

Section 1. DEVELOPMENT DESCRIPTION

1.1. INTRODUCTION

Downeast Wind, LLC (the Applicant), a wholly owned subsidiary of Apex Clean Energy Holdings, LLC, is proposing to construct and operate Downeast Wind (the Project), an approximately 126-megawatt (MW) grid-scale wind energy facility located in the town of Columbia, and the unorganized territories, T18 MD BPP and T24 MD BPP, in Washington County. The Project is located in an area identified as appropriate for grid-scale wind energy development (i.e., an expedited permitting area) as defined under 35-A M.R.S. § 3451¹ and is sited to maximize energy production while minimizing impacts to ecological resources. The proposed Project will require authorization from the Maine Department of Environmental Protection (MDEP) under the Site Location of Development Act (Site Law) and the Natural Resources Protection Act (NRPA), and a certification from the Land Use Planning Commission (LUPC).

The Facility Site

The Vestas V150 4.2 turbine was selected to optimize long-term Project performance while minimizing environmental impacts. This turbine model will be on a 125-meter (410 ft) tower with a rotor diameter of 150 meters (492 feet); for a total height, with the blades fully extended, of 200 meters (656 feet).

The facility consists of 30 wind turbines generating 126 MW of electricity. Seven (7) turbines are located in the town of Columbia along the northern edges of the blueberry barrens and to the north of Baseline Road. Six (6) turbines are sited in the Thousand Hills area of T18 MD BPP. Seven (7) positions, including one spare, are arrayed in the northern portion of T18 MD BPP around Crebo Flat and Hawk Hill Rd. Thirteen (13) positions, including two spare locations, are sited in T24 MD BPP. Project facilities will also include the following structures and equipment:

- Access roads: The Project includes a network of existing roads, many of which will be upgraded and improved, as well as new roads and temporary crane paths to access and construct Project facilities. There are 14.8 miles of access roads and driveways ranging from 16 to 24 feet in width. Of this, about 2.5 miles will be new construction. There are also 15.4 miles of crane paths, about 40 feet wide, of which about 12.7 miles will be new construction. After installation roads will be restored for use as permanent access roads, which will be gravel surfaced and typically 16 to 24 feet wide. Crane paths will be restored to pre-construction conditions. The Project will also initiate upgrades and improvements to stream crossings to both new and existing networks of roads.
- Meteorological (MET) towers: One permanent MET tower will be located in the town of Columbia, in proximity to Turbine 30 and two temporary power performance testing towers will be sited in proximity to Turbine 15 in T18 MD BPP and Turbine 7 in T24 MD BPP, respectively, to collect meteorological data and support performance testing of the facility.
- Collection lines: The Project includes approximately 24 miles of collections corridor
 containing about 45 miles of cable to deliver power from the wind turbines to the collection
 substation. The collection lines will be buried to a depth of 36-48 inches with a corridor of
 50 feet cleared of large vegetation for the first circuit, and 15 feet for each additional circuit
 where they run side-by-side.

¹ Available Online: http://legislature.maine.gov/statutes/35-A/title35-Ach34-Asec0.html







- Substation and Switchyard: The substation will transform power voltage from 34.5kV to 115kV, and the point of interconnection (POI) switchyard will interconnect with Versant's existing Downeast Loop 115kV transmission line in the town of Columbia at Epping to Deblois line 52.
- Temporary laydown yard: A temporary construction laydown yard of approximately 15 acres will be established in T18 MD BPP to accommodate construction trailers, storage containers, Project components, and parking for construction personnel. Additional temporary laydown and staging areas for storage of cleared timber, soil, stumps, and other material awaiting removal and storage and staging of construction equipment have been designated within the site design.
- Operation and maintenance (O&M) building: The proposed O&M building will be located on a 4.8-acre site on US Hwy 1 in the town of Columbia. It will consist of one building of approximately 4,400 square feet. The facility will house permanent staff offices and store maintenance equipment and supplies.

In accordance with the Maine legislative mandate under the Maine Wind Energy Act to meet certain renewable wind energy goals (35-A M.R.S., §3404²), the proposed Project will contribute to Maine's achievement of these goals and bring clean, renewable wind power to the New England energy market.

Downeast Wind, LLC was established in 2013 to explore the feasibility of a wind farm in Washington County, Maine. The proposed Project location was deemed highly suitable for utility-scale wind energy development due to consistently high winds, limited visibility from private residences and public rights-of-way, minimal necessity for clearing and other environmental resource impacts, and proximity to existing transmission infrastructure. The Project was also deemed compatible with existing land use practices and agricultural operations on the blueberry barrens. The Project area also benefits from a robust network of existing farm roads which can be selectively upgraded for construction and operations purposes.

In 2015, Downeast Wind began working with MDEP and other state and federal agencies to identify optimal siting for facilities, while initiating extensive studies of the natural and cultural resources and potential impacts upon avian, land, and aquatic species and their habitats, as well as existing land use and management practices across the approximately 16,600-acre Project area. Through continuous engagement with local stakeholders, subject matter experts, and agency officials, the Project has been designed to minimize impacts to wetlands, streams, significant vernal pools, and other waterbodies.

While no turbines have been sited in wetland areas, aspects of the construction process will result in modest wetland impacts. New and upgraded roads will also result in reconfigured stream crossings. These impacts and the efforts taken to minimize and mitigate them will be explained in detail in the forthcoming sections.

² Available Online: http://legislature.maine.gov/statutes/35-A/title35-Asec3404.html

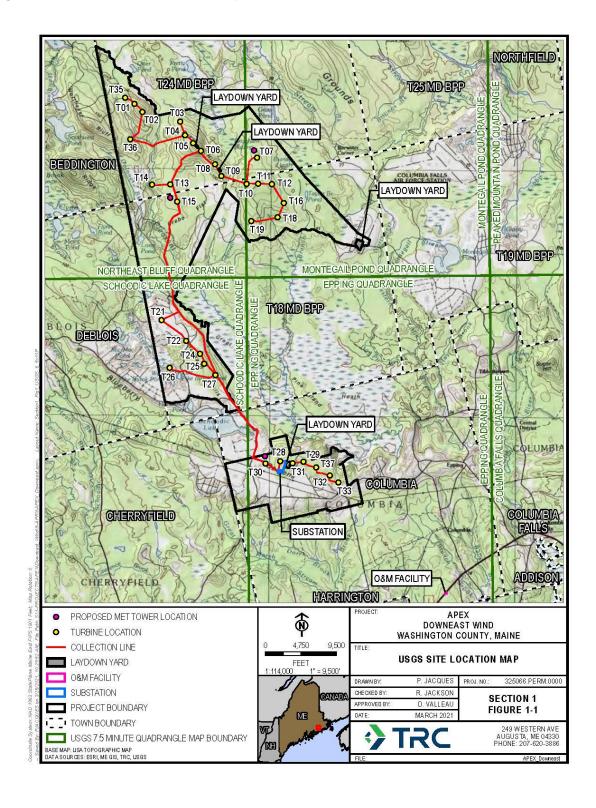






1.2. TOPOGRAPHIC MAP

Figure 1.1. USGS Site Location Map







1.3. CONSTRUCTION PLAN

The Project will be constructed in compliance with applicable local, state, and federal regulations, guidelines and standards, and specific requirements of any necessary permits. The Applicant anticipates the construction phase to begin in the spring of 2022 and last 18 to 20 months, including final site restoration, concluding in the fall of 2023. Construction sequencing and timing is described below in Table 1-1. Adjustments to the timeline may be necessary to accommodate for weather conditions and seasonal considerations, including wild blueberry operations and harvest. Site development will generally consist of the following activities:

Pre-Construction Meeting

Prior to any work on the Project a meeting will be held with the representatives of the Applicant, the site Contractor, the Engineer, the MDEP, and other parties involved in the construction or oversight of the Project.

Flagging/Marking

Sensitive resources, buffers, access points, limits of disturbance, and other significant features will be flagged and marked prior to any Project activities including clearing. These flagged locations will be maintained throughout construction of the Project to maintain compliance with permit conditions.

Tree Clearing

Forested portions of the site will be cut and removed to be used for commercial purposes. The contractor will take precautions to minimize disturbance on existing new vegetation and to restore topsoil in place when removing stumps. Stumps will be ground on site to help make erosion control mix for use as sedimentation control berms and ground-cover mulch.

Erosion and Sedimentation Control and Stabilization

Prior to any earth-moving activities, erosion and sediment control measures will be installed in accordance with state and local requirements. Monitoring, inspection, and maintenance of erosion and sedimentation controls will be a daily requirement for all site personnel. The primary methodology for avoiding sedimentation concerns will be to limit the site disturbance and the areas of exposed soil and maintain effective erosion controls.

Grading

This work will begin in the spring of 2022. Grading will be required to prepare designated laydown areas, the off-site O&M and substation/switchyard locations, access roads and crane paths, and individual turbine pads. Topsoil will be stripped and kept separate from lower earth layers. During restoration, topsoil will be spread evenly over the disturbed areas. Excess will be spread in adjacent fields.

Access Roads

The main gravel access roads originate from Rte. 193 on the west, from US Highway 1 to the south, and access to the laydown yard is from Tibbettstown and Bombing Range Roads from the east, all of which were created prior to the Project. Primary access roads were created by the blueberry farm that owns the property; however, they will be maintained and upgraded, as needed by the Project. Road improvements and maintenance will include permanent stormwater controls





and ditching, as necessary. Secondary access roads for access to turbine pads will be constructed and maintained as needed.

Foundations

Concrete foundations will be installed for each turbine unit. Excavations will require a depth of approximately 11 feet and a diameter of 90 feet. Foundation size is 8 feet in depth, with a diameter of 60-70 feet with banked sides. A concrete pedestal with a diameter of approximately 18 feet will extend from the top of the foundation to approximately 1 foot above grade (Dimensions may vary depending on final engineered design). Foundation construction will include excavation, re-bar installation, pouring of concrete, curing, backfilling, and compaction.

Component Delivery

Turbine component deliveries will begin in the summer of 2022. Each turbine will consist of 3-4 tower sections, hub, nacelle, 3 blades and ancillary equipment. The turbine supplier will confirm precise routing of components to the Project area, based on most accessible and appropriate shipping parameters. Components will enter the Project area from US Highway 1 via Epping, Pea Ridge and Schoodic Roads in the town of Columbia and be delivered to prepared turbine pads and laydown areas.

Turbine Erection/Commissioning

Turbine installation will commence upon delivery and staging of components by use of cranes. This work will proceed through the summer and fall of 2023, subject to favorable wind and weather conditions.

Collection Installation

Installation of collections cables will be simultaneous to road improvements and foundation work, and most of the collections system is co-located with existing roads. Some additional clearing will be required in areas where the collections corridor deviates from roadways and this work will begin in the spring of 2022. Directional drilling or boring will be used to minimize impacts to streams, wetlands, and rare plant habitats, and seasonal considerations and refined trenching procedures adapted to preserve commercially active blueberry fields will be deployed in consultation with the landowner where necessary.

Transmission Line

The Project substation will be sited alongside the existing Epping to Deblois section of the Versant "Downeast Loop" and the Project will not require any additional transmission lines to be installed.

Substation & Switchyard

Clearing, grading, and foundation work will begin in the spring of 2022, followed by construction of both facilities and fencing, with testing and energization planned for spring of 2023.

O&M Building

The O&M facility for the Project is sited on US Highway 1 in Columbia. The lot was previously used by a restaurant and features existing well and septic infrastructure. The current building will be removed, and siting of the new building will require some additional clearing and grading prior to construction. Erection of the new building will be concurrent with construction operations at the Project site.





Site Restoration

Debris/trash removal, decompaction, seeding, removal of E/S, access road top off will occur across the Project as construction is completed.

Table 1-1. Estimated Construction Sequencing and Timing

Task	Timeframe
Preliminary layout and staking of new road segments, turbine clearings, and laydown areas	Weeks 1-30
Clear for roads, collection system, turbines, and laydown areas	Weeks 4-36
Grubbing and initial grading for roads, turbines, and laydown areas	Weeks 4-16
Hauling and stockpiling of aggregate from local borrow pits	Weeks 4-70
Install/maintain erosion control measures in areas to be disturbed	Weeks 4-70
Construct substation	Weeks 6-68
Construct turbine foundations, substation transformer pad and conduct blasting as needed	Weeks 6-70
Underground trench/conduit work	Weeks 8-80
Clear and erect the permanent MET tower and temporary power performance tower	Weeks 10-20
Turbine Delivery	Weeks 60-70
Turbine Installation	Weeks 60-80
Final grading of roads and turbine areas	Weeks 66-74
Energization	Week 68
Remove temporary erosion and sedimentation control measures upon final site stabilization and reseeding (Civil Restoration)	Weeks 74-82
Test energy	Week 70
Begin commercial operations (COD)	Week 86

1.4. DRAWINGS

Exhibit 1-1 depicts civil and electrical design and siting of Project facilities.





EXHIBIT 1-1: IFP CIVIL DRAWING SET



PERMIT DESIGN SUBMITTAL

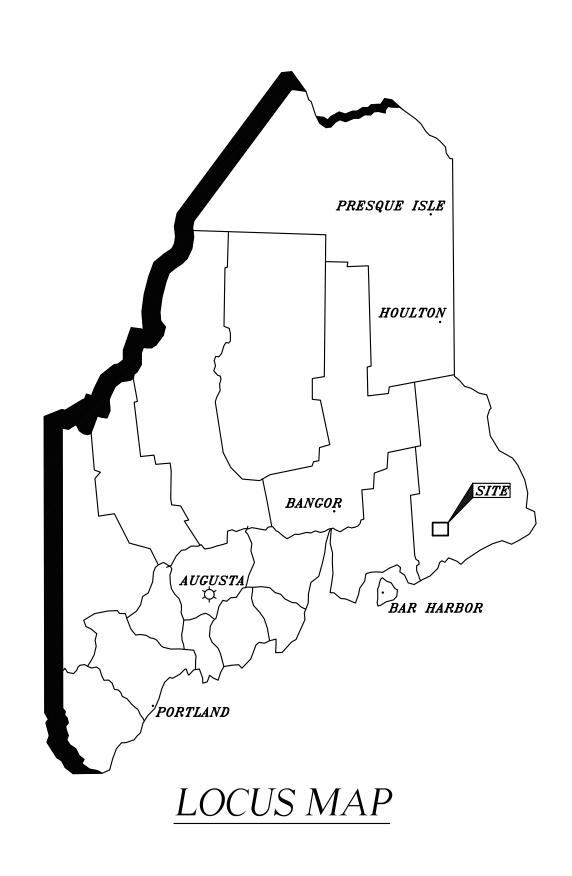
DOWNEAST WIND FARM

COLUMBIA, T18 MD BPP, & T24MD BPP, WASHINGTON COUNTY, MAINE

PREPARED FOR APEX CLEAN ENERGY, INC.

113.20.01

MARCH 19, 2021



SHEET INDEX

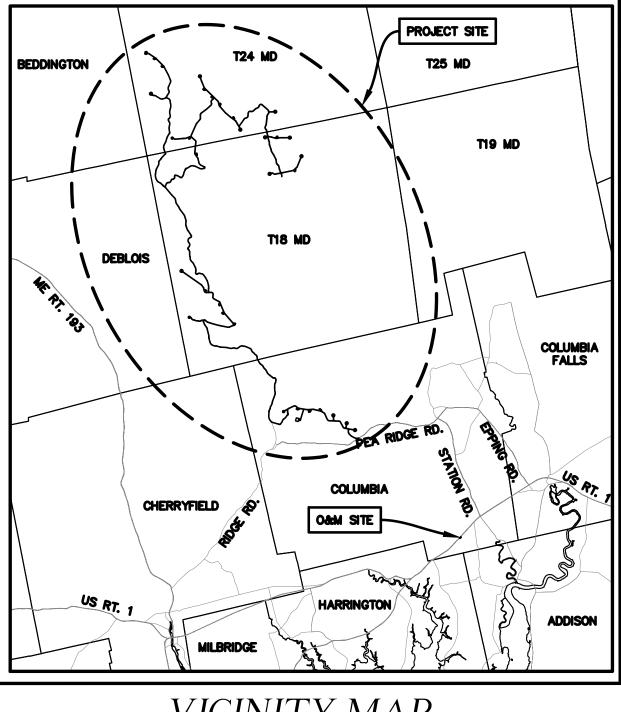
SHEET NO.	DESCRIPTION
1.0	INDEX
2.1-2.5	DETAILS
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7.1 LAYDOWN AREA
8.1-8.2 MET TOWERS
9.1 SUBSTATION

9.2 OPERATIONS & MAINTENANCE BUILDING

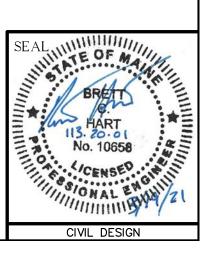
9.3 OPERATIONS & MAINTENANCE BUILDING PRE DEVELOPMENT
 9.4 OPERATIONS & MAINTENANCE BUILDING POST DEVELOPMENT
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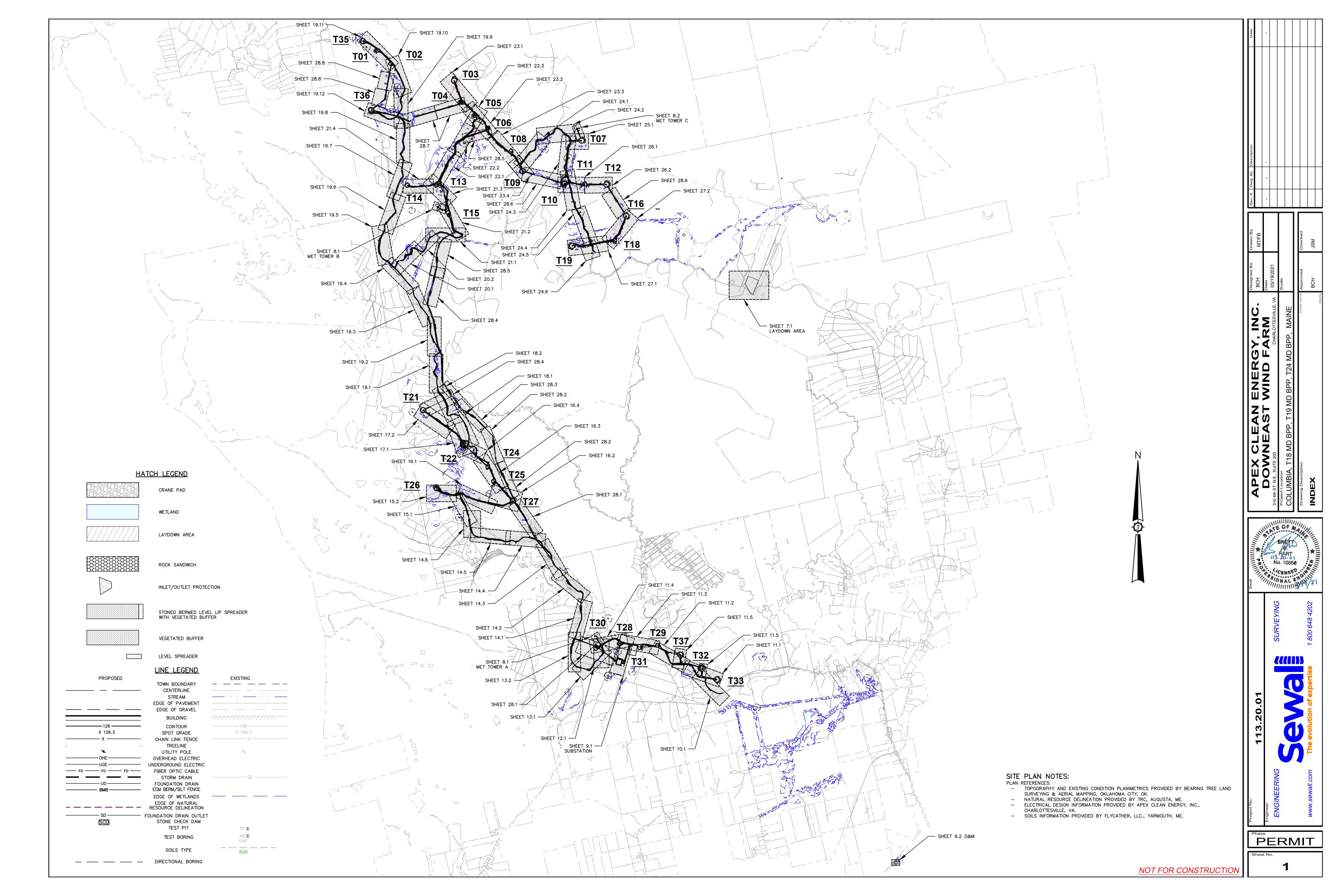
10.1-27.2 PLAN AND PROFILE SHEETS 28.1-28.8 ELECTRICAL PLAN SHEETS



VICINITY MAP







GENERAL NOTES & CONSTRUCTION SPECIFICATIONS

- EVERY WEEK AND AFTER PRECIPITATION PRODUCING THE EQUIVALENT OF ONE-HALF INCH OF RAINFALL, THE CONTRACTOR SHALL INSPECT AND MAINTAIN ALL EROSION CONTROL MEASURES MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO, REMOVAL OF SEDIMENT FROM SILT FENCES IF SOIL ACCUMULATES TO A DEPTH OF ONE-HALF THE FABRIC HEIGHT AND REMOVAL OF EXCESS ACCUMULATED SEDIMENT FROM DETENTION BASINS (IF APPLICABLE).
- ALL EROSION CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH "MAINE EROSION & SEDIMENT CONTROL PRACTICES FIELD GUIDE FOR CONTRACTORS" BY MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES, INCLUDING MATERIALS, CONSTRUCTION, MAINTENANCE AND REMOVAL.
- 4. SEE DETAILS FOR SLOPE STABILIZATION OPTIONS.
- CONTRACTOR SHALL ADJUST CULVERT INVERT ELEVATIONS AND DITCHLINE AS NECESSARY TO PROVIDE APPROPRIATE COVER AND POSITIVE DRAINAGE.

CONSTRUCTION SEQUENCE & PHASING NOTES

CLEARING OF VEGETATION AND STOCKPILING OF TOPSOIL

- INSTALL EROSION CONTROL MEASURES PRIOR TO SOIL DISTURBANCE.
- FLAG & MARK CLEARING LIMITS OF ACCESS ROADS, CRANE PATHS, & COLLECTION LINES, WITH THE OTHER CONSTRUCTION AREAS TO FOLLOW.
- STUMPS TO BE REMOVED FROM LOCATIONS WHERE STRUCTURES (i.e., ROADS, TURBINES, SUBSTATION, O&M BUILDING, STORMWATER MANAGEMENT SYSTEMS, ETC.) ARE TO BE INSTALLED/CONSTRUCTED. STUMPS TO BE BURIED IN PLACE OR GROUND ON-SITE AND USED AS AN EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURE BY THE CONTRACTOR.
- CLEARING AND TEMPORARY EARTHWORK WILL BE PERMITTED BEYOND CLEARING/EARTHWORK LIMITS SHOWN ON THE DESIGN TO PROVIDE APPROPRIATE COMPONENT DELIVERY CLEARANCES CLEARING WILL ALSO BE PERMITTED BEYOND DEPICTED CLEARING LIMITS, AS NEEDED, TO FACILITATE INSTALLATION OF UNDERGROUND COLLECTOR LINE ALONG THE ROADSIDE OF NARROW ROADS. CONTRACTOR SHALL MINIMIZE DISTURBANCE OUTSIDE FLAGGED CLEARING LIMITS TO SMALLEST EXTENT PRACTICABLE AND SHALL AVOID PROTECTED NATURAL RESOURCES, UNLESS OTHERWISE NOTED.
- ADDITIONAL CLEARING ADJACENT TO PROPOSED DEVELOPMENT MAY BE REQUIRED IN LOCATIONS WHERE NEW GROWTH HAS ESTABLISHED SINCE PROJECT MAPPING WAS COMPLETED OR TO REMOVE DANGER TREES.
- LOW GROWING VEGETATION TO REMAIN, WHERE FEASIBLE, TO PROVIDE SOIL STABILITY.
- EXISTING TOPSOIL IN AREAS OF DEVELOPMENT TO BE STOCKPILED ON-SITE FOR USE IN FINAL STABILIZATION OF TURBINE CLEARINGS, LAY DOWN AREAS, ETC.
- 8. MULTIPLE LAYERS OF SEDIMENTATION PROTECTION SHALL BE INSTALLED AROUND TOPSOIL STOCKPILES TO PROTECT DOWN STREAM RESOURCES.

<u>CONSTRUCTION OF ACCESS ROADS, CRANE PATHS, & LAY DOWN/STAGING AREAS</u>

- MINOR GRADING CHANGES INCLUDING VERTICAL AND HORIZONTAL ADJUSTMENTS MAY BE NECESSARY, DEPENDING ON FIELD CONDITIONS. CONTRACTOR MAY MODIFY HORIZONTAL AND VERTICAL ADJUSTMENTS TO ROADWAY ALIGNMENT IN ORDER TO OPTIMIZE EARTHWORK BALANCING. THESE MODIFICATIONS SHALL NOT INCREASE THE TOTAL PROJECT FOOTPRINT OR INTENT OF STORMWATER DRAINAGE DESIGN. IN ADDITION, THESE MODIFICATIONS SHALL IN NO WAY HINDER DELIVERY OF COMPONENTS OR CONSTRUCTIBILITY OF PROJECT IN GENERAL. CONTRACTOR SHALL RECORD ALL MODIFICATIONS FOR INCLUSION IN PROJECT AS-BUILT
- MINOR ADJUSTMENTS TO ROADWAY GRADES AND CULVERT ELEVATIONS MAY BE MADE TO ENSURE PROPER COVER OVER CULVERTS AND TO PROVIDE PROPER DRAINAGE. CLEARING AND MINOR EARTHWORK OUTSIDE DEPICTED CLEARING/GRADING LIMITS MAY BE REQUIRED.
- CONSTRUCTION OF ACCESS ROADS, CRANE PATHS, & LAY DOWN/STAGING AREAS WILL OCCUR IN A MANNER TO MINIMIZE AREAS OF EXPOSED SOIL AT ANY ONE TIME (INCLUSIVE OF ANY OTHER EXPOSED SOIL AREAS WITHIN THE DESIGNATED LIMITS OF DISTURBANCE).
- ACCESS SHALL BE MAINTAINED TO EXISTING ROADS BISECTED BY PROPOSED PROJECT ROADS, PER LANDOWNER REQUIREMENTS. CLEARING AND FARTHWORK NECESSARY TO MAINTAIN ACCESS WILL BE PERMITTED BEYOND DEPICTED CLEARING AND EARTHWORK LIMITS SHOWN ON THIS DESIGN BUT WILL AVOID PROTECTED NATURAL RESOURCES.

CONSTRUCTION OF ELECTRICAL COLLECTOR

- EARTHWORK (SUCH AS BENCHING) MAY BE REQUIRED FOR CONSTRUCTION OF COLLECTOR LINE FOR THE PURPOSE OF STABILIZING CONSTRUCTION EQUIPMENT AND GAINING ACCESS TO COLLECTOR STRUCTURES. APPROPRIATE EARTHWORK BMP'S WILL BE UTILIZED DURING THESE ACTIVITIES AND AREAS WILL BE ALLOWED TO REVEGETATE UPON COMPLETION OF CONSTRUCTION.
- CLEARING BEYOND DEPICTED CLEARING LIMITS MAY BE REQUIRED FOR INSTALLATION OF GUY ANCHORS AND REMOVAL OF DANGER TREES.

