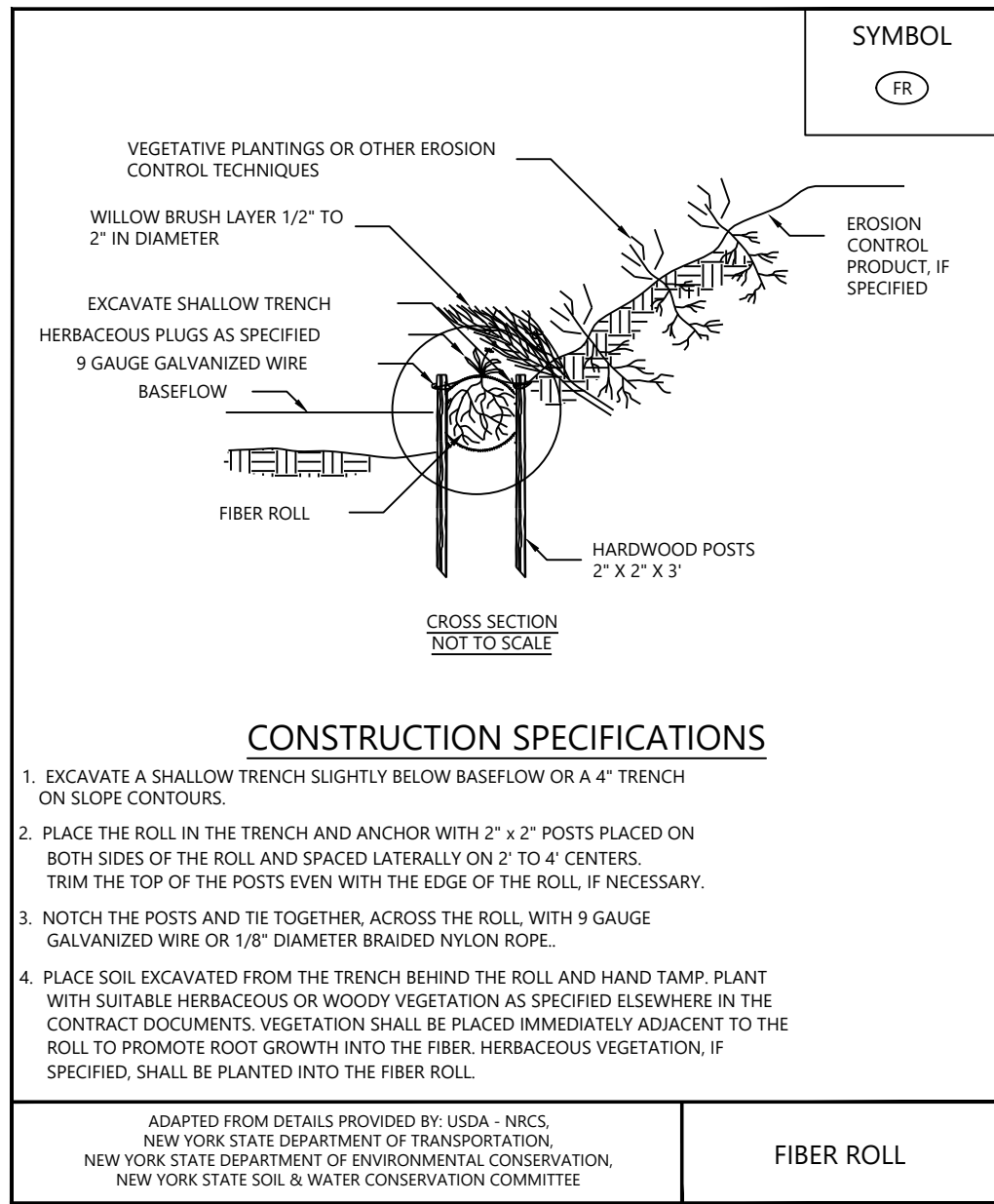


FIGURE 4.8
FIBER ROLL



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90 State Street
Albany, NY 12207

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FIGURE 5.7
ROCK DAM

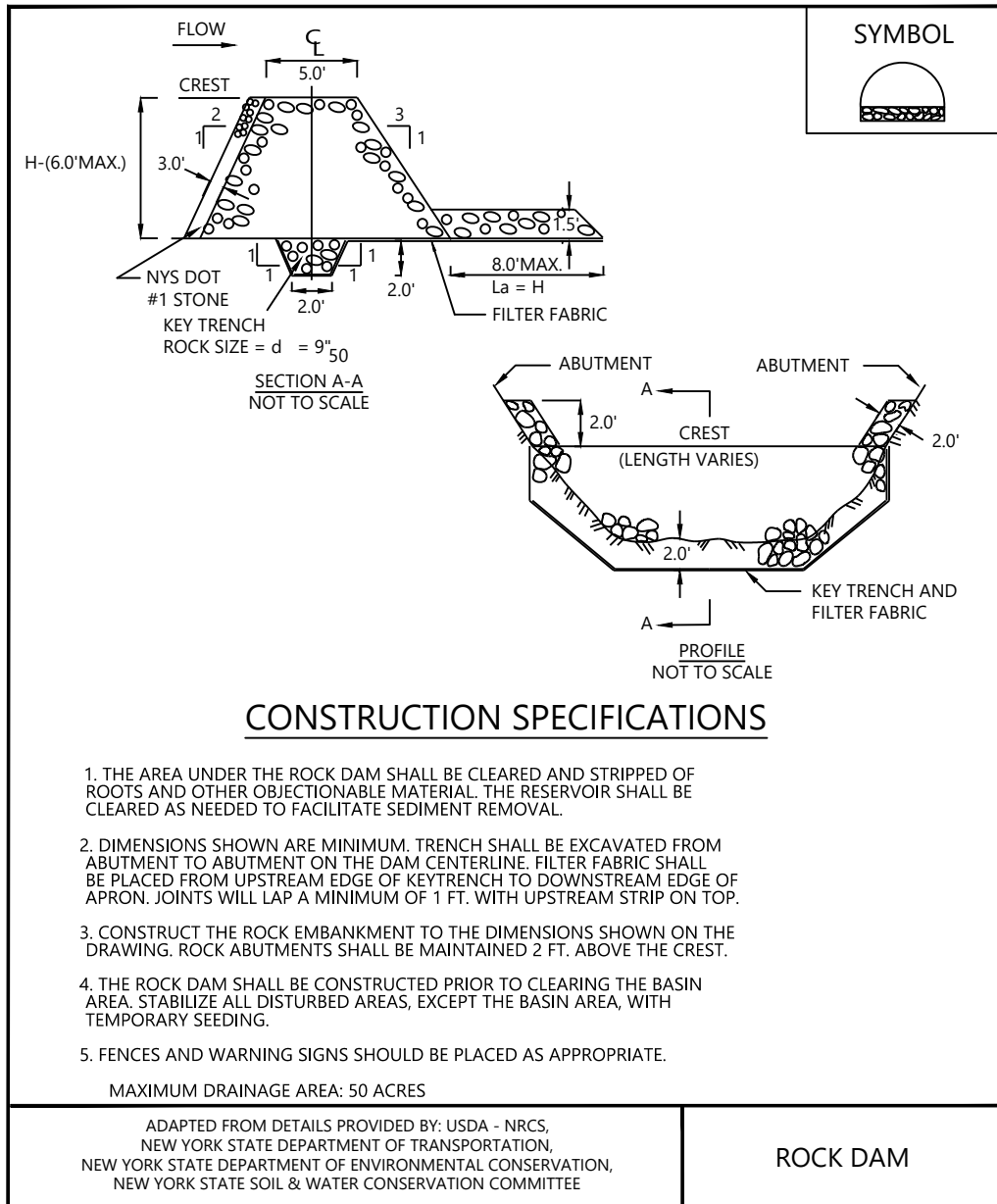


FIGURE 6.23
WET SWALE (O-2)

