NYS Department of Environmental Conservation
Division of Water
625 Broadway, 4th Floor
Albany, New York 12233-3505

MS4 Stormwater Pollution Prevention Plan (SWPPP) Acceptance Form

for

Construction Activities Seeking Authorization Under SPDES General Permit

*(NOTE: Attach Completed Form to Notice Of Intent and Submit to Address Above)

I. Project Owner/Operator Information	
1. Owner/Operator Name:	Advanced Power Services (NA) Inc.
2. Contact Person:	Aaron Lamb
3. Street Address:	31 Milk Street, Suite 1001
4. City/State/Zip:	Boston, MA 02109
II. Project Site Information	
5. Project/Site Name:	Cricket Valley Energy
6. Street Address:	2238 New York 22
7. City/State/Zip:	Dover Plains, NY 12522
III. Stormwater Pollution Prevention Plan (SWPPP) Review and Acceptance Information	
8. SWPPP Reviewed by:	
9. Title/Position:	
10. Date Final SWPPP Reviewed and Accepted:	
IV. Regulated MS4 Information	
11. Name of MS4:	
12. MS4 SPDES Permit Identification Number: NYR20A _____	
13. Contact Person:	
14. Street Address:	
15. City/State/Zip:	
16. Telephone Number:	

MS4 SWPPP Acceptance Form - continued

V. Certification Statement - MS4 Official (principal executive officer or ranking elected official) or Duly Authorized Representative

I hereby certify that the final Stormwater Pollution Prevention Plan (SWPPP) for the construction project identified in question 5 has been reviewed and meets the substantive requirements in the SPDES General Permit For Stormwater Discharges from Municipal Separate Storm Sewer Systems (MS4s). Note: The MS4, through the acceptance of the SWPPP, assumes no responsibility for the accuracy and adequacy of the design included in the SWPPP. In addition, review and acceptance of the SWPPP by the MS4 does not relieve the owner/operator or their SWPPP preparer of responsibility or liability for errors or omissions in the plan.

Printed Name:

Title/Position:

Signature:

Date:

VI. Additional Information

(NYS DEC - MS4 SWPPP Acceptance Form - January 2015)

CRICKET VALLEY ENERGY

STORMWATER POLLUTION PREVENTION PLAN FOR ELECTRIC UTILITY LINE CONSTRUCTION

Cricket Valley 345kV Lines, in the
Towns of Pleasant Valley, LaGrange, Union Vale & Dover
Dutchess County, New York

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Prepared by:
DiGioia, Gray & Associates
570 Beatty Road
Monroeville, PA 15146

Prepared for:
Advanced Power Services (NA) Inc.
(Brockton Power Company, LLC)
31 Milk Street, Suite 1001
Boston, MA 02109

December 2016

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SECTION

FIGURES

TABLES

SUPPLEMENTS

Figure 1: Overall project location denoted on map by red box

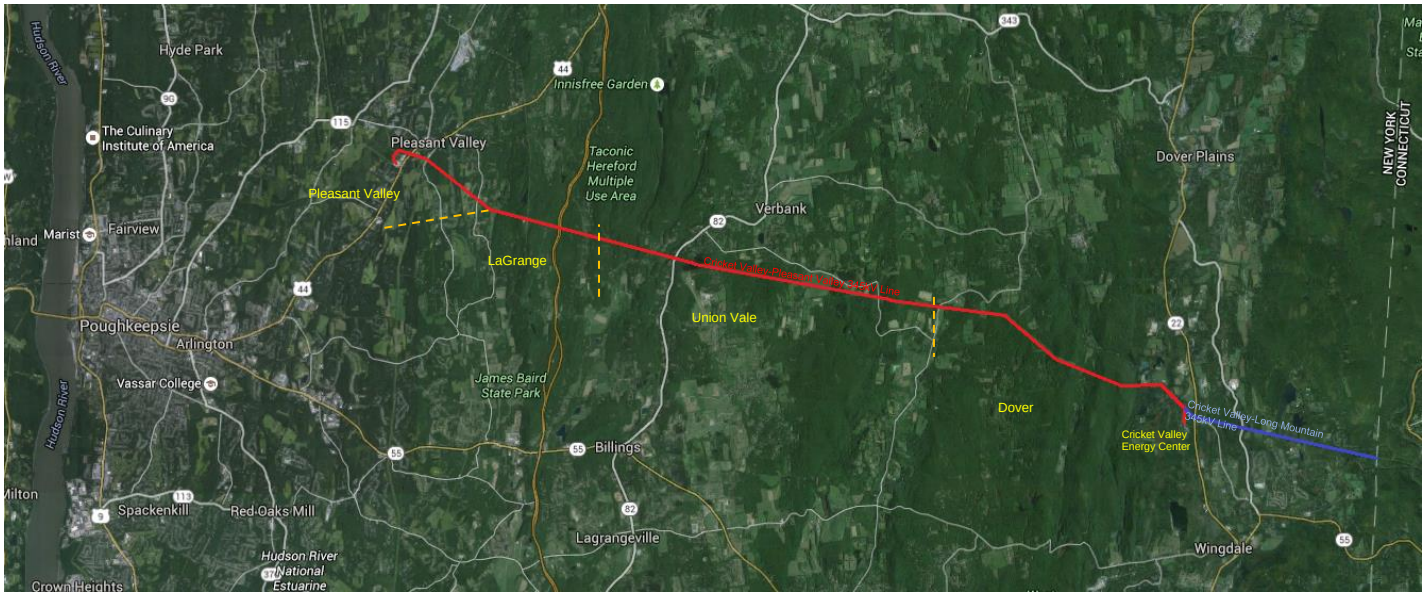

Figure 2: Red line indicates new transmission line segment; blue line indicates re-conductoring segment

A. Background and Scope

Cricket Valley Energy LLC is currently developing a power generation facility ("Facility") and switchyard ("Switchyard") in Dover Plains, New York off of Highway 22. The Facility will be connected to the ConEdison 345kV electrical transmission system. In order to do so, a new, approximately 14.6 mile 345kV transmission line is to be constructed to connect the Facility to ConEdison's Pleasant Valley Substation in the town of Pleasant Valley, New York. This new transmission line will be located within the existing Line 398 right-of-way 100 feet away and parallel to the existing transmission line. The second aspect of the project is to re-conductor an approximately 3.4 mile segment of the existing 345kV Line 398 in the town of Dover between the Switchyard and the New York-Connecticut state line.

The existing Line 398 structures are steel, lattice frame, transmission towers. With the exception of three steel H-frame structures near the Pleasant Valley Substation, the proposed line would be steel monopoles on either a micropile or rock anchor group foundation or drilled pier.

Construction of the new transmission line will utilize existing access roads, but may also require spur road extensions to the adjacent existing access road. The existing access roads will be repaired, stabilized, and maintained sufficiently for 4-wheel drive vehicle and low pressure track equipment access to all but designated helicopter only structure erection sites. Access to CV-19 to CV-21 and CV- 50 to CV-55 are in areas where the slopes of existing access roads are unsuitable for heavy equipment to use without significant access road upgrades or the construction of new access roads. In these locations, air-crane helicopters will be utilized for structure erection and group micropile pile foundations with steel pile caps will be utilized for the foundations. Air-cranes and helicopters may be utilized at additional sites.

The re-conductoring of the approximately 3.4 mile segment east of the Facility will utilize the existing access roads only. No grading or other site work is intended except for at the two new pole structures located closest to the Facility, west of NY Route 22.

B. SWPPP Components Required

The general components of the Soil Erosion and Sediment Control Program for the Cricket Valley Energy Line are described below and are provided in a project plan and profile drawings, and the supporting Erosion and Sediment Control Construction Details (Construction Detail Drawings), which are provided in Supplement B of this document. All erosion and sediment controls will be designed and maintained in accordance with the latest edition of the New York State Standards and Specifications for Erosion and Sediment Control. Project specific Standards from the manual are included in Supplement D attached. This project is considered a construction activity that requires the preparation of a SWPPP that only includes erosion and sediment controls. The activity falls under the category of "Overhead electric transmission line project that does not include the construction of permanent access roads or parking areas surfaced with impervious cover." This information was determined from the SPDES General Permit for Stormwater Discharges from Construction Activity GP-0-15-002, Appendix B, Table 1, "Construction Activities that Require the Preparation of a SWPPP That Only Includes Erosion and Sediment Controls."

Construction activities for the Cricket Valley Transmission Lines will involve disturbing an area greater than 1 acre in the transmission corridor. New York State law requires that stormwater discharge(s) from the construction site(s) that disturb greater than 1 acre be covered under a NYSDEC SPDES General Permit for Storm Water Discharges from Construction Activities (GP-0-15-002) (SPDES Permit). A copy of this permit, and a completed Notice of Intent (NOI) form to be submitted to NYSDEC requesting coverage under the SPDES Permit, are provided in Supplements E & F of the EM&CP. This SWPPP, along with the erosion and sediment control plan drawings in Supplement A, construction drawings in Supplement B, and the permit documents in Supplement E satisfy the SWPPP requirements outlined in the SPDES Permit. All construction activities related to this project will be conducted in accordance with the EM&CP, including the applicable conditions of the SPDES Permit (GP-0-15-002).

To obtain coverage under the NYSDEC SPDES Permit, a NOI form (Supplement E) is required to be submitted to NYSDEC. Once submitted, NYSDEC will review the NOI and, if acceptable, issue a letter acknowledging coverage under the NYSDEC SPDES Permit program. The Stormwater Pollution Prevention Plan (SWPPP) shall be approved by the towns of Pleasant Valley, LaGrange and Union Vale New York in accordance with the New York State Department of Environmental Conservation (NYSDEC) SPDES General Construction Permit GP-015-002 permit requirements, the Stormwater Management and Sediment Control, and the New York State Standards and Specifications for Erosion and Sediment Control, last revised July 2016 and the requirements set forth in paragraph 122-8 of the town of Union Vale. Construction activities associated with the Cricket Valley Transmission Lines will be coordinated to ensure that applicable environmental standards are met. The field activities requiring coordination include the designation of: natural vegetation buffer zones, access road locations, location of tree and brush disposal sites, location of structure foundations, location of structure laydown and assembly sites, location of conductor pulling sites, and installation of the grounding system. Advanced planning during this phase will ensure that tree cutting and brush disposal are properly conducted, equipment operation and construction activities are limited to designated areas, and the appropriate erosion control measures are implemented prior to earth disturbing activities.

To the extent practicable, major construction activities (other than required crossings) will take place at least 100 feet from highway crossings, as well as regulated wetlands, streams, rivers, and other major bodies of water to minimize the disturbance of those areas. Existing utility access roads will be utilized with exception of short (<150 feet) spur roads connecting the structure sites or conductor pulling sites. Aerial ground wires, optical ground wires OPGW) and conductors will be strung using tension stringing equipment following a lead line that is flown over the wetlands and vegetative buffer zones with minimal disruption. Conductors will be pulled through stringing blocks by tensioning equipment and will not be dragged over the ground. Insulators will be lifted into place via pre-attachment to the structures, or use pulling ropes in areas within 100 feet of wetlands or designated streams. During the stringing operation, temporary guard structures may be placed at crossings of highways, railroads, and existing utility lines to provide for public safety and the continued operation of other utility equipment. Where guard structures are not utilized, line workers will use bucket trucks to make the crossing. Two pieces of equipment are utilized for conductor pulling: a puller and a tensioner. The pulling machine is on one end of the wire pull and the tensioner is on the other end, along with the conductor reels. The setup areas used by this equipment are shown on the Erosion and Sediment Control Plan drawings included in Supplement A. These two pieces of equipment are used to install two runs or segments of conductor simply by changing the direction of either the tensioner or puller and then leapfrogging up the line until

all of the conductor pulls are complete. Upon completion of the pull, the conductor will be brought up to the proper sag and tension, and then will be clipped in (clamped) at each structure.

C. Topography and Soil Descriptions

The new transmission line being constructed is approximately 14.6 miles long. The right-of-way width is typically 250 feet for both the existing 345kv line on towers and the proposed 345kV line on poles. This results in a right-of-way totaling about 457 acres. The project is located in Dutchess County, New York, within the Taconic Mountain range. Portions of the transmission line's right-of-way encounter significant slopes of up to 40% on the access roads. The ground elevation throughout the transmission line route varies between about 190 to 1160 feet. There are a number of easy to access sites with moderate slopes that can be accessed by a ground crane, but there are also a significant amount of sites where the slopes are too steep for a ground crane to access. In these situations helicopter lift cranes will be utilized.

With such a large area, the soils encountered are diverse. A generalized soil map by the USDA is included in Supplement C of this document to illustrate that many different types of soils are present. The red line across the middle of the county represents the entire project.

Each type of soil is assigned to a Hydrologic Soil Group (HSG) based on how well water infiltrates the soil. Table 1 describes the different HSG's and their general characteristics related to construction runoff.

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Group A soils typically have a very low percentage of clay and high percentage of sand or gravel. Group D soils typically have a high percentage of clay and a lower percentage of sand or gravel. Table 2 on page 7 contains a full breakdown of all soils within the project area. Soil capable of allowing high infiltration of stormwater provides the best case scenario for construction activities and managing the sediment that runs off site. Therefore soils on the construction site categorized as HSG A are most desirable, and those in HSG D are least desirable. Some of the soils were assigned to dual HSG's (A/D, B/D, and C/D) due to the presence of a water table within 24" of the surface. The first letter applies to the drained condition and the second letter applies to the undrained condition. An adequately drained soil in a dual HSG means the seasonal high water table is kept at least 24 inches below the surface in a soil where it would be higher in the natural state. Figure 3 summarizes the percentage of each HSG

present along the Cricket Valley new transmission line project site. This summarization assumes that each dual HSG would be adequately drained during construction. In addition, a more generalized soil map is included in Supplement C.

Figure 3 – Hydrologic Soil Group Percentages Located Within Project Area.

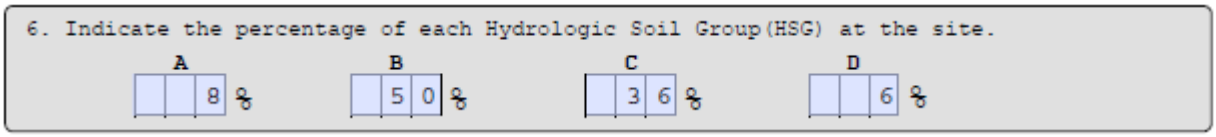

Table 2 - Cricket Valley Soil Types and Hydrologic Soil Groups						
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BeB	Bernardston silt loam, 3 to 8 percent slopes	/к5			н҈м	
BeC	Bernardston silt loam, 8 to 15 percent slopes	/к5			с҈н	
BeD	Bernardston silt loam, 15 to 25 percent slopes	/к5			н҈м	
Cc	Catden muck, 0 to 2 percent slopes	.к5		п		
CtC	Chatfield-Hollis complex, rolling, very rocky	.к5		му҈н		
CtD	Chatfield-Hollis complex, hilly, very rocky	.к5		с		
CuA	Copake gravelly silt loam, nearly level	!	у҈ф			
CuB	Copake gravelly silt loam, undulating	!	р҈т			
CuC	Copake gravelly silt loam, rolling	!	н҈м			
CuD	Copake gravelly silt loam, hilly	!	т҈п			
DuB	Dutchess silt loam, 3 to 8 percent slopes	.		мн҈у		
DuC	Dutchess silt loam, 8 to 15 percent slopes	.		мо҈п		
DuD	Dutchess silt loam, 15 to 25 percent slopes	.		о҈т		
DwB	Dutchess-Cardigan complex, undulating, rocky	.		мл҈у		
DwC	Dutchess-Cardigan complex, rolling, rocky	.		ол҈у		
DwD	Dutchess-Cardigan complex, hilly, rocky	.		мс		
FcB	Farmington-Galway complex, undulating, very rocky	/к5			мо҈н	
FcC	Farmington-Galway complex, rolling, very rocky	/к5			л҈ф	
FcD	Farmington-Galway complex, hilly, very rocky	/к5			мн	
Ff	Fluvaquents-Udifluvents complex, frequently flooded	!к5	м			
GsB	Georgia silt loam, 3 to 8 percent slopes	/			п҈т	
HoC	Hollis-Chatfield-Rock outcrop complex, rolling	.к5		ол҈м		
HoD	Hollis-Chatfield-Rock outcrop complex, hilly	.к5		оо҈у		
HoE	Hollis-Chatfield-Rock outcrop complex, steep	.к5		мт҈о		
HoF	Hollis-Chatfield-Rock outcrop complex, very steep	.к5		нп҈ф		
HsB	Hoosic gravelly loam, undulating	!	с҈м			
HsC	Hoosic gravelly loam, rolling	!	н҈с			
HtB	Hoosic channery loam, fan, 3 to 8 percent slopes	!	л҈м			
Ln	Linlithgo silt loam	.к5		о		
MnA	Massena silt loam, 0 to 3 percent slopes	/к5			о҈ф	
MnB	Massena silt loam, 3 to 8 percent slopes	/к5			н҈о	
NwB	Nassau-Cardigan complex, undulating, very rocky	/к5			мр҈м	
NwC	Nassau-Cardigan complex, rolling, very rocky	/к5			он҈у	
NwD	Nassau-Cardigan complex, hilly, very rocky	/к5			ру	
NxE	Nassau-Rock outcrop complex, steep	5				мр҈м
Pg	Pawling silt loam	.к5		н҈н		н҈н
Ps	Pits, gravel					
PwC	Pittstown silt loam, 8 to 15 percent slopes	/			м҈м	
Su	Sun silt loam	/к5			с҈ур	с҈ур
W	Water					
We	Wappinger loam	.		л҈м		
Wy	Wayland silt loam	/к5			н҈нр	н҈нр