CONSTRUCTION OF PERMANENT STORMWATER MANAGEMENT SYSTEMS

- GRADING TO BE CONDUCTED IN ACCORDANCE WITH PERMITTED PERMANENT STORMWATER
- ONCE FINAL GRADES ARE ACHIEVED, EXPOSED SOIL SURROUNDING THE STORMWATER MANAGEMENT STRUCTURES TO BE PERMANENTLY STABILIZED.
- FINAL LOCATIONS OF STORMWATER STRUCTURES SHALL BE FIELD DETERMINED BASED UPON EXISTING TOPOGRAPHY BUT SHALL GENERALLY MEET THE INTENT OF THE STORMWATER DESIGN PLANS. CLEARING WILL BE PERMITTED BEYOND CLEARING LIMITS SHOWN ON THIS DESIGN TO ALLOW CONSTRUCTION OF STORMWATER MANAGEMENT SYSTEMS (SUCH AS LEVEL SPREADERS, DITCH TURNOUTS, ETC.). WHILE CONSTRUCTING STORMWATER MANAGEMENT SYSTEMS, CONTRACTOR SHALL MINIMIZE DISTURBANCE OUTSIDE FLAGGED CLEARING LIMITS TO SMALLEST EXTENT PRACTICABLE AND SHALL AVOID PROTECTED NATURAL RESOURCES.

CONSTRUCTION OF CRANE PADS

- AFTER THE SUBGRADE IS ESTABLISHED, CRANE PAD TO BE CONSTRUCTED WITH APPROPRIATE AGGREGATE MATERIAL SPREAD & COMPACTED OVER A GEOTEXTILE LINER AS NECESSARY; MINOR GRADE ADJUSTMENTS MAY BE NEEDED DEPENDENT ON FIELD CONDITIONS.
- CRANE PADS MAY BE ORIENTATED WITHIN TURBINE PADS AS DETERMINED BY FIELD CONDITIONS AND CONTRACTOR MEANS & METHODS.
- 3. CRANE PADS TO REMAIN IN PLACE FOR FUTURE MAINTENANCE & OPERATION.
- 4. EXPOSED SOIL SURROUNDING CRANE PADS & TURBINE FOUNDATIONS TO BE STABILIZED. (SEE DETAIL)

CLEAN-UP & FINAL STABILIZATION

- UPON COMPLETION OF CONSTRUCTION ACTIVITIES, ALL WORK AREAS TO BE CLEARED OF CONSTRUCTION DEBRIS & OTHER MATERIALS.
- SPECIFIC CLEAN-UP REQUIREMENTS TO INVOLVE: REMOVAL OF ALL TEMPORARY WORK TRAILERS: REMOVAL OF MATERIAL & EQUIPMENT: DISPOSAL OF ALL RUBBISH RESULTING FROM CLEARING, CONSTRUCTION, & INSTALLATION; ROUGH GRADING & STABILIZATION OF EMBANKMENTS MADE FOR CONSTRUCTION PURPOSES; FILLING OF ANY EXCAVATIONS; & REPAIRING RUTS IN ACCESS ROADS.
- FINAL STABILIZATION OF ALL AREAS OF DISTURBED SOIL, WHERE FINAL GRADE HAS BEEN ACHIEVED, WILL INVOLVE RESPREADING OF STOCKPILED TOPSOIL MATERIAL & SEEDING, MULCHING WITH WOODWASTE MULCH, OR APPLICATION OF OTHER APPROVED STABILIZATION METHODS. ALL WORK TO BE PERFORMED IN ACCORDANCE WITH THE PROJECTS PERMITS AND
- LAYDOWN AREAS SHALL BE ALLOWED TO REVEGETATE WITHIN ONE YEAR. CONTRACTOR SHALL REGRADE AS NECESSARY TO AVOID CONCENTRATED FLOWS.

FURBINE FOUNDATIONS

- ELEVATIONS OF TURBINE FOUNDATIONS ARE BASED ON AERIAL SURVEY. FINAL ELEVATIONS OF FOUNDATIONS MAY BE ADJUSTED IN FIELD TO ACCOMMODATE ACTUAL TERRAIN CONDITIONS AND REDUCE IMPACTS. ALL ADJUSTMENTS SHALL BE APPROVED BY OWNER PRIOR TO IMPLEMENTATION.
- FOUNDATION DRAINS MAY BE REQUIRED AT FOUNDATIONS AS SPECIFIED BY FOUNDATION CONSTRUCTION PLANS.

WINTER CONSTRUCTION NOTES

- THE WINTER CONSTRUCTION PERIOD SHALL BE FROM NOVEMBER 1 THROUGH APRIL 15.
- WHERE FEASIBLE, A MINIMUM 25-FT BUFFER SHALL BE MAINTAINED BETWEEN SILT FENCE OR OTHER PERIMETER CONTROLS AND ROADS TO ALLOW FOR SNOW CLEARING AND MAINTENANCE
- DRAINAGE STRUCTURES SHALL BE KEPT OPEN AND FREE OF SNOW AND ICE DAMS.
- ACCEPTABLE OVER-WINTER STABILIZATION SHALL CONSIST OF VEGETATION (MIN. 75% MATURE) MULCHING, EROSION CONTROL MIX, EROSION CONTROL MATS, RIPRAP OR GRAVEL ROAD BASE.
- EROSION PREVENTION AND SEDIMENT CONTROL MEASURES THAT REQUIRE EARTH DISTURBANCE (E.G., CONSTRUCTION FENCE AND SILT FENCE) SHALL BE INSTALLED PRIOR TO THE GROUND FREEZING. DURING FROZEN CONDITIONS, SEDIMENT BARRIERS MAY CONSIST OF EROSION CONTROL MIX BERMS.
- FROM NOVEMBER 1 TO APRIL 15. MULCH SHALL BE INSTALLED AT DOUBLE THE NORMAL RATE. NETTING OR OTHER MEANS APPROVED BY THE ENGINEER SHALL BE USED TO MINIMIZE WIND EROSION OF MULCHING.
- PRIOR TO STABILIZATION, ICE AND SNOW SHALL BE REMOVED TO LESS THAN 1-IN.
- EXCAVATED FROZEN SOILS SHALL BE STOCKPILED IN LEVEL AREAS AND SHALL NOT BE USED UNTIL THAWED. SEE STOCKPILING NOTES.
- EXCAVATION OF SOILS IN SHALLOW GROUNDWATER AREAS SHALL BE MINIMIZED IF AT ALL POSSIBLE DURING WINTER, AND LIMITED TO ONLY THOSE AREAS THAT CAN BE STABILIZED DURING THE SAME DAY.
- 10. TO ENSURE COVER OF DISTURBED SOIL IN ADVANCE OF A MELT EVENT, AREAS OF DISTURBED SOIL MUST BE STABILIZED AT THE END OF EACH WORK DAY, WITH THE FOLLOWING EXCEPTIONS:
- IF NO PRECIPITATION OR MELTING EVENT IS FORECAST WITHIN 24 HOURS AND WORK WILL RESUME IN THE SAME DISTURBED AREA WITHIN 24 HOURS, DAILY STABILIZATION IS NOT
- DISTURBED AREAS THAT COLLECT AND RETAIN RUNOFF, SUCH AS BUILDING FOUNDATIONS AND OPEN UTILITY TRENCHES.
- ENGINEER MAY MAKE NECESSARY ADJUSTMENTS TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN AND ASSOCIATED EROSION PREVENTION AND SEDIMENT CONTROL MEASURES (E.G., CONSTRUCTION FENCE AND SILT FENCE) TO ACCOMMODATE ANTICIPATED SNOW STORAGE
- 12. AREAS WITHIN 100 FEET FROM ANY NATURAL RESOURCE, IF NOT STABILIZED WITH A MINIMUM OF 75% MATURE VEGETATION, SHALL BE MULCHED BY DECEMBER 1 AND ANCHORED WITH PLASTIC NETTING OR PROTECTED WITH EROSION CONTROL COVER. DURING WINTER CONSTRUCTION A DOUBLE ROW OF SEDIMENT BARRIERS SHALL BE PLACED BETWEEN ANY NATURAL RESOURCE AND THE DISTURBED AREA. NATURAL RESOURCE CROSSINGS SHALL BE PROTECTED A MINIMUM DISTANCE OF 100 FEET ON EITHER SIDE FROM THE RESOURCE.
- 13. STOCKPILES OF SOIL SHALL BE MULCHED FOR OVER-WINTER PROTECTION WITH HAY OR STRAW AT TWICE THE NORMAL RATE OR WITH A 4-INCH LAYER OF EROSION CONTROL MIX.
- 14. MAINTENANCE MEASURES SHALL BE APPLIED AS NEEDED DURING THE ENTIRE CONSTRUCTION SEASON. AFTER EACH RAINFALL, SNOW STORM OR PERIOD OF THAWING AND RUNOFF, THE SITE CONTRACTOR SHALL PERFORM A VISUAL INSPECTION OF ALL INSTALLED EROSION CONTROL MEASURES AND PERFORM REPAIRS AS NEEDED. FOLLOWING THE TEMPORARY AND/OR FINAL SEEDING AND MULCHING, THE CONTRACTOR SHALL, IN THE SPRING, INSPECT AND REPAIR ANY DAMAGES OR BARE SPOTS.
- 15. WINTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH REGULATORY PERMITS. PERMIT REQUIREMENTS SHALL SUPERCEDE ANY DISCREPANCY IN ABOVE LISTED NOTES.

TEMPORARY SEEDING NOTES

- 1. ANY DISTURBED AREAS TO BE LEFT IN ROUGH GRADED FORM FOR MORE THAN 30 DAYS (7 DAYS FOR SENSITIVE AND CRITICAL AREAS) BUT LESS THAN ONE GROWING SEASON SHALL BE LIMED, FERTILIZED, TEMPORARILY SEEDED AND MULCHED OR OTHERWISE STABILIZED. EXPOSED OR BARE SOIL IN SENSITIVE AND CRITICAL AREAS ARE TO BE MULCHED AT THE
- COMPLETION OF WORK, EACH DAY, IF SIGNIFICANT RAINFALL IS PREDICTED. APPLICATION RATES AND MATERIALS USED SHALL BE THE SAME AS FOR PERMANENT SEEDING

PERMANENT SEEDING NOTES

DURING PERIODS FROM APRIL 15 TO SEPTEMBER 15, AREAS DISTURBED SHALL BE PERMANENTLY SEEDED WITH CONSERVATION SEED MIX (A MIXTURE OF CREEPING RED FESCUE, REDTOP, TALL FESCUE, CLOVER AND ANNUAL RYE), AT A RATE OF 1.0 LB/1,000 SF.

SPECIFIC MAINTENANCE INSTRUCTIONS:

EXCEPT SEED MIXTURE SHALL BE ANNUAL RYEGRASS.

- STRAW/HAY BALE BARRIERS, SILT FENCE, FILTER BARRIERS MAKE ANY REQUIRED REPAIRS IMMEDIATELY. REPLACE W/ TEMPORARY CHECK DAM IF THERE IS UNDERCUTTING AT CENTER OR EDGES, OR IF LARGE VOLUMES OF WATER ARE IMPOUNDED. REPLACE DECOMPOSED OR INEFFECTIVE FABRIC IMMEDIATELY, REMOVE SEDIMENT DEPOSITS AFTER EACH STORM. DEPOSITS REMAINING IN PLACE AFTER SILT FENCE OR FILTER FABRIC IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM W/ EXISTING GRADE, PREPARED AND STABILIZED.
- CULVERTS CULVERTS SHOULD BE CHECKED MONTHLY FOR ACCUMULATION OF DEBRIS. IF NEEDED THEY SHOULD BE CLEANED.
- 3. A STORMWATER MAINTENANCE LOG SHOULD BE MAINTAINED TO DOCUMENT COMPLIANCE WITH THE SUGGESTED SCHEDULE.

DEWATERING

- CONTRACTOR SHALL BE RESPONSIBLE FOR PROPERLY DEWATERING EXCAVATIONS DURING CONSTRUCTION.
- CONTRACTOR SHALL DISPOSE OF PUMPED WATER IN APPROPRIATE MANNER TO AVOID CONCENTRATED FLOWS FROM SITE. THE USE OF SETTLEMENT BASINS OR SEDIMENT CONTROL DEVICES SUCH AS "DIRTBAGS" AND TEMPORARY SEDIMENT BASINS SHALL BE EMPLOYED TO SEPARATE SEDIMENTS FROM DEWATERING ACTIVITIES AS NECESSARY. PUMPED WATER WILL BE DIRECTED AWAY FROM RESOURCES TO NATURAL BUFFER AREAS OR OTHER ACCEPTABLE STABILIZED AREAS. METHODS OF DEWATERING AND THE SEDIMENT CONTROL DEVICES SHALL BE APPROVED BY THE ENGINEER AT EACH LOCATION.
- DURING TEMPORARY DEWATERING ACTIVITIES CONTRACTOR SHALL OUTLET FLOWS TO SEDIMENT CONTROL DEVICES. THESE DEVICES SHALL BE LOCATED ON UNDISTURBED SOILS THAT ARE CAPABLE OF ALLOWING SURFACE INFILTRATION. LOCATIONS FOR ALL OUTLETS OF DEWATERING ACTIVITIES SHALL NOT BE PLACED WITHIN PROTECTED NATURAL RESOURCES.
- PERMANENT DEWATERING REQUIRED FOR FOUNDATION DRAINAGE SHALL OUTLET AS GRADES ALLOW. PERMANENT OUTLETS SHALL BE LOCATED ON UNDISTURBED SOILS THAT ARE CAPABLE OF ALLOWING SURFACE INFILTRATION OR IN NEAREST AVAILABLE ROADSIDE DITCH. PERMANENT OUTLETS LOCATED WITHIN DITCH LINES SHALL BE STABILIZED WITH RIPRAP. PERMANENT OUTLETS LOCATED IN WOODED AREAS SHALL BE STABILIZED WITH RIPRAP FOLLOWED BY A LEVEL SPREADER TO ELIMINATE CONCENTRATED FLOWS. ALL OUTLET PIPES SHALL HAVE STAINLESS STEEL RODENT SCREENS.
- IN LOCATIONS WHERE OUTLET REQUIRES THE PLACEMENT OUTSIDE THE DEPICTED CLEARING LIMITS CONTRACTOR SHALL MINIMIZE CLEARING AND DISTURBANCE TO SMALLEST EXTENT PRACTICABLE AND SHALL AVOID PROTECTED NATURAL RESOURCES.

IRRIGATION SYSTEM

PORTIONS OF THE PROJECT CONSTRUCTION OCCUR WITHIN AREAS WHERE THERE IS AN EXISTING IRRIGATION SYSTEM. CARE SHALL BE TAKEN IN ORDER TO AVOID IMPACTS WHERE FEASIBLE. IN AREAS OF DIRECT CONFLICT, IRRIGATION SYSTEM RELOCATION AND MODIFICATIONS WILL BE REQUIRED. IRRIGATION SYSTEM MODIFICATIONS MAY OCCUR OUTSIDE THE LIMITS OF IMPACT DEPICTED WITHIN THIS PLAN SET.

CULVERT AND LEVEL SPREADER SIZES WITHOUT BUFFERS

CL Station

1867+00

1875+00

1884+10

1893+15

1896+00

1901+20

1904+70

1914+70

5+50

1921+35

1925+20

1936+25

1945+80

1955+00

1961+50

2012+75

2018+75

2026+00

2029+50

2035+60

2048+00

2059+55

2224+00

2228+50

2251+50

2253+80

2257+50

2261+35

2262+50

2269+50

2277+25

2283+35

2286+80

2290+70

2510+40

2515+15

2520+60

2525+60

2528+25

2534+65

2536+75

2538+15

2541+10

2544+65

2554+30

2560+15

2562+00

2571+05

2573+50

2576+15

2577+70

2596+00

2934+65

2939+10

2943+60

2945+25

2597+40

2600+50

2604+00

2622+40

2626+75

2633+75

2645+50

2647+55

2648+45

2977+15

2979+90

3000+60

3004+10

3006+60

3015+75

3020+65

Access Road 1860

Met Tower B

Access Road 1860

Access Road 2000

Access Road 2200

Access Road 2500

Access Road 2925

Access Road 2925

Access Road 2925

Access Road 2925

Access Road 2500

Access Road 2970

Access Road 2970

Access Road 2990

Met Tower C

Drainage Area

(acres)

37.8

27.4

8.2

12.3

0.6

5 1

3.0

2.0

3 1

74

4.0

0.4

0.5

0.5

0.7

2.0

1.3

0.9

2.9

40

5.8

1.4

0.2

0.2

21.5

0.5

0.4

0.5

0.3

87

5.7

53.0

0.2

4.7

5.3

3.5

1.2

0.5

4 1

7.3

56

5.0

2.8

17

40.2

24.6

222.2

4.2

16.1

19.9

Culvert

18

12

Bridge Span

48 Embedded

54 Embedded

Level Spreader

Length (ft)

N/A

N/A

16

SEE BL86

SEE BL88

SEE BL89

SEE BL91

SEE BL92

SEE BL95

SEE BL96

8

13

30

SEE BL98

SEE BL100

SEE BL103

SEE BL104

SEE BL106

SEE BL109

SEE BL112

SEE BL123

SEE BL124

SEE BL128

SEE BL129

SEE BL130

SEE BL131

SEE BL132

SEE BL133

SEE BL134

SEE BL135

SEE BL137

SEE BL138

SEE BL139

SEE BL140

N/A

N/A

SEE BL141

SEE BL142

SFF BI 144

SEE BL145

SEE BL146

SEE BL147

SEE BL149

SEE BL148

23

N/A

SEE BL153

SEE BL 154

SEE BL155

SEE BL158

SEE BL159

SEE BL156

SEE BL163

SEE BL164

SEE BL168

SEE BL169

SEE BL170

SEE BL174

20

SEE BL175

SEE BL177

SEE BL180

N/A

SEE BL181

SEE BL183

SEE BL184

N/A

Road Name	CL Station	Drainage Area (acres)	Culvert Diameter (in)	Level Spreader Length (ft)
Access Rd 200	206+25	13.7	15	10
Access Rd 200 Crane Path 250	219+10 257+35	14.2	18 18	N/A 13
Crane Path 250	265+85	0.5	12	SEE BL4
Crane Path 250	278+30	20.0	15	SEE BL9
Crane Path 4000	4002+50	7.0	18	SEE BL10
Crane Path 250	288+60	10.8	15	8
Crane Path 250 Crane Path 250	290+45 298+00	1.5 4.4	12 15	SEE BL11 SEE BL12
Crane Path 250	300+90	4.6	15	SEE BL14
Crane Path 250	311+50	1.2	12	5
Crane Path 250	323+55	16.1	24	N/A
Substation 1	1+38	7.0	18	SEE BL19
Substation 1 Substation 1	8+30 18+22	3.3 2.6	15 12	SEE BL20 SEE BL21
Substation 2	22+80	1.1	12	N/A
Crane Path 250	344+45	2.5	12	SEE BL24
Crane Path 250	360+75	10.7	24	SEE BL29
Met Tower A Met Tower A	3+33	7.8 9.3	18 18	SEE BL28
Access Rd 400	9+50 401+28	10.7	24	SEE BL30 SEE BL27
Access Rd 445	448+68	14.2	24	SEE BL31
Access Rd 445	467+00	20.4	18	20
Access Rd 445	470+55	50.9	24	SEE BL32
Access Rd 445	479+00	68.1	15	SEE BL33
Access Rd 500 Access Rd 500	519+45 524+75	1.8	12 12	5 8
Access Rd 500	529+35	1.1	12	5
Access Rd 500	544+62	0.6	12	5
Access Rd 500	555+50	5.8	15	24
Access Rd 500	561+90	4.9	15	20
Access Rd 500 Access Rd 500	579+25 591+15	3.7	12 15	6 SEE BL34
Access Rd 500	602+42	2.0	12	SEE BL35
Access Rd 500	614+00	8.1	18	SEE BL36
Access Rd 500	623+95	27.1	18	SEE BL37
Access Rd 500	641+00	113.7	30	N/A
Access Rd 700 Access Rd 700	705+65 727+65	8.5 5.5	18	10
Access Rd 700	741+55 Left	0.5	12	N/A
Crane Path 800	804+70	1.4	12	6
Crane Path 800	814+13	3.8	15	16
Crane Path 800	835+75	1.0	12	5
Crane Path 800 Crane Path 800	840+50 845+00	3.6 5.7	15 18	SEE BL40 SEE BL41
Crane Path 800	854+25	4.3	15	SEE BL43
Crane Path 800	859+30	1.9	12	SEE BL45
Crane Path 800	865+50	1.2	12	SEE BL47
Crane Path 800 Crane Path 800	882+50 886+35	3.2 1.4	15 12	SEE BL49 SEE BL51
Crane Path 800	893+50	1.2	12	SEE BL52
Crane Path 800	897+85	33.0	15	SEE BL53
Crane Path 910	912+60	1.0	12	5
Crane Path 910	920+80	1.9	12	SEE BL54
Crane Path 910 Crane Path 910	933+70 954+75	2.2	18 12	SEE BL55 SEE BL58
Crane Path 1100	1111+40	11.6	18	14
Crane Path 1100	1123+40	31.8	24	28
Crane Path 1100	1136+80	31.9	24	30
Crane Path 1100 Crane Path 1300	1150+45 1317+70	6.9	18 Existing Culv	28 to remain
Crane Path 1300	1334+50	5.2	15	21
Crane Path 1300	1336+86	0.7	12	5
Crane Path 1300	1343+35	9.3	18	11
Crane Path 1300	1352+20	1.1 5.8	12	5
Crane Path 1300 Crane Path 1300	1358+10 1388+55	4.5	18 15	18
Crane Path 1300	1404+27	0.4	12	5
Crane Path 1300	1416+90	0.6	18	N/A
Crane Path 1300	1420+20 Right	0.3	12	5
Crane Path 1300 Crane Path 1300	1428+00 1457+00	1.8	12 Bridge Span	8 N/A
Crane Path 1300	1467+50	6.0	18	24
Crane Path 1300	1474+00	1.1	12	5
Crane Path 1300	1497+20	0.5	12	5
Crane Path 1300 Crane Path 1300	1506+90 1514+50	2.8	15 15	11 SEE BL64
Crane Path 1300	1519+50	5.1	15	21
Crane Path 1300	1528+00	70.1	3-18	3-25
Crane Path 1300	1539+50	5.7	18	23
Crane Path 1300	1550+00	11.6	24	SEE BL65
Crane Path 1700 Crane Path 1300	1715+25 1551+50	10.7	12 24	SEE BL80 N/A
Crane Path 1300	1554+25	10.7	Bridge Span	N/A
Crane Path 1300	1557+70	0.1	12	5
Crane Path 1300	1560+30	1.6	12	7
Crane Path 1300	1564+70	0.6	12	SEE BL66
Crane Path 1300 Crane Path 1300	1568+75 1571+10	0.3	24 12	SEE BL69
Crane Path 1300	1571+10	10.0	15	10
Crane Path 1300	1581+60	14.0	18	10
Crane Path 1300	1587+50	5.0	15	20
Crane Path 1800	1802+60	0.3	12	5
Crane Path 1800 Crane Path 1800	1813+50 1816+75	1.2	12 Existing metal bridge	SEE BL83
Crane Path 1800	1818+25	0.5	12	SEE BL84
Crane Path 1800	1827+00	4.3	15	18
Crane Path 1800	1828+15	0.7	12	SEE BL85
Crane Path 1800 Crane Path 1800	1837+40 1843+90	1.9	12 12	5
Grand Fath 1000	1043130	1.2	14	3

STONE BERMED LEVEL LIP SPREADER SIZES WITH BUFFERS

Schoodic Lake Watershed (T18)

BMP Type & # Roadway Align. Buffer Access Rd 500 100 Access Rd 500 BL38 Access Rd 500 BL39 Crane Path 800 37

BL63

BL64

BL65

BL66

BL68

BL69

BL70

BL72

BL73

BL74

BL76

BL78

BL79

BL80

BL82

BL84

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U	pper Pleasant Riv	er Watershe	d		Date				
BMP Type &#</th><th>Roadway Align.</th><th>Berm</th><th>Buffer</th><th></th><th></th><th></th><th></th><th></th><th></th></tr><tr><th></th><th>or Turbine Site</th><th>Length (ft)</th><th>Length (ft)</th><th></th><th></th><th></th><th></th><th></th><th></th></tr><tr><td>BL34</td><td>Access Rd 500</td><td>24</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL35</td><td>Access Rd 500</td><td>32</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL40</td><td>Crane Path 800</td><td>10</td><td>75</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL41</td><td>Crane Path 800</td><td>44</td><td>150</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL42</td><td>Crane Path 800</td><td>10</td><td>75</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL43</td><td>Crane Path 800</td><td>40</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL44</td><td>Crane Path 800</td><td>11</td><td>75</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL45</td><td>Crane Path 800</td><td>25</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL46</td><td>Crane Path 800</td><td>19</td><td>75</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL47</td><td>Crane Path 800</td><td>75</td><td>150</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL48</td><td>Crane Path 800</td><td>13</td><td>75</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL49</td><td>Crane Path 800</td><td>55</td><td>100</td><td></td><td>Ę</td><td></td><td></td><td></td><td></td></tr><tr><td>BL50</td><td>Crane Path 800</td><td>12</td><td>75</td><td></td><td>iptio</td><td></td><td></td><td></td><td></td></tr><tr><td>BL51</td><td>Crane Path 800</td><td>22</td><td>100</td><td></td><td>Description</td><td></td><td></td><td></td><td></td></tr><tr><td>BL52</td><td>Crane Path 800</td><td>48</td><td>100</td><td></td><td>å</td><td><u> </u></td><td></td><td></td><td></td></tr><tr><td>BL53</td><td>Crane Path 800</td><td>35</td><td>100</td><td></td><td>By</td><td></td><td></td><td></td><td></td></tr><tr><td>BL54</td><td>Crane Path 910</td><td>41</td><td>150</td><td></td><td></td><td>1</td><td></td><td></td><td></td></tr><tr><td>BL55</td><td>Crane Path 910</td><td>78</td><td>150</td><td></td><td>Dwg.</td><td></td><td></td><td></td><td></td></tr><tr><td>BL56</td><td>Crane Path 910</td><td>10</td><td>75</td><td></td><td>#</td><td></td><td></td><td></td><td></td></tr><tr><td>BL57</td><td>Crane Path 910</td><td>23</td><td>75</td><td></td><td>Rev.</td><td>1</td><td></td><td></td><td></td></tr><tr><td>BL58</td><td>Crane Path 910</td><td>42</td><td>150</td><td> L</td><td>ď</td><td></td><td></td><td></td><td></td></tr><tr><td>BL59</td><td>Crane Path 910</td><td>30</td><td>75</td><td> r</td><td></td><td>1</td><td></td><td>1 [</td><td></td></tr><tr><td>BL60</td><td>Crane Path 910</td><td>7</td><td>75</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL61</td><td>Access Road 1300</td><td>26</td><td>100</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>BL62</td><td>Access Road 1300</td><td>19</td><td>75</td><td></td><td>'n By FB</td><td></td><td></td><td></td><td>ked</td></tr><tr><td>DI CO</td><td>D 14000</td><td></td><td>7.5</td><td>1 I I</td><td>ĒĒ</td><td>. [</td><td>ĺ</td><td></td><td>×</td></tr></tbody></table>									