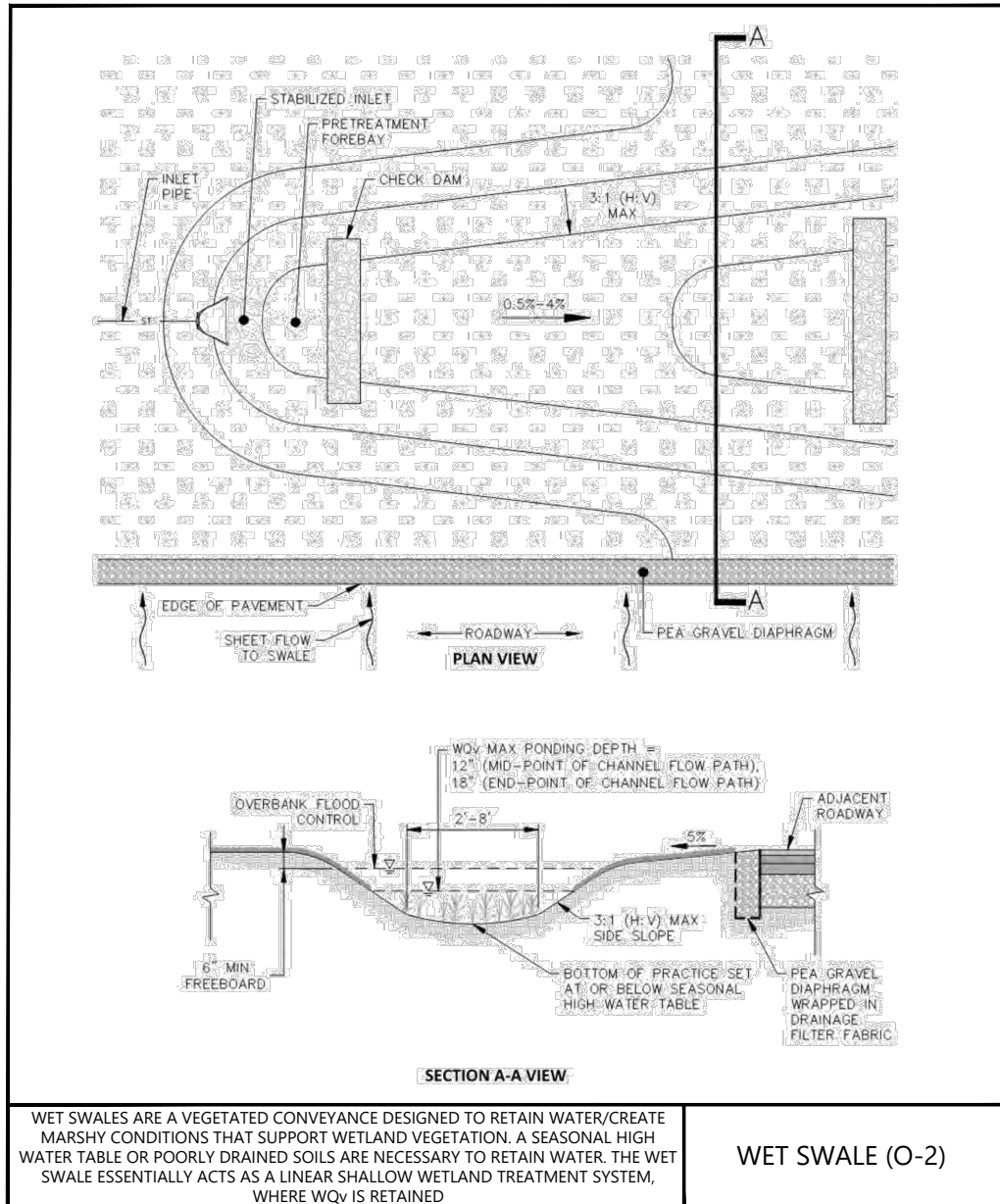


FIGURE 5.2
COMPOST FILTER SOCK

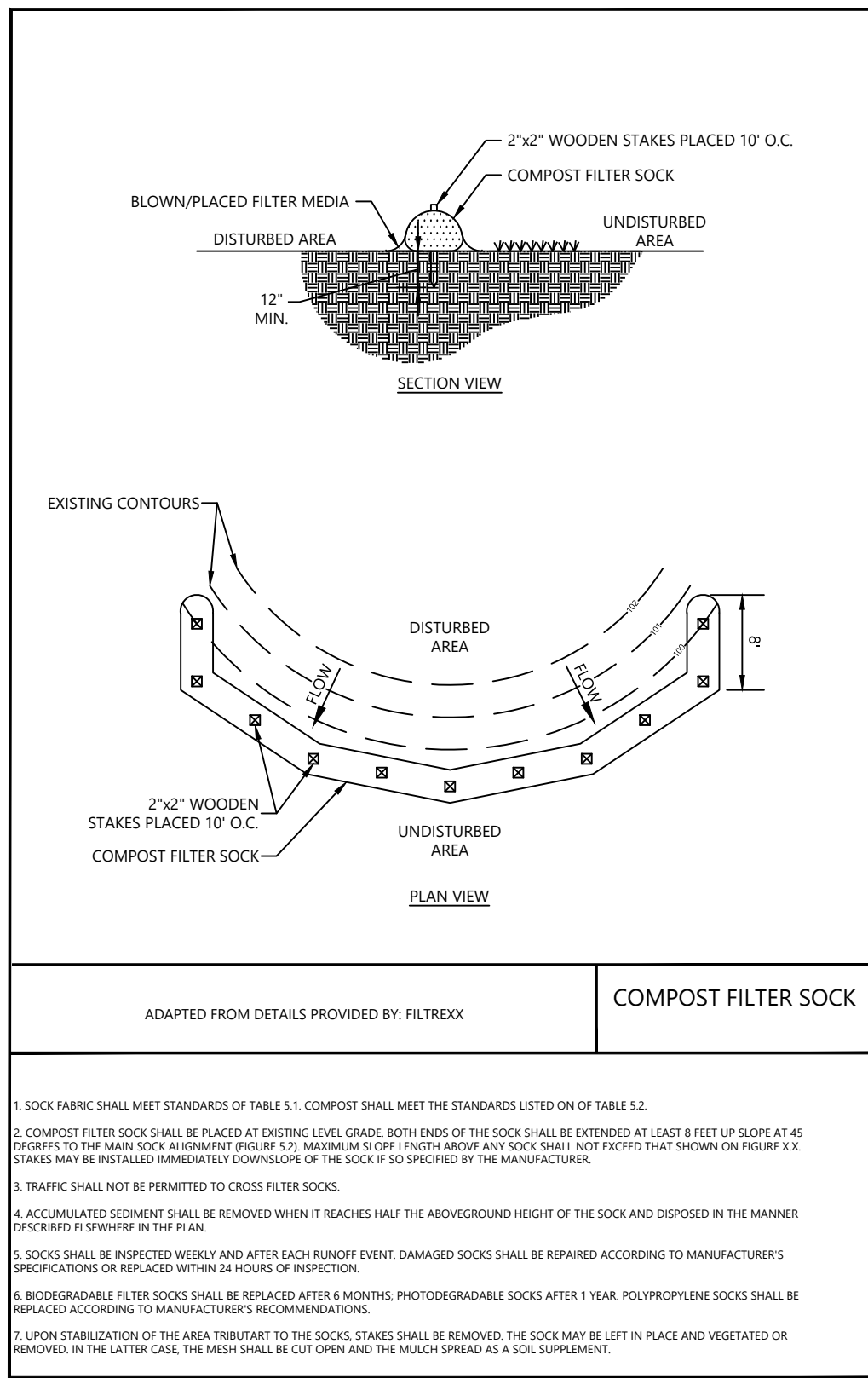


FIGURE 5.30
REINFORCED SILT FENCE

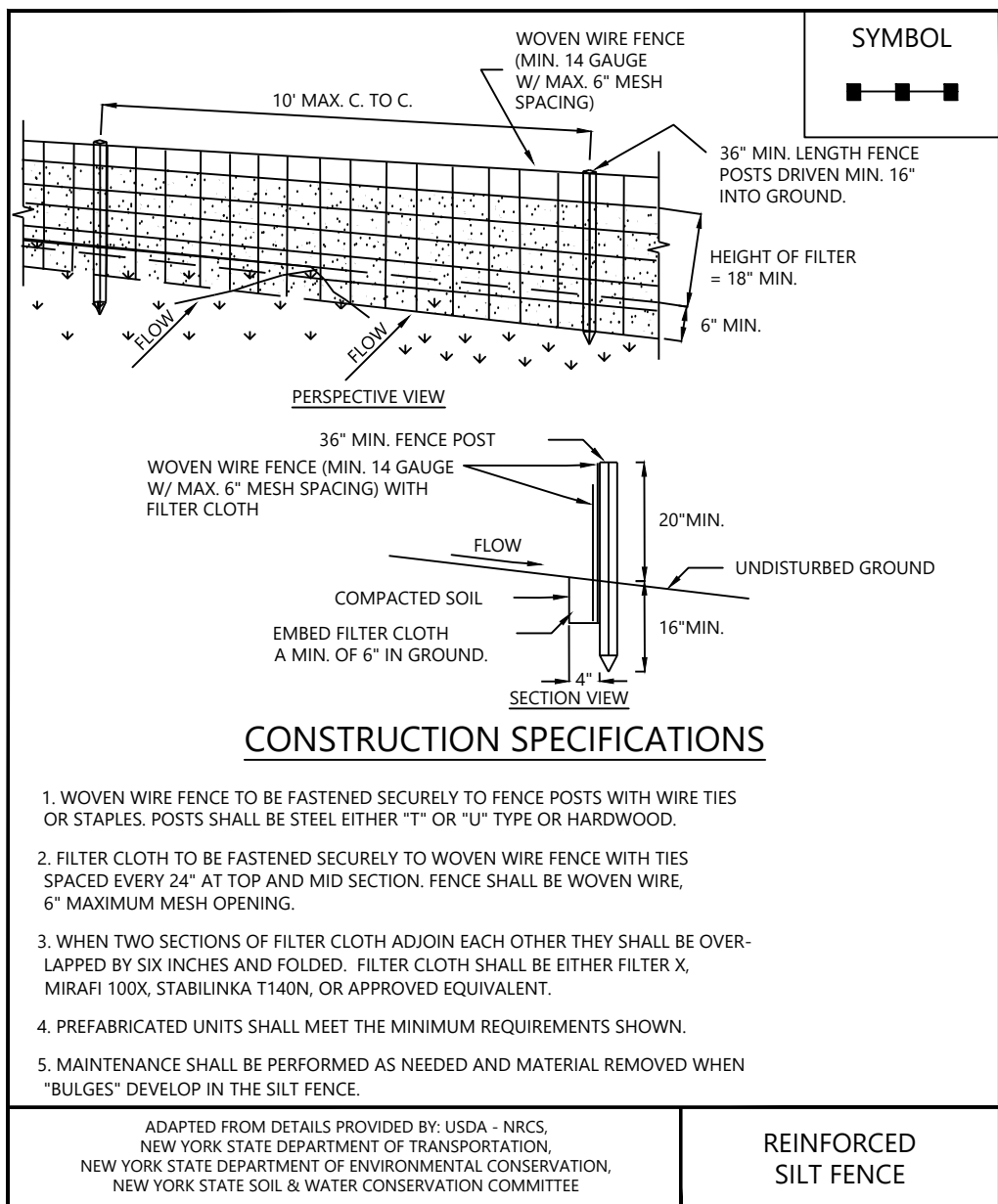
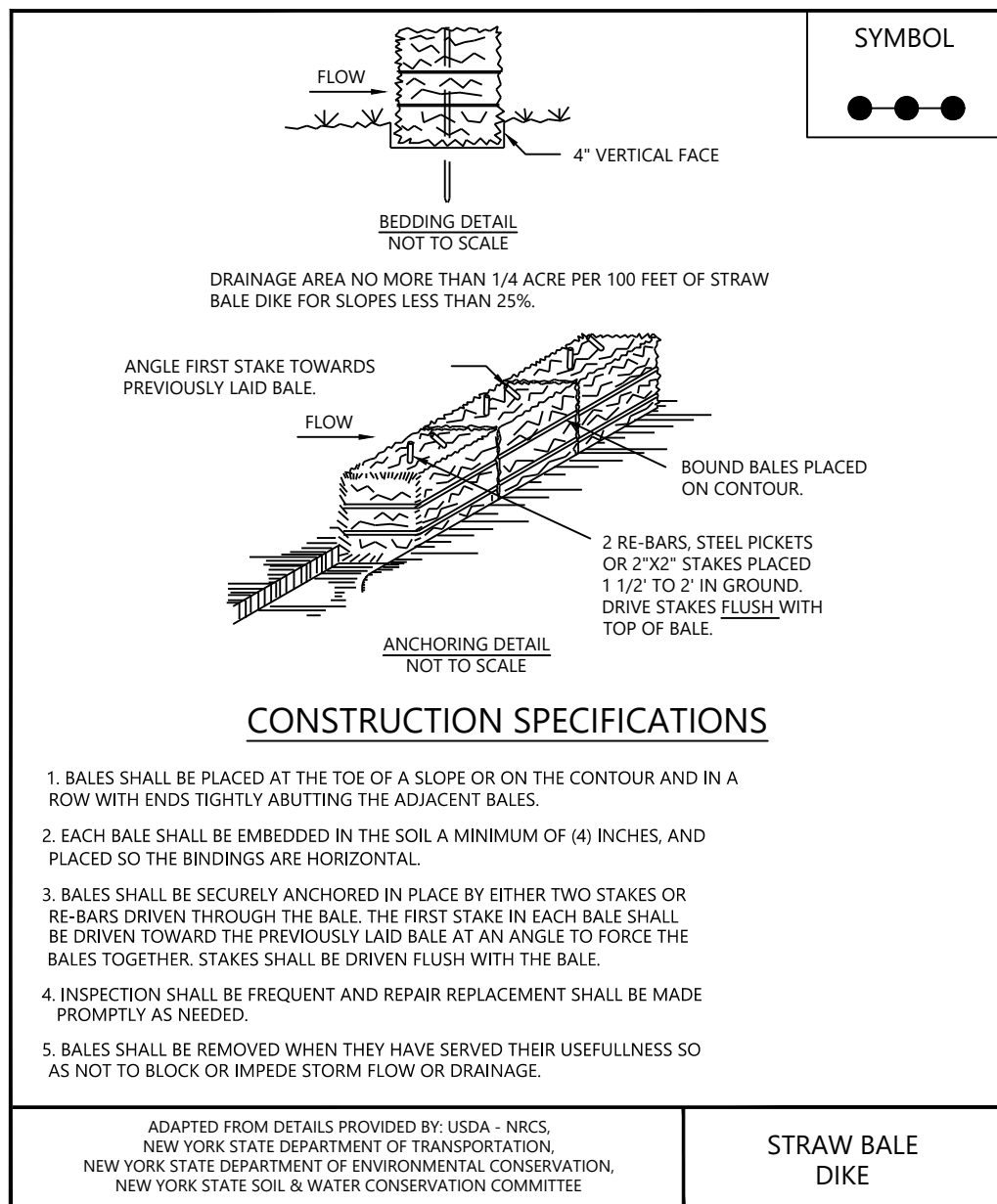


FIGURE 5.34
STRAW BALE DIKE



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EOR: Allison Leach, PE

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90 State Street
Albany, NY 12207

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TABLE 1: TURBINE TABLE

NEW YORK CENTRAL NSRS11 (2011) SPCS US FEET

Name	Northing	Easting	Latitude	Longitude
T-1	1009795	825082	42.7738	72.7654
T-2	1010562	829298	0	39.6546
T-3	1009034	830109	42.7682	31.76533
T-4	1013228	833479	42.7767	99.6533
T-5	1011699	833625	42.7752	36.6524
T-6	1011215	835927	42.7712	77.6532
T-7	1009709	833976	42.7659	09.6530
T-8	1007789	834291	42.7597	89.6531
T-9	1005090	834249	42.7653	42.6519
T-10	1007564	837268	42.7597	80.6521
T-11	1005533	836730	8	81.6499
T-12	1004814	842437	42.7588	1.76543
T-13	1003047	831045	42.7495	09.6549
T-14	1001791	829215	42.7454	80.6543
T-15	1000323	830998	42.7504	16.6523
T-16	1002170	836154	42.7467	46.65181
T-17	1000773	837495	42.7452	1.76494
T-18	1000252	844089	42.7298	43.6508
T-19	994627	840504	42.7346	64.6514
T-20	996375	838834	42.7298	00.6508
T-21	994155	838511	42.7319	64.6525
T-22	995396	835633	42.7306	92.6534
T-23	995053	833242	42.7298	72.6508
T-24	991302	831061	5	64.6496
MET-1	998753	843556	42.7416	42.6504
MET-2	995503	841280	42.7322	90.6494
ADLS-1	998166	844094	5	42