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Data Source - USDA Web Soil Survey

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Total Acres	**450.9**
Disturbed Acres	**6.8**
Laydown Area Disturbed Acres	**12.17**

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D. Sequence of Construction

The new 14.6 miles of transmission line will not be built all at once, but in sections. Each section typically will have an identical sequence of operations. Planning construction activities in advance will ensure that only the minimum amount of trees and brush will be cut and cleared, all construction is carried out in the planned areas, and the appropriate erosion control measures are carried out before any ground breaking activities. The following sequence of construction activities is intended to reduce soil erosion and maximize the effectiveness of the erosion and sediment control measures:

	Month of Work from Start of Construction			
Construction Sequence Task for Cricket Valley 345kV Line	Pleasant Valley	LaGrange	Union Vale	Dover
1. Brush Clearing, E&S for Geotech Work	1-2	1-2	1-2	1-2
2. Tree Clearing (no work between April & Sept)	2-3	2-3	2-3	2-3
3. Geotech Work	1-2	1-2	1-2	1-2
4. Staking and marking of construction limits.	4-8	4-8	4-8	4-8
5. Marking and identifying underground utilities.	4-8	4-8	4-8	4-8
6. Installation of erosion and sediment control measures along access roads.	9-10	9-10	9-10	9-10
7. Placing additional crushed stone and geogrid (as needed) on existing access roads as necessary to repair existing ruts, erosion damages, and substandard access roads. Note this is a maintenance item to be repeated as conditions warrant.	9-10	9-10	9-10	9-10
8. Installation of matting along existing access roads to occur concurrently with access road improvements	9-10	9-10	9-10	9-10
9. Construction of access road spurs including matting where needed.	9-10	9-10	9-10	9-10
10. Brush clearing within construction areas (subject to time of year restrictions).	9-10	9-10	9-10	9-10
11. Installation of erosion and sediment control measures surrounding construction sites and stringing pads.	9-10	9-10	9-10	9-10
12. Grading and installation of matting at construction pads and stringing sites.	10-11	10-11	10-11	10-11
13. Construction of the pole foundations. - Drilled Piers	13			11-12
14. Construction of the pole foundations. – Micro Pile	12-13	12-13	14-15	12
15. Installation of subsurface grounding	12-13	12-13	14-15	12
16. Erection of the poles.	16-17	17-18	18-19	12,16, 19
17. Attachment of structure to subsurface grounding system.	16-17	17-18	18-19	12,16, 19
18. Stringing of the conductors, shield wire, and OPGW.	17-18	18	19-21	21-22
19. Demobilization.	21-22	21-22	22	22
20. Restoration of structure site, right-of-way (ROW), and temporary access roads (seed and mulch).	21-22	21-22	22	22
21. Removal of erosion and sedimentation control measures	23	23	23	23

Prior to the commencement of the construction activities in the towns of LaGrange Union Vale the Storm Water Management Officer (SMO) for each respective town shall be notified to schedule a preconstruction meeting.

E. Potential Impacts for Stormwater Contamination

Stormwater runoff may be affected by sediment caused from construction activities or by other pollutants that may be present along the transmission corridor or off-site offices, and structure assembly areas. Generally, sediment sources are typically caused by earth disturbing activities. These include:

1. Clearing within right-of-way.
2. Repair of existing access roads
3. Construction of access road spurs.
4. Grading a construction pad for each new structure and stringing site.
5. Topsoil stripping and stockpiling associated with construction activities at work pads and on agricultural lands.
6. Vehicle tracking onto highways.
7. Ground disturbance and soil/rock removal associated with foundation and subsurface grounding construction.

Besides soil sedimentation, contamination of stormwater runoff from other potential pollutants could occur from minor vehicle refueling spills, unexpected equipment failure and improper construction equipment maintenance.

Minimization of Soil Disturbance - The transmission corridor has an active access road used for the inspection and maintenance of an existing parallel 345kV transmission line. This access road is periodically inspected, repaired and improved by Con Edison as needed for the reliable operation of the existing line. This existing access road will be utilized for the construction of the proposed Cricket Valley 345kV lines.

Clearing Within the Transmission Corridor - The existing transmission corridor for the existing line 398 is reasonably maintained and has established herbaceous and shrub communities along the existing transmission corridor. Accordingly, significant vegetation clearing or trimming will only be required on the southern half of the transmission corridor between Pleasant Valley and Cricket Valley. Tree clearing for the project will be completed between October 1 and March 31. Where applicable locations dictate (e.g., wetlands and select protected species habitats), tree clearing will be completed only during frozen or snow covered conditions or using hand tools. Details on clearing, stump treatment, brush removal, herbicide application and vegetation disposal is addressed more fully in Volume I, Section III.B. of the EM&CP. Aside from the removal of danger trees in accordance with the removal requirements set forth in Con Edison's PSC-approved ROW "Vegetation Management Plan", no significant vegetation clearing is anticipated to be required outside of the proposed transmission corridor. Upon the completion of construction, the transmission corridor will be maintained under Consolidated Edison's Transmission ROW Management Program

which will allow for the establishment of an herbaceous and shrub cover type that is compatible with the safe and reliable operation of the transmission facility.

Existing Access Road Stabilization and Maintenance. – The predominate means of access for construction is via existing access roads. Weathering, use and environmental events may necessitate the stabilization or maintenance of these roads. This work shall be completed in accordance with Erosion and Sedimentation Control Drawing – "Construction Road Stabilization" the Erosion and Sedimentation Practices – "Construction or Stabilization of Construction Access Roads" shown below and the NYS Standards and Specification for Construction Road Stabilization as contained in Supplement D of the SWPPP.

Spur Access Road Construction - Permanent spur access roads will be constructed to connect the existing access roads to the new structure sites. Spur access roads adjacent or through wetlands and through agricultural areas will be matted. Spur access roads in areas where access is limited to 4WD vehicles, UTVs or small dozers (includes micropile drill rigs) will not be improved by a gravel surface. Spur access roads that will support cranes, line trucks, and other heavy construction vehicles may be permanently surfaced with gravel if such a surface is needed for the line and structure construction.

Access Roads by or Through Wetlands – Although wetlands and streams exist in various locations along the transmission corridor, the project does not include installing any transmission structures in the wetland areas. Protective measures such as the installation of silt fencing and/or straw bales and stabilization of exposed soils by planting vegetation, will be used to prevent soil from entering wetlands and surface waters due to runoff. Access during construction through wetlands will utilize temporary timber construction mats and existing access roads. Temporary stream crossings, if required, will be made by using bridges with timber mats.

Structure Site or Stringing Site Grading – Grading may be required at structure sites or stringing sites for purposes of providing a level surface for equipment. Silt fencing, silt socks or a 25 ft minimum vegetative buffer will be used to limit and control the transportation of sediment. Once the construction is complete, the disturbed soil surrounding each structure shall be stabilized with seed and mulch.

Topsoil Stripping and Stockpiling – These activities temporarily remove existing erosion reducing vegetation. Silt fencing or silt socks will be used to encircle the down slope areas.

Vehicle Tracking Soil onto Highways – Where non-surfaced (non-graveled) access roads enter public roadways the tracking of mud or soil onto the road will be minimized by use of Stabilized Construction Entrances.

Foundation Construction – Both drilled reinforced concrete piers and micropile foundations will be utilized on this project. The proposed general type of foundation will

be shown on drawings in Volume II of the EM&CP. These foundation types and sizes can change as an outcome of the subsurface exploration program and foundation redesign. Excess excavated materials will be spread around the construction site to a thickness less than one foot, covered with any topsoil removed in association with site grading and mulched. Any excess excavated materials in wetland or agricultural areas during foundation construction shall be temporarily stored on fabric at least 100 feet away from any wetlands or waterways. Following construction the material will then be transported to select upland areas, spread and mulched.

Where concrete foundations are required (e.g. drilled piers and micropile utilizing a reinforced concrete cap) the excess or residual concrete in the trucks will be deposited at specified "Concrete Washout Areas" as located on the EM&CP drawings and as constructed as shown in attached Supplement D – Concrete Washout Area specification.

Impacts from sediment contaminated runoff will be controlled by the installation of erosion and sediment control measures as detailed in the EM&CP Plan and Profile Drawings. Practices for the proper handling, transport, storage and disposal of all petroleum products and chemicals that will be used on this Project are provided in Volume I, Section III. B. of the EM&CP document.

F. Erosion and Sediment Control Practices

Included in Supplement D are the applicable specifications from the "New York State Standards and Specifications for Erosion and Sediment Control. These specifications together with the following erosion and sediment control practices are the minimum necessary for this project. Each practice is designed to prevent erosion on and around the construction site and to protect the nearby rivers and wetlands from receiving stormwater laden with silts and pollutants. Each practice includes a brief description, guidance to when it should be implemented, how long it is to remain, as well as other details.

Construction or Stabilization of Construction Access Roads – The stabilization of existing construction access roads, off ROW access roads, spur access roads and construction parking areas. Stabilization is implemented to prevent rutting or erosion or to increase traction with construction equipment. It is also implemented where rutting or erosion damage have occurred on the existing access roads. The stabilization would involve a layer of NYSDOT type 4 sub-base stone placed on top of geogrid or geotextile fabric. A geogrid is used to retain the access road material on steeper slopes where the existing surface is rocky. Geogrids shall be Tensar BX1200 or approved equal. Geotextile fabric shall be used in soft or wet areas to prevent intrusion of the subgrade material into the stone aggregate and to improve the stability. The geotextile fabric shall be US Fabric US250 woven geotextile fabric or approved equal.

Matting – Temporary timber matting will be used to cross wetlands and agricultural fields. The timber mat road serves to protect these sensitive resources by reducing the soil disturbance, soil compaction and soil mixing that may occur during construction. All timber matting will be removed when construction is complete. Commercial construction matting products may be utilized in lieu of timber matting. Commercial mats must have a solid base and capable of supporting intended loads over soft soils.

Silt Fence – A temporary barrier of geotextile fabric and wooden stakes installed on the contours across a slope used to intercept sediment laden runoff from small drainage areas of disturbed soil. The silt fence is generally installed along the downgradient side of a disturbed area along the contour (with the ends turned-up). Sediment-laden runoff collects upgradient of the silt fence and slowly seeps through the openings in the fabric with the sediment settling on the upgradient side of the silt fence. The silt fences are to be installed before any ground is broken at the construction pads and before any vehicles begin to use the access roads. The silt fences are needed to remain in place throughout the entirety of the project, or at least until the excavation has completed and disturbed soils are stabilized with vegetation.

Silt fences will also be employed around construction/soil disturbance activities within known or assumed protected species habitats. The silt fencing will isolate the work area from the remainder of the wetland to isolate the work area from adjacent habitats, and so that silt does not enter wetlands. The silt fencing will be installed so that soil will be level with grade and pressed against the inside and outside of the fence. The silt fences in habitats for protected species will be inspected each morning prior to the commencement of work to verify that there are no breaches in the fence. Any breaches will be repaired immediately, and work will not begin until they are repaired.

Silt fences will be inspected following any significant rainfall (1/2 inch or more in 24 hours) and on a periodic basis (See Section G of this document). With removal of sediment occurring when bulging of the fence is evident. When work activities are completed and the site is stabilized, all silt fencing will be removed and any trenches or furrows will be returned to grade.

Compost Filter Sock – Compost Filter socks may be installed in lieu of silt fencing outside of protected habitat areas. They are preferred over silt fences in upland areas where shallow rock exists. A compost filter sock is a temporary barrier that is a type of contained compost filter berm, which is a geotextile fabric tube (“sock”), typically filled with compost wood chips. The sock sits on the surface of the ground and is secured in place by wooden stakes. The compost filter sock can be use on rock or paved surfaces, but concrete blocks are instead placed to secure the compost filter sock. Similar to a silt fence, the fabric and wood chips filter silts and sediment out of the stormwater runoff and accumulate the sediment behind the sock.

Stabilized Construction Entrance – Construction vehicles and equipment will access the transmission corridor from public roadways using stabilized construction entrances

(SCEs). SCEs are designed to remove sediment and soil from vehicle tires and reduce the amount of loose sediment transported off-site onto the highway. Where the existing access road is surfaced with gravel a stabilized construction entrance is not required. Typical construction entrances shall be a minimum of 50 feet (or as directed by the engineer) long by 15 feet wide and shall consist of 1" to 4" diameter stone on top of filter fabric. The stone shall be a minimum of 6 inches thick with an optional mountable berm that has a 5:1 slope to prevent any surface water from being conveyed to existing pavement areas. The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public roadways.

When necessary, wheels must be cleaned to remove sediment prior to entrance onto public rights-of-way. When washing is required, it shall be done on an area stabilized with aggregate, which drains into an approved sediment-trapping device, and is greater than 100 feet from any wetland or waterway. All sediment shall be prevented from entering storm drains, ditches, or watercourses. All sediment spilled dropped, washed or tracked onto public roads will be removed immediately. The construction entrance must be in place the entire duration of access road use by construction vehicles.

To prevent unauthorized vehicles from using the transmission corridor access road, the entrance shall be equipped with a lockable gate.

Straw Bale Dike – A temporary barrier of straw, or similar material, used to intercept sediment laden runoff from small drainage areas of disturbed soils.

Temporary Access Bridge – A temporary access bridge is a structure made of timber provides access across a stream, waterway, wetland or to protect existing access road culverts from damage associated with heavy equipment crossings. The design and details for the temporary access bridges are a function of required span lengths, loading, topography, and abutments. This project will utilize timber access bridges which will be placed at the beginning of access preparation and remain in place through the entirety of the project.

Water Bar or Drivable Berm– A ridge constructed diagonally across a sloping road or utility right-of-way that is subject to erosion. For this project with an existing access road system these water bars or berms will be used on the access road travel lane to intercept and divert surface runoff from the travel lane to adjacent areas and to distinguish the upland/wetland boundary, thus eliminating the need for moving hay bales and/or silt fence each workday. Drivable berms shall be stabilized by crushed rock aggregate, will be compacted, inspected, and kept in good repair throughout the construction process. This type of berm will also discharge into existing well-vegetated areas or erosion control structures, such as a silt fence or straw bale barriers. Spacing of water bars will be as follows:

Slope %	Spacing (ft)
<5	125

5 to 10	100
10 to 20	75
20 to 35	50
>35	25

The design height of the water bars or drivable berms will be a minimum of 12 inches and will have a base width of 6 feet minimum. The positive grade will not exceed 2% and the side slopes shall be 2:1 or flatter for water bars and 4:1 or flatter for drivable berms. A crossing angle of 60 degrees is preferred.

The water bars or berms shall remain in place for the entirety of the project. Water bars or drivable berms associated with existing access roads and permanent spur roads shall remain following line construction.

Concrete Washout Area – Some of the transmission line towers for this project require concrete for the foundations. It is necessary to provide areas for the concrete trucks to wash out their remaining concrete before it hardens, as well to clean their tools. Strategic locations have been chosen for these washout areas and designated to be away from wetlands, habitats for protected species, and stormwater drainage systems. Hardened concrete shall be recycled off-site.

Temporary Seeding – Temporary seeding will be necessary to protect areas where final grading is complete, when preparing for winter work shutdown, or to provide cover when permanent seeding is likely to fail due to mid-summer heat and drought. When land is disturbed as a result of construction or a natural event, and soil is exposed for more than 7 days, temporary seeding or mulching must be implemented. The seedbed will be seeded within 24 hours of disturbance, or scarification of the soil surface will be conducted prior to seeding. Fertilization will not be required.

Refer to the Erosion and Sedimentation Control drawings for seed mixtures and rate of application of seed, fertilizer and mulch.

Permanent Cover - Permanent cover will be provided to all disturbed, denuded, or slopes subject to erosion prior to the completion of construction. Permanent cover will be applied to the surface using any method (broadcasting, drilling, cultipack type or hydroseeding) that provides proper soil to seed contact. The optimum timing for the general seed mixture is early spring. However, permanent seedings may be implemented any time of year if properly mulched and adequate moisture is provided. Any severely compacted sections will require chiseling or disking to provide an adequate rooting zone, to a minimum depth of 12 inches. If seeding is accomplished within 24 hours of final grading, additional scarification is generally not needed, especially on ditch or stream banks.

Refer to the Erosion and Sedimentation Control drawings for seed mixtures and rate of application of seed, fertilizer and mulch. Refer to Supplement I for specifics on Consolidated Edison Recommended Seed Mixes

Mulching – Mulch will be applied to areas that will be seeded in erosion prone locations (e.g., slopes) and may be used to protect areas brought to final grade during a time that is unfavorable for seeding or transplanting. The areas may then be planted when the time is appropriate without removing the mulch. Mulch will be spread uniformly in a continuous blanket of sufficient thickness. The mulch may be spread by hand or machine. Mulch may be spread no later than 3 days after temporary or permanent seeding.