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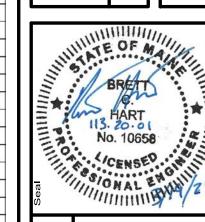
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NOT FOR CONSTRUCT

Rev. #	MT/FB	1			Checked	JAO	
Dwg. By Description		1					



PERMI

Harrington River Watershed Mopang Lake Watershed

150

STONE BERMED LEVEL LIP SPREADER SIZES WITH BUFFERS

18

48 Embedded

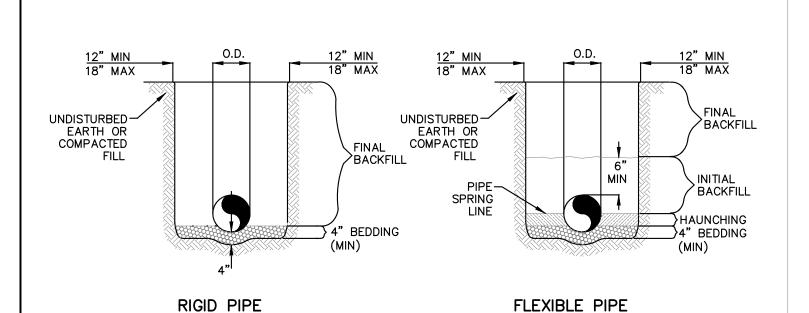
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Harrington River Watershed					
BMP Type & #	Roadway Align.	Berm	Buffer		
	or Turbine Site	Length (ft)	Length (ft)		
BL1	Crane Path 250	13	75		
BL2	Crane Path 250	13	75		
BL4	Crane Path 390	45	100		
BL5	Crane Path 250	8	75		
BL6	Crane Path 250	9	75		
BL7	Crane Path 250	20	75		
BL8	Crane Path 250	20	75		
BL9	Crane Path 250	42	150		
BL10	Crane Path 250	49	150		
BL11	Crane Path 250	44	100		
BL12	Crane Path 250	18	75		
BL13	Crane Path 250	55	100		
BL14	Crane Path 250	52	150		
BL16	Crane Path 250	76	150		
BL18	Crane Path 250	19	75		
BL19	Substation 1	40	100		
BL20	Substation 1	19	75		
BL21	Substation 1	35	75		
BL22	Crane Path 250	24	75		
BL23	T28	18	75		
BL24	T28	38	100		
BL25	Crane Path 250	14	75		
BL26	Crane Path 250	21	75		
BL27	Crane Path 250	46	150		
BL28	Crane Path 250	29	100		
BL29	Crane Path 250	56	100		
BL30	Met Tower A	24	100		
BL31	Access Rd 445	28	75		
and the Control of the Control		2000000	The state of the s		

Access Rd 445

BL33 Access Rd 445

BMP Type & #	Roadway Align.	Berm	Buffer	
	or Turbine Site	Length (ft)	Length (ft)	
BL115	Access Road 2200	39	150	
BL116	Access Road 2200	64	150	
BL117	Access Road 2200	38	150	
BL118	Access Road 2200	21	150	
BL119	Access Road 2200	20	150	
BL122	Access Road 2200	19	150	
BL123	Access Road 2200	28	150	
BL124	Access Road 2200	33	150	
BL125	Access Road 2200	19	150	
BL126	Access Road 2200	13	150	
BL137	Access Road 2500	39	100	
BL138	Access Road 2500	29	75	
BL139	Access Road 2500	21	75	
BL140	Access Road 2500	32	75	
BL141	Access Road 2500	18	75	
BL142	Access Road 2500	22	75	
BL143	Access Road 2500	13	75	
BL144	Access Road 2500	37	75	
BL145	Access Road 2500	28	75	
BL146	Access Road 2500	50	100	
BL147	Access Road 2500	24	100	
BL148	Access Road 2900	24	100	
BL149	Met Tower C	45	150	
BL150	Met Tower C	15	150	
BL152	Access Road 2500	12	75	
BL153	Access Road 2500	36	100	
BL154	Access Road 2500	39	150	
BL160	Access Road 2925	45	150	
BL161	Access Road 2925	46	150	
BL162	Access Road 2925	18	75	



5. ALL MATERIALS ARE CLASSIFIED IN ACCORDANCE WITH

6. ALL MATERIALS SHALL BE INSTALLED IN MAXIMUM 8"

LOOSE LIFTS IN ACCORDANCE WITH ASTM D 698.

DEBRIS, ORGANICS AND ROCKS LARGER THAN 3".

8. ALL TRENCH EXCAVATIONS SHALL BE SLOPED, SHORED,

SHEETED, BRACED, OR OTHERWISE SUPPORTED IN COMPLIANCE WITH OSHA REGULATIONS AND LOCAL

9. ACTUAL MATERIALS USED AND DEPTH OF COVER OVER

SITE CONDITIONS AND PROJECT REQUIREMENTS.

PIPE SHALL BE FIELD DETERMINED BASED ON ACTUAL

CLASS III AND IV-A MATERIALS SHALL BE COMPACTED

FILL SALVAGED FROM EXCAVATION SHALL BE FREE OF

ASTM D 2321-LATEST EDITION.

NEAR OPTIMUM MOISTURE CONTENT.

ORDINANCES (SEE SPECIFICATIONS).

GENERAL NOTES *AASHTO SOIL CLASSIFICATIONS USED

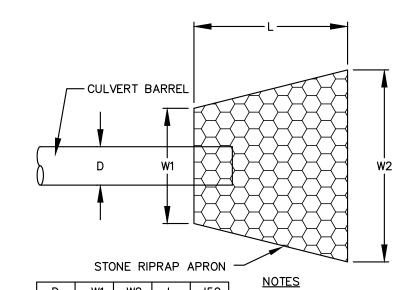
- BEDDING SHALL BE CLASS I—A WORKED BY HAND. IF GROUNDWATER IS ANTICIPATED, THEN BEDDING SHALL BE CLASS I-B COMPACTED TO 85% STANDARD PROCTOR. (SEE SPECIFICATIONS FOR
- GRADATION). HAUNCHING SHALL BE WORKED AROUND THE PIPE BY HAND TO ELIMINATE VOIDS AND SHALL BE CLASS 7. I-A OR CLASS I-B OR CLASS II COMPACTED TO
- 85% PROCTOR. 3. INITIAL BACKFILL SHALL BE CLASS I-A WORKED BY HAND, OR CLASS I-B OR CLASS II COMPACTED TO
- 85% STANDARD PROCTOR. 4. FINAL BACKFILL SHALL BE CLASS I, II, OR III COMPACTED AS NOTED IN NOTES 3. FINAL COVER OVER PIPE SHALL BE MIN. 24"

PROPOSED -CULVERT EDGE OF GRAVEL GRADE DIRECTION ROAD -CONTOURS STABILIZED ROADSIDE DITCH

<u>NOTES</u>

- 1. CONTRACTOR SHALL CONSTRUCT BERM AT EACH CULVERT INLET TO DIRECT DITCH
- FLOW INTO CULVERT. CONTRACTOR SHALL LOWER INVERT ELEVATION AS APPROPRIATE TO MAINTAIN COVER BETWEEN CROSS CULVERTS, ROADWAY, AND DITCH ON OPPOSITE SIDE OF ROAD.
- 3. VERIFY COVER REQUIREMENTS WITH PIPE MANUFACTURER.

STORM DRAIN TRENCH AND BEDDING



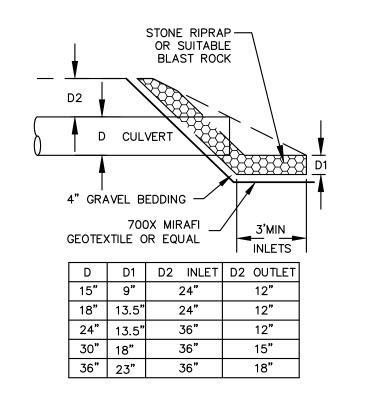
BERMED CULVERT INLET DETAIL

NOT TO SCALE

W1 W2 THE RIPRAP APRON SHALL BE CONSTRUCTED WITH NO SLOPE ALONG ITS LENGTH. 24" | 6' | 16' | 12' | 6" 30" | 15' | 25' | 22' | 8" <u>36" | 18' | 28' | 25' | 10"</u>

NOTE: APRONS SHALL BE CONSTRUCTED ON ALL CULVERT INLETS/OUTLETS UNLESS APPROVED BY ENGINEER.

CULVERT OUTLET DETAIL PLAN VIEW NOT TO SCALE



CULVERT INLET/OUTLET DETAIL SECTION VIEW NOT TO SCALE

- FILTER FABRIC BELOW STONE **PROFILE** _ EXISTING _ PROVIDE APPROPRIATE TRANSITION GROUND BETWEEN CONSTRUCTION ENTRANCE AND PUBLIC R.O.W R=150' UNLESS OTHERWISE NOTED <u>PLAN</u>

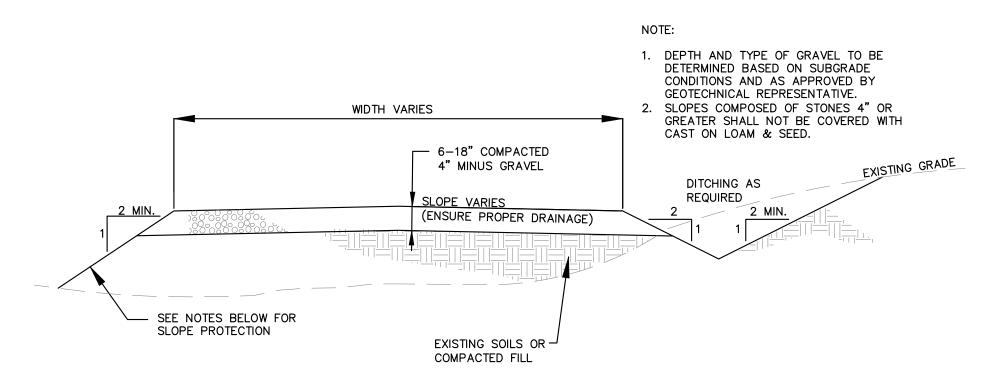
NOTES: APPROXIMATE STONE SIZE - AASHTO DESIGNATION M43, SIZE NO. 2 (2 1/2" TO 1 1/2"). USE CRUSHED STONE.

LENGTH - AS SHOWN ON GRADING PLAN, MIN. 50 FEET. THICKNESS - APPROXIMATELY EIGHT (8) INCHES (MINIMUM)

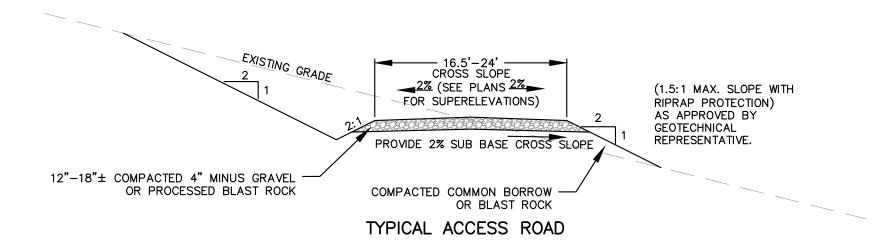
WIDTH - NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.

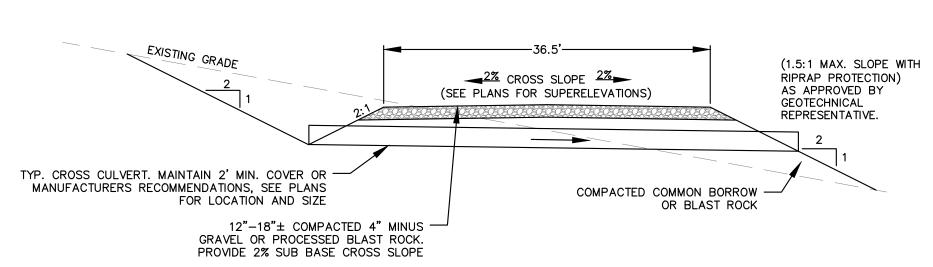
STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE



TYPICAL TURBINE PAD





TYPICAL CRANE PATH

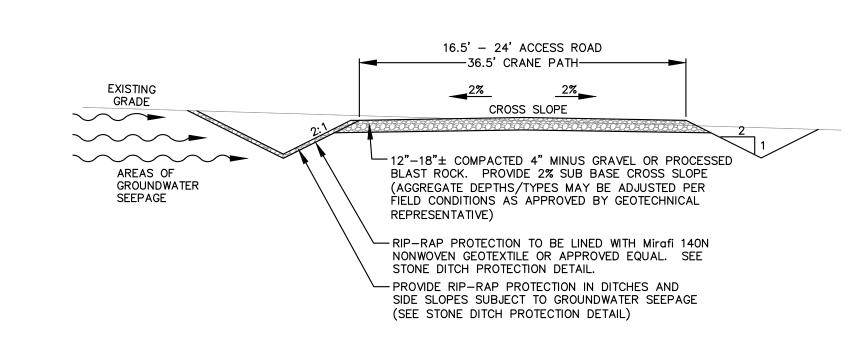
- 1. DITCHES SHALL BE CONSTRUCTED TO AVOID GROUND WATER TABLE WHEN POSSIBLE. DITCH DEPTH SHALL BE 24" MEASURED FROM ROADWAY, EXCEPT AT CROSS CULVERTS OR AS APPROVED BY THE ENGINEER. DITCHES
- SHALL BE STONE LINED WHEN THE LONGITUDINAL SLOPES OF THE DITCH EXCEEDS 8%.

 2. ACTUAL AGGREGATE MATERIALS AND DEPTH SHALL BE DETERMINED IN THE FIELD BASED ON ACTUAL SITE CONDITIONS AND PROJECT REQUIREMENTS TO ADEQUATELY SUPPORT CONSTRUCTION EQUIPMENT.
- FILL AREAS:
 1. EXISTING GROUND SHALL BE GRUBBED WITHIN FOOTPRINT OF ROAD IN FILL SECTIONS. HOWEVER, WHEN EMBANKMENT FILL DEPTH EXCEEDS 5', MEASURED VERTICALLY, ALL VEGETATION SHALL BE CUT AND REMOVED BUT GRUBBING IS NOT REQUIRED. 2. STABILIZE FILL SLOPES WITH BLAST ROCK, EROSION CONTROL MIX, OR LOAM AND SEED. ALL SLOPES STEEPER THAN 3:1
- SHALL BE PROTECTED WITH EROSION CONTROL MIX, EROSION CONTROL MESH, OR BLAST ROCK/RIP RAP. SLOPES STEEPER THAN 2:1 SHALL BE PROTECTED WITH RIPRAP OR SUITABLE BLAST ROCK. 3. BENCH EXISTING GROUND AS NECESSARY TO STABILIZE EXTENSION.
- CUT AREAS:

 1. 1:4 CUT FACES ARE PERMITTED IN AREAS OF ROCK EXCAVATION ONLY AS APPROVED BY GEOTECHNICAL REPRESENTATIVE.

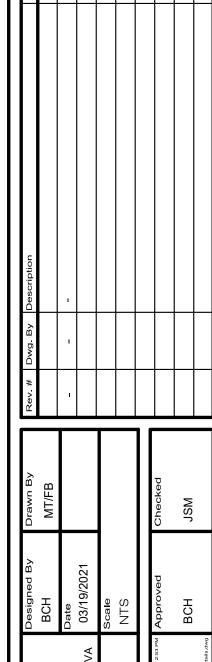
 2. ALL NON ROCK—FACE SLOPES STEEPER THAN 3:1 SHALL BE PROTECTED WITH EROSION CONTROL MIX, EROSION CONTROL MESH, OR BLAST ROCK. SLOPES STEEPER THAN 2:1 SHALL BE PROTECTED WITH BLAST ROCK OR RIP RAP.

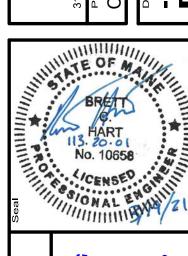
TYPICAL TURBINE PAD AND ROAD DETAILS

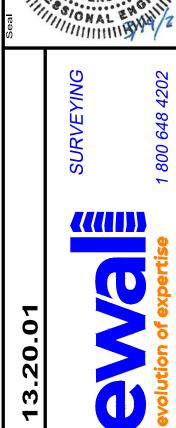


TYPICAL ROAD DETAIL IN CUT SECTION

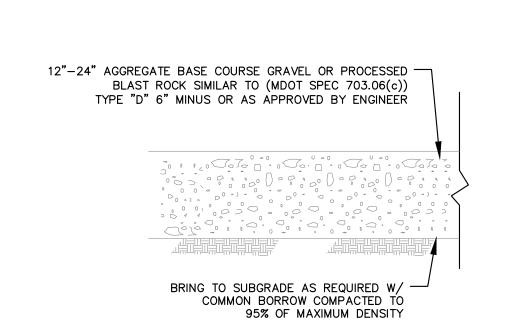
NOT FOR CONSTRUCTION







PERMIT



- 1. COMPACT GRAVEL BASE COURSE TO 95% OF MAXIMUM DENSITY USING HEAVY
- ROLLER COMPACTION 2. ALL CRANE PADS SHALL BE CONSTRUCTED WITH NO CROSS SLOPE IN ANY
- 3. CRANE PADS SHALL BE 75'x120' (MINIMUM). EXACT LOCATION SHALL BE
- DETERMINED IN THE FIELD BY GENERAL CONTRACTOR. 4. ACTUAL AGGREGATE MATERIALS AND DEPTH SHALL BE DETERMINED IN THE FIELD BASED ON ACTUAL SITE CONDITIONS AND REQUIREMENTS, AS APPROVED BY GEOTECHNICAL REPRESENTATIVE.

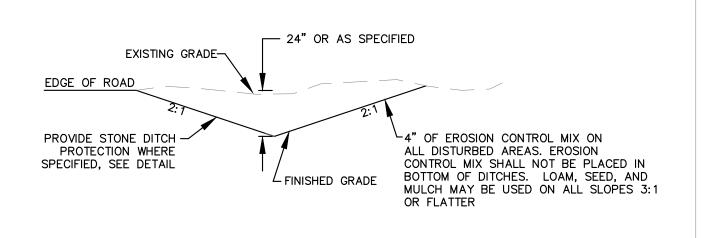
TYPICAL GRAVEL CRANE PAD SECTION NOT TO SCALE

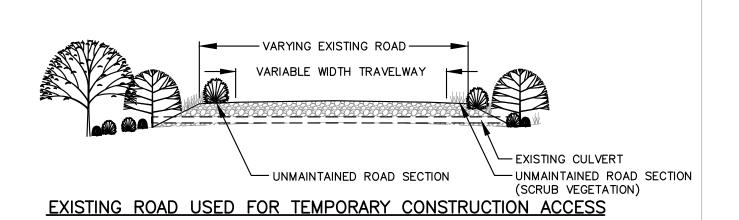
- 1.5:1 (AS APPROVED BY GEOTECHNICAL REPRESENTATIVE) - AREA TO BE UTILIZED TRAVEL WAY IN ORGANIC WASTE/EXCESS EXISTING GRADE MATERIAL DISPOSAĹ - 2:1 OR FLATTER

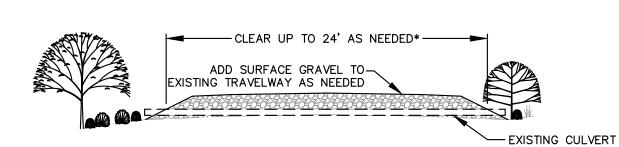
DISPOSAL AREA LOCATIONS TO BE APPROVED BY ENGINEER.

ORGANIC/DUFF WASTE DISPOSAL DETAIL NOT TO SCALE

> TYPICAL DITCH CROSS SECTION NOT TO SCALE





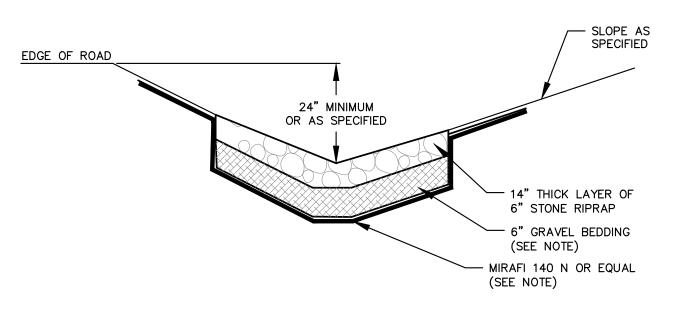


PROPOSED MAINTAINED EXISTING ROAD USED FOR TEMPORARY CONSTRUCTION ACCESS

1. CONTRACTOR SHALL REMOVE EXISTING VEGETATION WITHIN ROAD FOOTPRINT (INCLUDING DRAINAGE DITCHES)
2. CONTRACTOR SHALL NOT IMPACT PROTECTED NATURAL RESOURCES UNLESS OTHERWISE PERMITTED. EXISTING DRAINAGE CULVERTS SHALL BE REPLACED IN KIND AS NECESSARY ONLY FOR DRAINAGE CULVERTS NOT CONVEYING A PROTECTED NATURAL RESOURCE UNLESS OTHERWISE PERMITTED. ADDITIONAL DRAINAGE CULVERTS MAY BE INSTALLED AS NECESSARY. COORDINATE REPLACEMENT OF CULVERTS IN EXISTING ROAD WITH LANDOWNER.

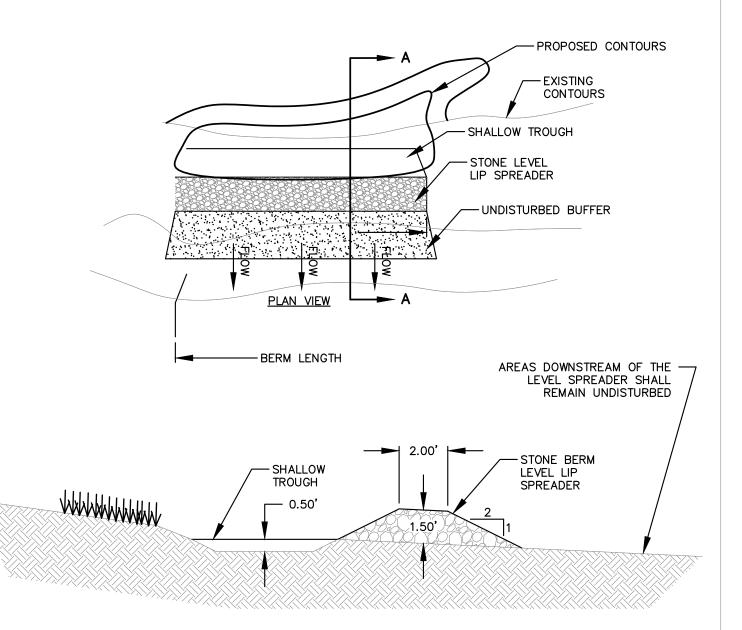
- 4. BARK MULCH BERMS OR SILT FENCE SHALL BE USED DOWNSTREAM OF ANY MAINTENANCE WORK ALONG ACCESS ROADS AS NEEDED; SEE TYPICAL DETAIL
- * ADDITIONAL CLEARING FOR COMPONENT TRANSPORT MAY BE NECESSARY IN ISOLATED LOCATIONS. THIS CLEARING WILL NOT IMPACT PROTECTED RESOURCES UNLESS OTHERWISE DEPICTED.

TYPICAL STONE DITCH PROTECTION DETAIL



1. STONE DITCH PROTECTION SHALL BE USED ON ALL DITCHES EXCEEDING 8% GRADE AND ALL DITCHES DOWN STREAM OF THESE GRADES TO THE NEAREST CULVERT, DITCH TURNOUT OR LEVEL SPREADER.

- 2. 6" GRAVEL BEDDING MAY BE ELIMINATED IF MIRAFI 180N GEOTEXTILE OR EQUAL IS UTILIZED, STONE WEIGHT IS LESS THAN 230 lbs., AND DROP HEIGHT IS LESS THAN 3 FEET.
- 3. GEOTEXTILE MAY BE ELIMINATED AS DETERMINED BY ENGINEER IF BASE OF DITCH IS CONSTRUCTED FROM BLAST ROCK.
- 4. ALL DITCHES EXPERIENCING GROUNDWATER FLOW SHALL HAVE STONE
- 5. EXTEND STONE DITCH PROTECTION ON FORESLOPE AND BACKSLOPES ABOVE GROUNDWATER SEEPAGE LIMIT.

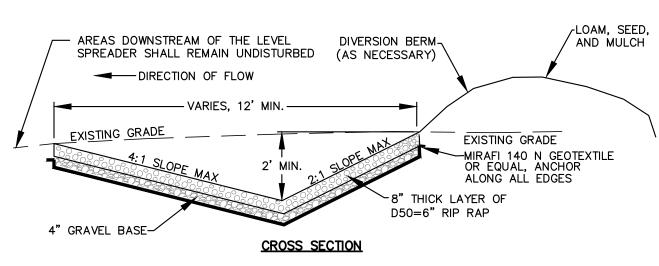


CROSS SECTION VIEW A-A

STONE LEVEL LIP SPREADER MUST CONSIST OF DURABLE ROCK THAT WILL NOT DISINTEGRATE BY EXPOSURE TO WATER OR WEATHER.

2. ROCK MUST BE WELL GRADED WITH A MEDIAN SIZE OF 3" AND A MAX SIZE OF 6". MAJORITY OF ROCK SHALL HAVE FRACTURED FACES AND SHALL NOT INCLUDE TAILINGS OR OTHER SMOOTH STONES.

STONED BERMED LEVEL LIP SPREADER DETAIL NOT TO SCALE

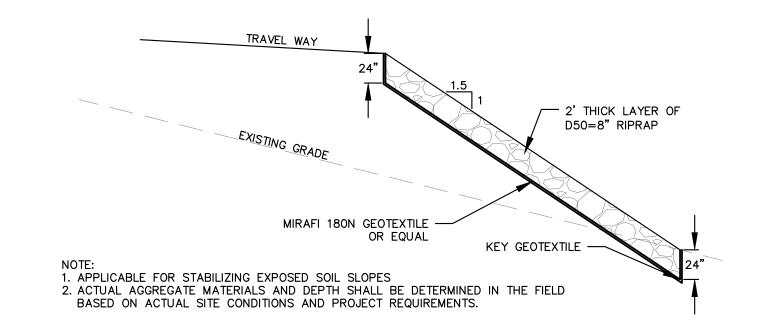


NOTE: SEE DETAILS OR GRADING PLAN FOR LENGTH

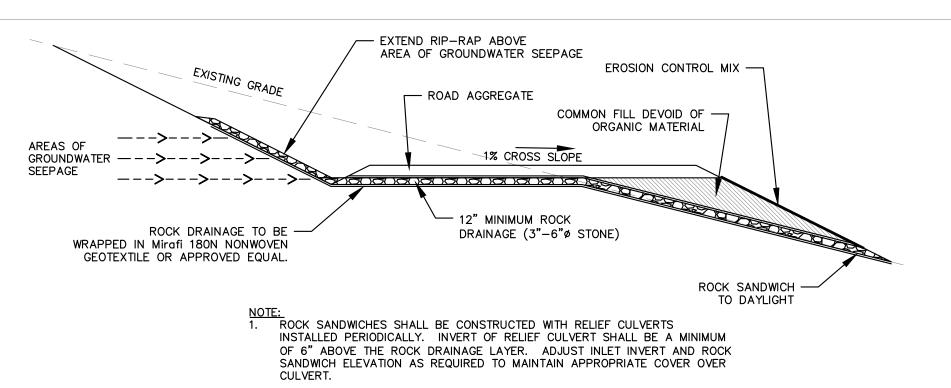
LEVEL SPREADER NOTES

- 1. ALL LEVEL SPREADERS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION.
- 2. ALL LEVEL SPREADERS SHALL BE CONSTRUCTED IN A CUT SECTION, I.E. THERE SHALL BE NO EARTH FILL ALONG DOWNSTREAM EDGE.
- 3. ALL LEVEL SPREADERS SHALL BE ALIGNED PARALLEL TO THE EXISTING CONTOURS. 4. THE ENTRANCE DITCH TO THE LEVEL SPREADER SHALL HAVE A MAXIMUM GRADE OF
- 1.0% FOR AT LEAST 50 FEET IMMEDIATELY PRIOR TO ENTERING THE SPREADER. 5. THE LEVEL SPREADER SHALL HAVE A LONGITUDINAL GRADE OF 0.0%
- 6. LEVEL SPREADERS SHOWN ON THE PLANS ARE APPROXIMATE. LOCATION AND ORIENTATION OF LEVEL SPREADERS SHALL BE FIELD DETERMINED BASED ON ACTUAL SITE CONDITIONS.