TABLE 2: DRAINAGE CROSSINGS

Crossing Number	Storm Event	Culvert Size	LWC Type
DC01	100	-	HEAVY DUTY
DC02	100	2-24"	STANDARD DUTY
DC03	100	3-60"	HEAVY DUTY
DC04	100	2-36"	STANDARD DUTY
DC05	100	3-30"	STANDARD DUTY
DC06	100	-	HEAVY DUTY
DC07	100	4-54"	STANDARD DUTY
DC08	100	4-42"	STANDARD DUTY
DC09	100	4-48"	STANDARD DUTY
DC10	100	3-36"	STANDARD DUTY
DC11	100	-	STANDARD DUTY
DC12	100	3-36"	STANDARD DUTY
DC13	100	-	STANDARD DUTY
DC14	100	-	STANDARD DUTY
DC15	100	3-42"	STANDARD DUTY
DC16	100	1-18"	STANDARD DUTY
DC17	100	3-42"	STANDARD DUTY

TABLE 3: ENTRANCE CROSSINGS

Crossing Number	Storm Event	Culvert Size	Alternative Options
EC01	100	1-18"	SUMP CULVERT OR LWC
EC02	100	3-30"	-
EC03	100	1-18"	-
EC04	100	1-18" ; 1-12"	-
EC07	100	1-18"	SUMP CULVERT OR LWC
EC08	100	1-18" ; 1-12"	-
EC09	100	1-18" ; 1-12"	-
EC11	100	1-30"	-
EC12	100	1-30"	SUMP CULVERT OR LWC
EC13	100	1-18" ; 1-12"	SUMP CULVERT OR LWC
EC14	100	2-30"	SUMP CULVERT OR LWC
EC15	100	1-18"	-
EC16	100	2-30"	SUMP CULVERT OR LWC
EC17	100	1-18"	-
EC18	100	1-18"	-
EC19	100	2-36"	SUMP CULVERT OR LWC
EC20	100	1-18" ; 1-12"	SUMP CULVERT OR LWC
EC21	100	1-18" ; 1-12"	SUMP CULVERT OR LWC

TABLE 5: TURBINE PAD RESTORATION

Turbine Name	Restoration Detail Reference
T-1	RT-04
T-2	RT-04
T-3	RT-04
T-4	RT-04
T-5	RT-04
T-6	RT-04
T-7	RT-04
T-8	RT-03
T-9	RT-04
T-10	RT-03
T-11	RT-04
T-12	RT-04
T-13	RT-04
T-14	RT-04
T-15	RT-03
T-16	RT-04
T-17	RT-04
T-18	RT-04
T-19	RT-04
T-20	RT-04
T-21	RT-04
T-22	RT-04
T-23	RT-04
T-24	RT-04

TABLE 4: STORMWATER BASIN TABLE																	
BASIN ID	BASIN TYPE	PLAN SHEET	BOTTOM ELEVATION (FT)	TOP ELEVATION (FT)	EMERGENCY OVERFLOW		OUTLET CULVERT				RISER		SKIMMER		TOTAL CONTRIBUTING AREA (AC)	ASSUMED DISTURBED AREA (AC)	PROVIDED STORAGE VOLUME (AC-FT)
					ELEVATION (FT)	WIDTH (FT)	OUTLET CULVERT SIZE	CULVERT INVERT ELEVATION (FT)	CULVERT OUTLET ELEVATION (FT)	OUTLET CULVERT LENGTH (FT)	ELEVATION (FT)	SIZE (IN)	SKIMMER SIZE (IN)	ORIFICE DIA. SIZE (IN)			
Substation	Infiltration	EC309	1218.00	1220.50	1220.00	10	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4.2	N/A	0.80
POI	Filtration	EC310	1244	1247	1246.5	10	6" draintile	1241	1240.5	N/A	N/A	N/A	N/A	N/A	4.2	N/A	0.75