Straw mulch or hydroseeding shall be used in residential or agricultural areas subject to acceptance by the land owner. Standard mulching shall be locally-sourced hay, or thatched straw of wheat, rye, oats, or barley. Refer to the Erosion and Sedimentation Control drawings for rate of application of seed, fertilizer and mulch.

Vegetative Buffers – Minimize environmental impacts by maintaining vegetative buffer strips of existing vegetation between disturbed areas and adjacent environmentally sensitive areas like wetlands, stream corridors, wood lots, and steep slopes. The vegetative buffer strips will help to decrease runoff velocities of stormwater and trap sediment suspended in the runoff. Vegetative buffers are suitable for sheet flow runoff only. To serve as a vegetative buffer the strip of land must be a minimum 25 feet distance from property line or water course and the near ground vegetation must be of sufficient density to filter out sediment. Vegetative buffers areas shall be delineated on the erosion and sediment control plans.

Dust Suppression – Exposed soils and roadways shall be wetted as needed during extended dry periods to minimize dust generation. To the extent practicable, water for dust control shall come from municipal water supplies/sources. If surface waters are used, equipment shall be disinfected afterwards.

G. Maintenance Inspection Schedule

Cricket Valley shall have a trained contractor inspect the erosion and sediment control practices and pollution prevention measures being implemented within the active work area daily to ensure that they are being maintained in effective operating condition at all times. If deficiencies are identified, the contractor shall begin implementing corrective actions within one business day and shall complete the corrective actions in a reasonable time frame.

Cricket Valley shall have a qualified inspector conduct a site inspection at least once every seven (7) calendar days. The trained contractor cannot conduct the qualified inspector site inspections unless they are a:

- Licensed Professional Engineer, or
- Certified Professional in Erosion and Sediment Control (CPESC), or
- Registered Landscape Architect, or
- Person working under the direct supervision of, and at the same company as, the licensed Professional Engineer or Registered Landscape Architect, provided they

have received four (4) hours of Department endorsed training in proper erosion and sediment control principles from a Soil and Water Conservation District, or other Department endorsed entity.

Inspection Requirements
The qualified inspector shall prepare an inspection report subsequent to each and every inspection. Included in the attached Supplement G are the requirements for Inspection of the Erosion and Sedimentation Control features.

Maintenance Requirements
The erosion and sediment control devices shall be inspected and maintained as indicated in the detail notes in the specifications provided for each, which are included in this document in Supplement H.

H. Stormwater Discharges

There are no Stormwater discharges associated with industrial activity other than construction at the site. These construction activities should not increase the volume of stormwater discharges.

I. Identification of Designs Not in Conformance

All designs are intended to be in conformance with the design criteria in the technical standard, New York State Standards and Specifications for Erosion and Sediment Control, dated July 2016.

J. Reporting and Retention of Records

Cricket Valley shall retain a copy of the NOI, NOI Acknowledgment Letter, SWPPP, MS4 SWPPP Acceptance form and any inspection reports that were prepared in conjunction with this permit for a period of at least five (5) years from the date that the Department receives a complete NOI submitted in accordance with Part V. of this general permit.

Supplement A

Erosion and Sediment Control Plan Drawings

Notes for Printing: The drawings for Supplement A were prepared as D size drawings (24”x36”). For best results print using a color printer using 11x17 paper.

DRAWING NO. 0 | DIGIOIA GRAY PROJECT NO. SWPPP-01

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LEGEND:

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- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

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- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
- GAS PIPELINE

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- PROPERTY LINES
- CON EDISON PROPERTY
- EASEMENT
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TIMBER MATTING MAY BE USED TO PROVIDE LEVEL AREAS FOR EQUIPMENT AT CONSTRUCTION AND STRINGING PADS.

CULVERTS

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GENERAL NOTES:

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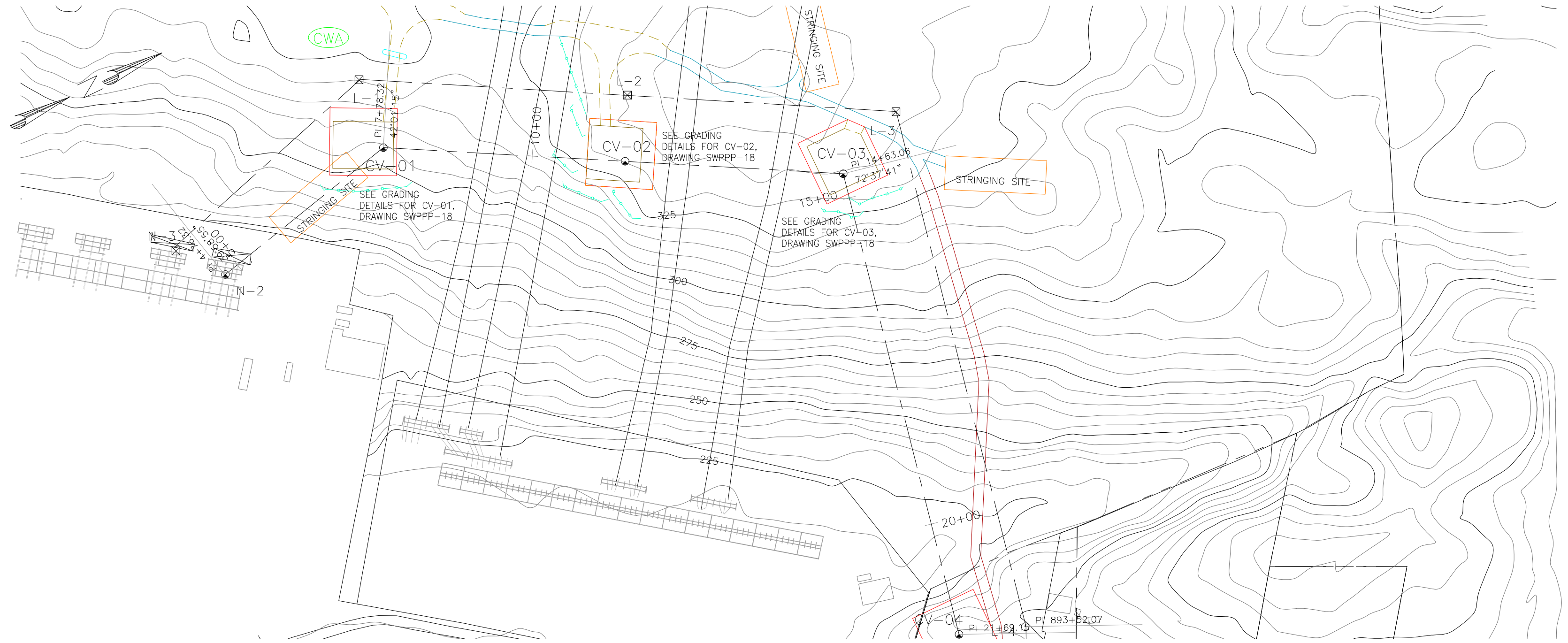
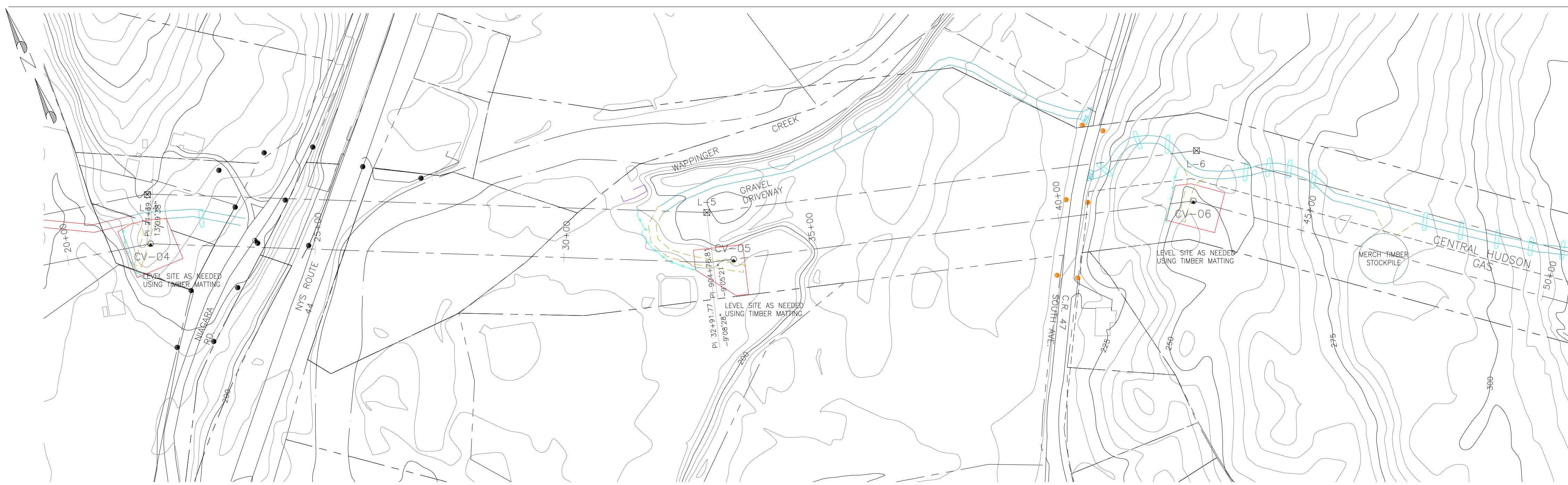


PLEASANT VALLEY SUB
CONSOLIDATED EDISON

PLEASANT VALLEY SUB
CENTRAL HUDSON AND GAS



SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

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APP:	PGC
DATE:	12-22-16
SCALE:	AS NOTED

CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184
DRAWING NO. SWPPP-01 REV. 0

STATE OF NEW YORK — PAUL G CASS — LICENSED PROFESSIONAL ENGINEER — 088802

DRAWING NO.	DIGIOIA GRAY PROJECT NO.
0	SWPPP-02

LEGEND:

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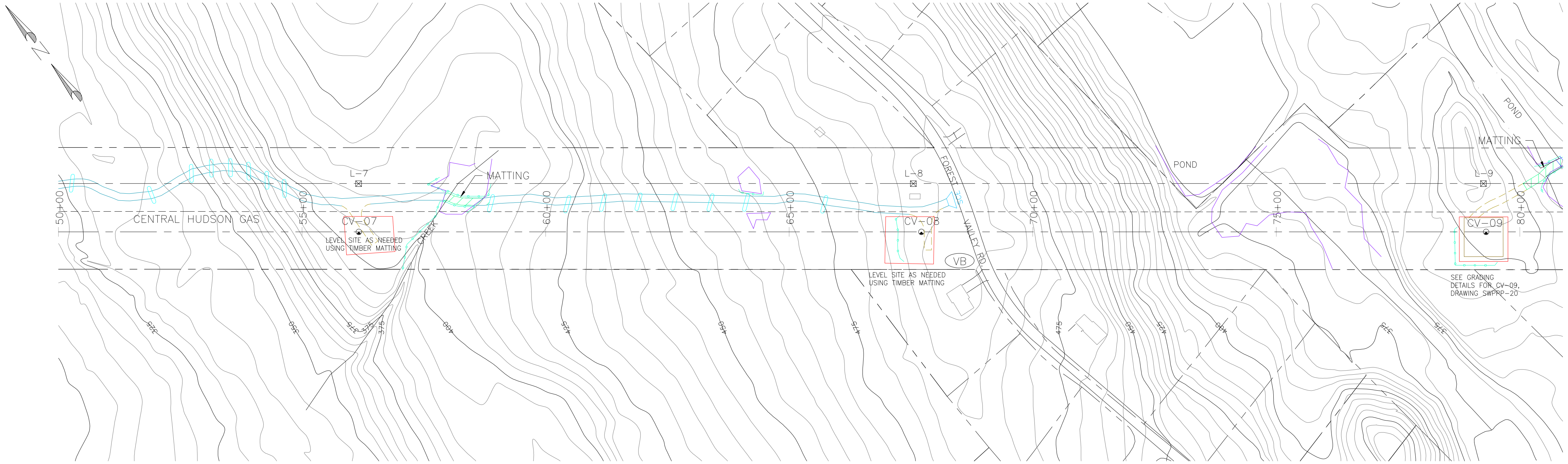

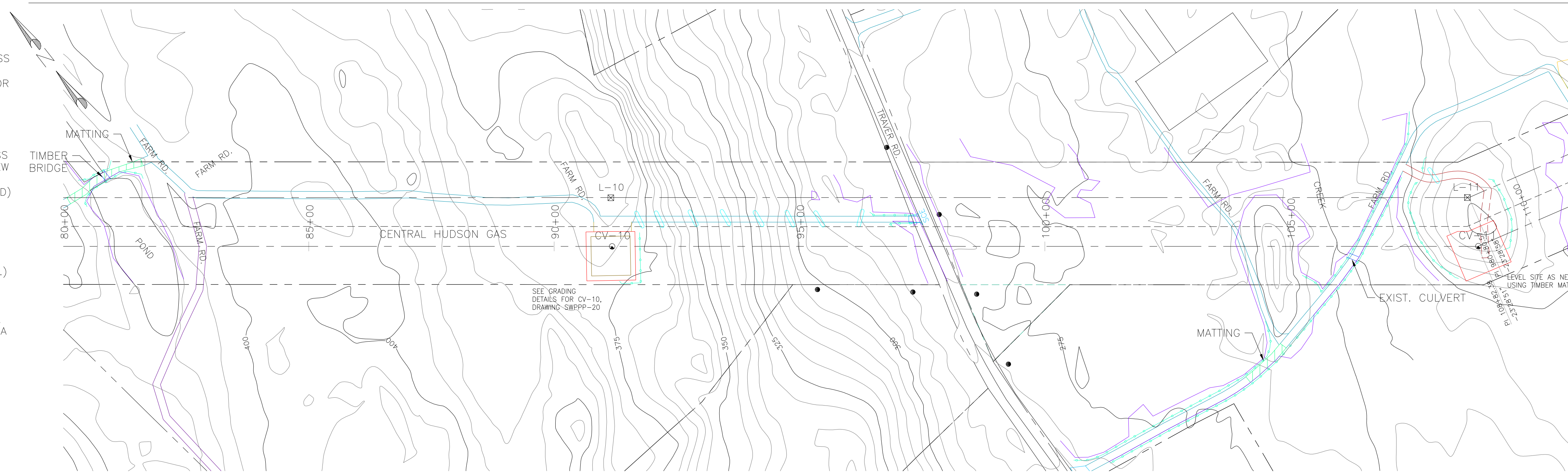

SHIELD WIRE: 1 – 7#5 ALWD
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120.0 ft. HORIZ. SCALE

ARCH D

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CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

Cricket Valley Energy

DIGIOIA GRAY PROJECT NO. 2015-184
DRAWING NO. SWPPP-02 REV. 0

STATE OF NEW YORK · PAUL G CASS · 12/22/16 · 088902 · LICENSED PROFESSIONAL ENGINEER

DIGIOIA GRAY PROJECT NO.	DRAWING NO.
SWPPP-03	0

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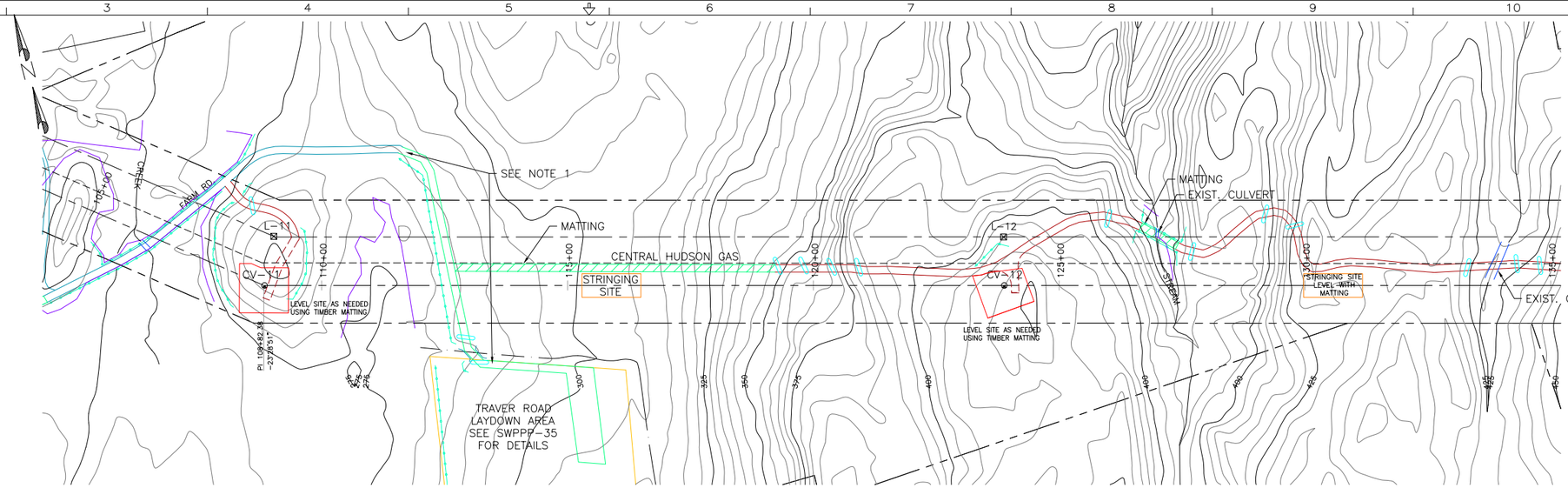