TYPICAL LEVEL SPREADER NOT TO SCALE



RIPRAP SLOPE PROTECTION DETAIL NOT TO SCALE



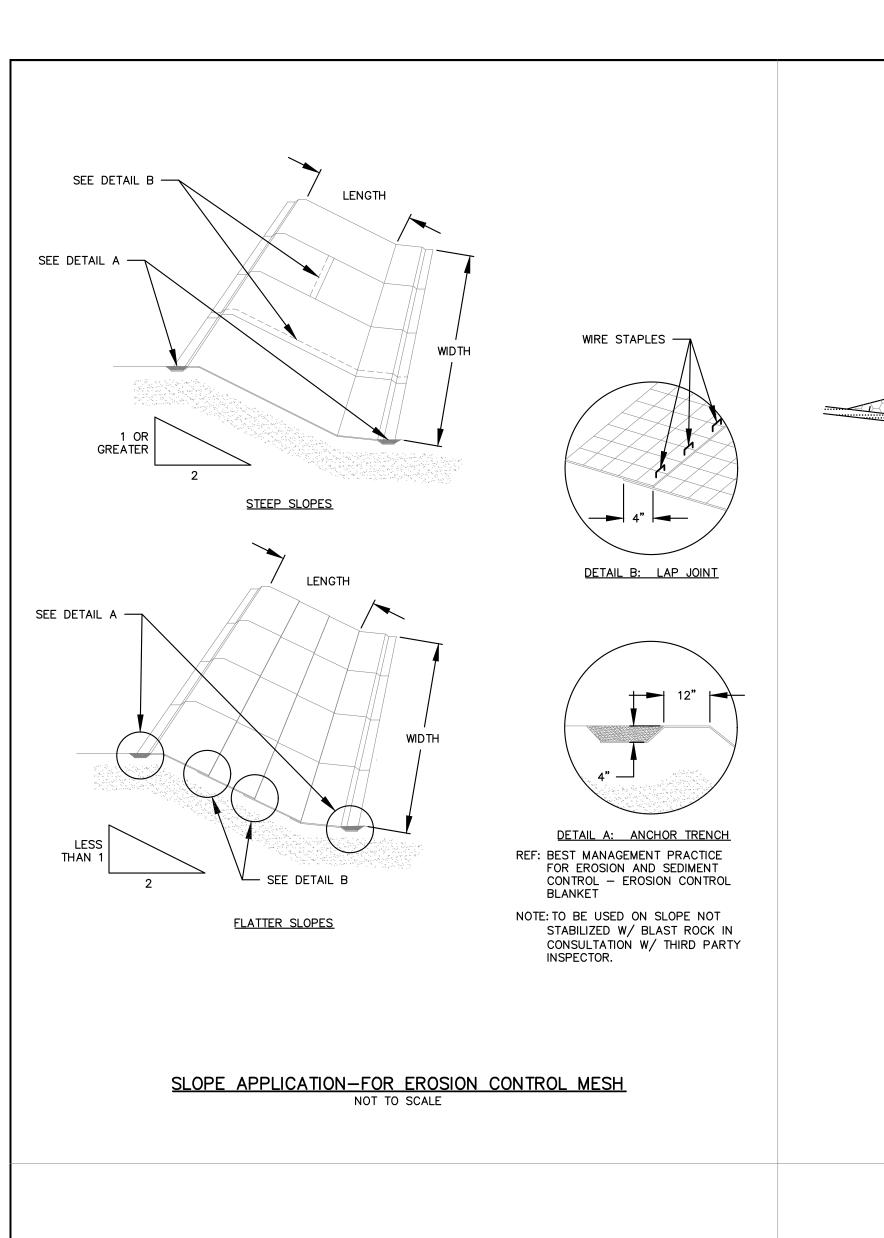
- ROCK SANDWICH TYPICALLY UTILIZED IN ROADWAYS TRAVERSING AREAS WITH SHALLOW GROUNDWATER.
- 3. CONTRACTOR SHALL RESTORE ROCK SANDWICH IF DISTURBED BY UNDERGROUND ELECTRICAL INSTALLATION.

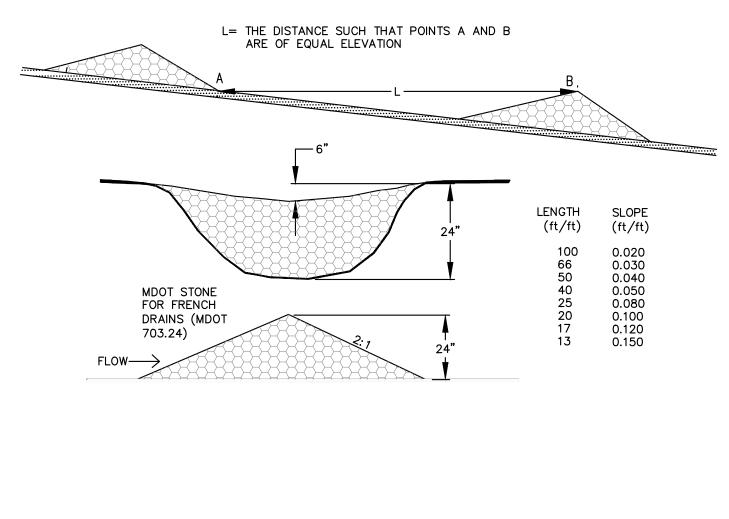
TYPICAL ROCK SANDWICH DETAIL

PERMIT

EXISTING ROAD RECONSTRUCTION

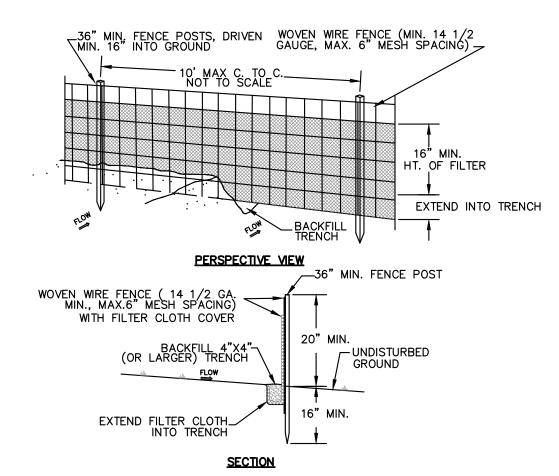
NOT FOR CONSTRUCTION





LENGTH AND LOCATION MAY BE ADJUSTED IN THE FIELD, AS APPROVED BY THE ENGINEER, FOR THE STONE-LINED DITCH SECTIONS.

STONE CHECK DAM DETAILS



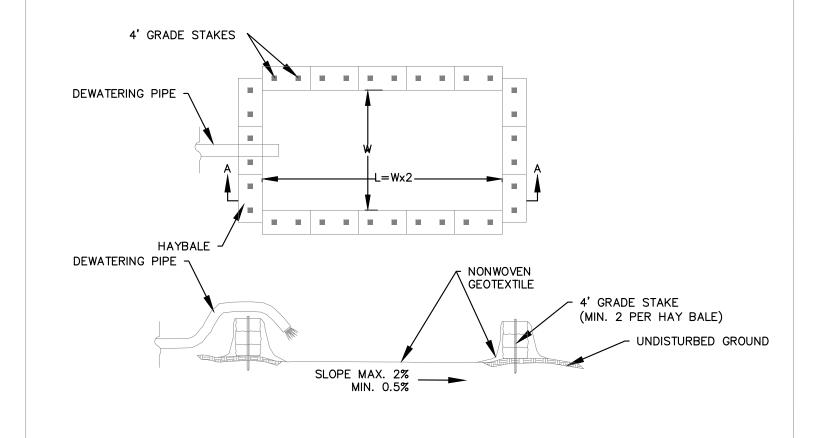
CONSTRUCTION NOTES FOR FABRICATED SILT FENCE NOTE: THE CONTRACTOR HAS THE OPTION TO NOT USE WOVEN WIRE MESH IF STAKE SPACERS ARE REDUCED TO 6' O.C.

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.

- 2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP OF MID SECTION.
- 3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER- LAPPED BY SIX INCHES AND FOLDED.
- 4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.
- 5. SILT FENCE SHOWN ON THE PLANS IS SYMBOLIC: ALL SILT FENCE SHALL BE INSTALLED ALONG THE CONTOUR WITH EXACT LOCATION/ORIENTATION TO BE FIELD DETERMINED
- BASE ON ACTUAL SITE CONDITIONS. 6. NO MORE THAN 1/4 ACRE OF DRAINAGE AREA FOR EACH 100 FEET OF FENCING.
- 7. POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD.
- 8. FENCE: WOVEN WIRE, 14 GA. 6" MAX. MESH OPENING.
- 9. FILTER CLOTH: FILTER X, MARAFI 100X, STABI- LINKA T140N OR APPROVED EQUAL

SILT FENCE DETAIL

10. PREFABRICATED UNIT: GEOFAB, ENVIROFENCE, OR APPROVED EQUAL.

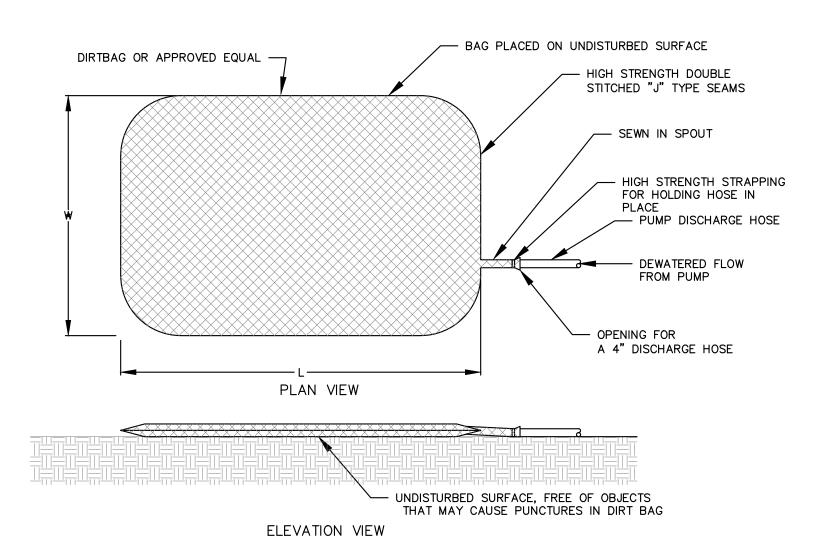


NOTES:

1. CONTRACTOR SHALL PROVIDE APPROPRIATELY SIZED DEWATERING

1. CONTRACTOR SHALL PROVIDE APPROPRIATELY SIZED DEWATERING CONTROL DEVICES TO ACCOMMODATE DEWATERING ACTIVITIES. 2. ORIENTATION OF HAYBALES MAY BE MODIFIED BASED ON ACTUAL FIELD CONDITIONS.

TEMPORARY DEWATERING SEDIMENT BASIN

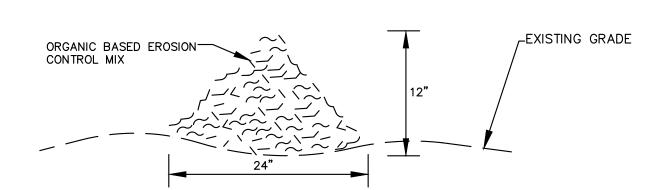


NOTES

1. CONTRACTOR SHALL PROVIDE APPROPRIATE SIZED DEWATERING CONTROL DEVICES TO ACCOMMODATE DEWATERING ACTIVITIES BASED ON MANUFACTURES RECOMMENDATIONS

AND ANTICIPATED FLOW RATES. 2. SEDIMENT CONTROL DEVICES SHALL BE REPLACED WHEN FULL. SEDIMENT CAN BE DISPOSED OF IN NON STRUCTURAL FILL AREAS OUTSIDE OF RESOURCE PROTECTION

DIRT BAG DETAIL



COMPOSITION

EROSION CONTROL MIX SHALL BE MANUFACTURED ON OR OFF THE PROJECT SITE SUCH THAT ITS COMPOSITION IS IN ACCORDANCE WITH THE MDEP MAINE EROSION AND SEDIMENT CONTROL BMP MANUAL, LAST REVISED 3/2003 OR LATER. IT MUST CONSIST PRIMARILY OF ORGANIC MATERIAL, SEPARATED AT THE POINT OF GENERATION, AND MAY INCLUDE: SHREDDED BARK, STUMP GRINDINGS, OR ACCEPTABLE MANUFACTURED PRODUCTS. WOOD AND BARK CHIPS, GROUND CONSTRUCTION DEBRIS OR REPROCESSED WOOD PRODUCTS WILL NOT BE ACCEPTABLE AS THE ORGANIC COMPONENT OF THE MIX.

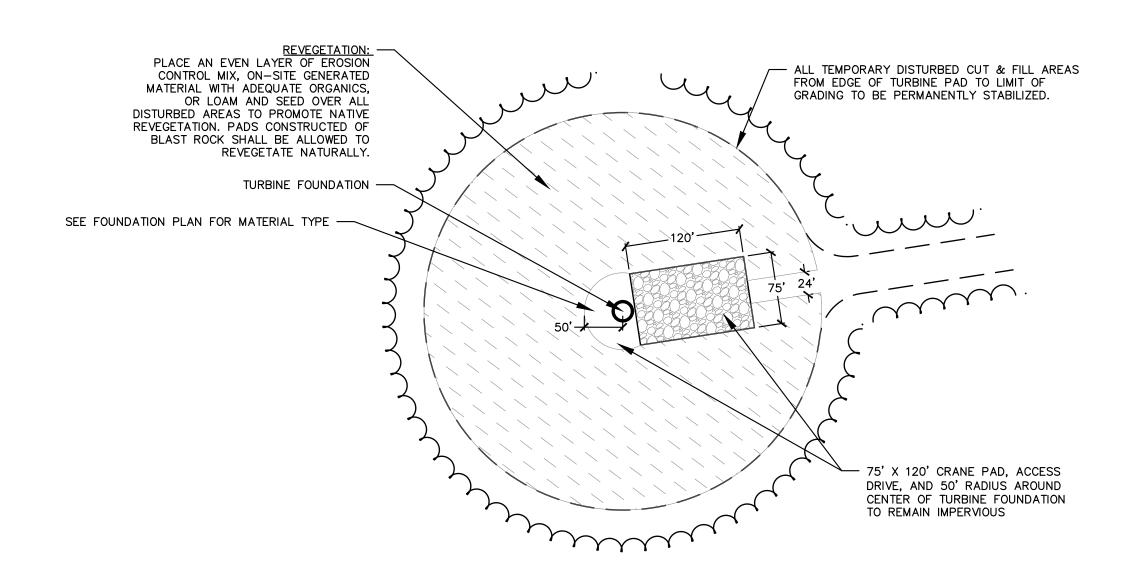
INSTALLATION:

- THE BARRIER MUST BE PLACED ACROSS THE SLOPE, ALONG THE CONTOUR. EXISTING GROUND SHALL BE PREPARED SUCH THAT THE BARRIER MAY LIE NEARLY FLAT ALONG THE GROUND TO AVOID THE CREATION OF VOIDS AND BRIDGES IN ORDER TO MINIMIZE THE POTENTIAL OF WASH OUTS UNDER THE
- 3. THE BARRIER SHALL BE A MINIMUM OF 1 FOOT HIGH (AS MEASURED ON THE UPHILL SIDE) AND 2 FEET WIDE FOR SLOPES LESS THAN 5% IN GRADE AND SHALL BE WIDER TO ACCOMMODATE THE ADDITIONAL RUNOFF.
- 4. EROSION CONTROL MIX MAY BE INSTALLED WHERE SILT FENCE IS ILLUSTRATED ON THE DESIGN PLANS EXCEPT IN, BUT NOT LIMITED TO, THE FOLLOWING AREAS: WETLAND AREAS, AT POINTS OF CONCENTRATED FLOW, BELOW CULVERT OUTLET APRONS, AROUND CATCH BASINS AND CLOSED STORM SYSTEMS AND AT THE BOTTOM OF
- STEEP SLOPES THAT ARE MORE THAN 50 FEET FROM TOP TO BOTTOM. 5. EROSION CONTROL MIX BERMS SHOWN ON THE PLANS ARE SYMBOLIC. LOCATION AND ORIENTATION SHALL BE FIELD DETERMINED BASED ON ACTUAL SITE CONDITIONS.

EROSION CONTROL MIX BERM

NOT TO SCALE

PERMIT

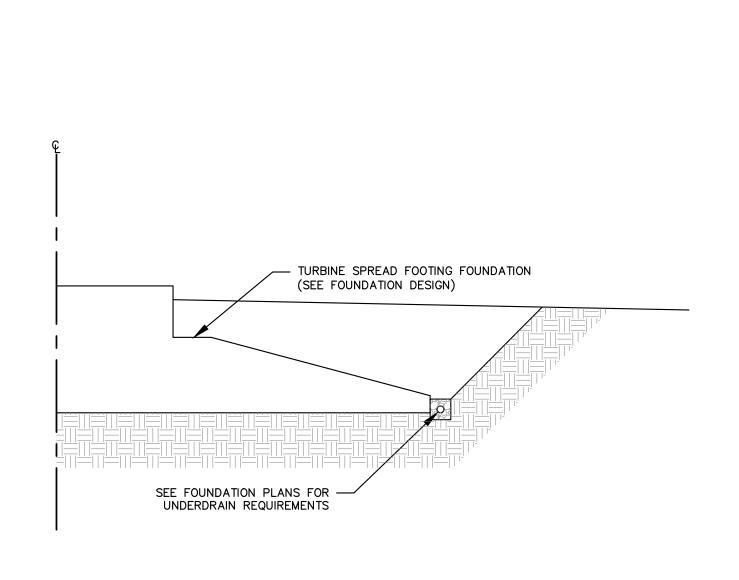


NOTES:

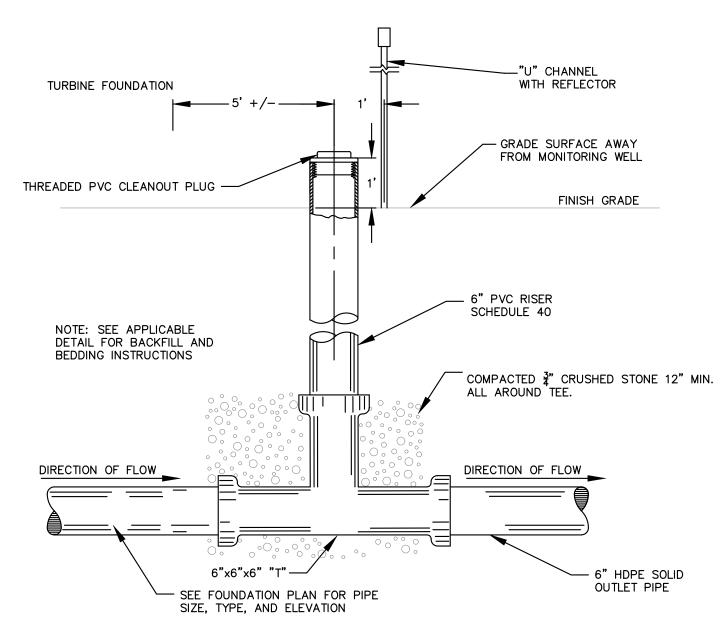
1. CRANE ASSEMBLY AREAS SHALL ALSO BE ALLOWED TO REVEGETATE IN SIMILAR MANNER.

2. TURBINE PADS AND CRANE ASSEMBLY AREAS CONSTRUCTED ON EXISTING ROADWAYS SHALL NOT BE REVEGETATED WITHIN THE FOOTPRINT OF THE EXISTING ROAD. ALIGNMENT MODIFICATIONS MAY BE NECESSARY FOR VEHICULAR ACCESS. 3. THE AREA OF EXISTING ROADS WHICH BISECT PROPOSED TURBINE PADS WILL NOT BE REVEGETATED.

TYPCIAL TURBINE PAD STABILIZATION DETAIL

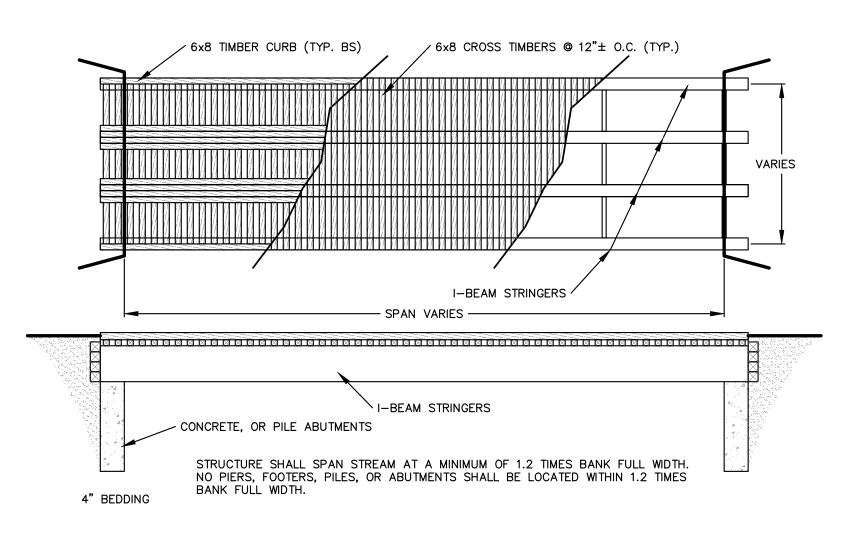


UNDERDRAIN AT SPREAD FOOTING: TYPICAL SECTION NOT TO SCALE

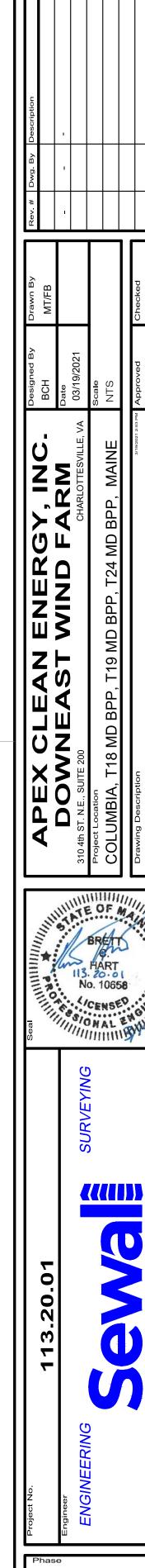


1. PROVIDE 2" THICK BY 4' SQUARE RIGID INSULATION WITH PIPE SLEEVE CUT OUT 18" BELOW FINISH GRADE.
2. CONTRACTOR TO PROVIDE APPROPRIATE FITTING FOR 6" PVC AND 6" HDPE CONNECTION.
3. CONSULT FOUNDATION DESIGN PRIOR TO INSTALLATION.