Agricola Wind Project

Cayuga County, New York

Construction Tables

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1. THE PLANIMETRIC FEATURES SHOWN ON THE PLANS ARE PROVIDED BY AGRICOLA WIND LLC BASED ON AERIAL PHOTOGRAPHY. GROUND SURFACE CONTOURS AND ELEVATIONS ARE PROVIDED BY AGRICOLA WIND LLC BASED ON AERIAL PHOTOGRAPHY. NOT ACTUAL FIELD SURVEYING. AS SUCH, THE ACCURACY OF THE ELEVATIONS AND CONTOURS ARE NOT AS HIGH AS INFORMATION OBTAINED THROUGH CONVENTIONAL FIELD SURVEYING PROCEDURES. THE CONTRACTOR MAY FIND THAT GROUND ELEVATIONS DETERMINED DURING FIELD SURVEY FROM GROUND ELEVATIONS SHOWN ON THE DRAWINGS, WHERE MAJOR DISCREPANCIES ARE FOUND, THE OWNER AND ENGINEER SHALL BE CONTACTED AND NOTIFIED.
2. PROPERTY LINES, RIGHT OF WAY (ROW) LINES, AND EASEMENTS ARE BASED ON ALTA SURVEY PREPARED BY WESTWOOD SURVEYING AND ENGINEERING, P.C. WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE OWNER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
3. THE CONTRACTOR SHALL NOTIFY STATE UTILITY LOCATE SERVICE (DIG SAFELY NEW YORK 811) AT LEAST 48 HOURS BEFORE EXCAVATION ACTIVITIES COMMENCE.
4. UTILITY LOCATIONS SHOWN ON THE PLANS ARE BASED ON ALTA SURVEY PREPARED BY WESTWOOD SURVEYING AND ENGINEERING, P.C.. CONTRACTOR SHALL ADVISE PROPERTY OWNER FOR LOCATING ALL UTILITIES PRIOR TO CONSTRUCTION. IF UTILITIES ARE DETERMINED TO EXIST THAT ARE NOT SHOWN ON THE PLANS THE ENGINEER SHALL BE CONTACTED IMMEDIATELY. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES AND RELOCATE AS REQUIRED IN COORDINATION WITH UTILITY AND LANDOWNER.
5. THE CONTRACTOR SHALL NOTIFY AND COORDINATE ALL WORK WITH THE UTILITY COMPANIES.
6. UTILITY CROSSING REQUIREMENTS HAVE NOT BEEN COMPLETED FOR THE PROJECT. CONTRACTOR SHALL VERIFY CROSSING DESIGNS WITH ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION.
7. CONTRACTOR TO VERIFY EXISTING CONDITIONS SHOWN ON THE PLANS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER IF THERE ARE ANY DISCREPANCIES.
8. ANY FACILITIES REQUIRED TO ALLOW FOR CONSTRUCTION (MAILBOXES, SIGNS, FENCES, LIGHTING, ETC) SHALL BE REPLACED BY THE CONTRACTOR IN A MANNER AS GOOD AS EXISTING.
9. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONSTRUCTION ACTIVITIES SHALL NOT BLOCK THE NATURAL OR MANMADE CREEKS OR DRAINAGE SWALES CAUSING RAINWATER TO POND. DEPENDING ON FIELD CONDITIONS, ADDITIONAL CULVERTS IN EXCESS OF THOSE ON THE PLANS MAY BE REQUIRED.
10. IF LOCALIZED LOW POINTS ARE ENCOUNTERED DURING TOPSOIL STRIPPING, MASSAGE SURROUNDING AREA TO MAINTAIN POSITIVE DIRECTION OF DRAINAGE TO MINIMIZE PONDING OF STORMWATER DURING RAINFALL EVENTS.
11. ROAD MAINTENANCE IS EXPECTED OVER THE LIFE OF THE FACILITY. ROADS SHALL BE MAINTAINED BY THE PROJECT OWNER. MAINTENANCE THROUGH CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
12. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL CLEAN THE LOCATION OF THE WORK AND ALL GROUND IN THE PROJECT AREA OCCUPIED BY THE CONTRACTOR DURING THE PROJECT. THE CONTRACTOR SHALL REMOVE ALL RUBBISH, EXCESS MATERIALS, TEMPORARY STRUCTURES, AND EQUIPMENT, LEAVING THE LOCATION OF THE WORK CLEANED TO THE SATISFACTION OF THE OWNER AND ENGINEER.
13. HAIL ROUTES SHOWN ON THE PLANS ARE PROVIDED BY AGRICOLA WIND LLC. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THE SUITABILITY OF THIS ROUTE, INCLUDING EXISTING BRIDGE AND CULVERT STRUCTURES, FOR CONSTRUCTION TRAFFIC.
14. CONTRACTOR SHALL MINIMIZE DISTURBANCE DURING CULVERT REPLACEMENT ACTIVITIES AND REVIEW ENVIRONMENTAL REPORTS PRIOR TO WORK IN STREAM/WETLAND AREAS.
15. WHILE BUILDING THE ROADS AND EXCAVATING THE TURBINE FOUNDATIONS, EXCESS SOIL WILL RESULT. THE CONTRACTOR SHALL DISPOSE OF THIS EXCESS SOIL IN AN APPROVED MANNER. NO TOPSOIL WILL BE ALLOWED TO LEAVE THE PROPERTY FROM WHICH IT WAS DUG WITHOUT APPROVAL OF AGRICOLA WIND LLC, THE LANDOWNER, AND THE ENVIRONMENTAL MONITOR. EXCESS TOPSOIL SHALL BE DISTRIBUTED INTO A THIN LAYER ON LAND IMMEDIATELY ADJACENT TO THE TOPSOIL OR TO THE POND, WHILE DOING SO THE CONTRACTOR SHALL AVOID CAUSING RIDGES OR MOUNDS THAT WOULD MAKE IT DIFFICULT FOR STORM WATER RUNOFF TO DRAIN. THE FINAL SURFACE OF THE DISTURBED TOPSOIL SHALL BE SMOOTH AND FOLLOW THE NATURAL CONTOUR OF THE LAND.
16. FINALIZE GRADING AROUND THE BASE OF TURBINES IN ACCORDANCE WITH DETAIL T503-A/T503-B.
17. GRADE ALL PROPOSED ROADS TO A MAXIMUM SLOPE OF 8%. IF 8% SLOPE CANNOT BE ACHIEVED, THE CONTRACTOR MAY UTILIZE ASSIST VEHICLES FOR THE PURPOSE OF DELIVERIES UP TO 12% AS PER VESTAS SPEC.
18. TEMPORARY INTERSECTION WIDENINGS SHALL, UPON COMPLETION OF ALL PROJECT CONSTRUCTION ACTIVITIES OR UPON NOTIFICATION TO THE CONTRACTOR BY THE ENGINEER, BE REMOVED AND RESTORED TO ITS ORIGINAL LINES AND GRADES AND STABILIZED/SEEDED IN ACCORDANCE WITH THE PROJECT SWPPP.
19. CRANE PATHS ARE SHOWN ON THE CONSTRUCTION PLANS. IF THE CONTRACTOR PROPOSES ALTERNATE CRANE PATHS, THEY SHALL MAKE SURE THAT ENVIRONMENTAL SENSITIVE AREAS ARE NOT DISTURBED. FINAL CRANE PATH ALIGNMENTS SHALL BE DETERMINED BY THE CONTRACTOR BASED UPON FIELD CONDITIONS WITHIN THE CONSTRUCTION EASEMENTS, AND THE PROJECT BOUNDARY. ALL PROPOSED CRANE PATH MODIFICATIONS MUST BE APPROVED BY AGRICOLA WIND LLC AND THE ENVIRONMENTAL MONITOR.
20. TURBINE SETBACKS ARE NOT IDENTIFIED ON THE CONSTRUCTION PLANS. IT SHALL BE THE RESPONSIBILITY OF THE OWNER TO ENSURE THAT ALL TURBINE SETBACKS MEET PROJECT REQUIREMENTS.
21. THE CONTRACTOR SHALL BE FAMILIAR WITH THE REPORTS AND SHALL REVIEW ALL RECOMMENDATIONS.
22. REFER TO ELECTRICAL PLANS FOR LOCATIONS, CONSTRUCTION DETAILS AND SPECIFICATIONS FOR THE UNDERGROUND/OVERHEAD POWER COLLECTION SYSTEM, CONTROL BUILDING, SUBSTATION, AND PERMANENT & TEMPORARY FIBER OPTIC LINES.
23. WIND TURBINE TOWER DOWR BOLD ORIENTATION SHALL BE CONFIRMED WITH THE OWNER PRIOR TO CONSTRUCTION.
24. ISOLATED GRADING FOR CRANE PATHS MAY BE REQUIRED. CONTRACTOR TO GRADE ACCORDING TO CRANE MANUFACTURER'S SPECIFICATIONS
25. NO IMPACTS TO THESE ENVIRONMENTAL SENSITIVE AREAS ARE ALLOWED EXCEPT IN THE LOCATIONS SHOWN ON THE PLANS.
26. CONTRACTOR SHALL PROVIDE STAKING WHERE APPROPRIATE TO ENSURE ALL CONSTRUCTION ACTIVITIES STAY WITHIN THE PROJECT BOUNDARY.
27. TIMBER MATTING REQUIRED WHEN CROSSING AGRICULTURAL LAND.
28. SENSITIVE AREAS WILL REQUIRE SILT FENCING TO BE INSTALLED ALONG THE BORDER WHERE THESE FEATURES EXIST WITHIN 100' OF ACCESS ROADS AND OTHER FACILITIES.
29. REFER TO EROSION CONTROL PLANS FOR EROSION AND SEDIMENTATION CONTROL CONTINUATION.
30. EROSION AND SEDIMENT CONTROL BMP INSTALLATION TO BE ADJUSTED AS NEEDED TO ACCOMMODATE ACTUAL CONTOURS IDENTIFIED IN THE FIELD DURING VARIABLE PHASES OF THE PROJECT.
31. NO GROUND DISTURBANCE OR CONSTRUCTION RELATED ACTIVITIES OCCUPIED WINTERING AND BREEDING HABITAT IDENTIFIED IN THE APPROVED NET CONSERVATION BENEFIT PLAN SHALL BE CONDUCTED DURING THE RESTRICTED PERIODS IDENTIFIED IN 19 NYCRR 900.5-4(i). IF ACTIVITIES MUST OCCUR WITHIN THIS TIME WINDOW, THE OCCUPIED HABITAT AREAS PROPOSED FOR ACTIVE CONSTRUCTION SHALL BE ASSESSED WEEKLY BY THE ON-SITE ENVIRONMENTAL MONITOR OR BIOLOGIST.
32. CONTRACTOR SHALL REPAIR CRUSHED OR SEVERED DRAIN TILE IN ACCORDANCE WITH THE DRAIN TILE REPAIR DETAIL UT-41. THE ENVIRONMENTAL MONITOR SHALL COORDINATE WITH NEW YORK STATE DEPARTMENT OF AGRICULTURE AND MARKETS (NYSDAM) TO ENSURE COMPLIANCE WITH THE AGRICULTURAL EROSION CONTROL ACT.
33. A THIRD-PARTY ENVIRONMENTAL MONITOR SHALL BE HIRED TO OVERSEE CONSTRUCTION, RESTORATION, AND FOLLOW-UP MONITORING IN AGRICULTURAL AREAS. THE ENVIRONMENTAL MONITOR SHALL BE ON-SITE WHENEVER CONSTRUCTION OR RESTORATION WORK IS OCCURRING IN AGRICULTURAL LANDS AND SHALL COORDINATE WITH THE NYSDAM TO ENSURE THAT THE GOALS OF THE NYSDAM GUIDELINES ARE BEING MET TO THE FULLEST EXTENT PRACTICABLE.
34. ALL DISTURBED AREAS ARE TO BE RESTORED TO PRE-EXISTING OR BETTER CONDITIONS. THE CONTRACTOR IS TO ENSURE RESTORATION OF THE ENTIRE WORK SITE IS IN COMPLIANCE WITH THE ARTICLE VIII PERMIT AND NYSDAM GUIDELINES FOR WIND ENERGY PROJECTS.
35. CONSTRUCTION WORK SHALL BE LIMITED TO THE HOURS OF 7:00 A.M. TO 8:00 P.M. MONDAY THROUGH SATURDAY AND 8:00 A.M. TO 8:00 P.M. SUNDAYS AND NATIONAL HOLIDAYS. FOR CERTAIN CONSTRUCTION PHASES AND ACTIVITIES, ADDITIONAL WORK HOURS MAY BE NECESSARY AND SHALL BE NOTIFIED AND APPROVED WITH THE ARTICLE VII PERMIT. ACCESS IS RESTRICTED IN ENVIRONMENTALLY SENSITIVE AREAS IDENTIFIED ON THE PLANS BETWEEN THE PERIOD OF DECEMBER THROUGH MARCH. THE ENVIRONMENTAL MONITOR SHALL MONITOR ACTIVITIES WITHIN THE ENVIRONMENTALLY SENSITIVE AREA DURING APPROVED TIME FRAMES

1. THE ROAD DESIGN HAS BEEN DESIGNED TO ACCOMMODATE WIND TURBINE COMPONENT DELIVERY DURING CONSTRUCTION AND LIGHT DUTY TRUCKS FOR LOW VOLUME USE IN NORMAL OPERATING CONDITIONS. THE ROAD DESIGN SPECIFIED IS NOT INTENDED FOR ALL WEATHER USE FOR HEAVY DUTY, HIGH VOLUME, CONSTRUCTION LOADS.
2. ROAD MAINTENANCE CAN BE EXPECTED OVER THE LIFE OF THE PERMANENT FACILITY AND MAY INCLUDE BLADING AND REPLACEMENT OF AGGREGATE MATERIAL.
3. CONTRACTOR SHALL CONFIRM ROAD DESIGN MEETS THE REQUIREMENTS OF THE TURBINE MANUFACTURER ACCESS ROAD MANUAL.