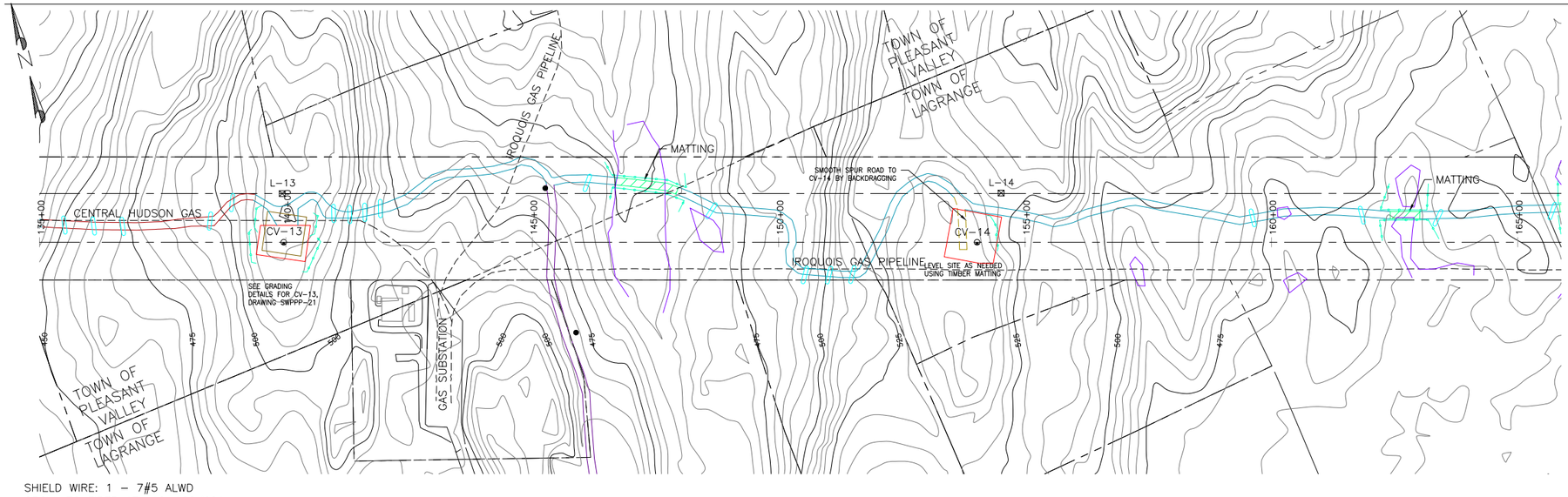

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CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184

DRAWING NO. SWPPP-03 | REV. 0

STATE OF NEW YORK * PAUL G CASS * 036902 * LICENSED PROFESSIONAL ENGINEER * 12/22/16

DRAWING NO.	DIGIOIA GRAY PROJECT NO.
0	SWPPP-04

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- WATER BAR
- SCE STABILIZED CONSTRUCTION ENTRANCE

DRAINAGE
- WATER FEATURES
- WETLAND BOUNDARY
- CULVERT
- BRIDGE

ACCESS ROAD DESIGNATIONS

- EXISTING ACCESS ROADS – NO LIMIT WITH DOZER ASSIST: REPRESENTS ACCESS ROADS WHERE ALL CONSTRUCTION EQUIPMENT IS PERMITTED.
- EXISTING ACCESS ROADS – TRACK OR 4 WHEEL DRIVE: REPRESENTS ACCESS ROADS THAT ARE LIMITED TO FOUR WHEEL DRIVE VEHICLES, AND LOW GROUND PRESSURE (LESS THAN 8PSI) EQUIPMENT.
- PROPOSED SPUR ROADS: THESE REPRESENT THE LIMITS FOR NEW ACCESS ROAD CONSTRUCTION. THE TYPE OF SPUR ROAD CONSTRUCTION IS LIMITED TO THE TYPE OF THE ADJACENT EXISTING ACCESS ROAD. SPUR ROADS OVER AGRICULTURAL LAND WILL BE MATTED.

THERE IS NO PLANNED IMPROVEMENTS TO THE EXISTING ACCESS ROADS ONLY MAINTENANCE OR REPAIRS REQUIRED FOR THE NEW LINE CONSTRUCTION. THIS MAINTENANCE WOULD INCLUDE PLACING ADDITIONAL CRUSHED STONE AND GEOGRID (AS NEEDED) AS NECESSARY TO REPAIR EXISTING RUTS, EROSION DAMAGES, AND SUBSTANDARD ACCESS ROADS.

GRADING & MATTING

PERMISSIBLE GRADING FOR CONSTRUCTION PADS (APPROX 100 FT. BY 100 FT.) MAINTENANCE PADS (APPROX 25 FT. X 25 FT.) AND SPUR ROADS ARE SHOWN ON DRAWINGS SWPPP-18 THROUGH SWPPP-26.

WHERE GRADING IS NOT DEFINED FOR SPUR ROADS AND PADS, SMOOTHING OF THE EXISTING GRADES BY BACKDRAGGING WITH A DOZER BLADE IS PERMITTED.

TIMBER MATTING MAY BE USED TO PROVIDE LEVEL AREAS FOR EQUIPMENT AT CONSTRUCTION AND STRINGING PADS.

CULVERTS

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TIMBER MATTING AND TIMBER BRIDGES

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GENERAL NOTES:

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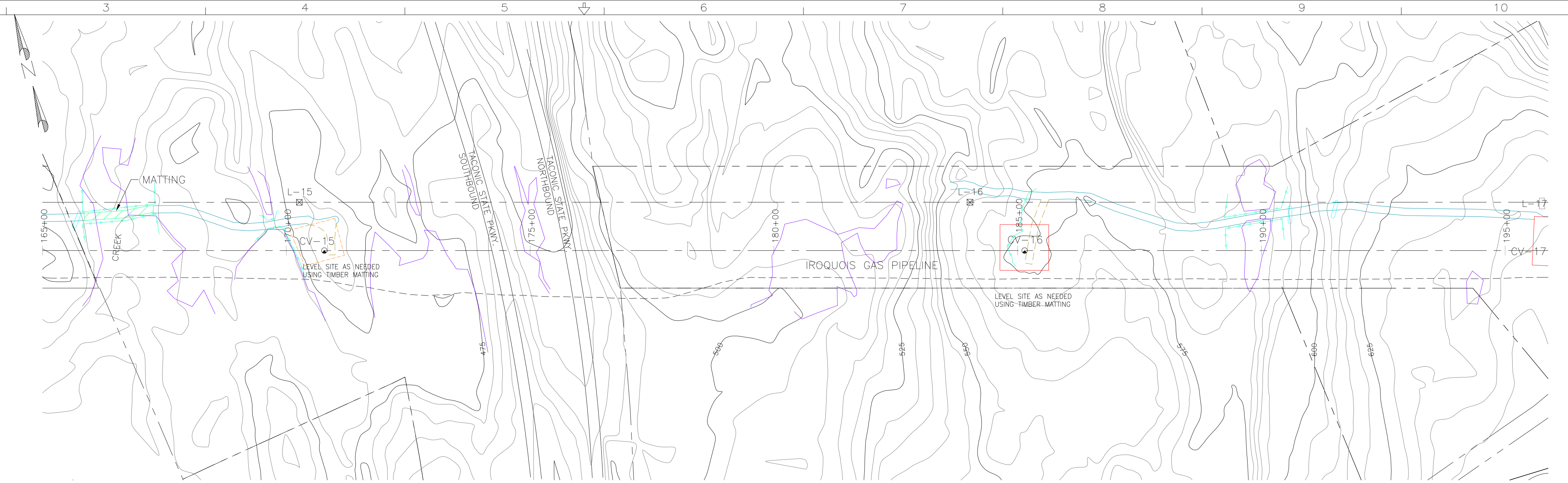

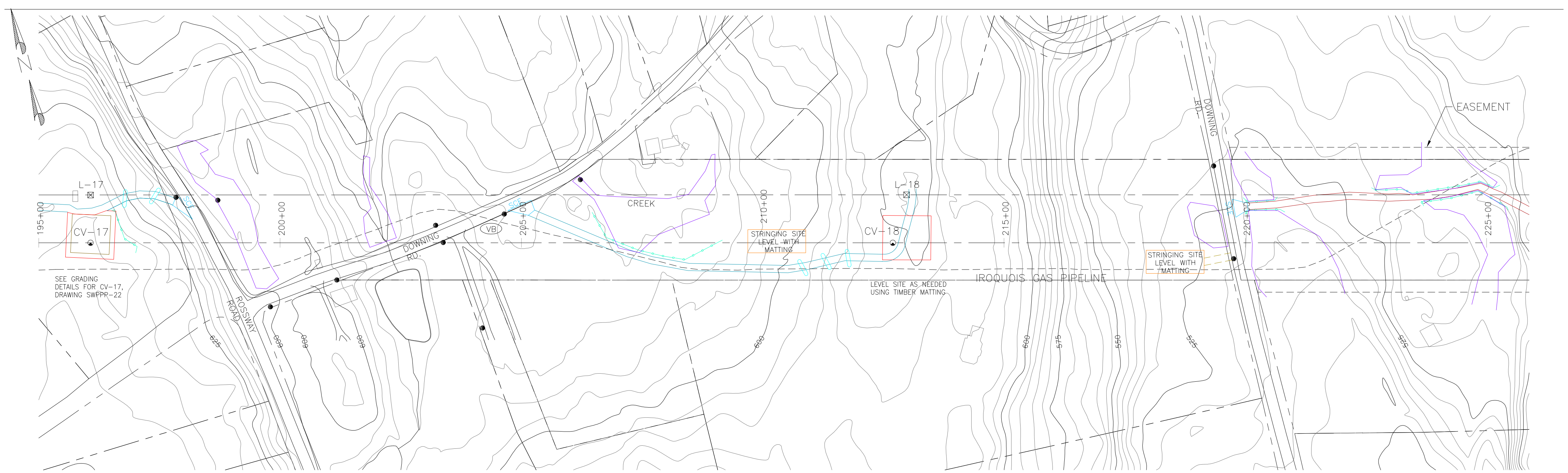

SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

REFERENCE TITLE	NUMBER	NO.	DATE	REVISION	DRWN	DSGN	CHK'D	APP

DIGIOIA GRAY & ASSOCIATES
570 BEATTY ROAD
MONROEVILLE, PA
15146
(412) 372-4500
www.digioiagray.com

DRWN:	MPS
DSGN:	PGC
CHK'D:	PGC
APP:	PGC
DATE:	12-22-16
SCALE:	AS NOTED

CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184
DRAWING NO. SWPPP-04 REV. 0

STATE OF NEW YORK — PAUL G CASS — 086902 — LICENSED PROFESSIONAL ENGINEER

ARCH D

DIGIOIA GRAY PROJECT NO. SWPPP-05

DRAWING NO. 0

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
- GAS PIPELINE

BASEMAP FEATURES
- TOWN BOUNDARY
- PROPERTY LINES
- CON EDISON PROPERTY
- EASEMENT
- 5 FT CONTOURS
- 25 FT CONTOURS

ROADS, ACCESS ROADS AND SPUR ROADS
- EXISTING ACCESS ROAD – NO LIMIT
- EXISTING ACCESS ROAD – 4WD ONLY
- EXISTING ACCESS ROAD – DOZER ASSIST
- EXISTING ACCESS ROAD – OFF R.O.W.
- EXISTING ROAD
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EROSION AND SEDIMENTATION CONTROL FEATURES
- CWA CONCRETE WASHOUT AREA
- VB VEGETATIVE BUFFER
- MATTING
- LAYDOWN AREA GRAVEL
- SILT FENCE
- WATER BAR
- SCE STABILIZED CONSTRUCTION ENTRANCE

DRAINAGE
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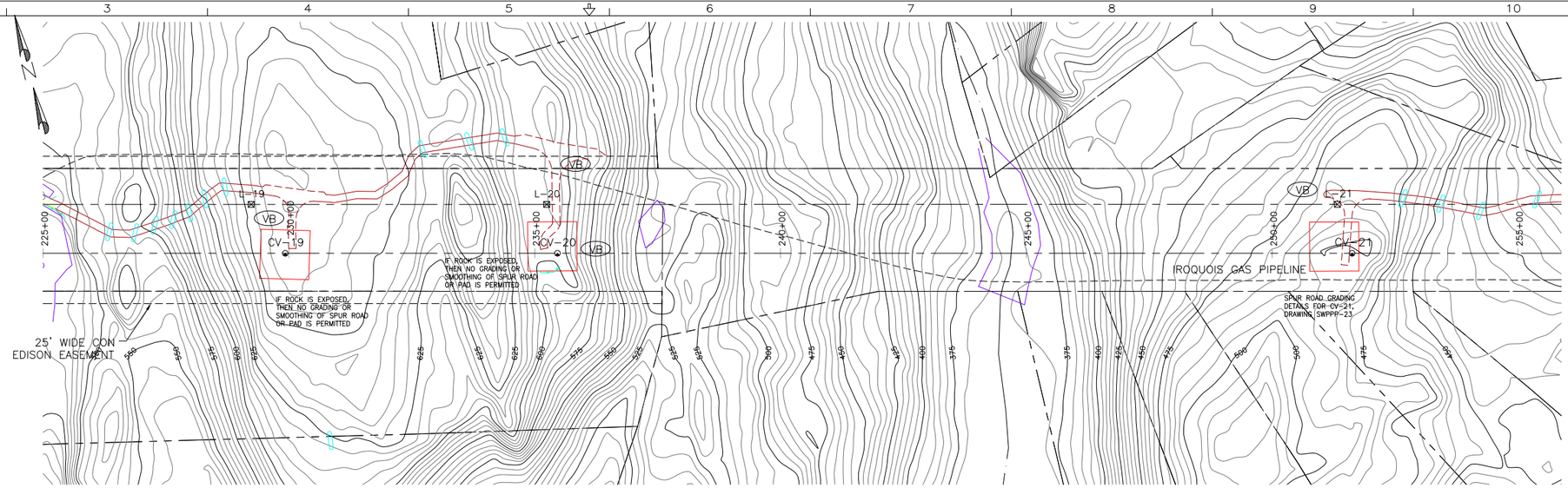

SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

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CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184

DRAWING NO. SWPPP-05 | REV. 0

STATE OF NEW YORK · PAUL G CASS · 086902 · LICENSED PROFESSIONAL ENGINEER

DRAWING NO.	DIGIOIA GRAY PROJECT NO.
0	SWPPP-06

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
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- EASEMENT
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- CWA CONCRETE WASHOUT AREA
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- CULVERT
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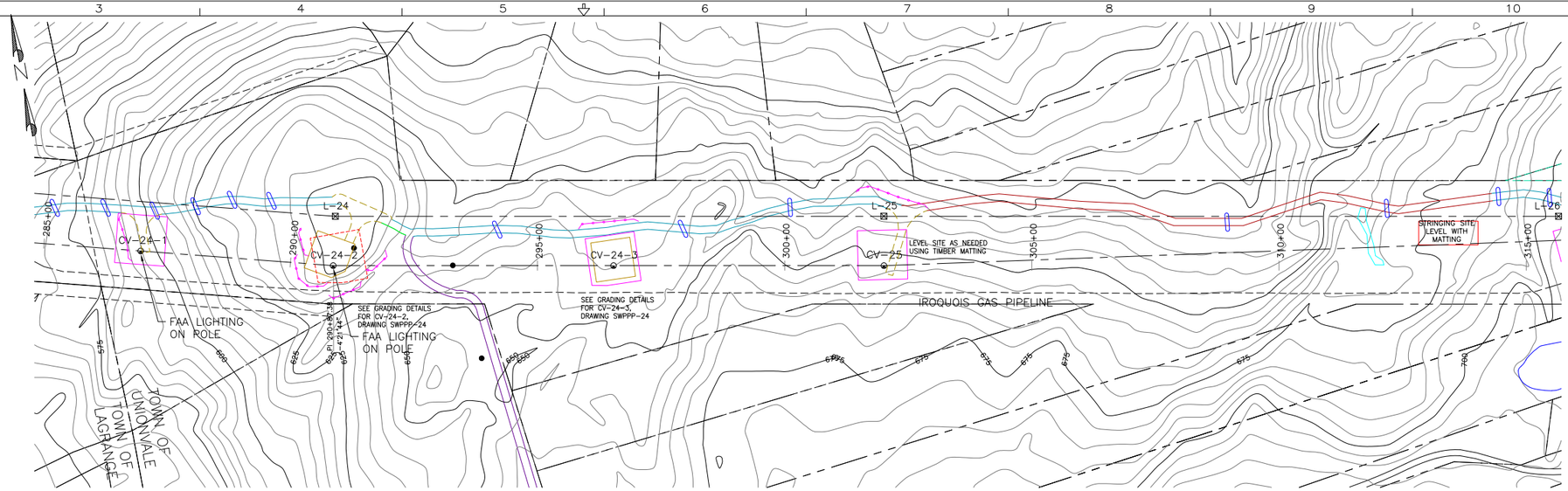