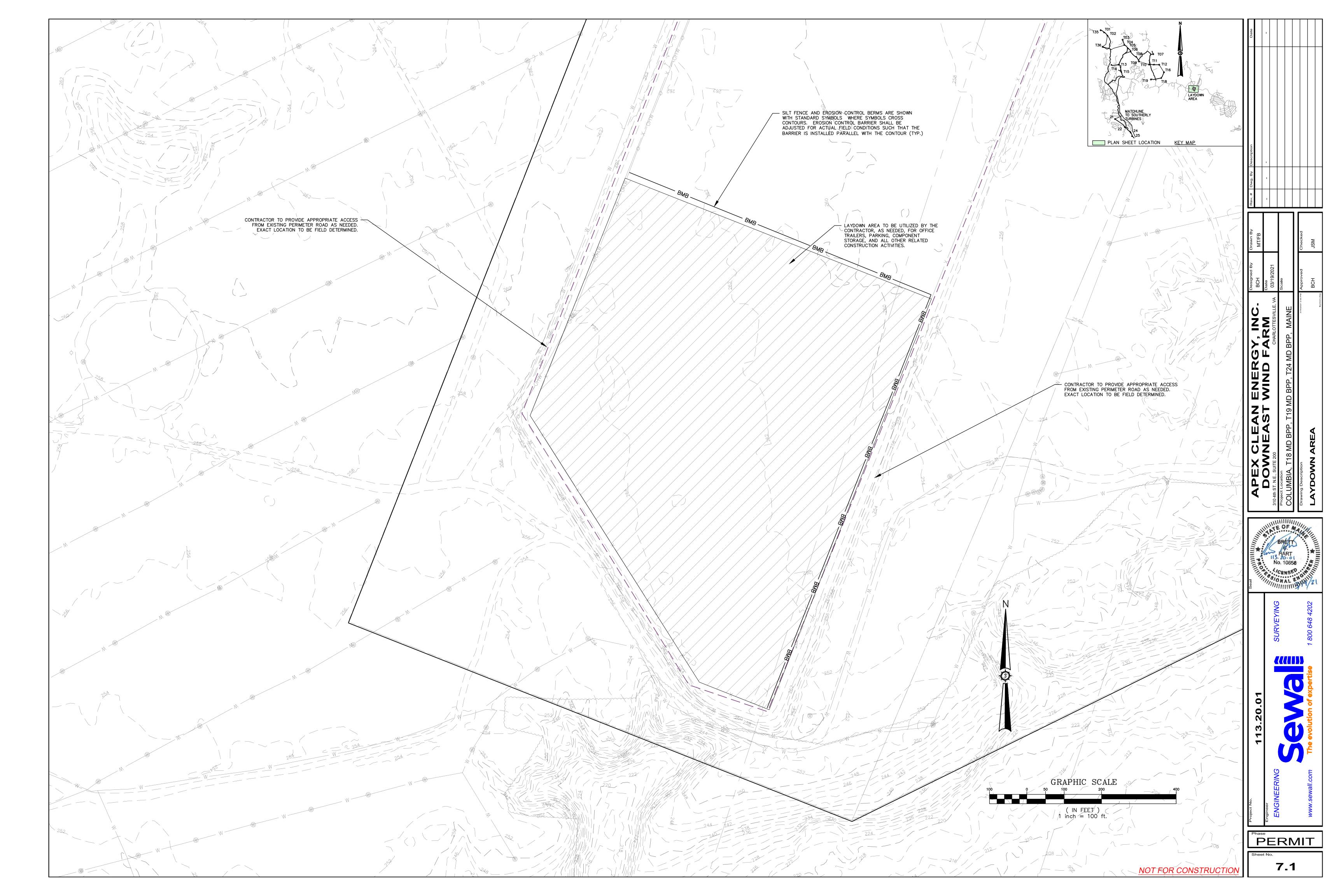
FOUNDATION DRAIN MONITORING WELL DETAIL

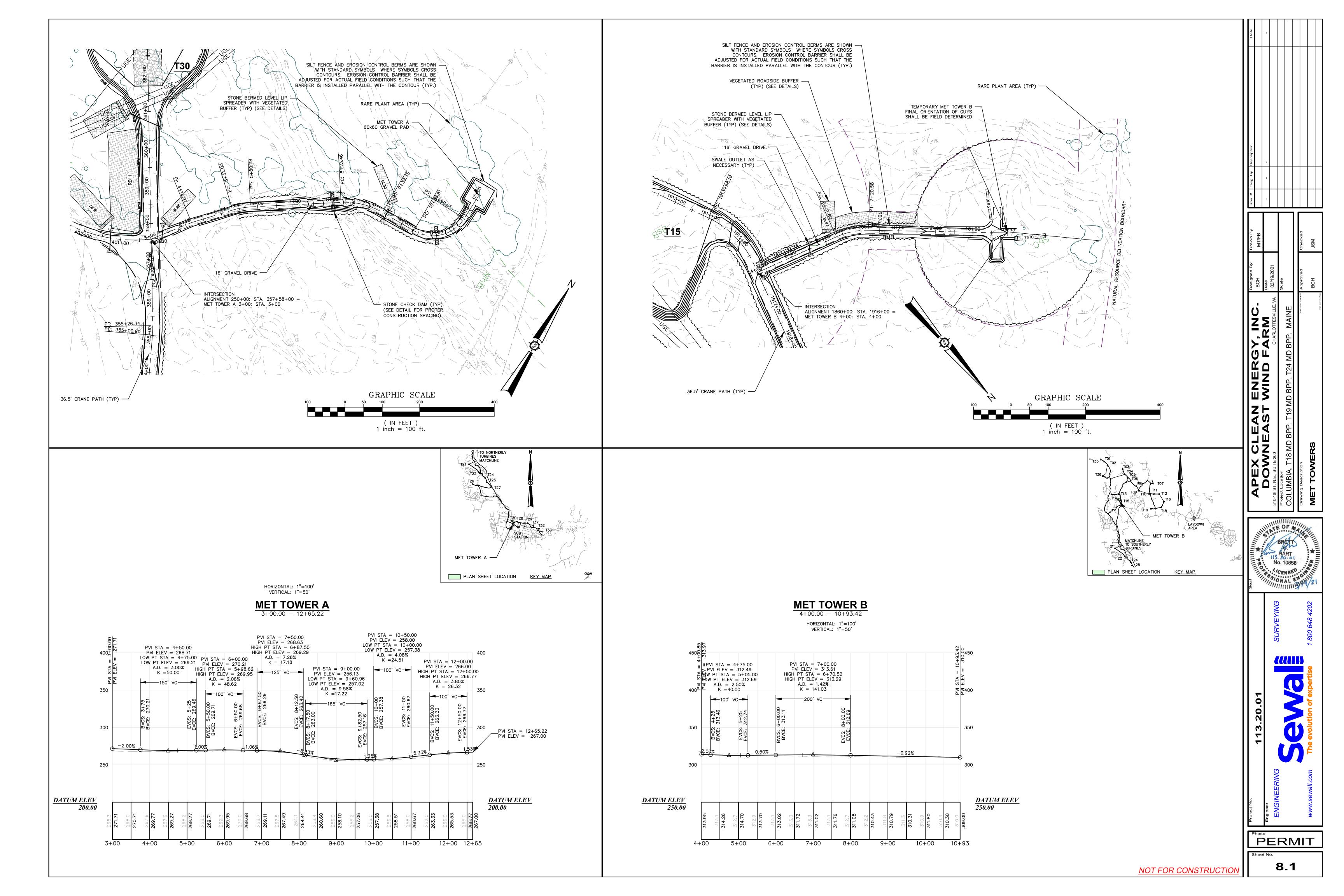


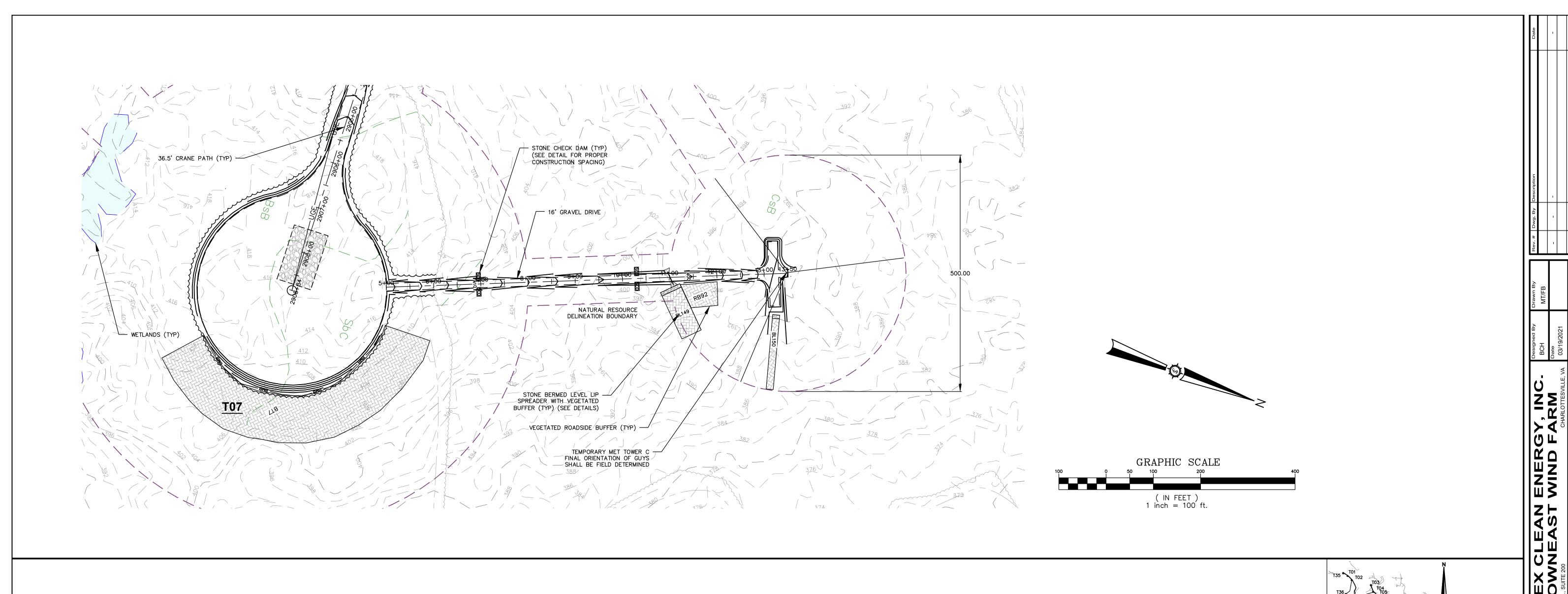
ACTUAL SPAN COMPONENT CONSTRUCTION MAY VARY DEPENDING ON DETERMINATION OF TURBINE TRANSPORT VEHICLES AND FIELD CONDITIONS. SPAN STRUCTURES MAY INCLUDE CONCRETE BOX CULVERTS, STRUCTURAL PLATE ARCH CULVERTS, BRIDGES OR SIMILAR. IN ALL CASES, DIRECT IMPACTS WITHIN 1.2 TIMES BANK FULL WIDTH OF STREAM SHALL BE AVOIDED.