1. ANTICIPATED DRAINAGE CROSSINGS ARE SHOWN ON THE CONSTRUCTION PLANS BASED LARGELY ON OBSERVATION OF DRAINAGE CHANNELS/DRAINAGE EROSION FROM THE AERIAL IMAGERY, GIS STREAM LINEWORK AND EXISTING TOPOGRAPHY DATA AVAILABLE. ADDITIONAL CULVERTS/LOW WATER CROSSINGS MAY NEED TO BE INSTALLED IN AREAS WHERE CONCENTRATED FLOW IS EXPECTED DUE TO THE CONSTRUCTION ACTIVITIES.
2. THE SIZE OF ONLY ONE CULVERT WILL BE DETERMINED IN COORDINATION WITH THE UNITED STATES ARMY CORPS OF ENGINEERS (USACE) FOR FEDERAL AND STATE STREAMS CULVERT SIZE TO BE DETERMINED IN COORDINATION WITH THE USACE AND IN ACCORDANCE WITH THE 16 NYCRR SECTION 1100-2.33(R)(6).
4. CULVERTS WITHIN THE ROWS HAVE BEEN SIZED BY WESTWOOD. INSTALLED CULVERTS SHALL BE SIZED TO MATCH THE DOWNSTREAM CULVERT SIZE WHERE AVAILABLE. WHERE THERE IS NO DOWNSTREAM CULVERT, COUNTY ROAD CULVERTS HAVE BEEN SIZED BASED ON A 10 YEAR STORM EVENT, AND STATE ROAD CULVERTS HAVE BEEN SIZED BY NYSDOT OR THE 10 YEAR STORM EVENT. IN-FIELD CULVERTS HAVE BEEN SIZED BASED UPON A 10 YEAR STORM EVENT. WESTWOOD SHALL VERIFY THAT ALL CULVERTS ARE SIZED IN ACCORDANCE WITH THE DESIGN STANDARDS AND SPECIFICATIONS ENGINTEERED BY WESTWOOD AND USACE GENERAL GUIDELINES FOR STREAM CROSSINGS REGIONAL CONDITION 1. THE MINIMUM TYPICAL CULVERT SIZE IS 18". IT IS EXPECTED THAT CULVERTS WILL BE OVERTOPPED DURING SOME STORMS AND MAINTENANCE WILL BE REQUIRED THROUGH THE LIFE OF THE PROJECT.
5. ALL CULVERTS SHALL BE INSTALLED PER NEW YORK STATE DEPARTMENT OF TRANSPORTATION AND/OR CAYUGA COUNTY STANDARD SPECIFICATIONS. CULVERTS WITHIN THE ROWS SHALL BE INSTALLED PER THE DESIGN STANDARDS AND SPECIFICATIONS ENGINTEERED BY WESTWOOD. CULVERTS INSTALLED IN ACCORDANCE WITH NYSDOT PERMITS. CULVERTS WITHIN THE NYSDOT ROW REQUIRE FLARED ENDED SECTIONS IN ACCORDANCE WITH NYSDOT PERMITS. ALL TEMPORARY PORTIONS OF THE INSTALLED CULVERTS SHALL BE REMOVED UPON COMPLETION OF THE PROJECT.
6. WHEN INSTALLING DRAINAGE CULVERTS THE CONTRACTOR SHALL USE JUDGMENT IN SETTING THE FLOW LINE ELEVATIONS AND CULVERT LONGITUDINAL SLOPE. TYPICALLY, THE FLOW LINE ELEVATIONS AND LONGITUDINAL SLOPE OF THE CULVERT SHOULD MATCH THE NATURAL GROUND ELEVATIONS AND SLOPE. THE FLOW LINE ELEVATIONS AND LONGITUDINAL SLOPE OF THE CULVERT SHALL BE VERIFIED BY THE CONTRACTOR TO BE AT LEAST 18" BE EMBEDDED 1 FOOT BELOW THE GRADE OF THE STREAM. MINIMUM COVER SHALL ADHERE TO MANUFACTURER'S RECOMMENDATIONS. WHEN POSSIBLE, ALL CULVERTS SHOULD BE PLACED AT A MINIMUM 0.5% GRADE. CULVERTS PERCHED ABOVE THE GRADE OF THE STREAM ARE NOT ALLOWED. CULVERTS IN JURISDICTIONAL STREAMS REQUIRE 20% EMBEDMENT.
7. LONGITUDINAL DRAINAGE CULVERTS SHALL BE INSTALLED TO ALLOW NATURAL DRAINAGE TO OCCUR POST CONSTRUCTION OF THE ACCESS ROADS. IT IS ANTICIPATED THAT DURING "HEAVY" RAIN STORM EVENTS AND DURING THE FREEZE/THAW CYCLE SOME ACCESS ROADS MAY BE DIFFICULT TO TRAVERSE DUE TO THE SEASONAL ENVIRONMENTAL CONDITIONS. MAINTENANCE OF THE ACCESS ROADS MAY BE REQUIRED DUE TO NATURAL DRAINAGE.

1. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TEMPORARY EROSION CONTROL MEASURES IN COMPLIANCE WITH THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT. THE PROJECT STORMWATER POLLUTION PREVENTION PLAN (SWPPP) HAS BEEN PREPARED BY WESTWOOD. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH THE SWPPP AND THE NEW YORK STATE GENERAL PERMIT GP-025-001 FOR THE SWPPP FOR EROSION CONTROL AND RESTORATION SPECIFICATIONS, SEDIMENT AND EROSION CONTROL PROCEDURES, LOCATIONS OF BMPs, DETAILS, AND INSPECTION INFORMATION.
2. NON-STORM WATER POLLUTANTS SUCH AS CONCRETE, FLY ASH, LIME, ASPHALT MATERIALS, OILS, AND OTHER MATERIALS SHALL BE CONTAINED AND NOT ALLOWED TO BE DISCHARGED FROM THE PROJECT AREA.

1. TREES WILL BE FELLED AND CUT TO APPROPRIATE LENGTHS WITHIN THE LIMITS OF DISTURBANCE IN PROXIMITY TO THE PROPOSED LOG STORAGE AREA. FELLED TIMBER WILL BE STACKED IN PLACE UNTIL SUFFICIENT SPACE HAS BEEN CLEARED TO ESTABLISH IDENTIFIED LOG STORAGE AREAS. ALL LOG STORAGE AREAS WILL BE FINALIZED BASED ON FIELD CONDITIONS.
2. TREES WITHIN OR ADJACENT WETLANDS ARE TO BE HAND CUT. WETLANDS ARE NOT TO BE ENCLOSED WITH MACHINERY AND WETLANDS ARE TO BE PROTECTED.
3. ONCE PERMIT HAS BEEN OBTAINED THE CONTRACTOR MAY CUT TREES WITHIN WETLANDS MECHANICALLY, WITH THE INSTALLATION OF TIMBER MATS, AND REMOVE TREE STUBS. WETLAND ENCROACHMENT WILL BE MINIMIZED TO THE EXTENT PRACTICABLE WHEN REMOVING TREE STUMPS. CONTRACTOR IS TO PROPERLY REMOVE AND DISPOSE OF THE TIMBER. COORDINATE WITH THE DEVELOPER.
4. TREE CLEARING PERMIT IS TO BE OBTAINED BY THE OWNER.
5. ALL PERMITS FEES ARE TO BE PAID BY THE OWNER.
6. AREAS DENOTED AS "PROPOSED BLADE SWING AREA" NEED TO BE FREE OF OBJECTS, WHICH INCLUDES BUT IS NOT LIMITED TO TREES AND SIGNS. ADDITIONAL AGGREGATE OR GRUBBING IS NOT NEEDED IN THESE AREAS