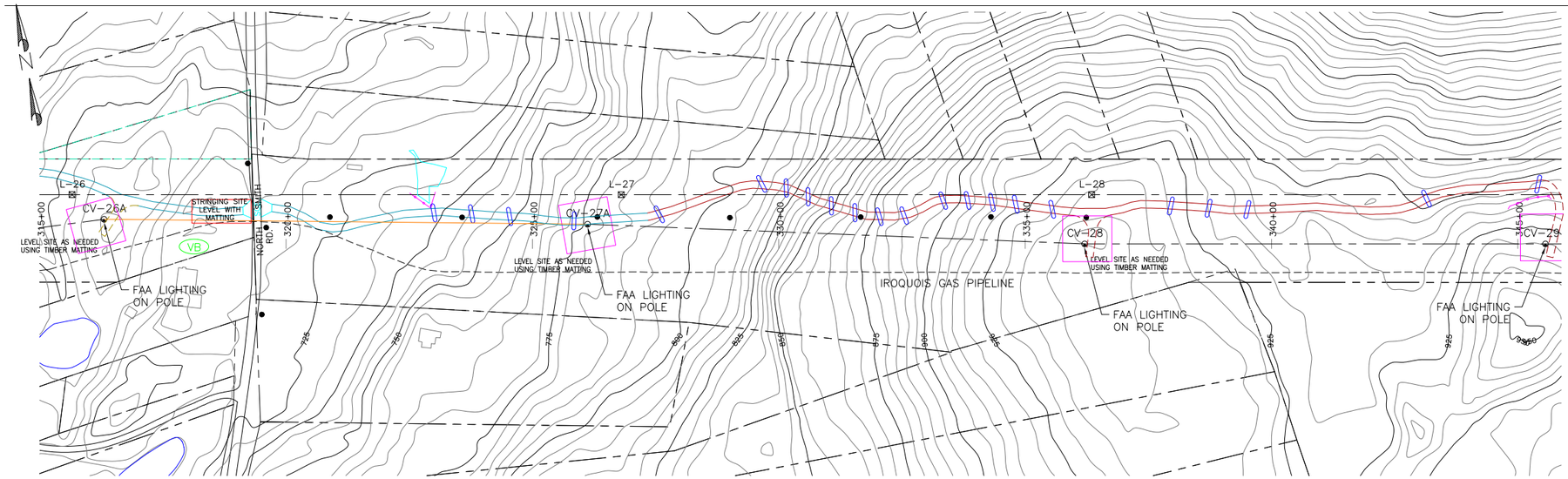

SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

REFERENCE TITLE	NUMBER	NO.	DATE	REVISION	DRWN	DSGN	CHK'D	APP

DiGioia Gray & Associates
570 Beatty Road
Monroeville, PA
15146
(412) 372-4500
www.digioiagray.com

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CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184

DRAWING NO. SWPPP-06 | REV. 0

STATE OF NEW YORK · PAUL G CASS · 086902 · LICENSED PROFESSIONAL ENGINEER

DRAWING NO.	PROJECT NO.
0	SWPPP-07

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
- GAS PIPELINE

BASEMAP FEATURES
- TOWN BOUNDARY
- PROPERTY LINES
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- EASEMENT
- 5 FT CONTOURS
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EROSION AND SEDIMENTATION CONTROL FEATURES
- CWA CONCRETE WASHOUT AREA
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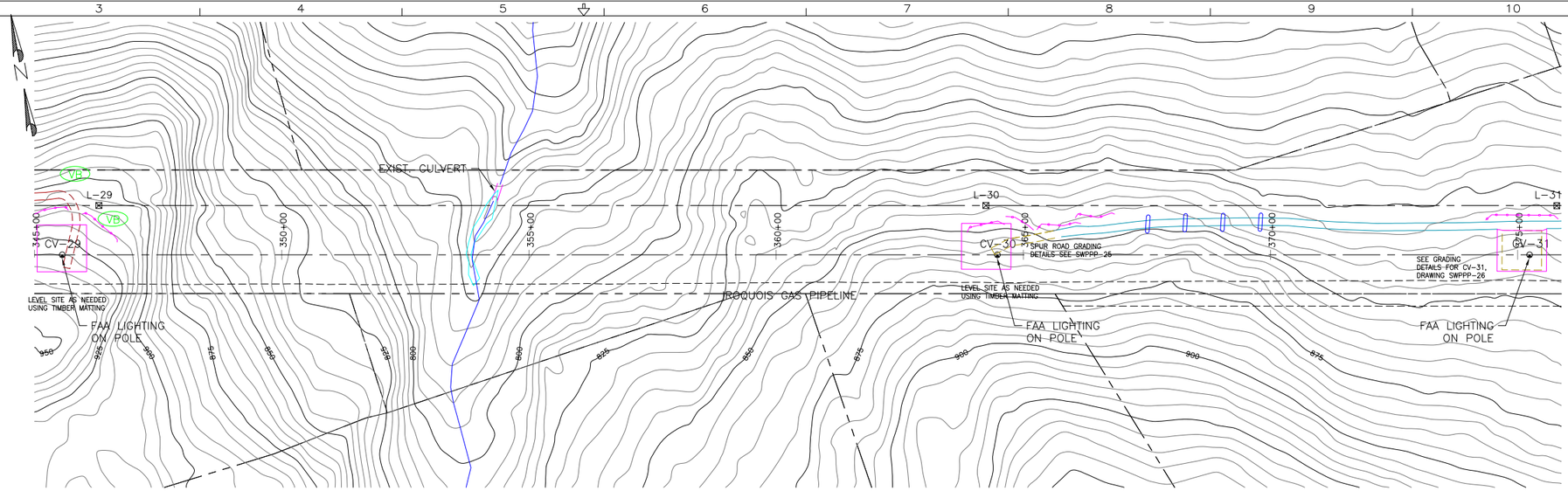

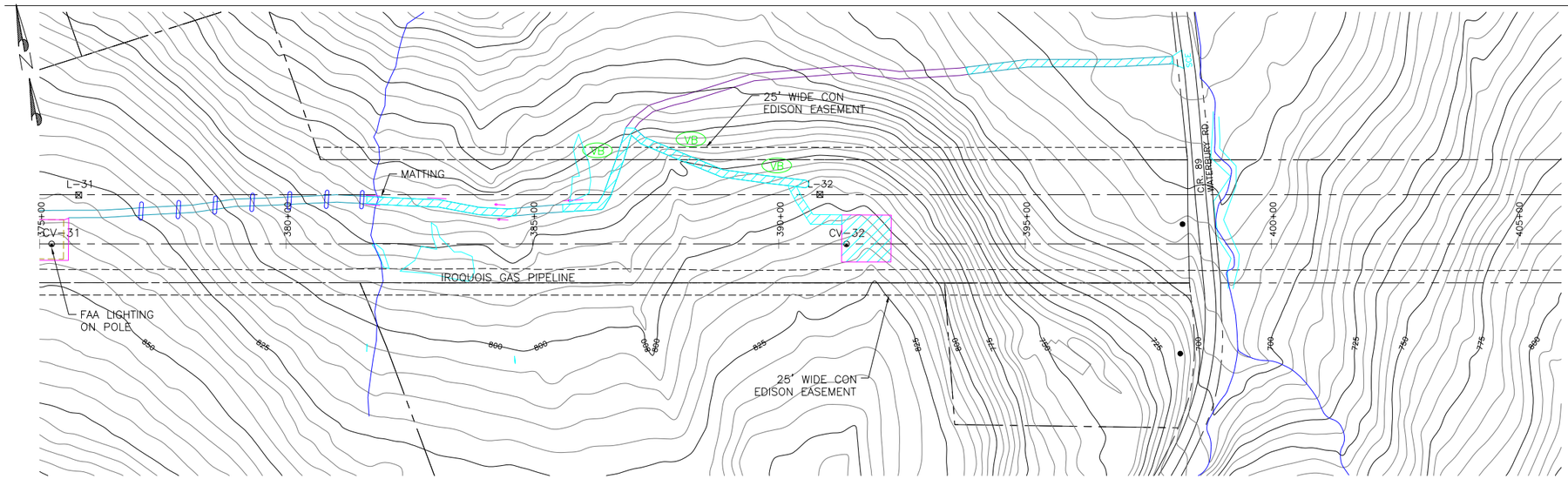

SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

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570 BEATTY ROAD
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CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO.	
2015-184	
DRAWING NO.	REV.
SWPPP-07	0

STATE OF NEW YORK · PAUL G CASS · 086902 · LICENSED PROFESSIONAL ENGINEER · 12/22/16

DRAWING NO.	DIGIOIA GRAY PROJECT NO.
0	SWPPP-08

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
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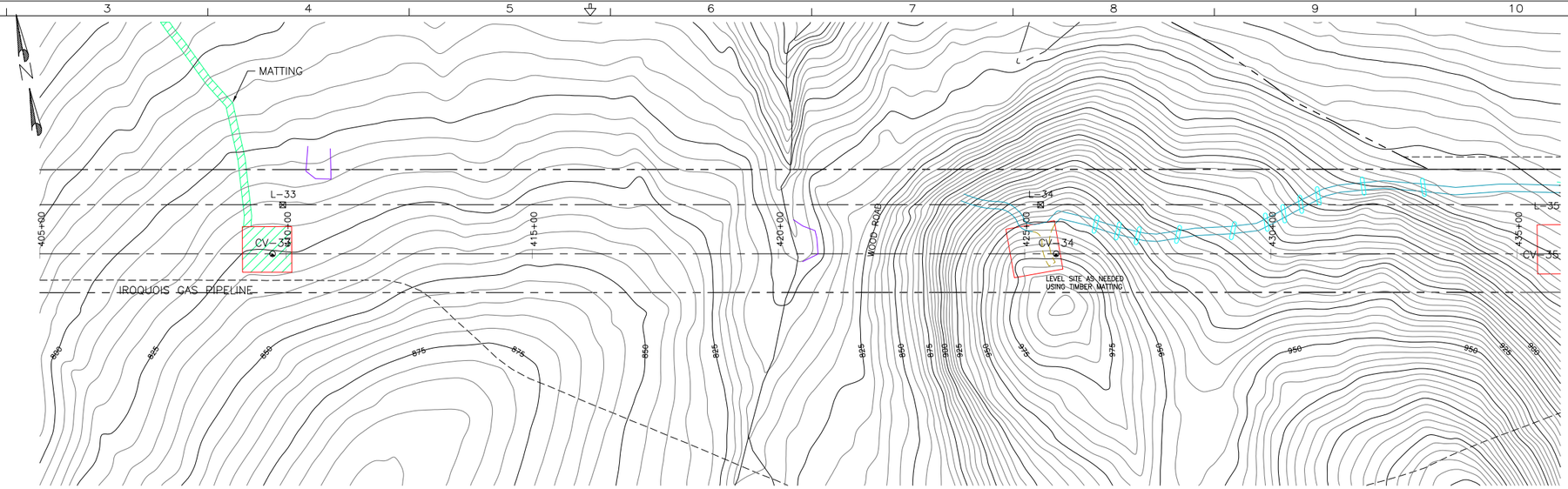
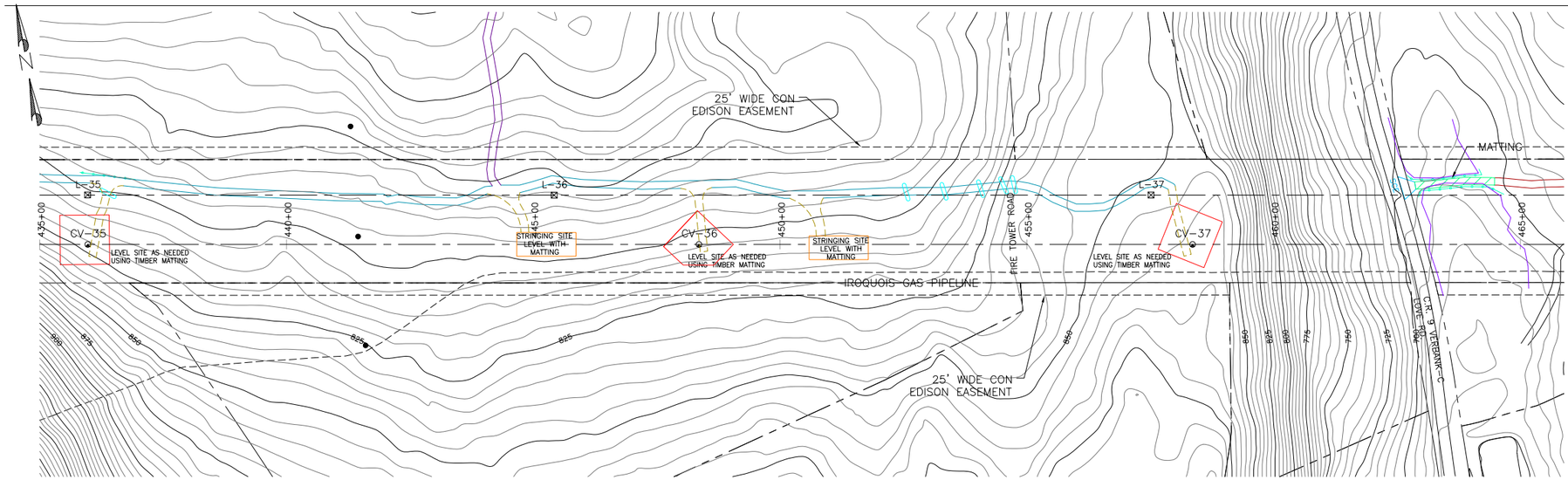


L-4 TO L-54 -- (1) CIRCUIT
CONDUCTOR- (3) 2156 KCMIL 84AL/19STL ACSR @ 11K 60 DEGREE, FINAL (19,436LB NESC HEAVY)
SHIELD WIRE- (2) 7 NO. 5 ALUMOWELD

LEVEL SITE AS NEEDED USING TIMBER MATTING



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DRAWING NO. SWPPP-08 | REV. 0

STATE OF NEW YORK PAUL G CASS 086902 LICENSED PROFESSIONAL ENGINEER

0	SWPPP-09
DRAWING NO.	DIGIOIA GRAY PROJECT NO.

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
- GAS PIPELINE

BASEMAP FEATURES
- TOWN BOUNDARY
- PROPERTY LINES
- CON EDISON PROPERTY
- EASEMENT
- 5 FT CONTOURS
- 25 FT CONTOURS

ROADS, ACCESS ROADS AND SPUR ROADS
- EXISTING ACCESS ROAD – NO LIMIT
- EXISTING ACCESS ROAD – 4WD ONLY
- EXISTING ACCESS ROAD – DOZER ASSIST
- EXISTING ACCESS ROAD – OFF R.O.W.
- EXISTING ROAD
- PROPOSED SPUR ROAD – NO LIMIT
- PROPOSED SPUR ROAD – 4WD ONLY
- PROPOSED SPUR ROAD – DOZER ASSIST

EROSION AND SEDIMENTATION CONTROL FEATURES
- CWA CONCRETE WASHOUT AREA
- VB VEGETATIVE BUFFER
- MATTING
- LAYDOWN AREA GRAVEL
- SILT FENCE
- WATER BAR
- SCE STABILIZED CONSTRUCTION ENTRANCE

DRAINAGE
- WATER FEATURES
- WETLAND BOUNDARY
- CULVERT
- BRIDGE

ACCESS ROAD DESIGNATIONS

- EXISTING ACCESS ROADS – NO LIMIT WITH DOZER ASSIST: REPRESENTS ACCESS ROADS WHERE ALL CONSTRUCTION EQUIPMENT IS PERMITTED.
- EXISTING ACCESS ROADS – TRACK OR 4 WHEEL DRIVE: REPRESENTS ACCESS ROADS THAT ARE LIMITED TO FOUR WHEEL DRIVE VEHICLES, AND LOW GROUND PRESSURE (LESS THAN 8PSI) EQUIPMENT.
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THERE IS NO PLANNED IMPROVEMENTS TO THE EXISTING ACCESS ROADS ONLY MAINTENANCE OR REPAIRS REQUIRED FOR THE NEW LINE CONSTRUCTION. THIS MAINTENANCE WOULD INCLUDE PLACING ADDITIONAL CRUSHED STONE AND GEOGRID (AS NEEDED) AS NECESSARY TO REPAIR EXISTING RUTS, EROSION DAMAGES, AND SUBSTANDARD ACCESS ROADS.

GRADING & MATTING

PERMISSIBLE GRADING FOR CONSTRUCTION PADS (APPROX 100 FT. BY 100 FT.) MAINTENANCE PADS (APPROX 25 FT. X 25 FT.) AND SPUR ROADS ARE SHOWN ON DRAWINGS SWPPP-18 THROUGH SWPPP-26.