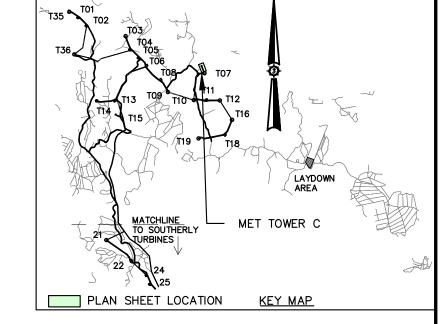


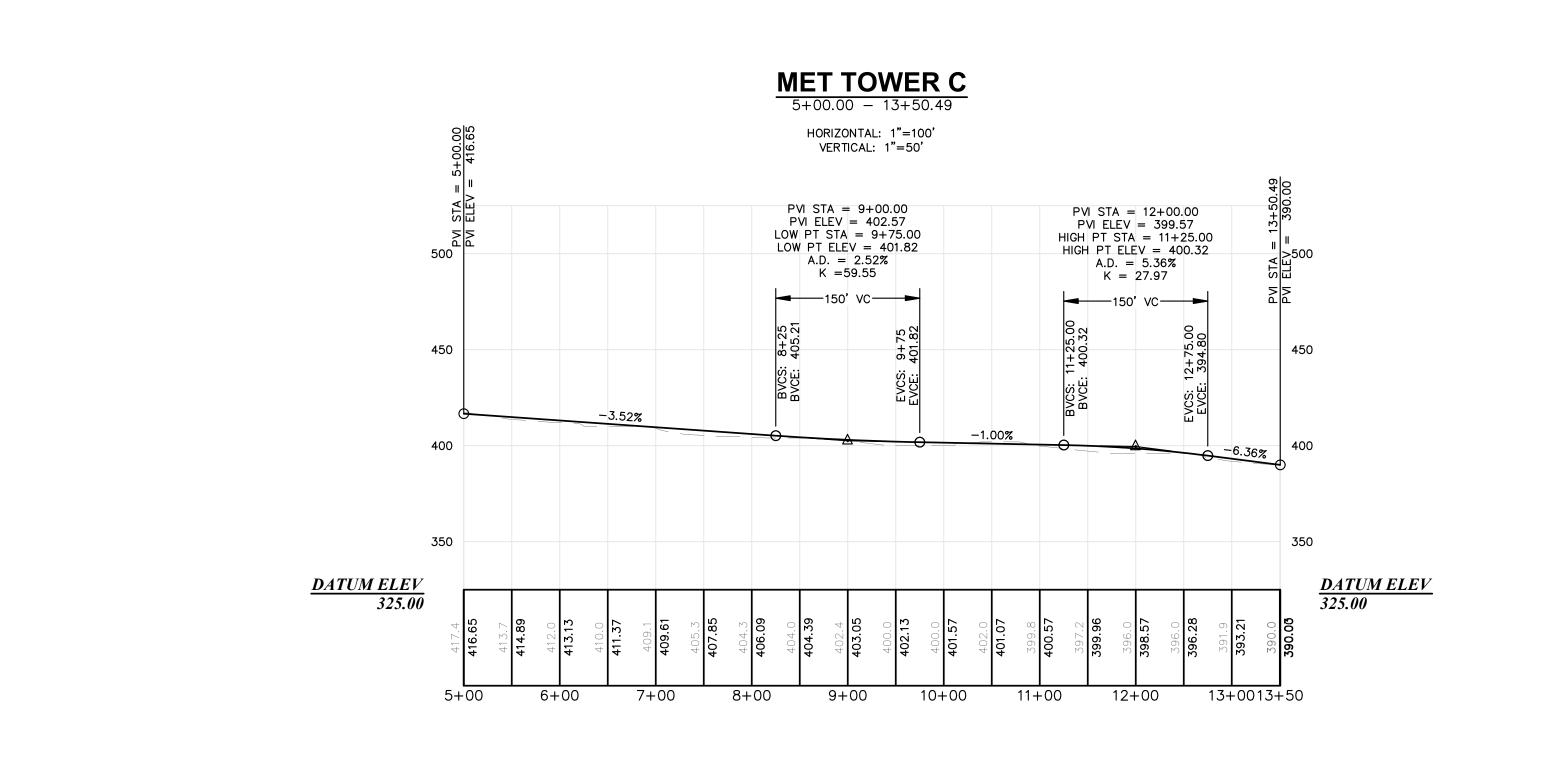


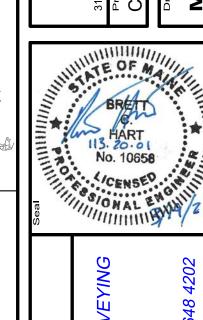


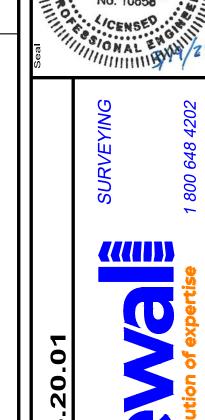






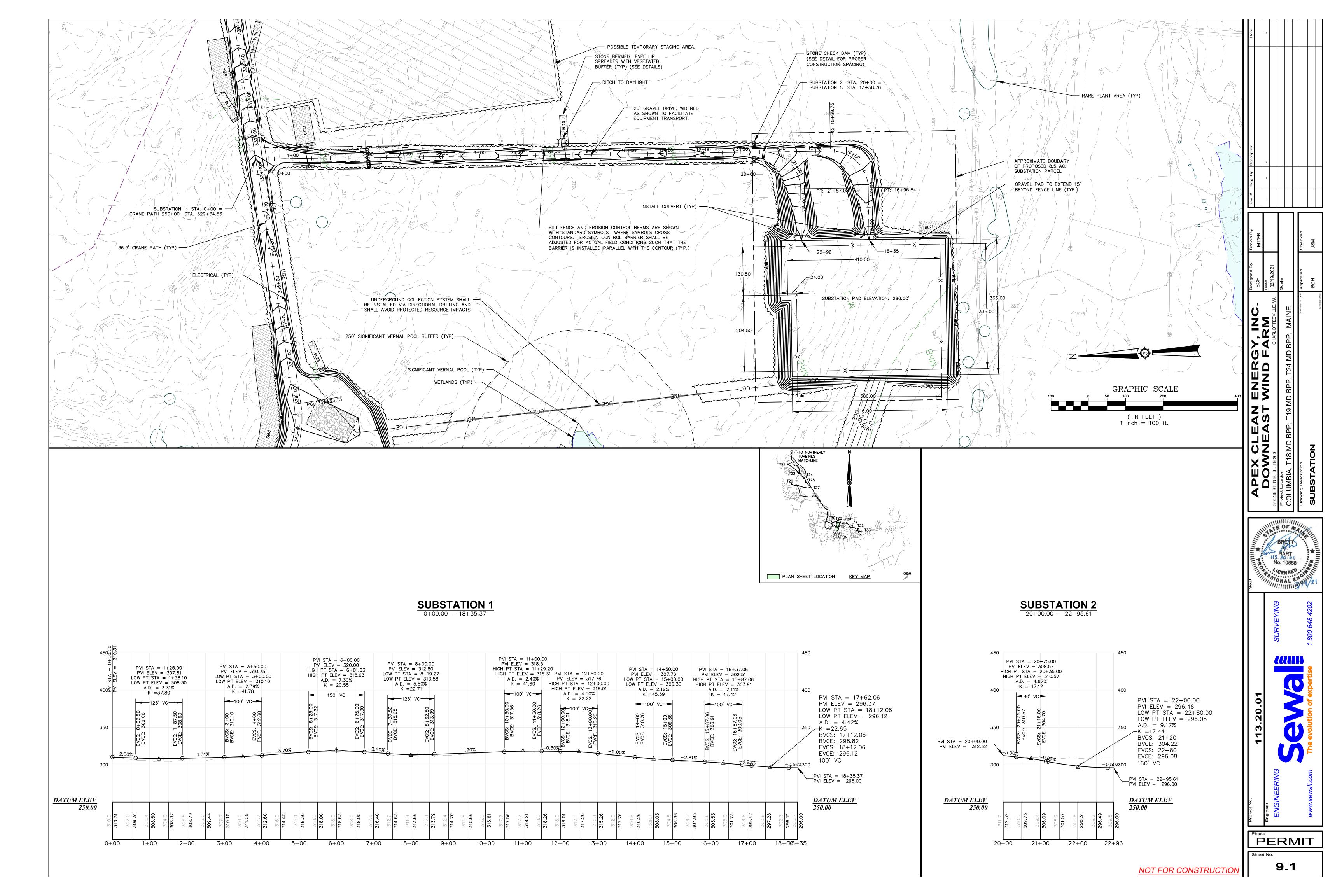


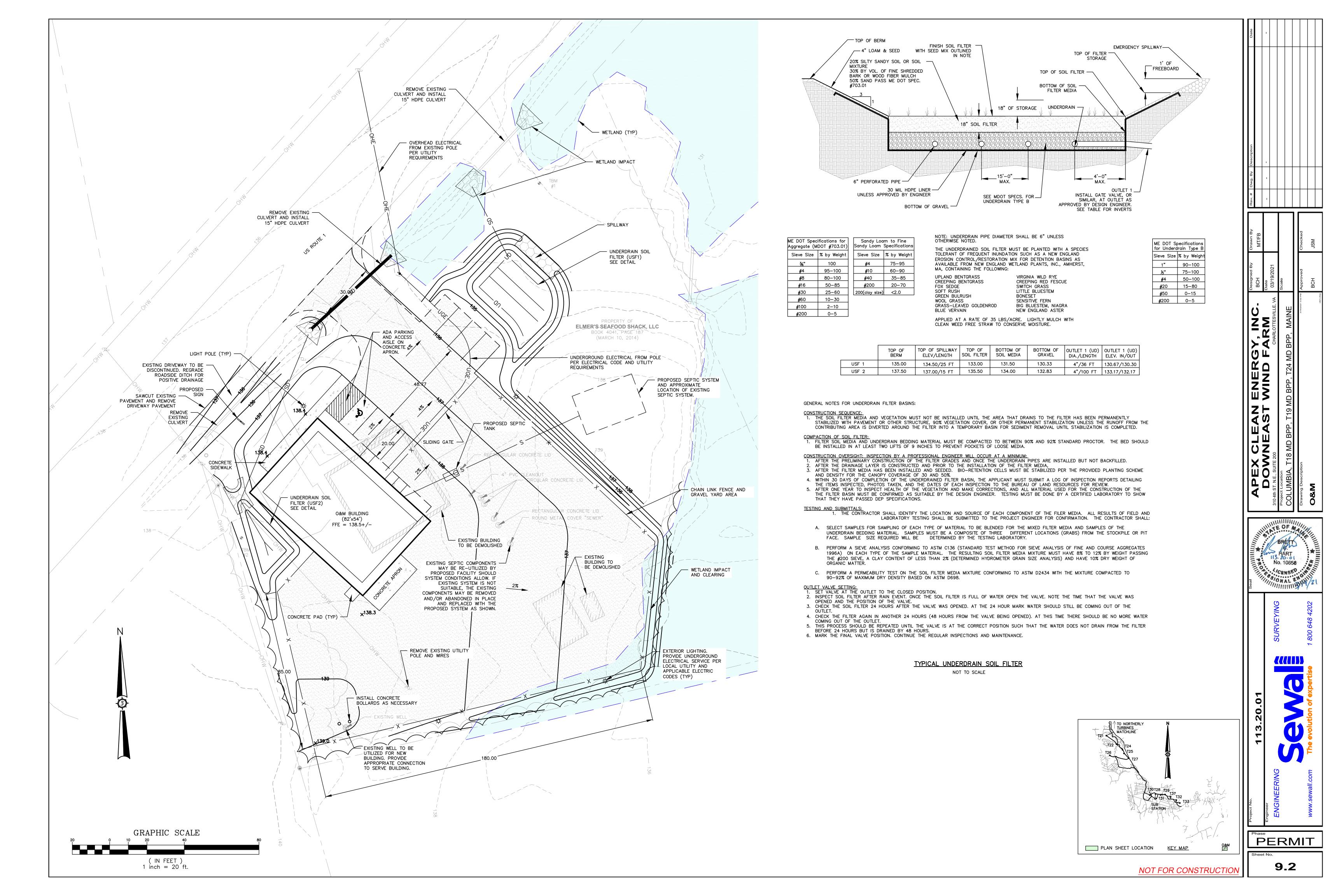


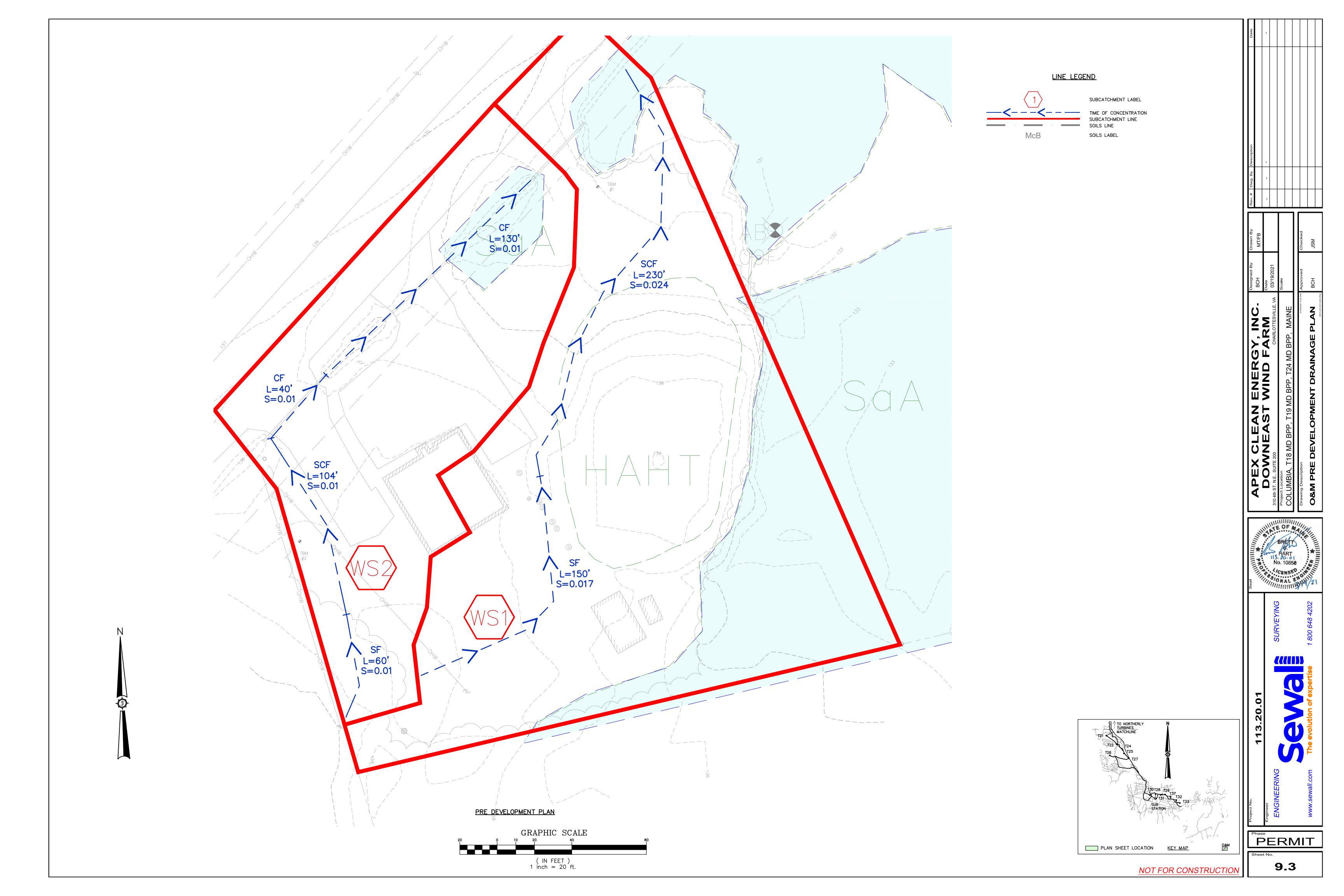


PERMIT

8.2

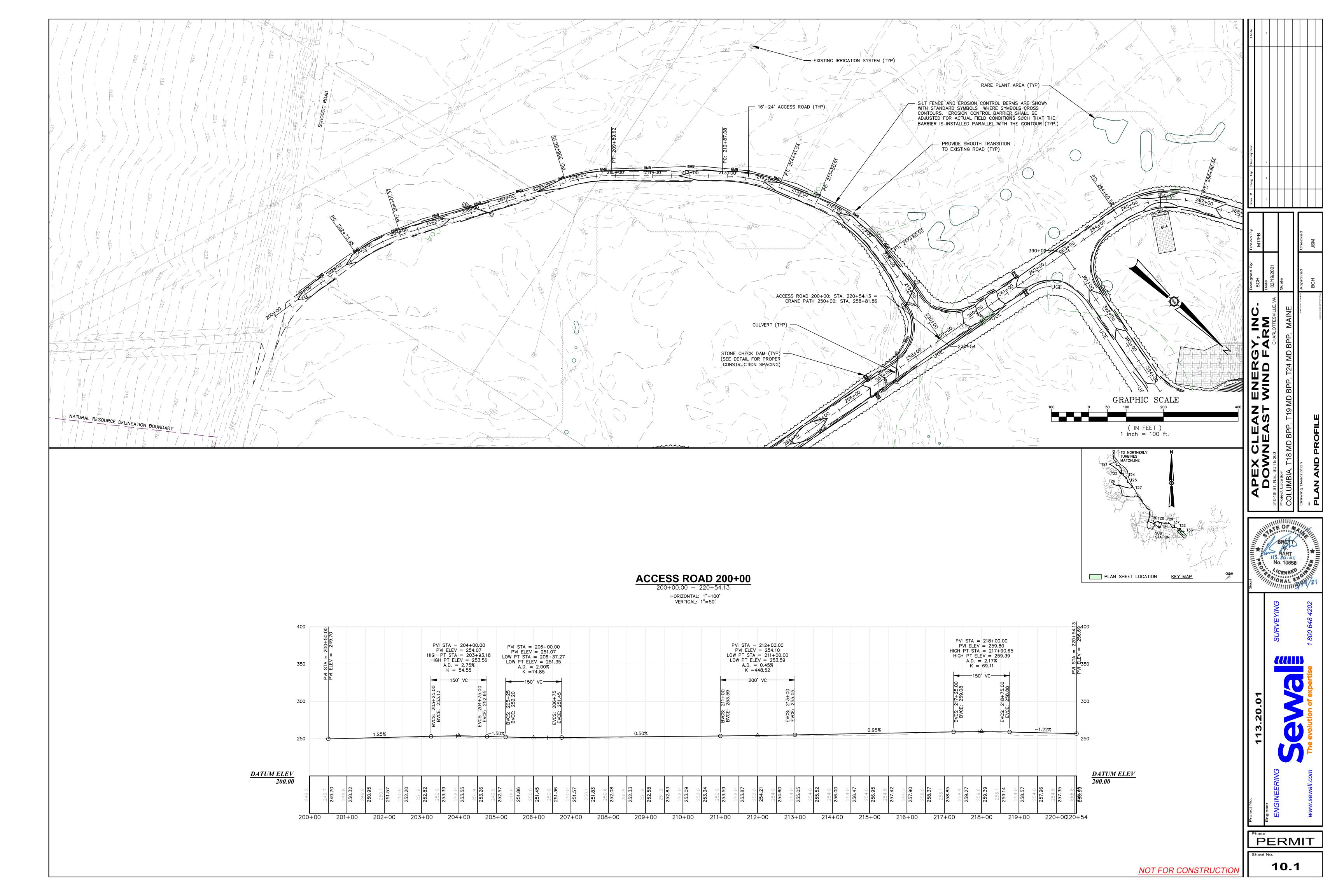


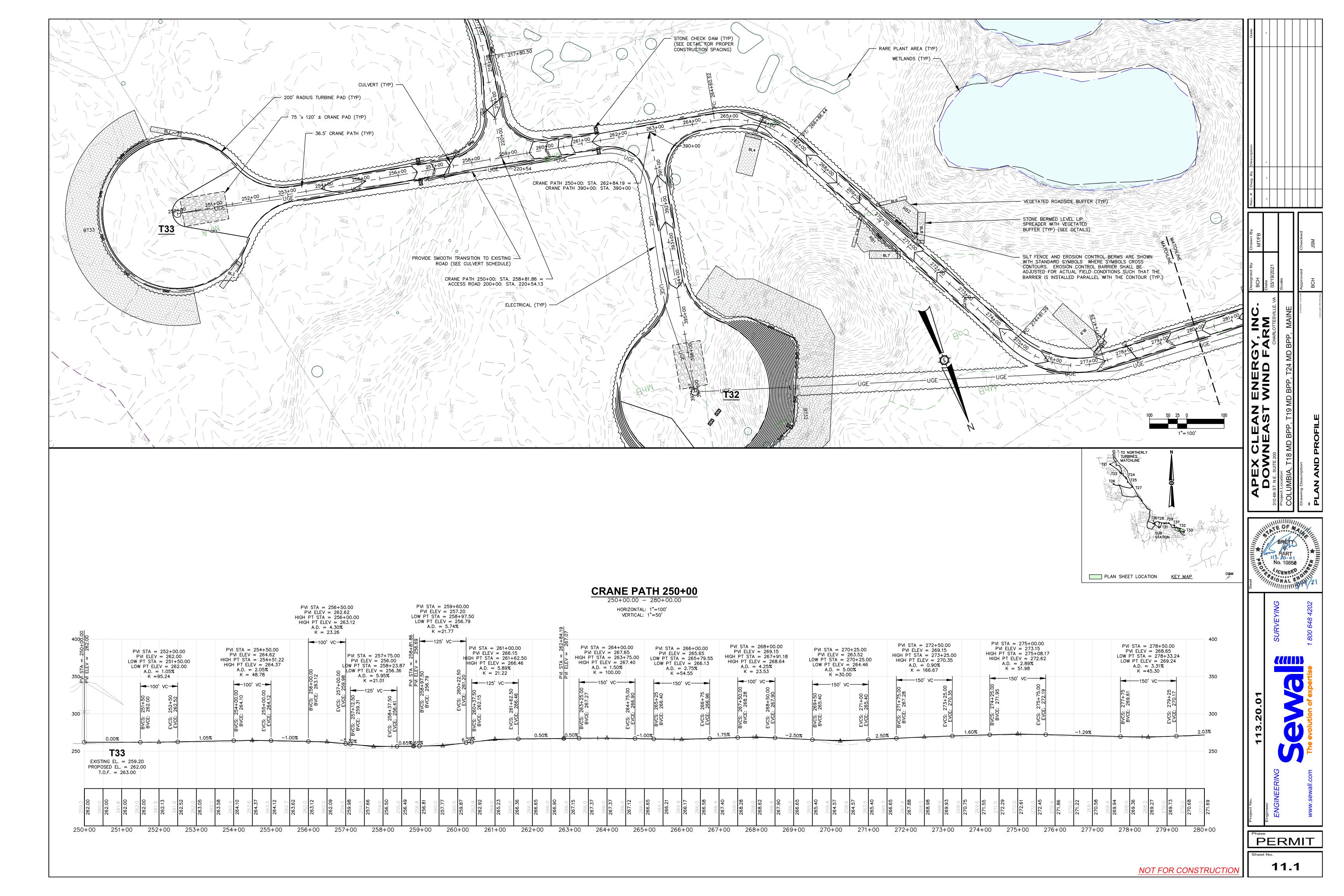


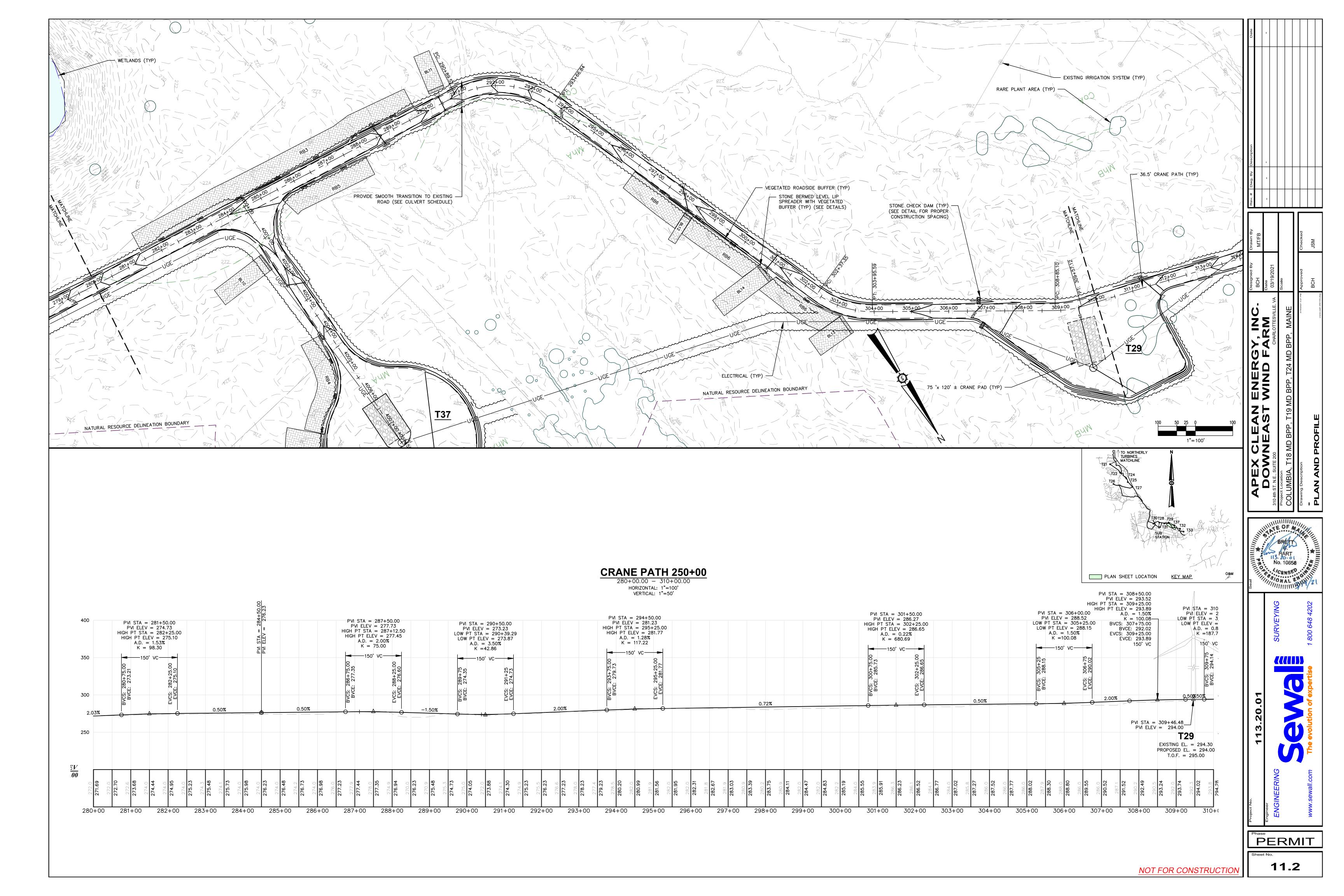