1. CLEARING AND GRUBBING
 - A. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL TREES, STUMPS, BRUSH, AND DEBRIS WITHIN THE GRADING AREAS SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ONLY THOSE TREES WHICH ARE DESIGNATED BY THE OWNER'S REPRESENTATIVE FOR REMOVAL, AND SHALL EXERCISE EXTREME CARE AROUND REMAINING TREES TO BE SAVED.
2. TOPSOIL STRIPPING
 - A. TOPSOIL SHALL BE STRIPPED FROM ALL ROADWAY AND FOUNDATION AREAS THROUGH THE ROOT ZONE. TOPSOIL SHALL NOT BE STRIPPED OUTSIDE OF THE DISTURBED AREAS.
 - B. ANY TOPSOIL THAT HAS BEEN STRIPPED, SHALL BE RE-SPREAD OR STOCKPILED WITHIN GRADING AREAS AND/OR USED AS FILL OUTSIDE OF THE DISTURBED AREAS. TOPSOIL SHALL BE REDISTRIBUTED TO THE LAND OWNER'S PROPERTY OF WHERE IT ORIGINATED FROM AND NOT IMPEDE NATURAL DRAINAGE FLOW.
3. EMBANKMENT CONSTRUCTION
 - A. EMBANKMENT CONSTRUCTION SHALL CONSIST OF THE PLACING OF SUITABLE FILL MATERIAL AFTER TOPSOIL STRIPPING, ABOVE THE EXISTING GRADE. GRASS EMBANKMENTS SHALL HAVE COMPACTED SUPPORT SLOPES OF THREE FOOT HORIZONTAL TO ONE FOOT VERTICAL. THE MATERIAL FOR EMBANKMENT CONSTRUCTION SHALL BE OBTAINED FROM THE 0+M SITE/ACCESS ROAD/TURBINE EXCAVATION (SEE GEOTECHNICAL REPORT FOR RESTRICTIONS), OR ANY SUIABLE, APPROPRIATELY OBTAINED ONSITE/OFFSITE BY CONTRACTOR, AS DIRECTED OR APPROVED BY THE ENGINEER. THIS MATERIAL SHALL BE PLACED IN LIFTS NOT TO EXCEED 18" PER LIFT.
 - B. SIDE SLOPES GREATER THAN 3:1 WILL NOT BE PERMITTED, UNLESS OTHERWISE NOTED ON THE PLAN.

	Location	Required Test	ASTM Standard	Frequency	Specified Criteria
Subgrade (Non-cement Stabilized)	Access Roads Spur Roads Met Tower Roads Public Road Improvements Substation Area O&M Area	Standard Proctor	ASTM D-698	1 per soil type as determined by independent testing agency	N/A
		Nuclear Density	ASTM D-6938	Roads: 1 test per 2,500 LF (minimum 1 per road) Areas: 1 test per 5,000 SF (minimum 1 per area)	95% of Standard Proctor Maximum Dry Density +/- 2% of Optimum Moisture Content
		Proof Roll	N/A	Entire Length / Area	No rutting greater than 1.5" and no "pumping" of the soil beneath/behind the loaded truck. See testing requirements for additional information.
	Temporary Roads Temporary Intersection Improvements Laydown Yard Batch Plant Turbine Pads (Staging Areas)	Proof Roll	N/A	Entire Length / Area	No rutting greater than 1.5" and no "pumping" of the soil beneath/behind the loaded truck. See testing requirements for additional information.
	Crane Walks ¹ Crane Pads ¹	EXCLUDED ¹	EXCLUDED ¹	EXCLUDED ¹	EXCLUDED ¹
General Fill (for Mass Grading)	Source (On -Site Borrow) (Imported Fill) (Common Excavation)	Standard Proctor	ASTM D-698	1 per soil type/source as determined by independent testing agency	N/A
		Moisture Content	ASTM D-2216		LL < 45 and PI < 20
		Atterberg Limits	ASTM D-4318		
	Embankments Turbine Pads (Staging Areas) Intersection Improvements Access Roads Spur Roads Met Tower Roads Public Road Improvements Substation Area O&M Area Laydown/Batch Plant	Nuclear Density	ASTM D-6938	1 test per 5,000 SF per lift 1 test per 30,000 SF per lift (Turbine Pads only)	95% of Standard Proctor Maximum Dry Density +/- 2% of Optimum Moisture Content
		Proof Roll	N/A	Entire Length / Area (Final Surface)	No rutting greater than 1.5" and no "pumping" of the soil beneath/behind the loaded truck. See earthwork specifications for additional information.
Aggregate Material	Quarry Testing (Pre-Placement)	Grain Size Analysis	ASTM C-136	Per source from quarry. Sample from site every 5,000CY.	See Table 2
		Standard Proctor	ASTM D-698		N/A
		Moisture Content	ASTM D-2216		See Table 2
		Atterberg Limits	ASTM D-4318		See Table 2
		Los Angeles Abrasion	ASTM C-131		
	Access Roads Spur Roads Met Tower Roads Public Road Improvements Substation (Base Aggregate Only) O&M Area Aggregate Rings Intersection Improvements Laydown/Batch Plant	Proof Roll	N/A	Entire Length / Area	No rutting greater than 1.5" and no "pumping" of the soil beneath/behind the loaded truck. See earthwork specifications for additional information.

- THE BOUNDARIES OF ALL STREAMS, WETLANDS, AND WETLAND ADJACENT AREAS AS DEPICTED ON THE FINAL CONSTRUCTION DRAWINGS WILL BE MARKED BY THE CONTRACTOR WITH EITHER MASTERS, SURVEYORS RIBBON, PIN FLAGS, OR SUITABLE EQUIVALENT PRIOR TO CONSTRUCTION BY THE BOP CONTRACTOR.
- THE BOUNDARIES OF ALL AREAS REQUIRED TO BE CLEARED OR OPEN ON THE FINAL CONSTRUCTION DRAWINGS WILL BE MARKED IN THE FIELD BY EITHER MASTERS, SURVEYORS RIBBON, PIN FLAGS, OR SUITABLE EQUIVALENT PRIOR TO CONSTRUCTION BY THE BOP CONTRACTOR.
- ANY DISRUPTION TO ORES REGULATED PLANTS WILL BE MINIMIZED. THE NEW YORK OFFICE OF RENEWABLE ENERGY SITING'S (ORES) FIELD REPRESENTATIVE SHALL BE THE ONLY PERSON AUTHORIZED TO ENTER ANY OF THE ORES' REGULATED PLANTS. THE ORES' FIELD REPRESENTATIVES SHALL SIGN A STATEMENTS OF WORK FORMS OF THE ARTICLE 10 CERTIFICATE OR THE ENVIRONMENTAL CONSERVATION LAW, ORES STAFF'S FIELD REPRESENTATIVES WILL WORK COOPERATIVELY TO DETERMINE WHETHER STOP WORK AUTHORITY WILL BE EXERCISED, OR WHETHER TO DIRECT THE APPLICANT TO TAKE ACTION TO FURTHER MINIMIZE IMPACT TO STREAMS AND WETLANDS.
- RESTRICTED ACTIVITIES PERTAIN TO A BUFFER ZONE OF 300 FEET ON EITHER SIDE OF THE BOUNDARIES OF WATER-RELATED RESOURCES (STREAMS, WETLANDS, SPRINGS, WELLS, DRAINAGE, ETC.) AND INCLUDE THE FOLLOWING RESTRICTIONS:

- A. NO DEPOSITION OF SLASH WITHIN IDENTIFIABLE STREAM CHANNELS OR WOOD CHIPS WITHIN 25 FEET OF WETLANDS;
- B. NO UNNECESSARY REMOVAL OF WOODY VEGETATION OR DEGRADATION OF STREAM BANKS;
- C. NO EQUIPMENT WASHING OR REFUELING EXCEPT AS SPECIFIED IN THE FINAL CONSTRUCTION DRAWINGS;
- D. AND NO STORAGE MIXING OR HANDLING OF ANY PETROLEUM OR CHEMICAL MATERIALS IN OPEN CONTAINERS.
- E. REFUELING OF EQUIPMENT MUST UTILIZE SECONDARY CONTAINMENT MEASURES.
- F. REFUELING OR CHEMICAL STORAGE CAN NOT OCCUR WITHIN 300 FEET OF WETLANDS OR STREAMS.
5. "AVOID, DO NOT CROSS" INDICATES THAT AN AREA DOES NOT HAVE A DESIGNATED ACCESS ROUTE AND THAT EQUIPMENT IS RESTRICTED FROM CROSSING OR OPERATING IN THAT AREA. THIS DESIGNATION IS APPLIED TO ALL WETLANDS, STREAMS, AND ASSOCIATED BUFFERS THAT DO NOT HAVE APPROVED EQUIPMENT ACCESS, AS DEPICTED ON THE WETLAND IMPACT DRAWINGS. THESE RESTRICTIONS SHALL ALSO BE INDICATED ON THE FINAL CONSTRUCTION DRAWINGS.
6. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL TREES, BRUSH, AND DEBRIS WITHIN THE GRADING AREAS SHOWN ON THE PLANS. THE CONTRACTOR IS TO REMOVE ONLY THOSE TREES WHICH ARE DESIGNATED BY THE OWNER'S REPRESENTATIVE FOR REMOVAL, AND SHALL EXERCISE EXTREME CARE AROUND EXISTING TREES TO BE SAVED.
7. THE BOUNDARIES OF ALL STREAMS, WETLANDS, AND WETLAND ADJACENT AREAS AS DEPICTED ON THE FINAL CONSTRUCTION DRAWINGS WILL BE MARKED BY THE FIELD BY EITHER LATH MARKERS, SURVEYORS RIBBON, PIN FLAGS, OR SUITABLE EQUIVALENT PRIOR TO TREE CLEARING BY THE TREE CLEARING CONTRACTOR. BOUNDARIES SHALL BE REMARKED FOLLOWING CLEARING.
8. CONCRETE WASHOUT LOCATIONS TO BE IDENTIFIED BY THE CONTRACTOR AS FOLLOWS:
- WASTE CONCRETE OR CONCRETE FROM THE TRUCK CLEAN OUT ACTIVITY AND/OR ANY WASH WATER FORM TRUCKS, EQUIPMENT OR TOOLS IF DONE ON SITE MUST BE CONTAINED IN A MANNER THAT WILL PREVENT IT FROM ESCAPING INTO THE STREAMBANK OR INTO THE STREAM CHANNEL AND ENTERING THE STREAM, OR ENTERING WETLANDS OR ANY OTHER WATERBODY. IF A DISCHARGE OCCURS, CREW OR SUPERVISOR OF NATURAL RESOURCES SHALL BE CONTACTED. WITHIN 24 HOURS, DISPOSAL OF WASTE CONCRETE OR WASH WATER MUST OCCUR GREATER THAN 100 FEET FROM ANY WATERBODY.
9. 911 ADDRESS SIGNAGE WILL BE POSTED AT THE ENTRANCE OF EVERY ROAD AND NEAR EACH TURNING. GENERAL LOCATION FOR THE SIGNS ARE SHOWN ON THE PLANS. ADDRESS NUMBERS AND LETTERS SHALL BE NO LESS THAN 4 INCHES IN HEIGHT. THE SIGN POST SHALL BE 3 FEET FROM THE EDGE OF THE BRIM OF THE ROAD TO INSURE IT IS NOT STRUCK BY SNOWFLOWS OR BURIED IN DEPOSITS OF SNOW DURING THE WINTER. POST TOPS SHALL BE FIVE FEET ABOVE GRADE AND BE INSTALLED ON THE FAIR SIDE OF THE DRIVE. DRIVE APPROACH SHALL BE IN THE DIRECTION OF TRAVEL. ON THE SIDE OF THE ROADWAY. REVIEW CAYUGA COUNTY POSTING STANDARDS FOR FURTHER DETAIL ON THE SIGNAGE.

1. SUBGRADE
 - A. TESTING SHALL BE PERFORMED BY A DESIGNATED INDEPENDENT TESTING AGENCY
 - B. FOR PASSING CRITERIA, REFER TO GEOTECH INFORMATION.
 - C. TESTING AND INSPECTION RECORDS SHALL BE MAINTAINED BY THE CONTRACTOR AND MADE ACCESSIBLE TO THE CIVIL EOR AT THEIR REQUEST
 - C.1. THE ENGINEER MAY REVIEW THE TESTING AND INSPECTION RECORDS TO CHECK CONFORMANCE WITH THE DRAWINGS AND SPECIFICATIONS. THE ENGINEER'S REVIEW DOES NOT RELIEVE THE CONTRACTOR FROM THE RESPONSIBILITY FOR CORRECTING DEFECTIVE WORK.
 - D. REFER TO TABLE 1 FOR PROJECT TESTING SPECIFICATIONS
 - E. PROOF ROLLING: PROOF ROLLING SHALL BE PERFORMED IN THE PRESENCE OF THE GEOTECHNICAL ENGINEER OR QUALIFIED GEOTECHNICAL REPRESENTATIVE
 - E.1. UNSTABILIZED SUBGRADE AND AGGREGATE BASE SHALL BE PROOF ROLLED USING A FULLY LOADED TANDEM AXLE DUMP TRUCK WITH A MINIMUM GROSS WEIGHT OF 20 TONS OR A FULLY LOADED WATER TRUCK WITH AN EQUIVALENT AXLE LOADING
 - F. IF THE PROOF ROLL REQUIREMENTS CANNOT BE ACHIEVED, THE FOLLOWING ALTERNATES MAY BE IMPLEMENTED:
 - F.1. SCARIFY, DRY, AND RECOMPACT SUBGRADE AND PERFORM ADDITIONAL PROOF ROLL AND DCP.
 - F.2. REMOVE UNSUITABLE MATERIAL AND REPLACE WITH CRUSHED AGGREGATE BASE.
2. AGGREGATE BASE: IF THE PROOF ROLL REQUIREMENTS CANNOT BE ACHIEVED, THE FOLLOWING ALTERNATES MAY BE IMPLEMENTED:
 - A. ADD ADDITIONAL 2 INCHES OF AGGREGATE.

TABLE 2: NYSDOT TYPE 2 SUBBASE COURSE AGGREGATE		TABLE 4: IMPORTED STRUCTURAL FILL	
SIEVE SIZE	PERCENT PASSING	SIEVE SIZE	PERCENT PASSING
2"	100	3"	100
¾"	50-90	#200	10-100
¾"	70-35		
½"	25-60		
#40	5-40		
#200	0-10		

LIQUID LIMIT (MAX) = 45
 PLASTICITY INDEX = 0-15
 LA ABRASION (% MAX) = 40%

***IMPORTED STRUCTURAL FILL SHOULD CONTAIN NO PAR 3 INCHES AND LESS THAN 10 PERCENT, BY WEIGHT, OF MA # 10, 200 MESH SIEVE.
 ***THE IMPORTED MATERIALS SHALL BE FREE OF RECYCLED BRICKS, GLASS AND PYRITIC SHALE ROCK.
 ***ADDITIONAL LABORATORY TESTING WILL BE REQUIRED ON-SITE SOILS ARE SUITABLE FOR USE AS STRUCTURAL FILL.

1. ROAD AGGREGATE SHALL BE CRUSHED AGGREGATE MEETING NEW YORK STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION (DATE: JULY 9, 2020) PROVIDED IN TABLE 7.1.1, OR AN APPROVED EQUAL.
2. ROAD SHOULDERS, AND CRANE PATHS SHALL CONSIST OF COMPACTED NATIVE SOILS.
3. CULVERTS: SEE PLAN FOR CULVERT LOCATIONS. ACCESS ROAD CULVERTS SHALL MEET THE MINIMUM SPECIFICATIONS SET FORTH BY THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION AND/OR THE COUNTY. ALL CULVERTS SHALL BE MANUFACTURED OF CORRUGATED METAL PIPES.
4. GEOTEXTILE FABRIC SHALL BE MIRAFI HP570 OR APPROVED EQUAL IF REQUIRED.
5. STRUCTURAL FILL: CLEAN SOIL THAT IS FREE OF SIGNIFICANT ORGANIC OR DELETERIOUS MATTER, OR IMPORTED SOIL AS APPROVED BY THE ENGINEER.

REVISIONS:				
#	DATE	COMMENT	BY	CHK APP
0	10/18/2024	ISSUE FOR PERMIT	NA	HR AL

Cayuga County, New York

General Notes - 1

ISSUE FOR PERMIT

DATE: 01/30/2025

SHEET: C718

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