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TIMBER MATTING MAY BE USED TO PROVIDE LEVEL AREAS FOR EQUIPMENT AT CONSTRUCTION AND STRINGING PADS.

CULVERTS

THE EXISTING CON EDISON ACCESS ROADS INCLUDE CULVERTS WHEN CROSSING OVER STREAMS OR OTHER WATER FEATURE. THERE ARE NO PLANNED DRAINAGE IMPROVEMENTS TO THE EXISTING PERMANENT DRAINAGE FACILITIES. NONE OF THE PROPOSED SPUR ROAD LOCATIONS REQUIRE CULVERTS.

TIMBER MATTING AND TIMBER BRIDGES

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GENERAL NOTES:

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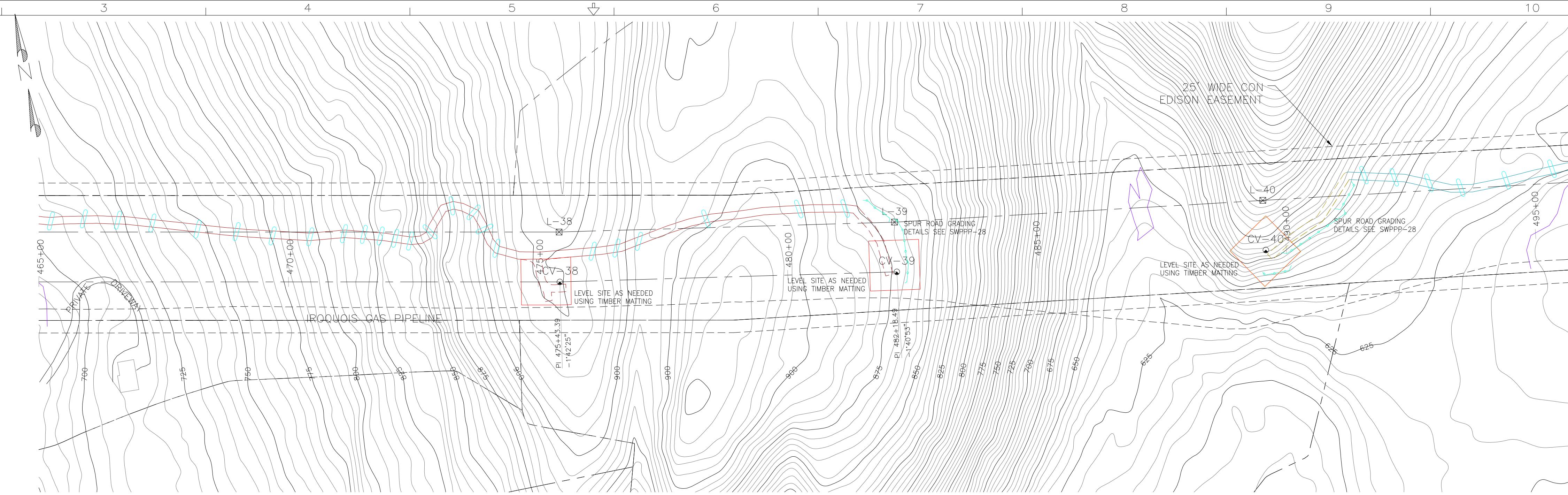
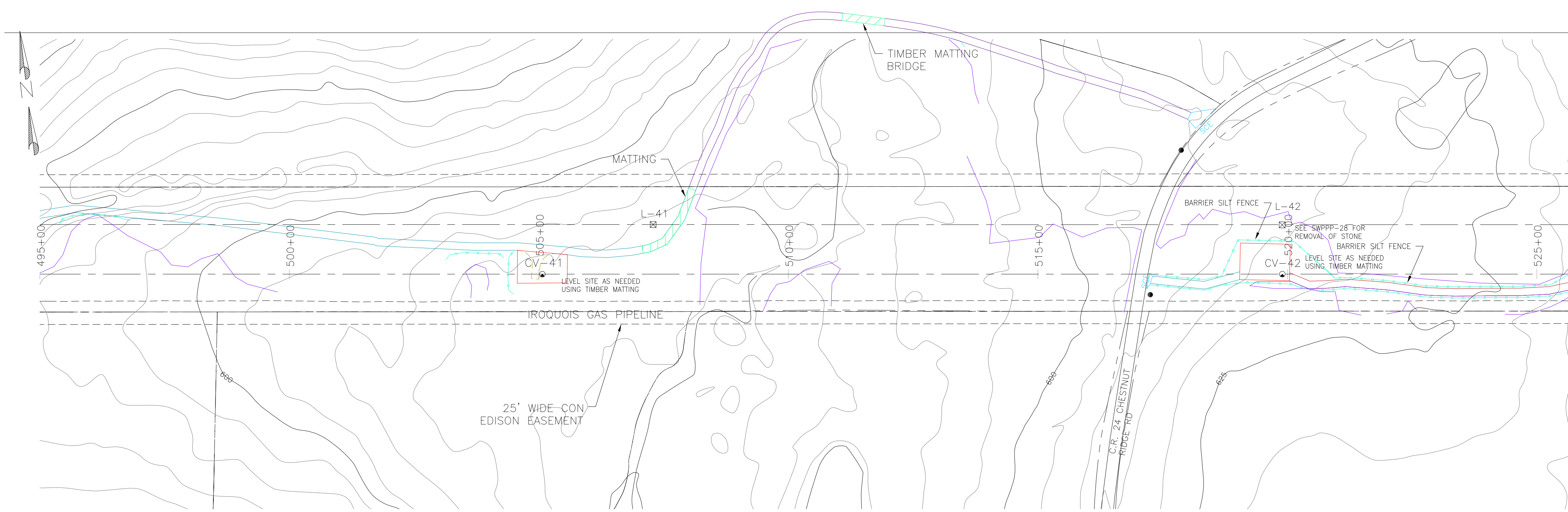
2. PLAN DRAWING GENERATED FROM PLS-CADD MODEL.





SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

REFERENCE TITLE	NUMBER	NO.	DATE	REVISION	DRWN	DSGN	CHK'D	APP

DiGIOIA GRAY & ASSOCIATES
570 BEATTY ROAD
MONROEVILLE, PA
15146
(412) 372-4500
www.digioiagray.com

DRWN:	MPS
DSGN:	PGC
CHK'D:	PGC
APP:	PGC
DATE:	12-22-16
SCALE:	AS NOTED

CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184
DRAWING NO. SWPPP-09 REV. 0

STATE OF NEW YORK PAUL G CASS LICENSED PROFESSIONAL ENGINEER 086902

ARCH D

DRAWING NO.	DIGIOIA GRAY PROJECT NO.
0	SWPPP-10

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
- GAS PIPELINE

BASEMAP FEATURES
- TOWN BOUNDARY
- PROPERTY LINES
- CON EDISON PROPERTY
- EASEMENT
- 5 FT CONTOURS
- 25 FT CONTOURS

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EROSION AND SEDIMENTATION CONTROL FEATURES
- CWA CONCRETE WASHOUT AREA
- VB VEGETATIVE BUFFER
- MATTING
- LAYDOWN AREA GRAVEL
- SILT FENCE
- WATER BAR
- SCE STABILIZED CONSTRUCTION ENTRANCE

DRAINAGE
- WATER FEATURES
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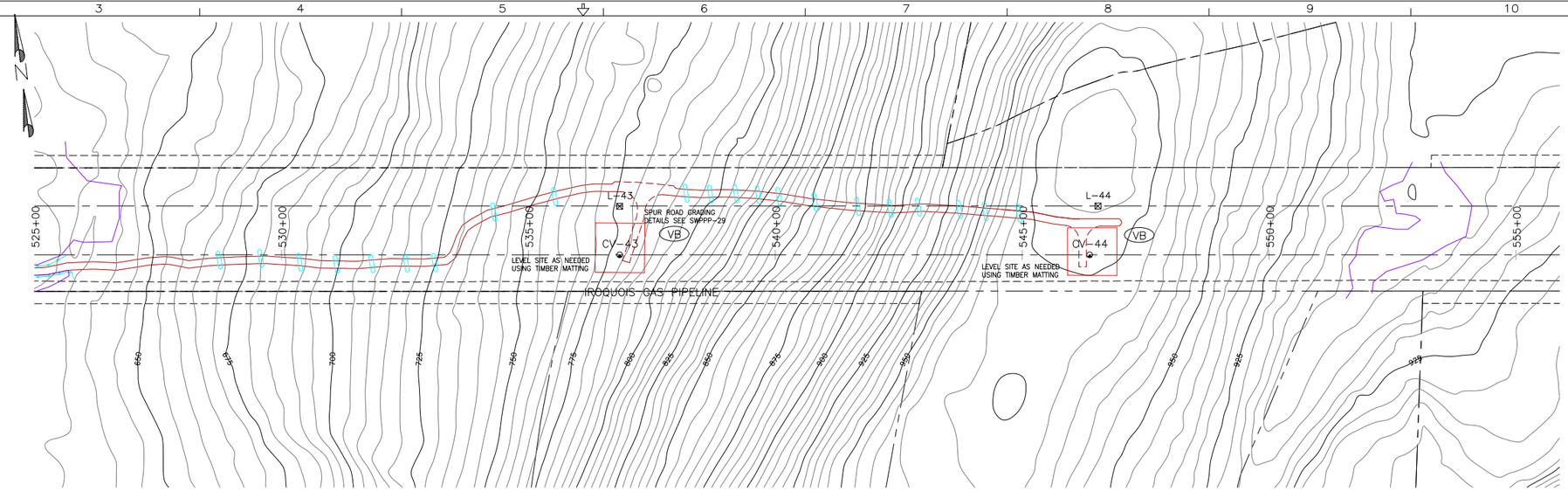

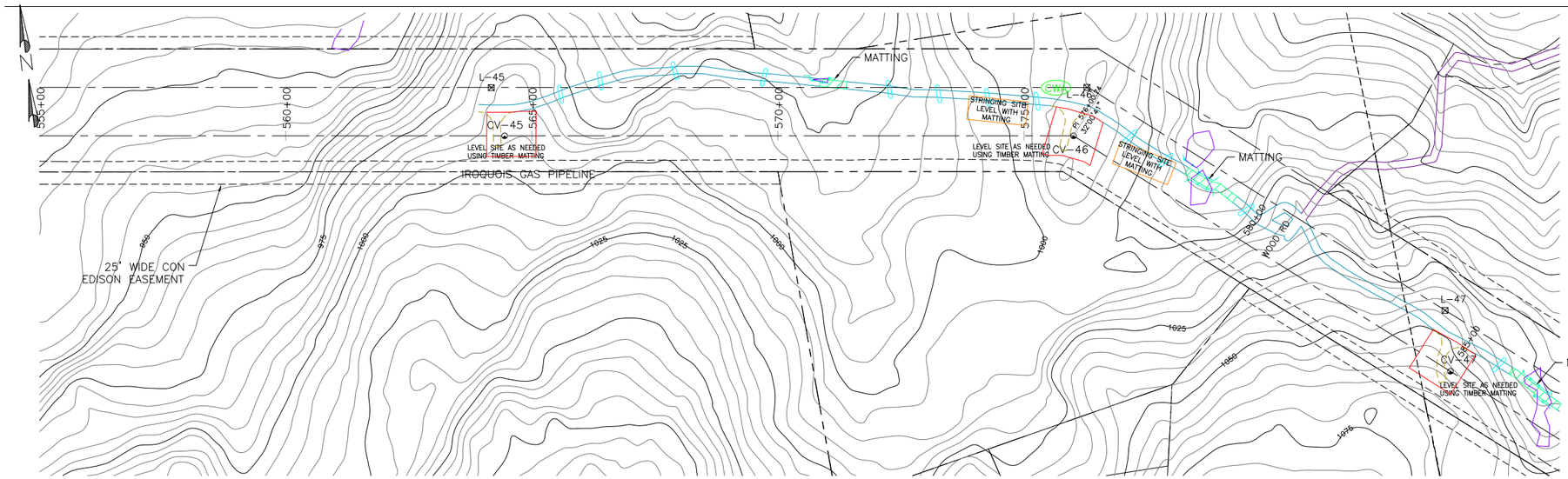

SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

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DATE:	12-22-16
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CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184

DRAWING NO. SWPPP-10 | REV. 0

STATE OF NEW YORK · PAUL G CASS · 086902 · LICENSED PROFESSIONAL ENGINEER

DRAWING NO.	DIGIOIA GRAY PROJECT NO.
0	SWPPP-11

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
- GAS PIPELINE

BASEMAP FEATURES
- TOWN BOUNDARY
- PROPERTY LINES
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- EASEMENT
- 5 FT CONTOURS
- 25 FT CONTOURS

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- PROPOSED SPUR ROAD – NO LIMIT
- PROPOSED SPUR ROAD – 4WD ONLY
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EROSION AND SEDIMENTATION CONTROL FEATURES
- CWA CONCRETE WASHOUT AREA
- VB VEGETATIVE BUFFER
- MATTING
- LAYDOWN AREA GRAVEL
- SILT FENCE
- WATER BAR
- SCE STABILIZED CONSTRUCTION ENTRANCE

DRAINAGE
- WATER FEATURES
- WETLAND BOUNDARY
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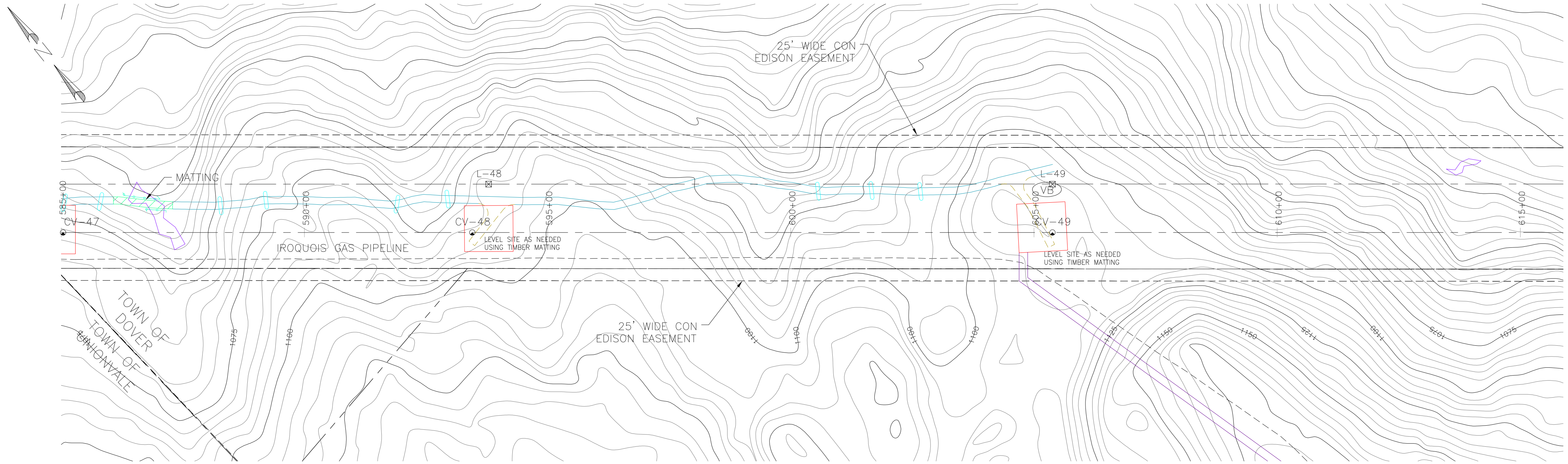

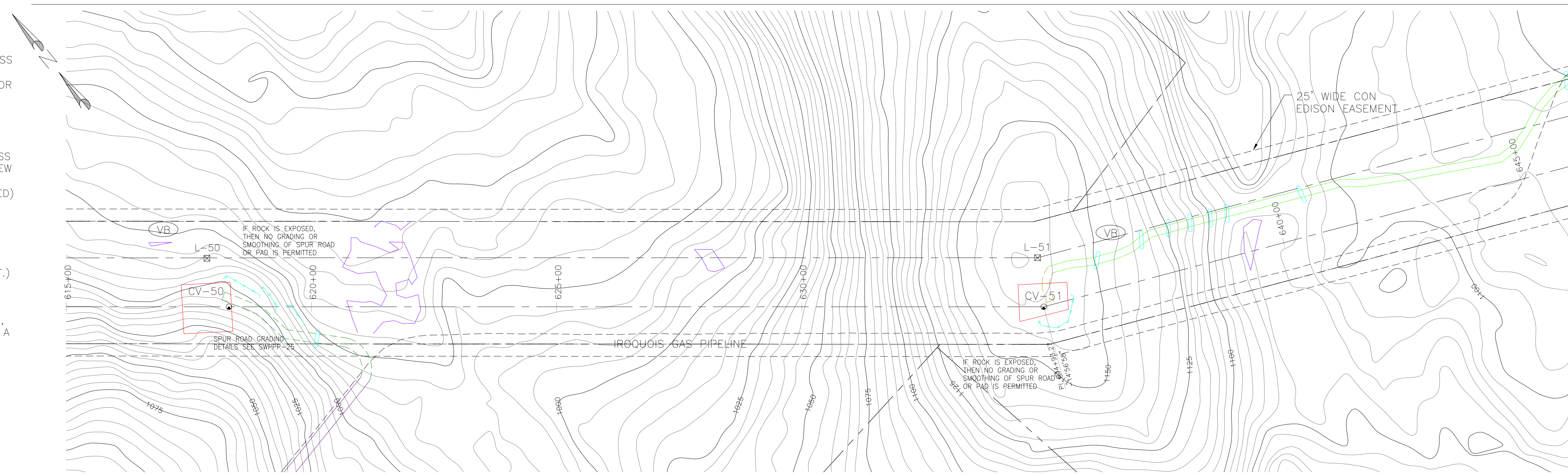

SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

REFERENCE TITLE	NUMBER	NO.	DATE	REVISION	DRWN	DSGN	CHK'D	APP

DIGIOIA GRAY & ASSOCIATES
570 BEATTY ROAD
MONROEVILLE, PA
15146
(412) 372-4500
www.digioiagray.com