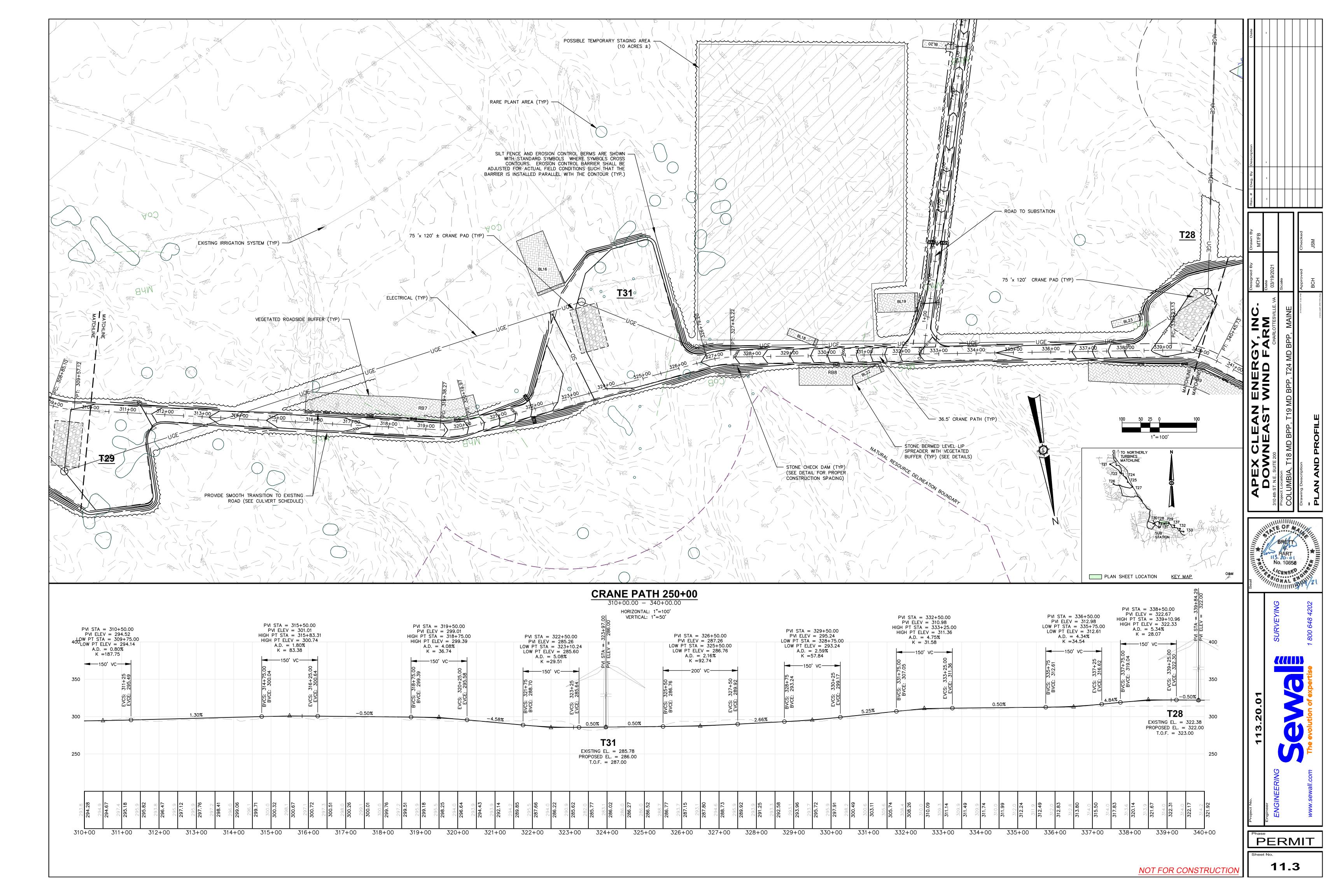


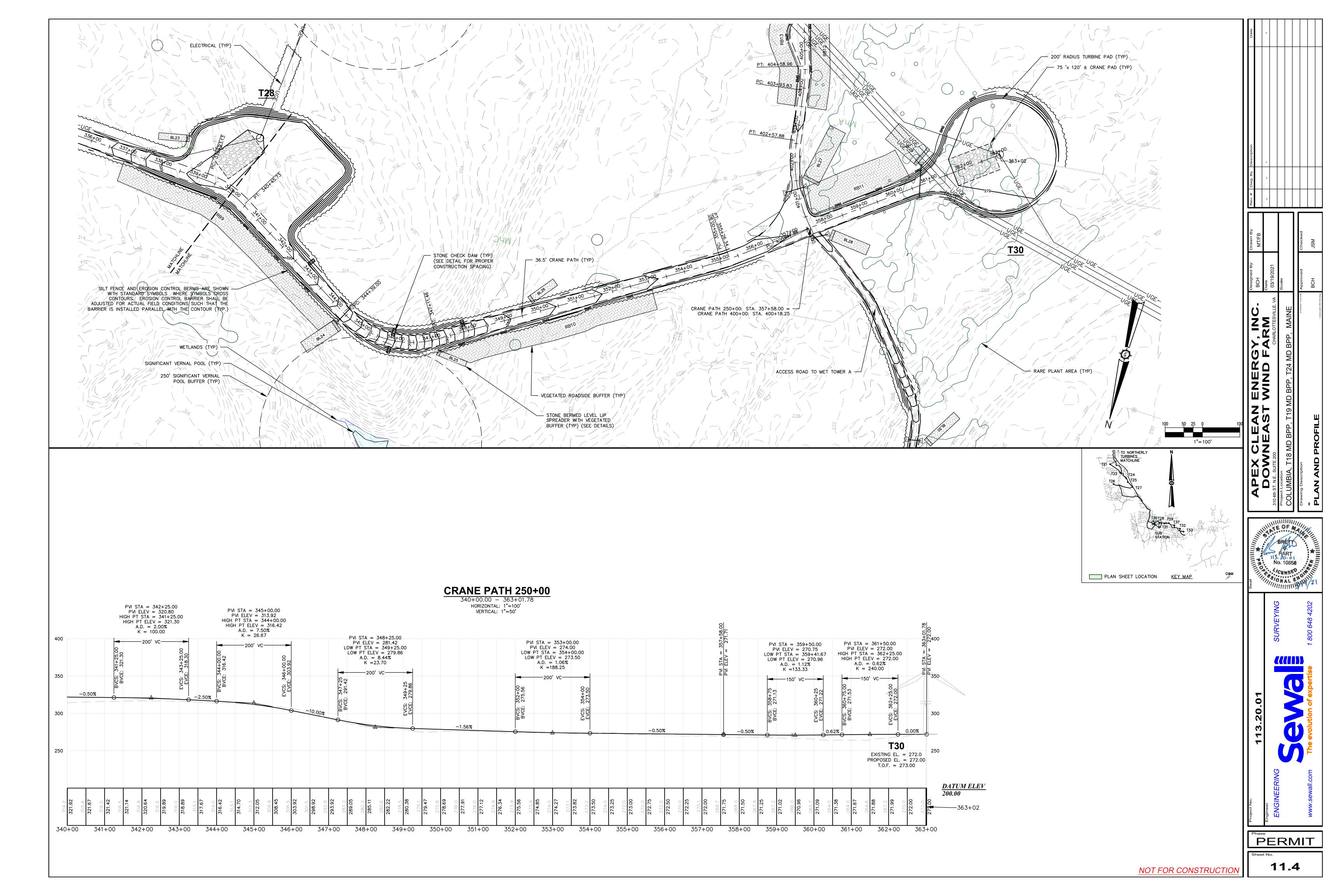


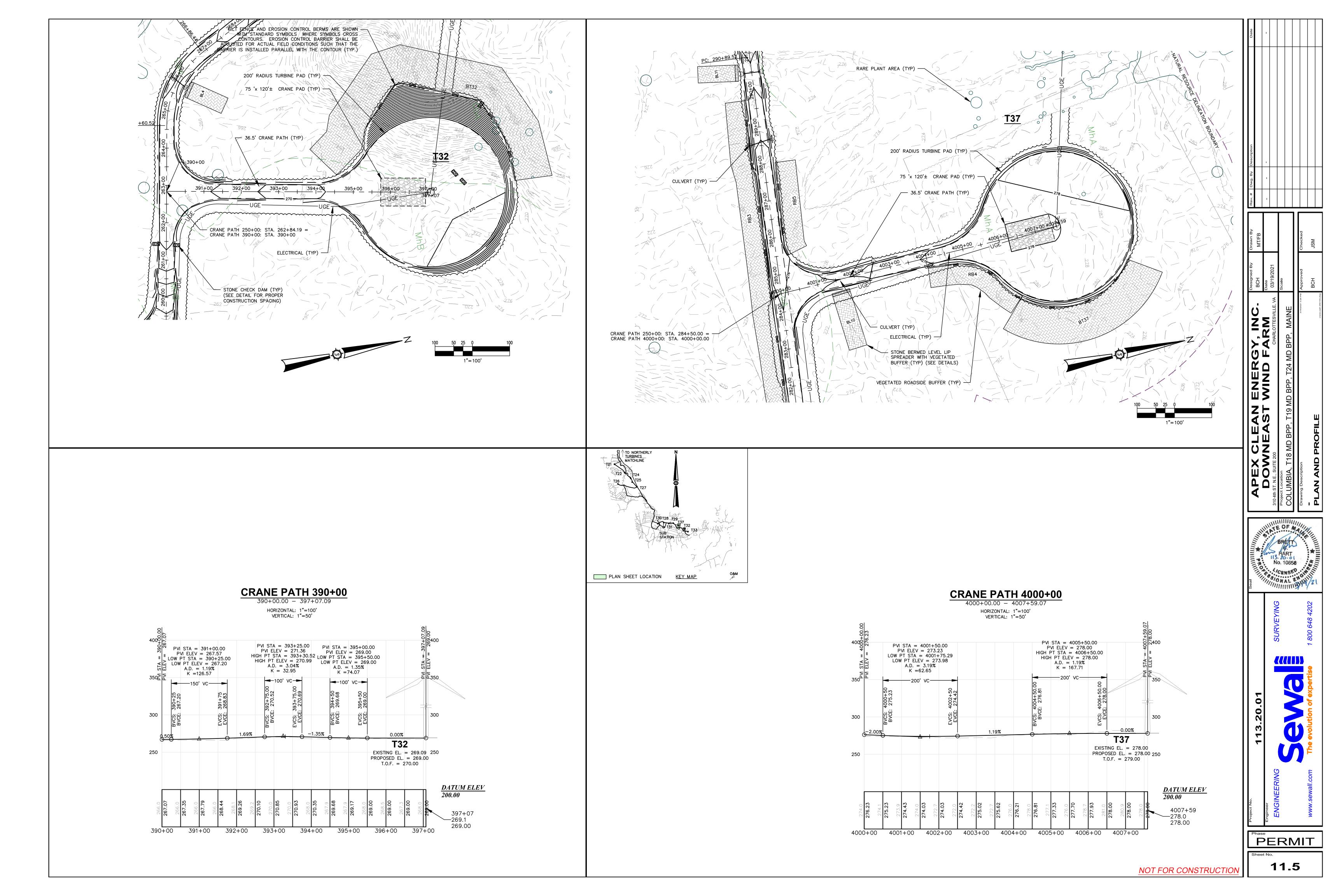


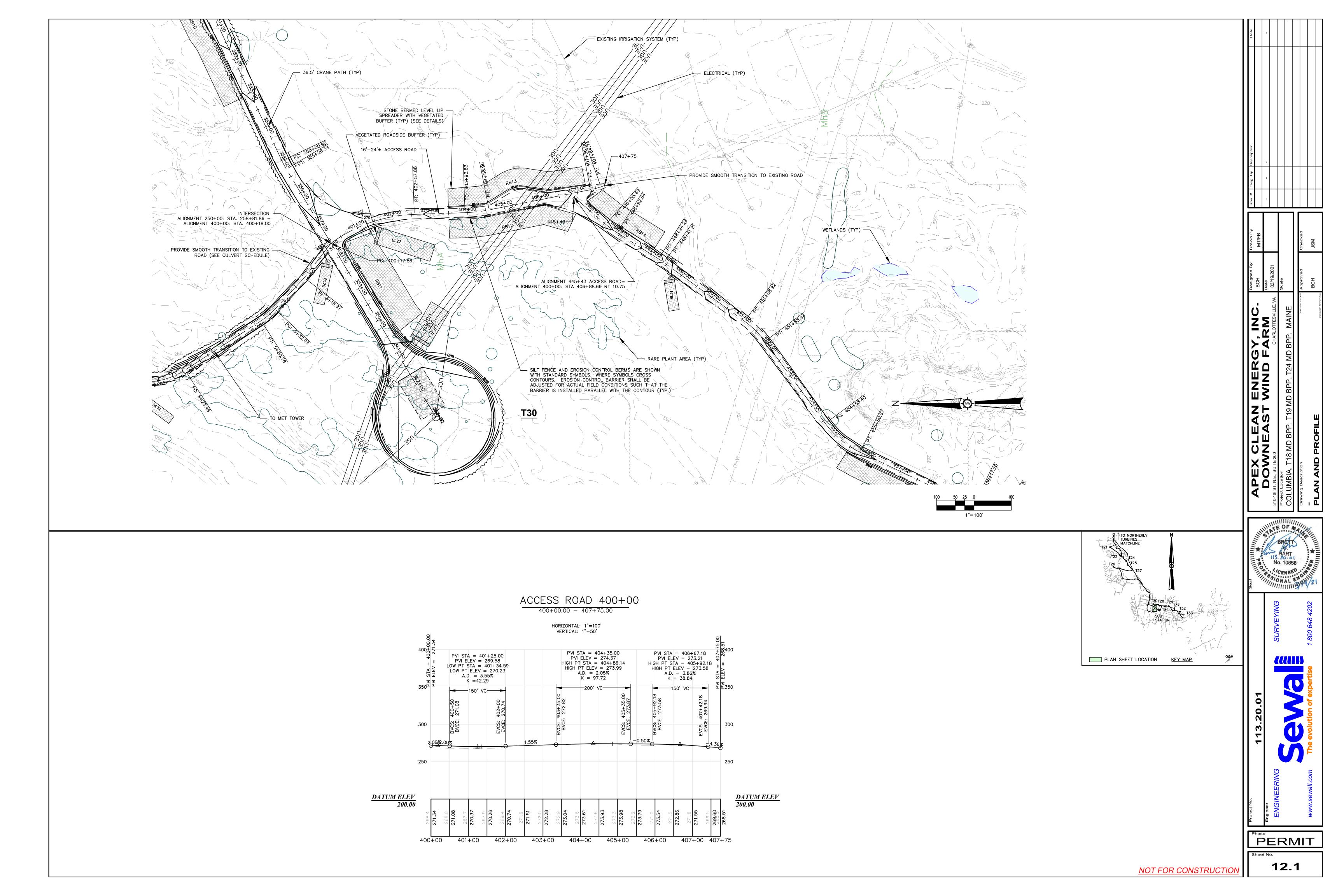


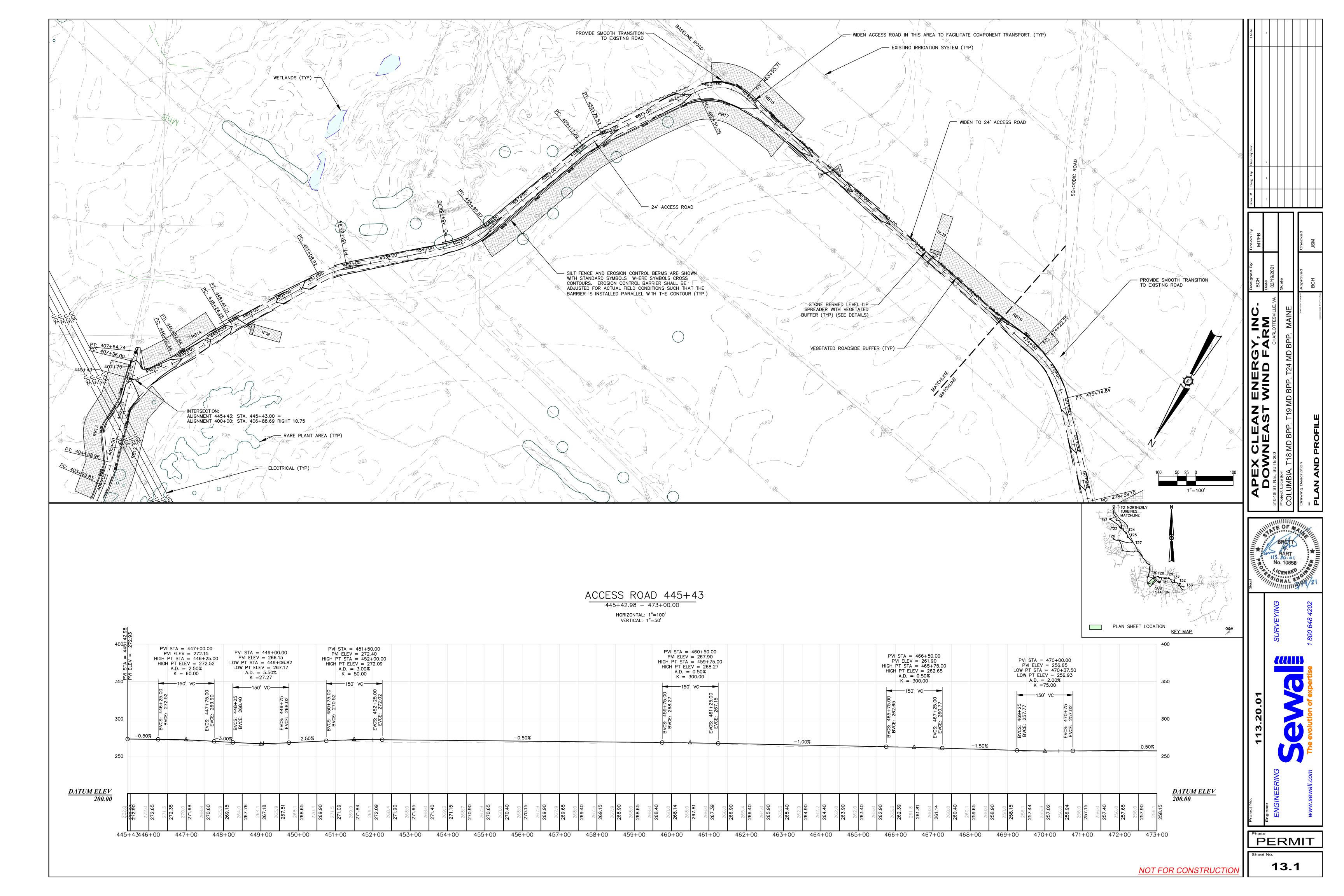


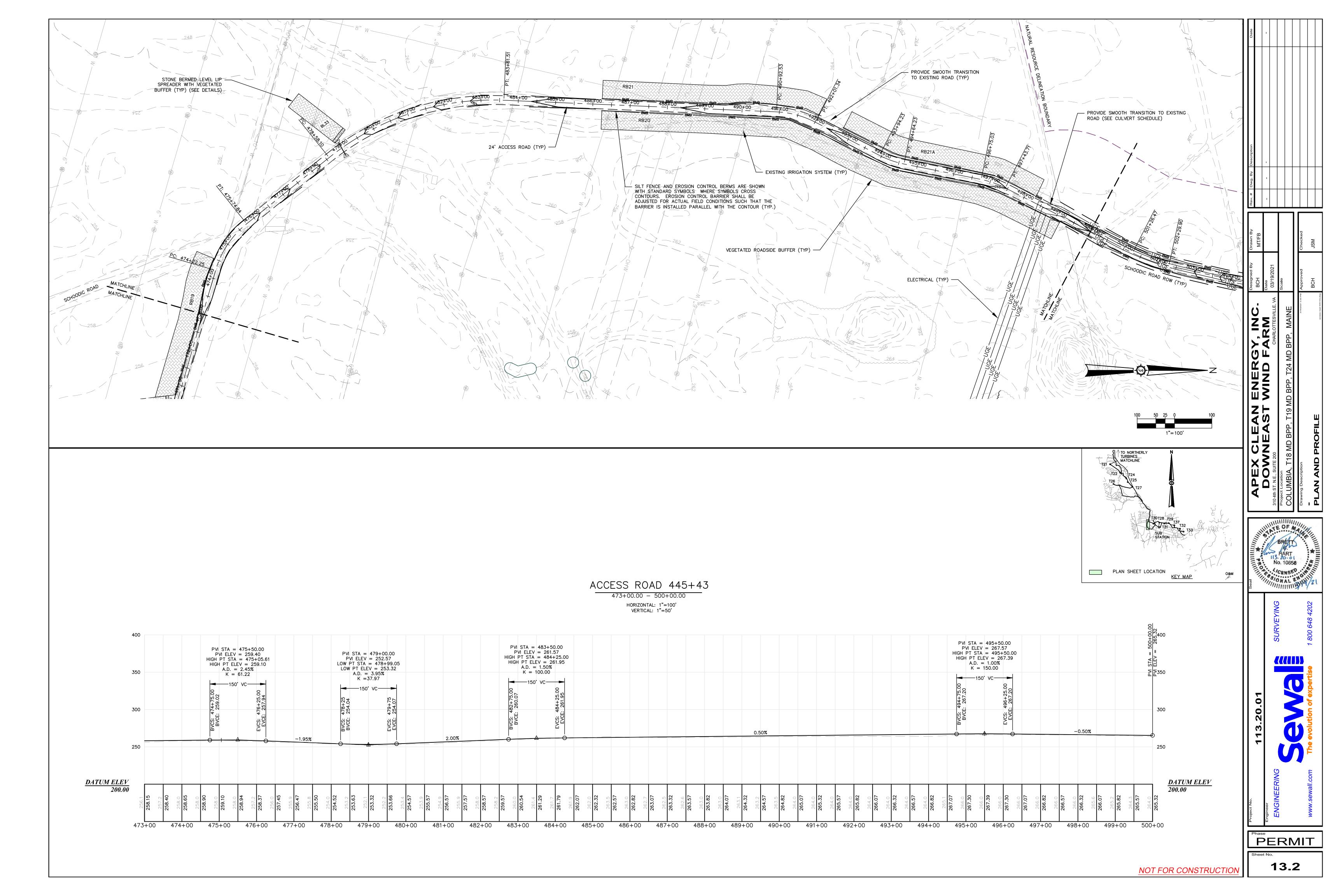


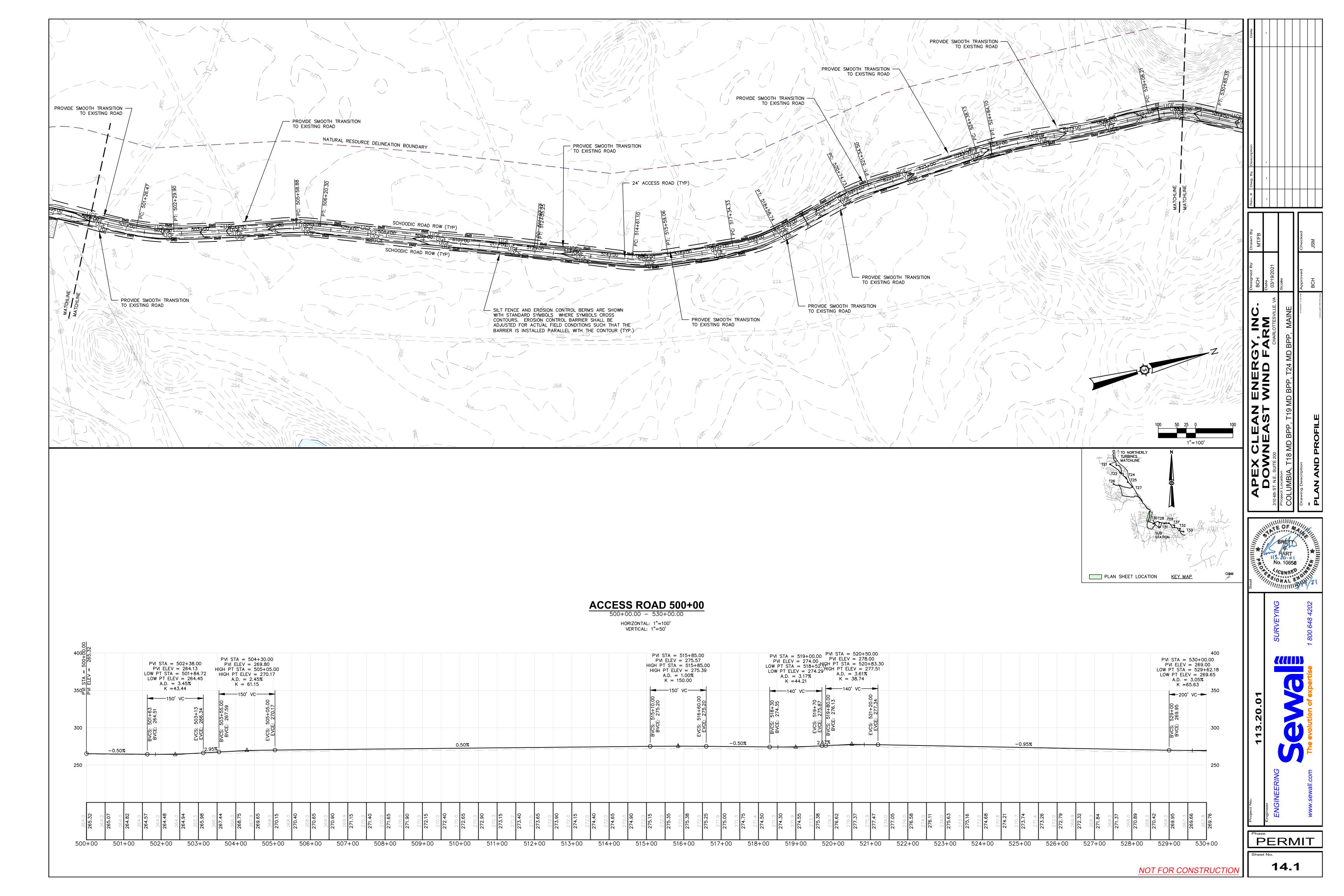


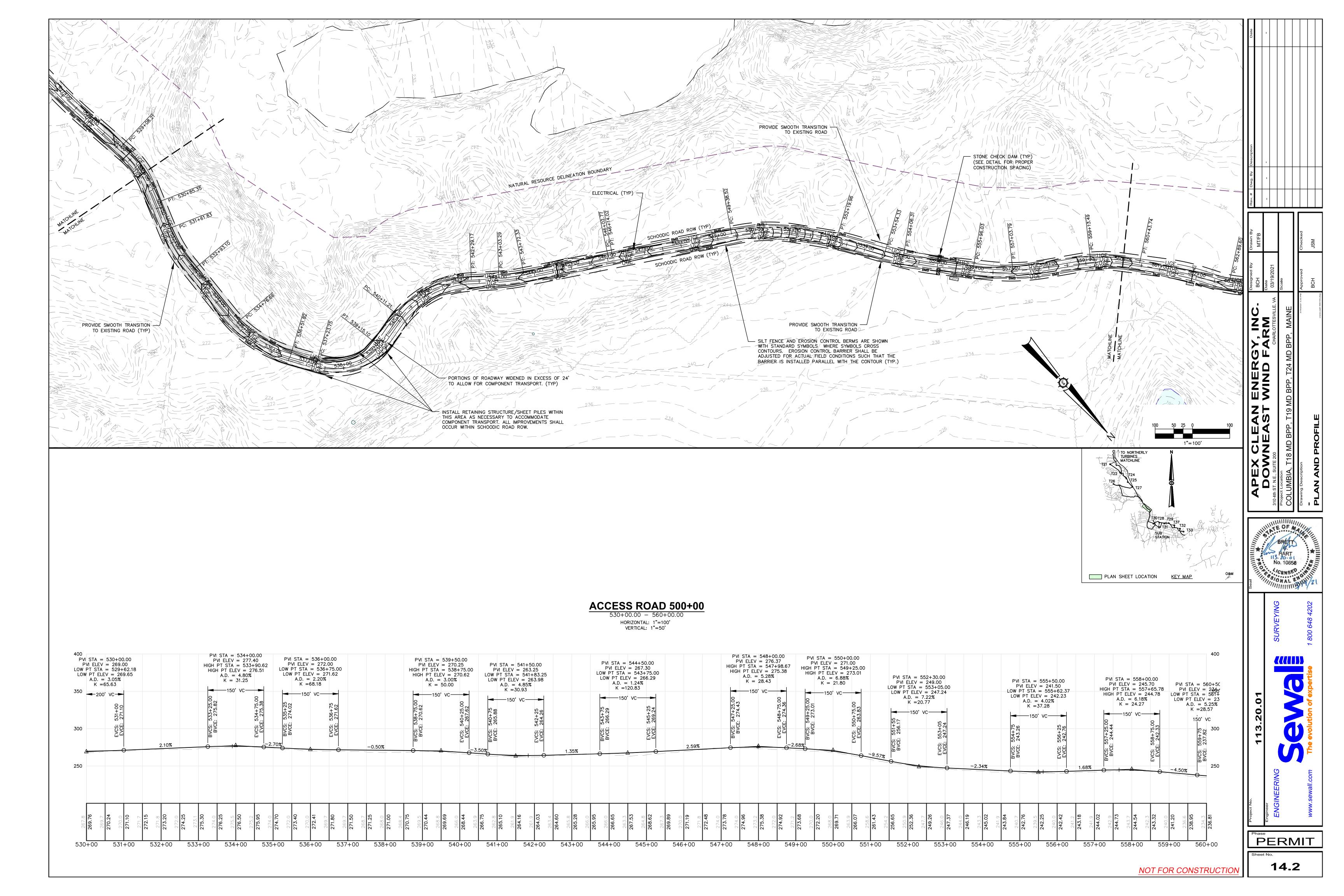


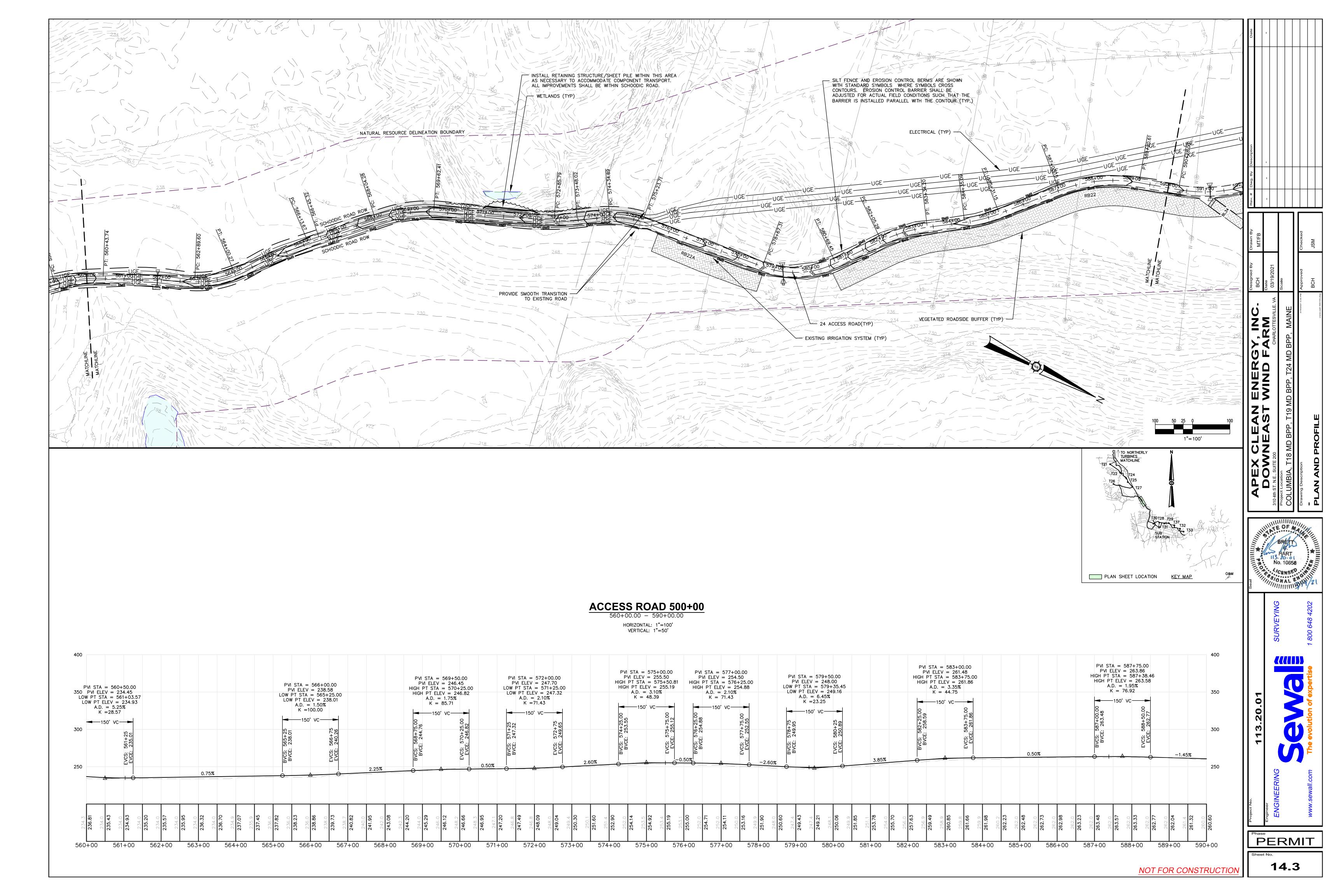


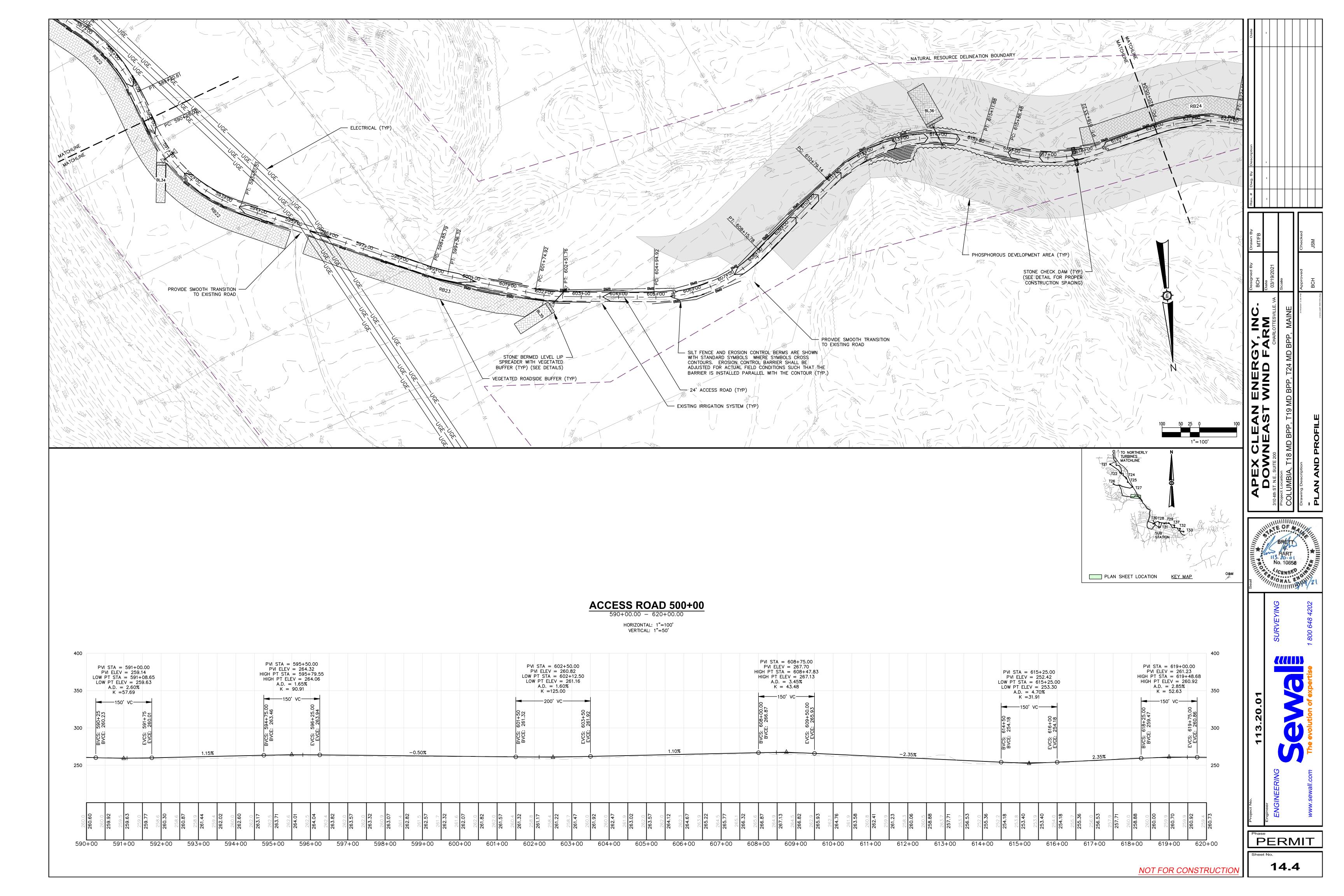