DRWN:	MPS
DSGN:	PGC
CHK'D:	PGC
APP:	PGC
DATE:	12-22-16
SCALE:	AS NOTED

CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENT CONTROL PLANS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184
DRAWING NO. SWPPP-11
REV. 0

STATE OF NEW YORK – PAUL G CASS – 086902 – LICENSED PROFESSIONAL ENGINEER

DIGIOIA GRAY PROJECT NO. SWPPP-12 | DRAWING NO. 0

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
- GAS PIPELINE

BASEMAP FEATURES
- TOWN BOUNDARY
- PROPERTY LINES
- CON EDISON PROPERTY
- EASEMENT
- 5 FT CONTOURS
- 25 FT CONTOURS

ROADS, ACCESS ROADS AND SPUR ROADS
- EXISTING ACCESS ROAD – NO LIMIT
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- EXISTING ROAD
- PROPOSED SPUR ROAD – NO LIMIT
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- PROPOSED SPUR ROAD – DOZER ASSIST

EROSION AND SEDIMENTATION CONTROL FEATURES
- CWA CONCRETE WASHOUT AREA
- VB VEGETATIVE BUFFER
- MATTING
- LAYDOWN AREA GRAVEL
- SILT FENCE
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DRAINAGE
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GRADING & MATTING

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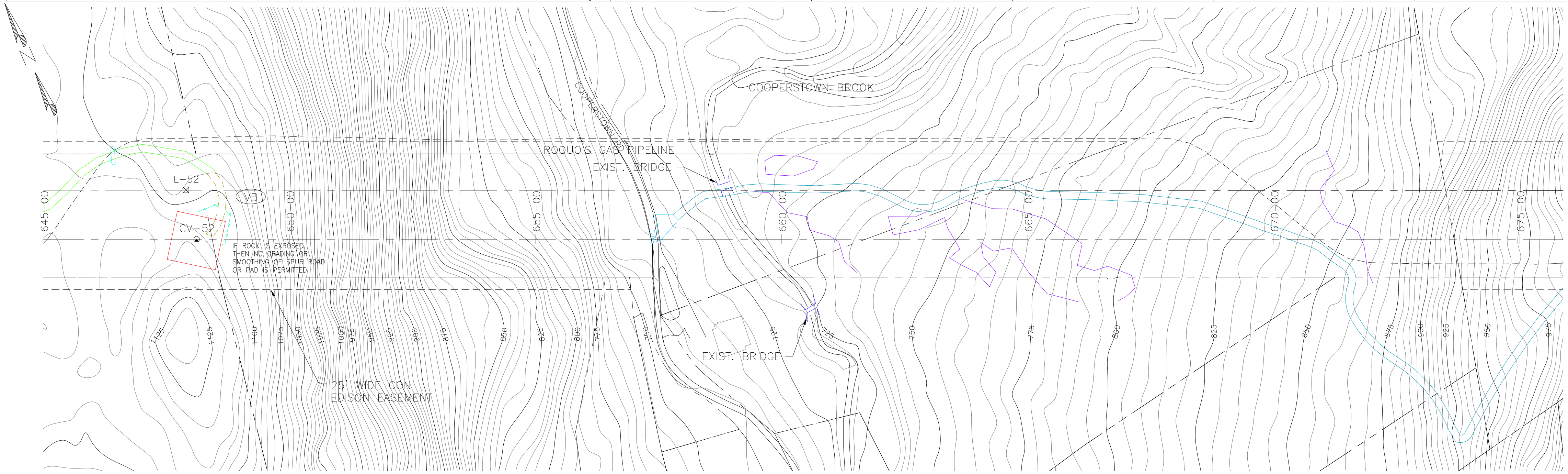

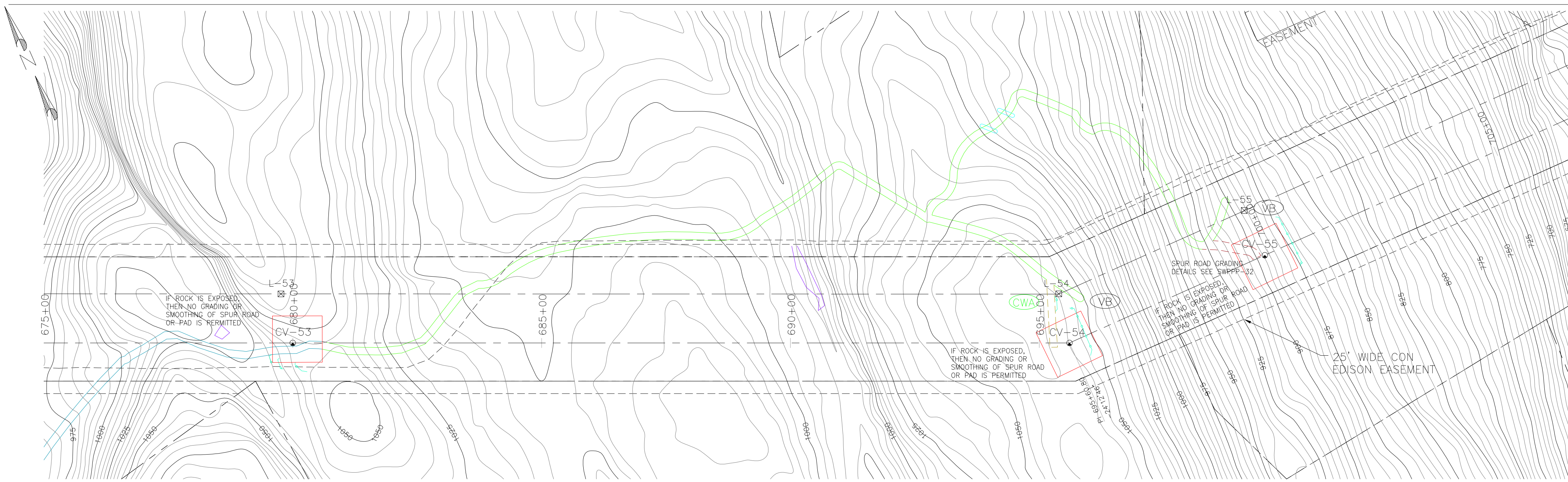

SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

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DRWN: MPS
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SCALE: AS NOTED

CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184
DRAWING NO. SWPPP-12 | REV. 0

STATE OF NEW YORK · PAUL G CASS · LICENSED PROFESSIONAL ENGINEER · 088902

DIGIOIA GRAY PROJECT NO. SWPPP-13

DRAWING NO. 0

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
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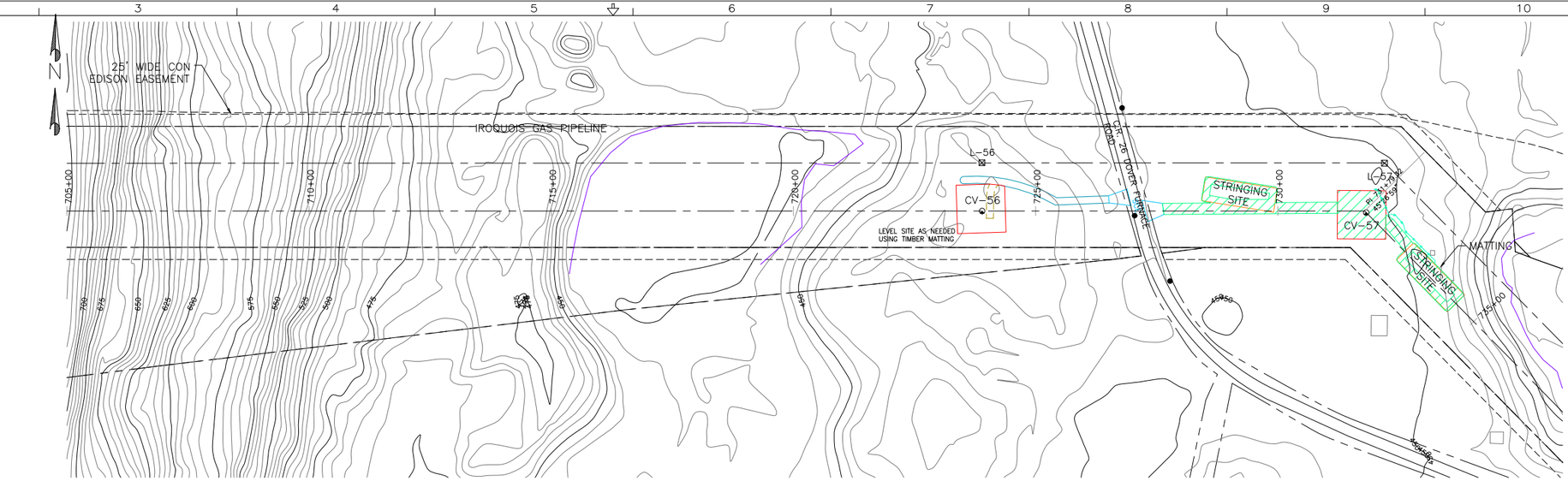

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CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015–184

DRAWING NO. SWPPP–13 REV. 0

STATE OF NEW YORK PAUL G CASS 086902 LICENSED PROFESSIONAL ENGINEER

SWPPP-14 | 0
DIGIOIA GRAY PROJECT NO. | DRAWING NO.

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
- GAS PIPELINE

BASEMAP FEATURES
- TOWN BOUNDARY
- PROPERTY LINES
- CON EDISON PROPERTY
- EASEMENT
- 5 FT CONTOURS
- 25 FT CONTOURS

ROADS, ACCESS ROADS AND SPUR ROADS
- EXISTING ACCESS ROAD – NO LIMIT
- EXISTING ACCESS ROAD – 4WD ONLY
- EXISTING ACCESS ROAD – DOZER ASSIST
- EXISTING ACCESS ROAD – OFF R.O.W.
- EXISTING ROAD
- PROPOSED SPUR ROAD – NO LIMIT
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- PROPOSED SPUR ROAD – DOZER ASSIST

EROSION AND SEDIMENTATION CONTROL FEATURES
- CWA CONCRETE WASHOUT AREA
- VB VEGETATIVE BUFFER
- MATTING
- LAYDOWN AREA GRAVEL
- SILT FENCE
- WATER BAR
- SCE STABILIZED CONSTRUCTION ENTRANCE

DRAINAGE
- WATER FEATURES
- WETLAND BOUNDARY
- CULVERT
- BRIDGE

ACCESS ROAD DESIGNATIONS

- EXISTING ACCESS ROADS – NO LIMIT WITH DOZER ASSIST: REPRESENTS ACCESS ROADS WHERE ALL CONSTRUCTION EQUIPMENT IS PERMITTED.
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THERE IS NO PLANNED IMPROVEMENTS TO THE EXISTING ACCESS ROADS ONLY MAINTENANCE OR REPAIRS REQUIRED FOR THE NEW LINE CONSTRUCTION. THIS MAINTENANCE WOULD INCLUDE PLACING ADDITIONAL CRUSHED STONE AND GEOGRID (AS NEEDED) AS NECESSARY TO REPAIR EXISTING RUTS, EROSION DAMAGES, AND SUBSTANDARD ACCESS ROADS.

GRADING & MATTING

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WHERE GRADING IS NOT DEFINED FOR SPUR ROADS AND PADS, SMOOTHING OF THE EXISTING GRADES BY BACKDRAGGING WITH A DOZER BLADE IS PERMITTED.

TIMBER MATTING MAY BE USED TO PROVIDE LEVEL AREAS FOR EQUIPMENT AT CONSTRUCTION AND STRINGING PADS.

CULVERTS

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TIMBER MATTING AND TIMBER BRIDGES

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GENERAL NOTES:

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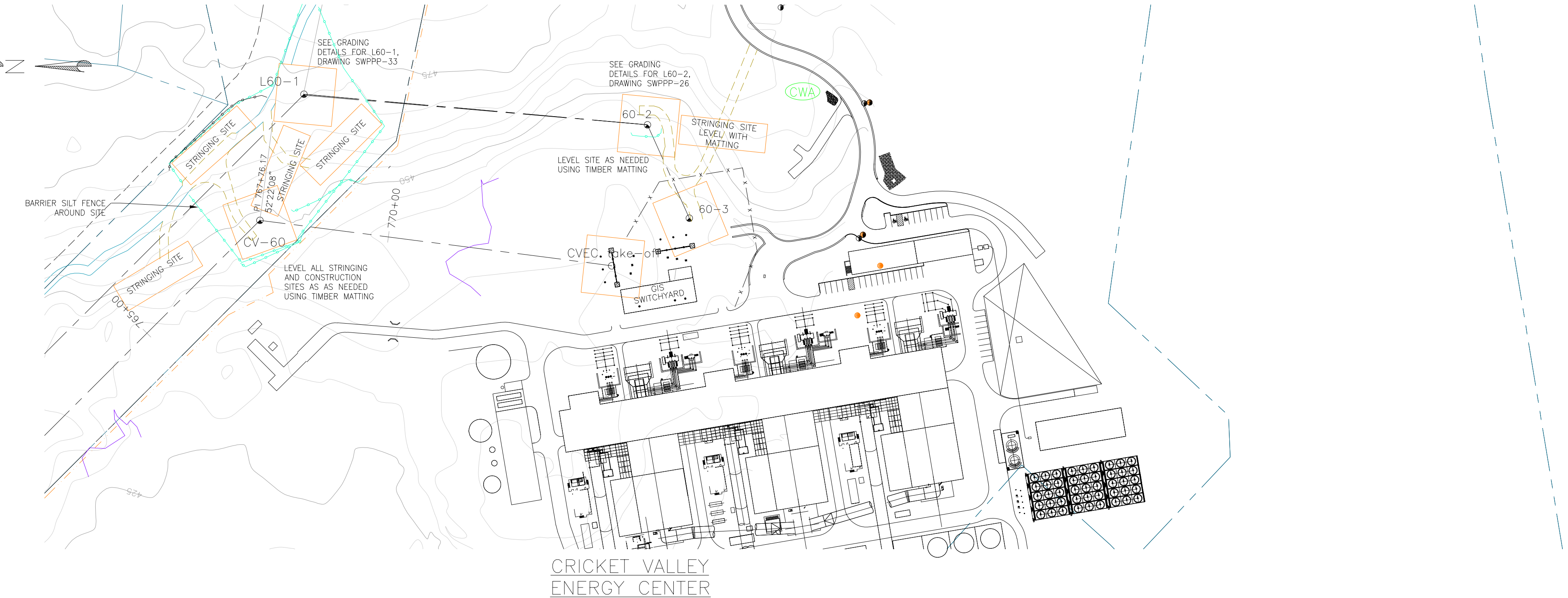
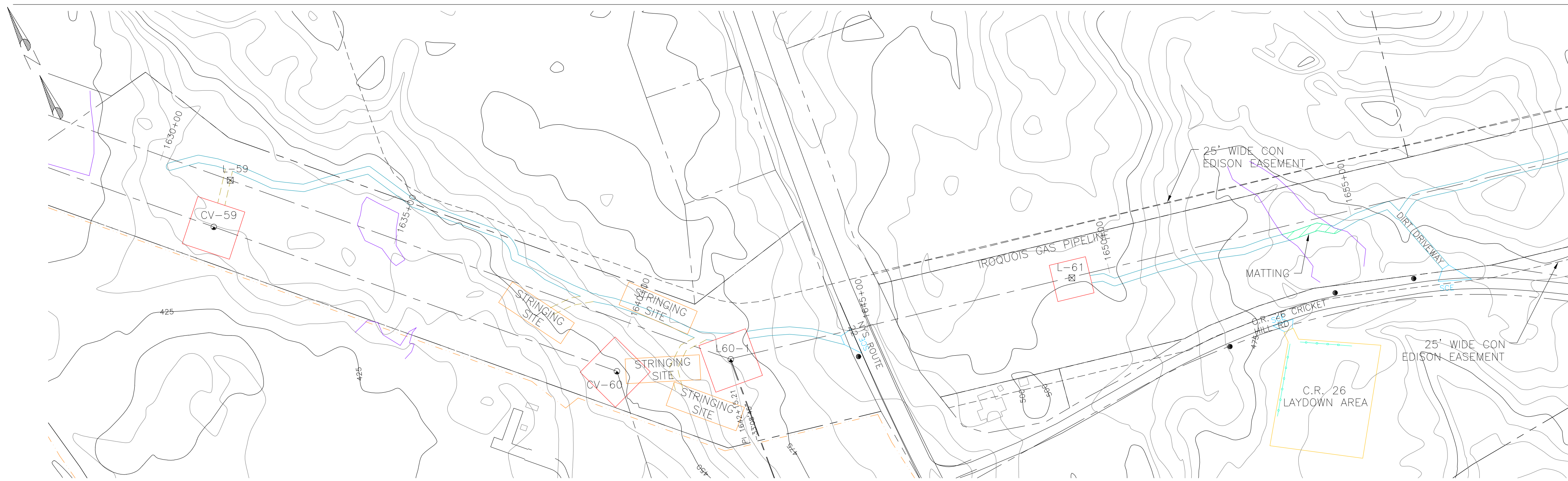
2. PLAN DRAWING GENERATED FROM PLS-CADD MODEL.





SHIELD WIRE: 1 – 7#5 ALWD
OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

ARCH D

REFERENCE TITLE	NUMBER	NO.	DATE	REVISION	DRWN	DSGN	CHK'D	APP

Cricket Valley Energy

DIGIOIA GRAY & ASSOCIATES
570 BEATTY ROAD
MONROEVILLE, PA
15146
(412) 372-4500
www.digioiagray.com

DRWN: MPS
DSGN: PGC
CHK'D: PGC
APP: PGC
DATE: 12-22-16
SCALE: AS NOTED

CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015-184
DRAWING NO. SWPPP-14
REV. 0

STATE OF NEW YORK PAUL G CASS LICENSED PROFESSIONAL ENGINEER 086802

DIGIOIA GRAY PROJECT NO.	DRAWING NO.
SWPPP-15	0

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
- TRANSMISSION CENTERLINE ALIGNMENT
- EXISTING DISTRIBUTION POLES

TRANSMISSION WORK AREAS
- WORK PAD
- STRINGING EQUIPMENT AREA
- LAYDOWN AREA

GAS PIPELINE
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BASEMAP FEATURES
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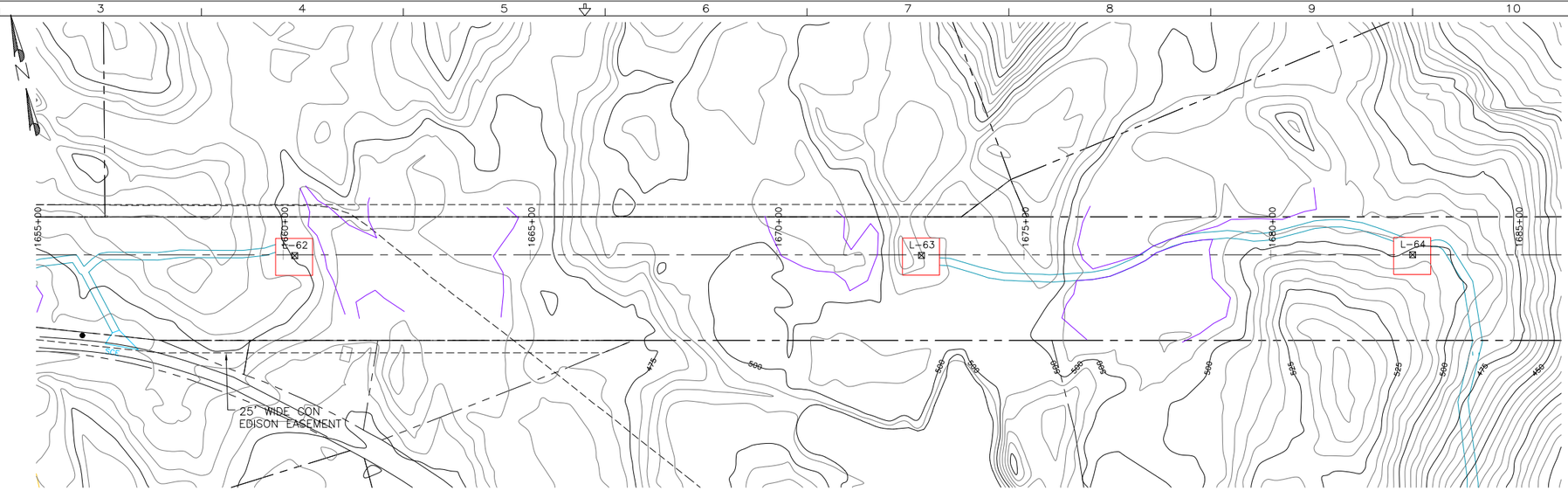

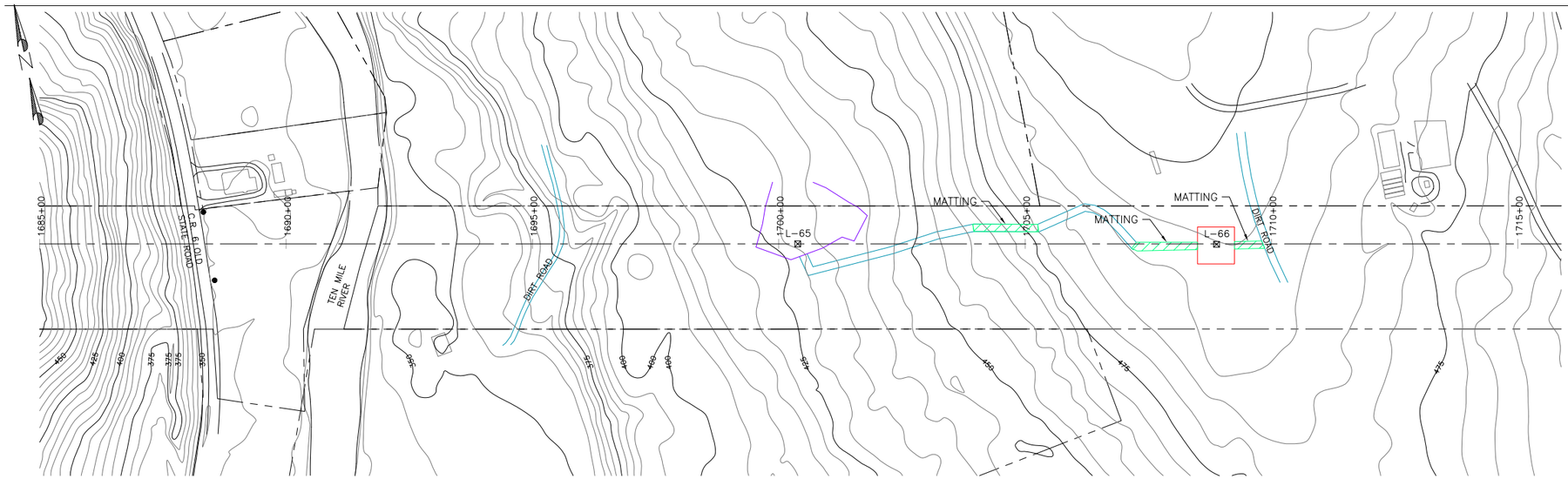

SHIELD WIRE: 1 – 7#5 ALWD
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CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

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570 BEATTY ROAD
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CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO. 2015–184

DRAWING NO. SWPPP–15 | REV. 0

STATE OF NEW YORK · PAUL G CASS · 086902 · LICENSED PROFESSIONAL ENGINEER · 12/22/16

DIGIOIA GRAY PROJECT NO.	DRAWING NO.
SWPPP-16	0

LEGEND:

TRANSMISSION FACILITIES
- PROPOSED TRANSMISSION POLE
- EXISTING TRANSMISSION TOWER
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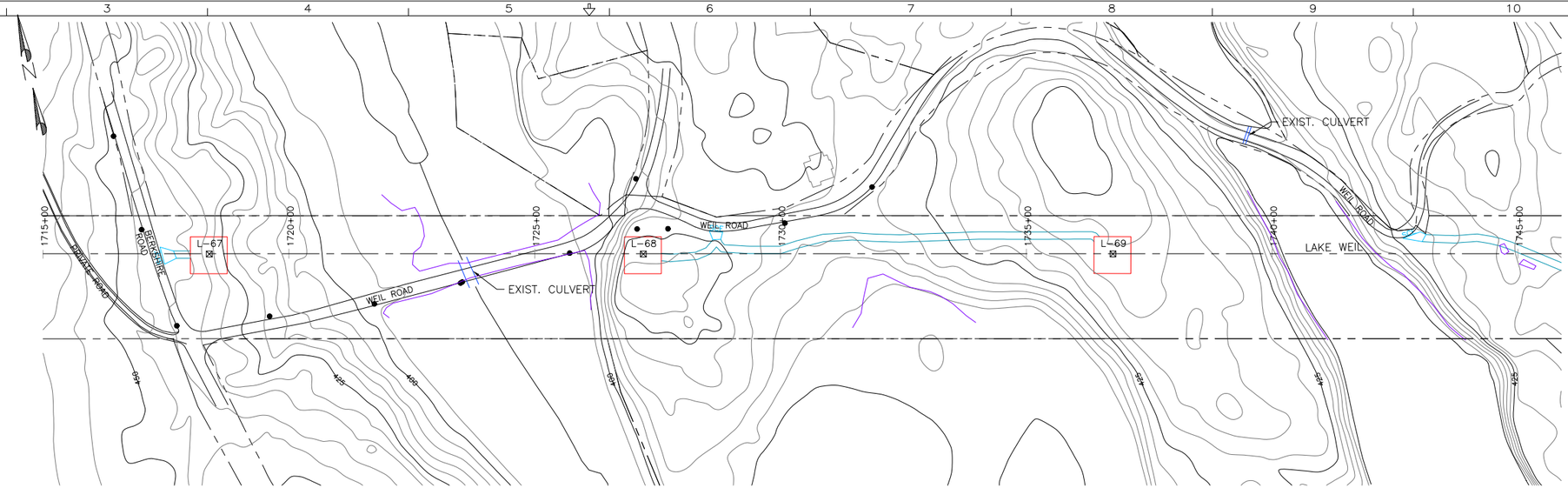

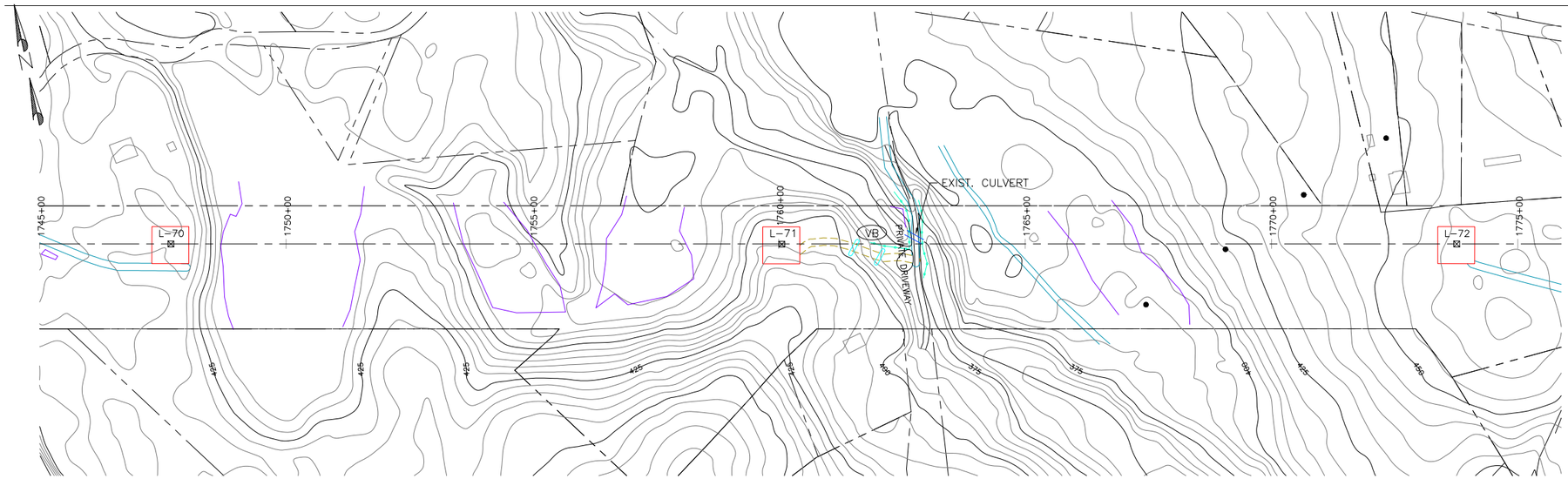

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OPGW: 72 FIBER AFL AC-102/691
CONDUCTOR: 3 – 795 30/19 ACSS BUNDLED(2)

120.0 ft. HORIZ. SCALE

Cricket Valley Energy

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570 BEATTY ROAD
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CRICKET VALLEY 345kV TRANSMISSION LINES
EROSION AND SEDIMENTATION CONTROLS

CRICKET VALLEY ENERGY CENTER
DOVER PLAINS, NEW YORK

DIGIOIA GRAY PROJECT NO.	
2015-184	
DRAWING NO.	REV.
SWPPP-16	0

STATE OF NEW YORK · PAUL G CASS · 086902 · LICENSED PROFESSIONAL ENGINEER

DIGIOIA GRAY PROJECT NO.	DRAWING NO.
SWPPP-17	0

LEGEND:

TRANSMISSION FACILITIES
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- EXISTING TRANSMISSION TOWER
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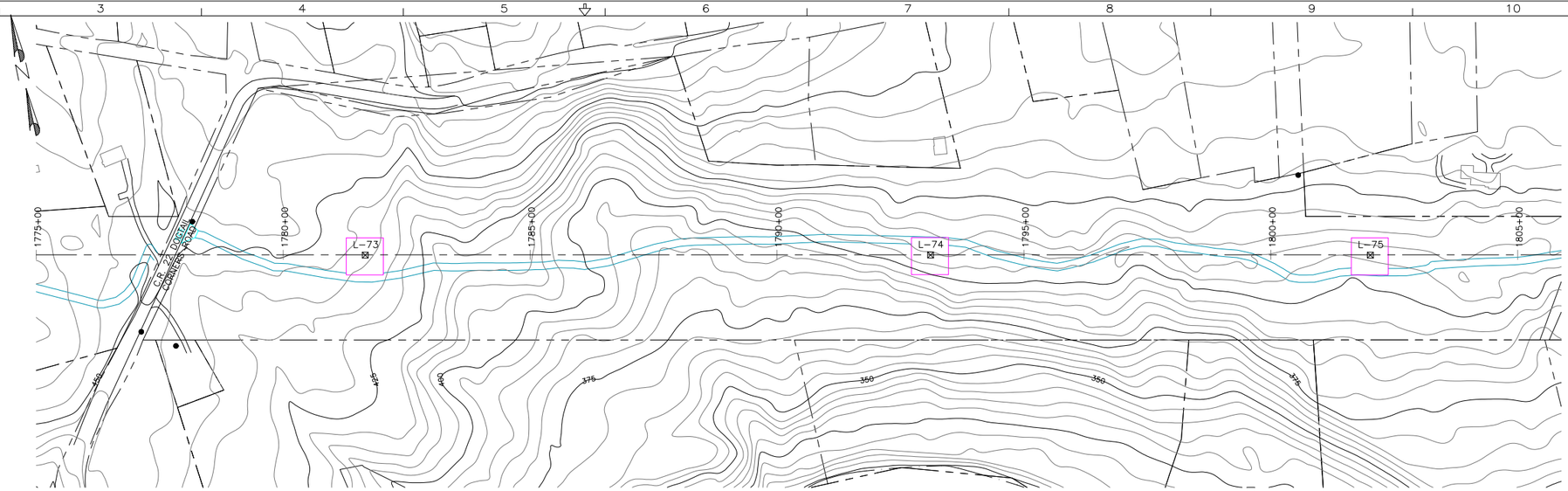

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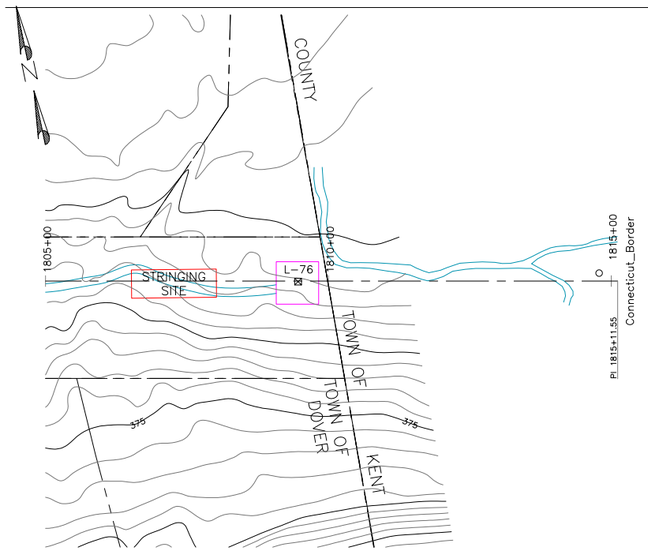

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Grading Plans please see Appendix S