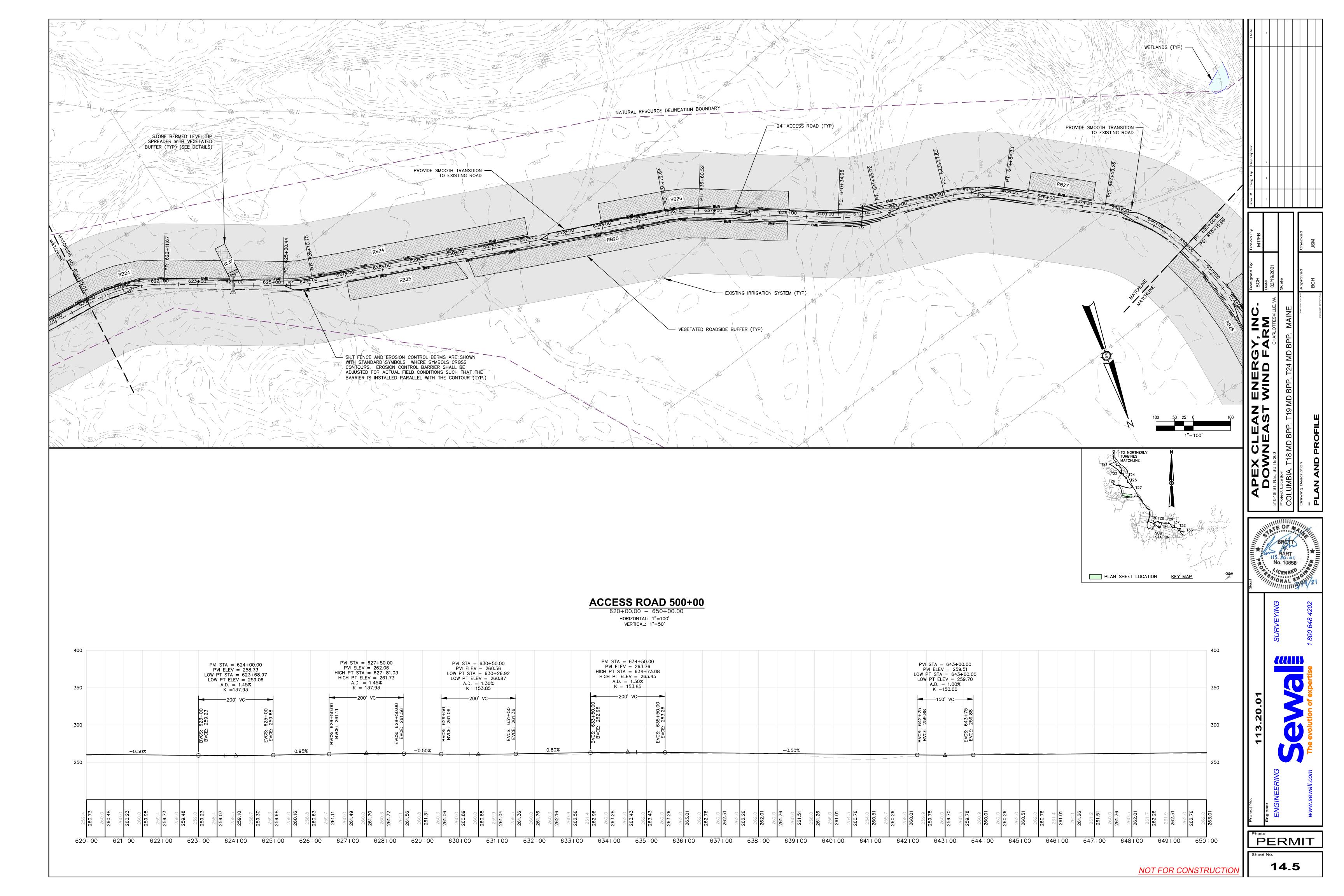


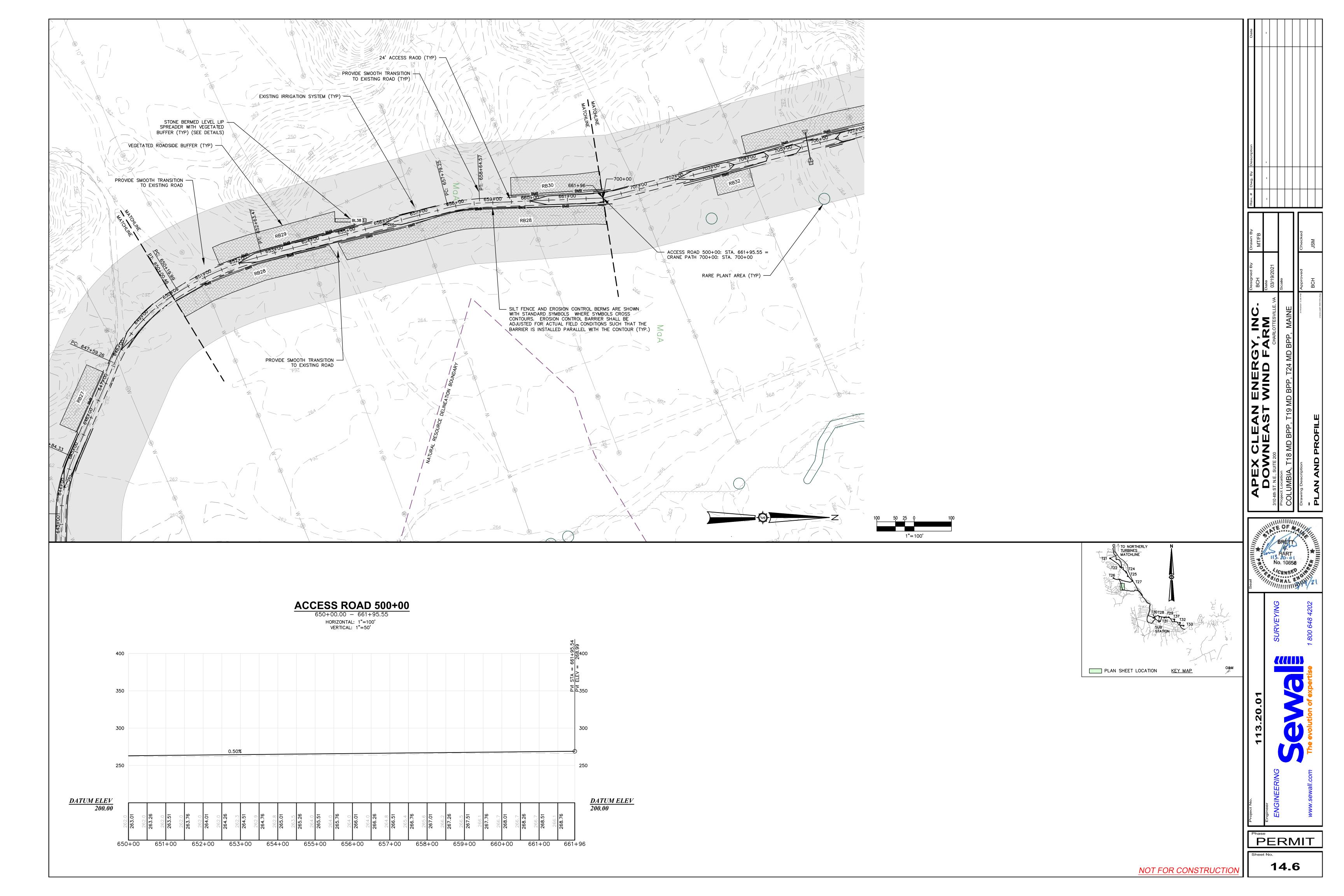


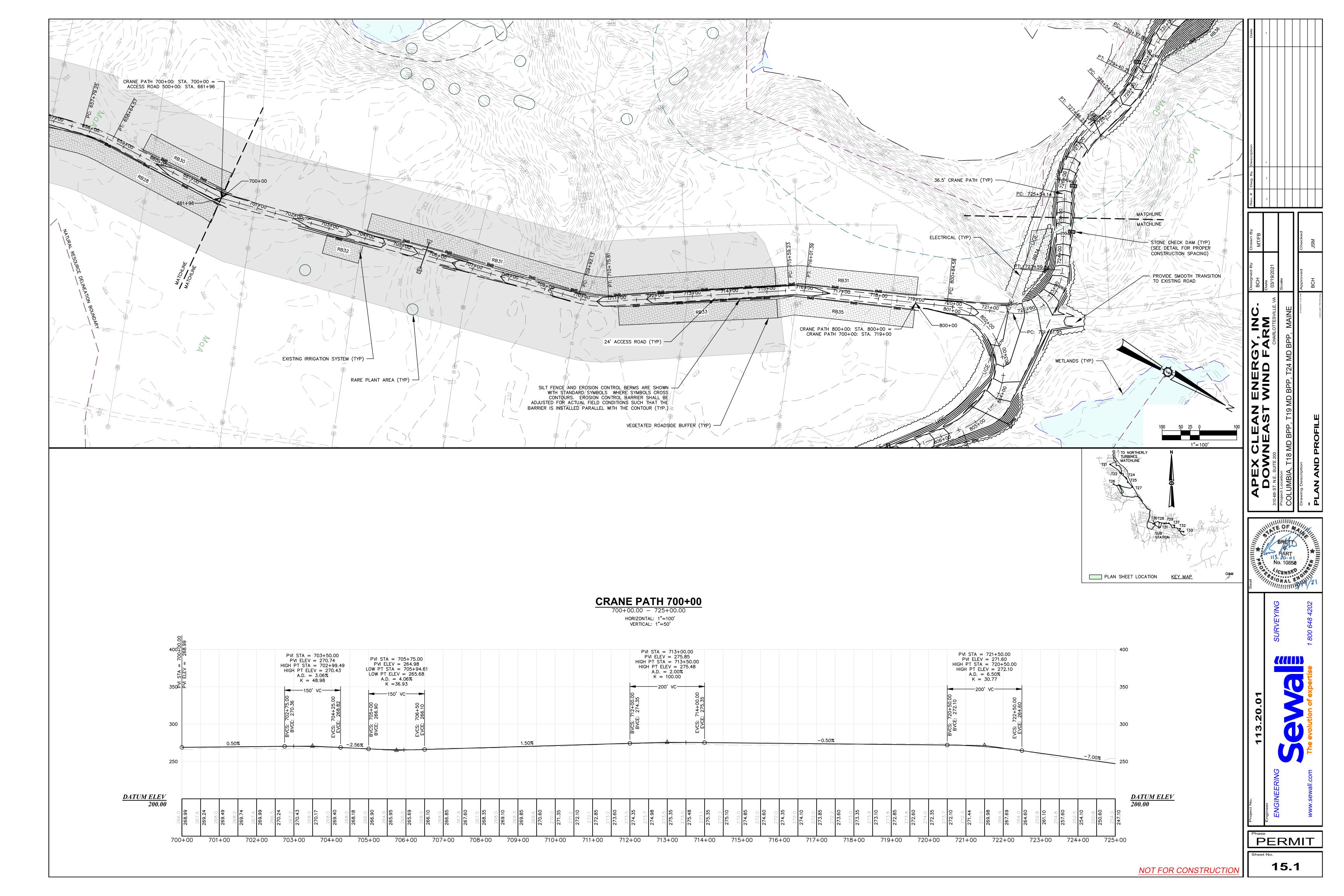


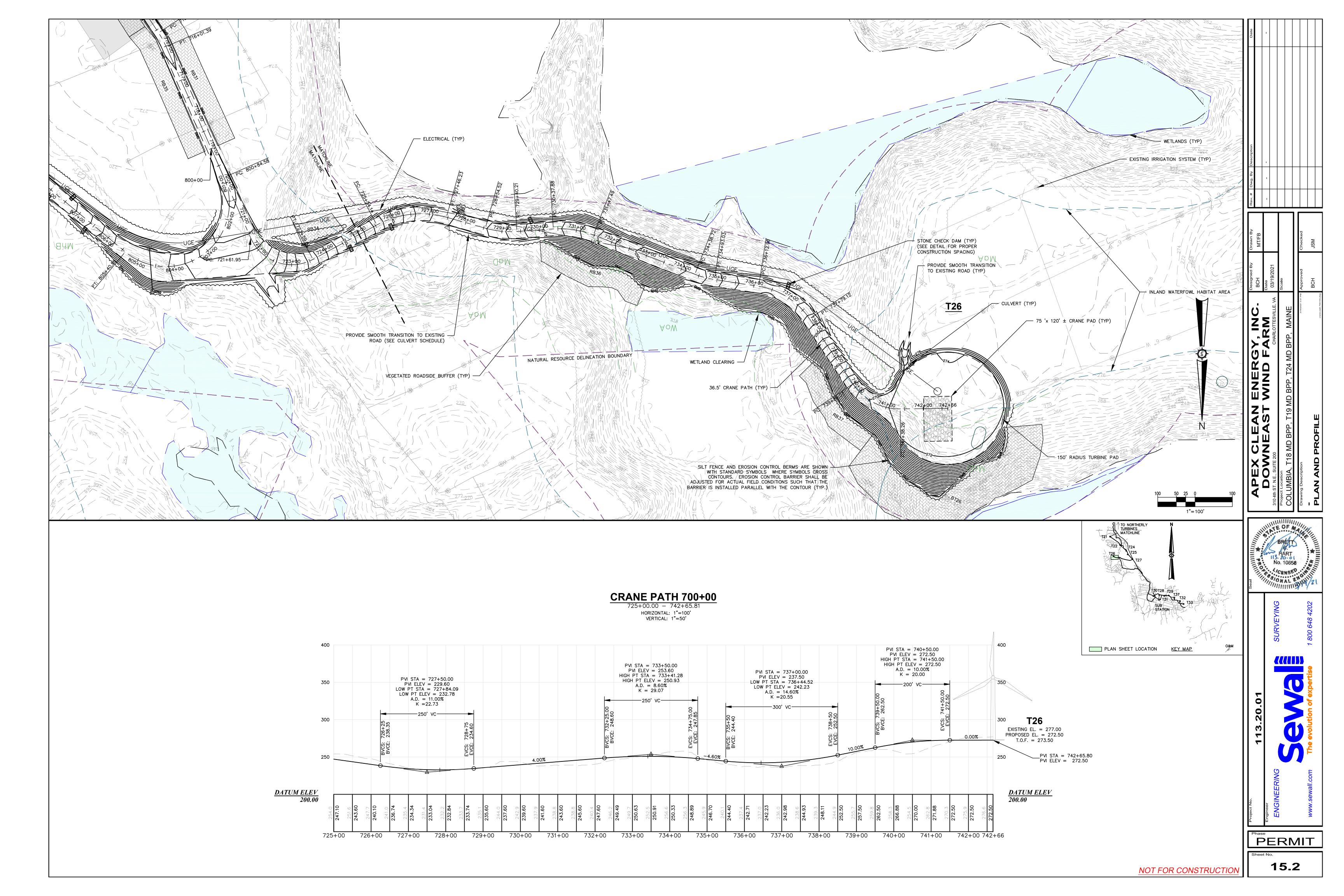


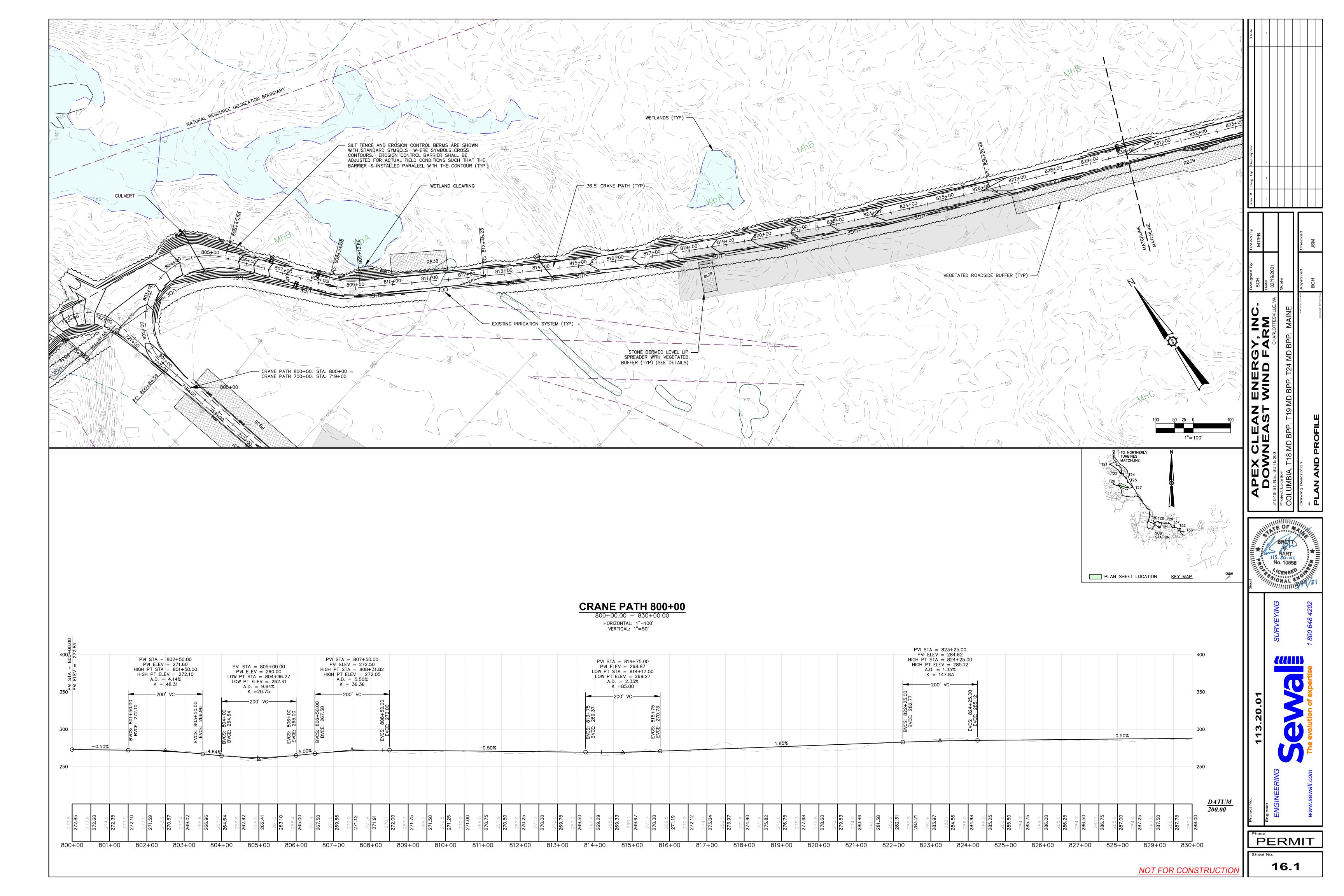


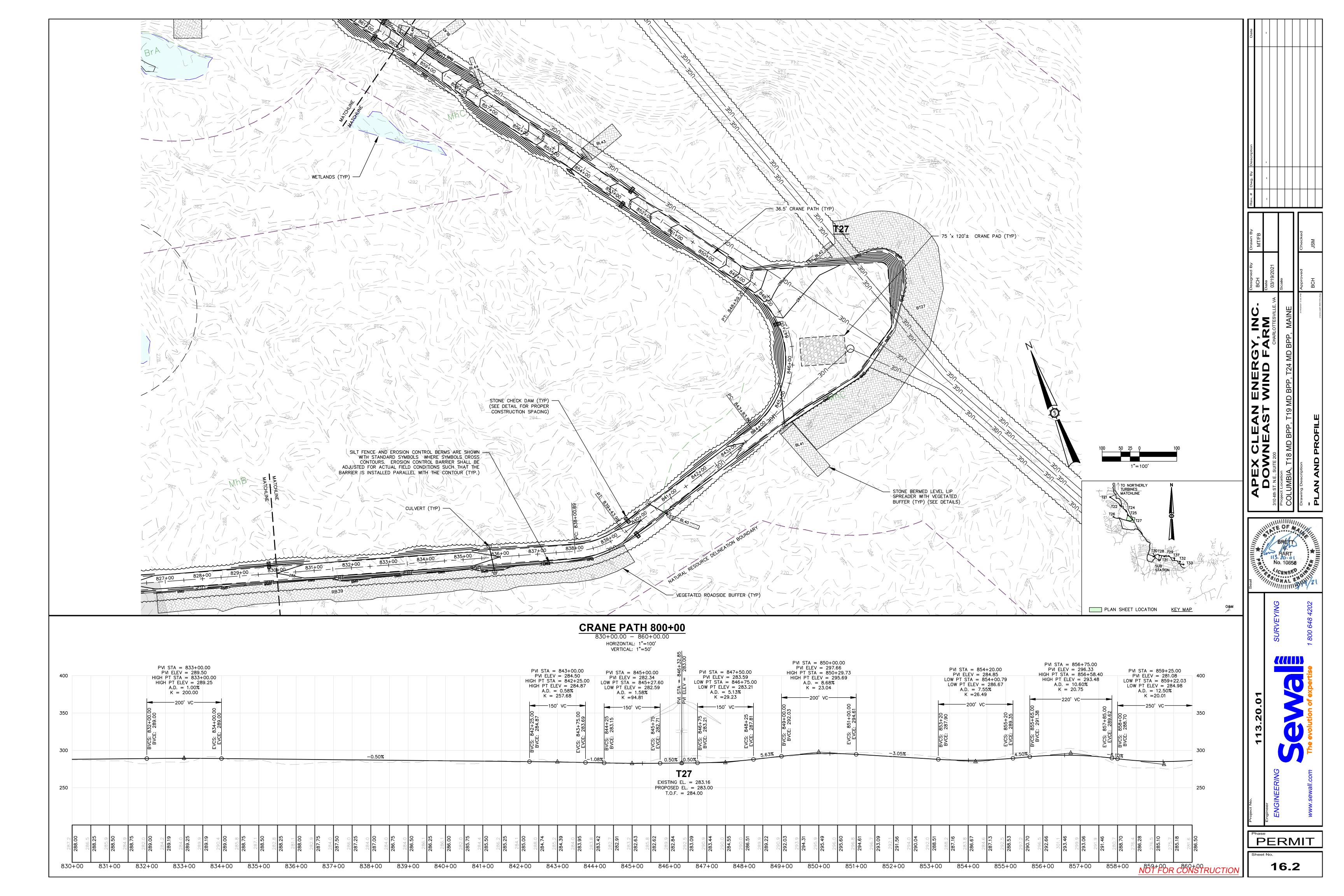


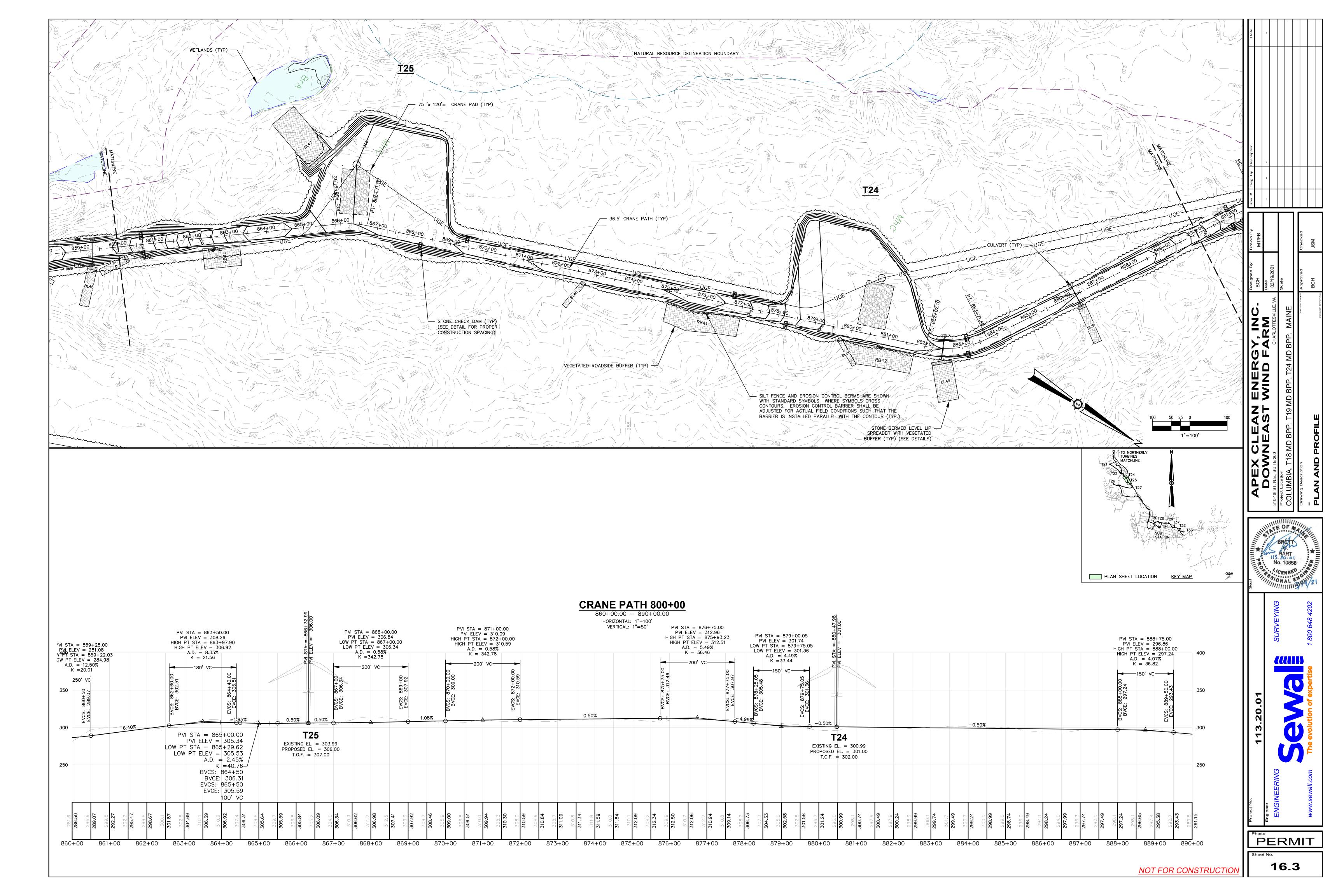


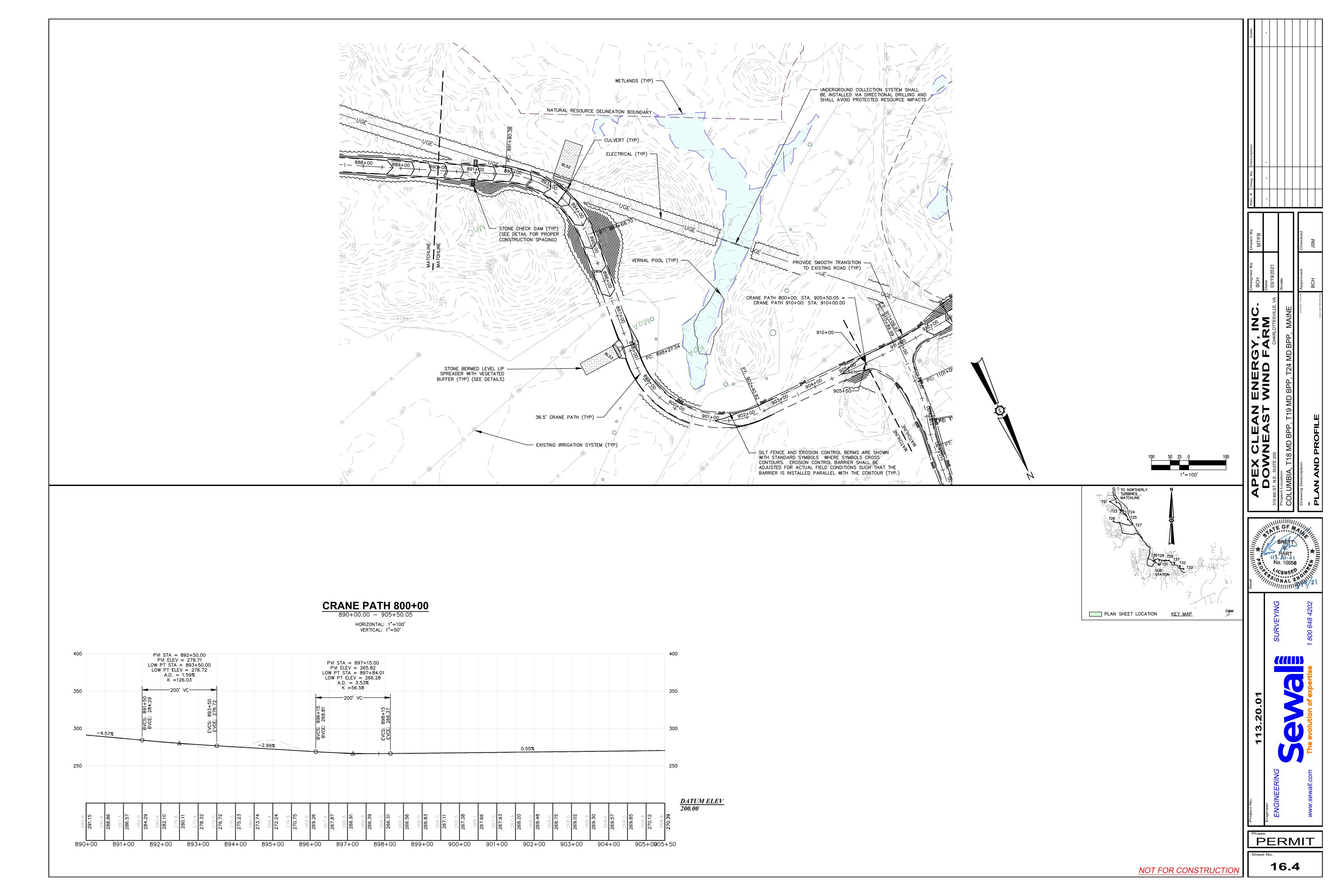


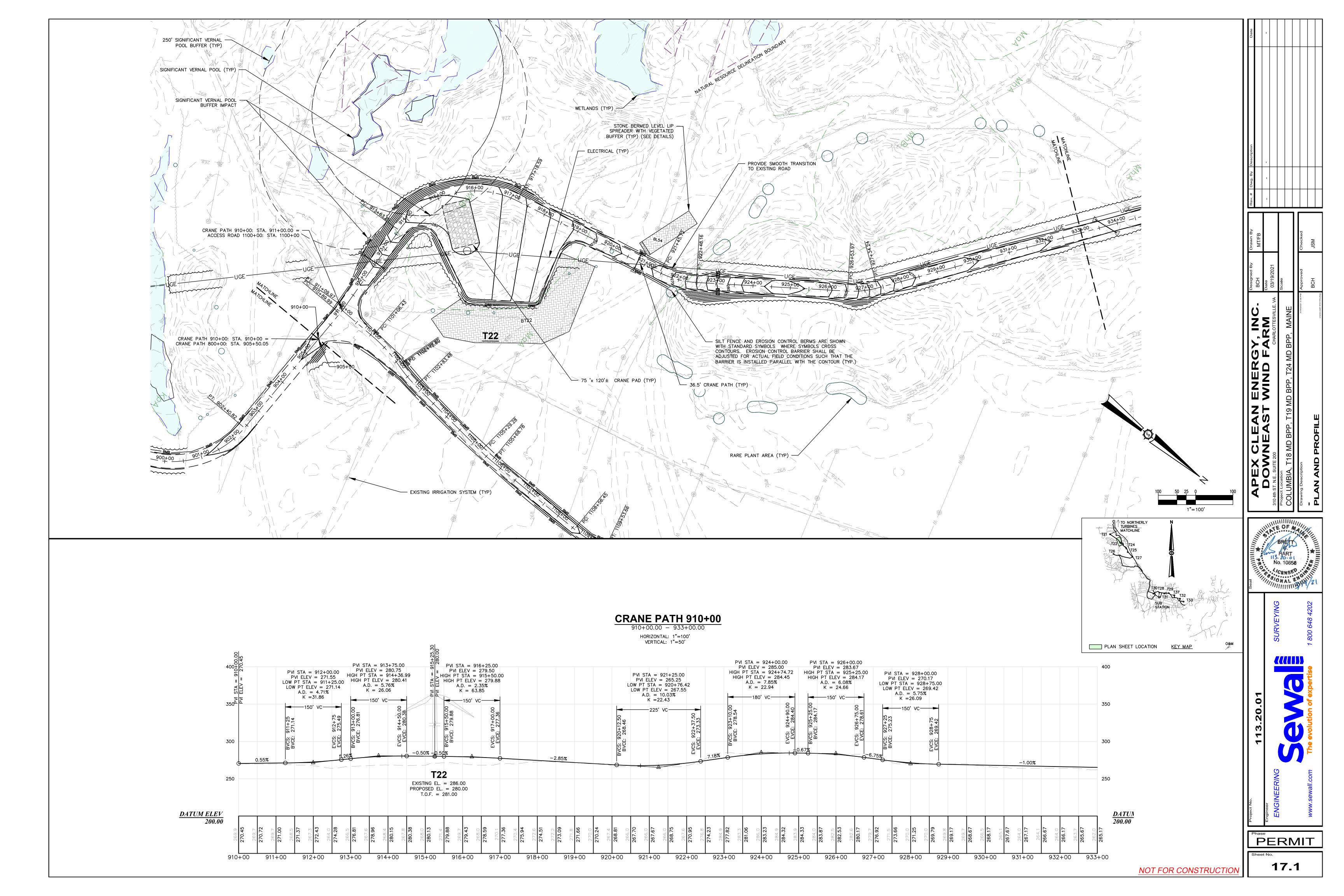


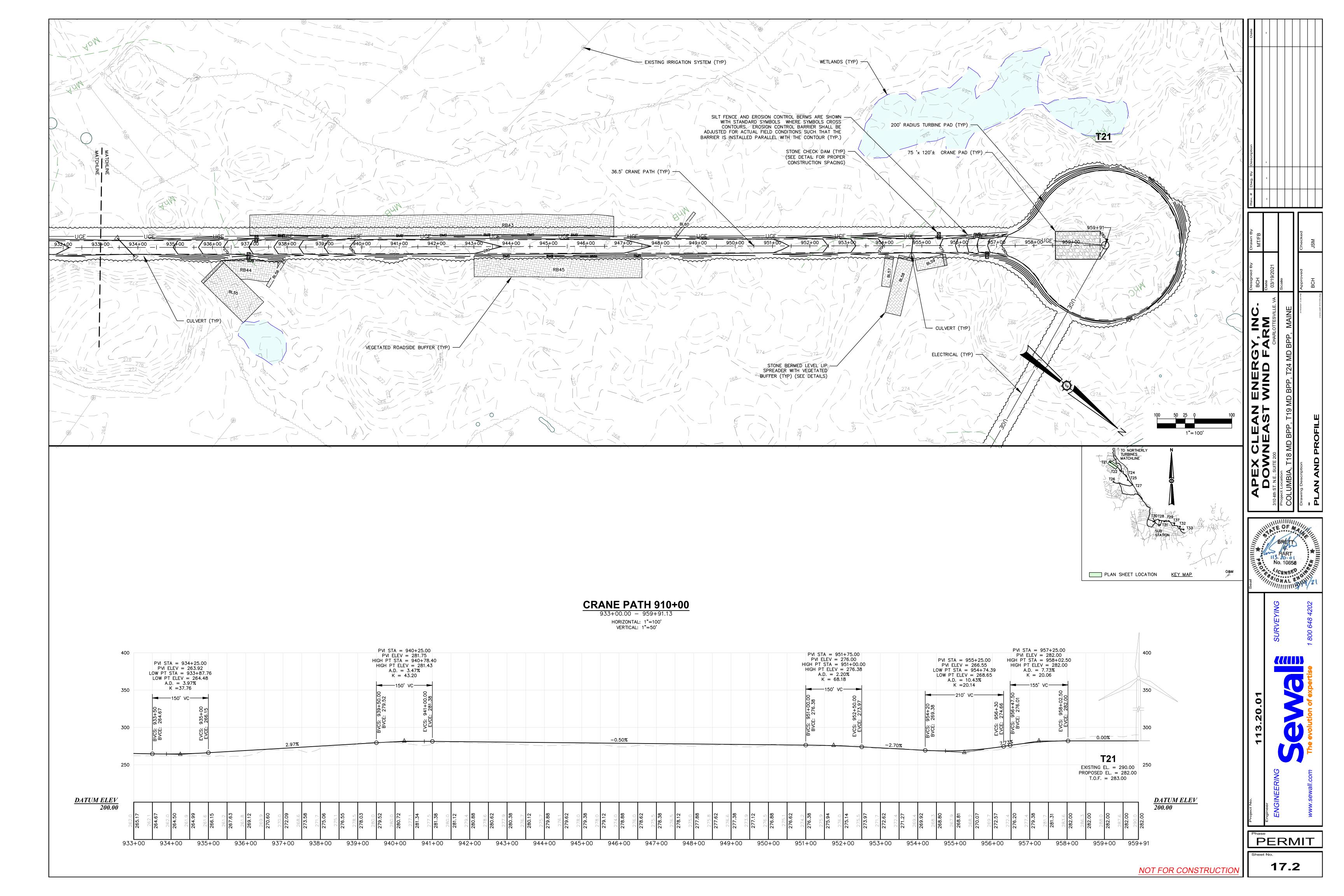


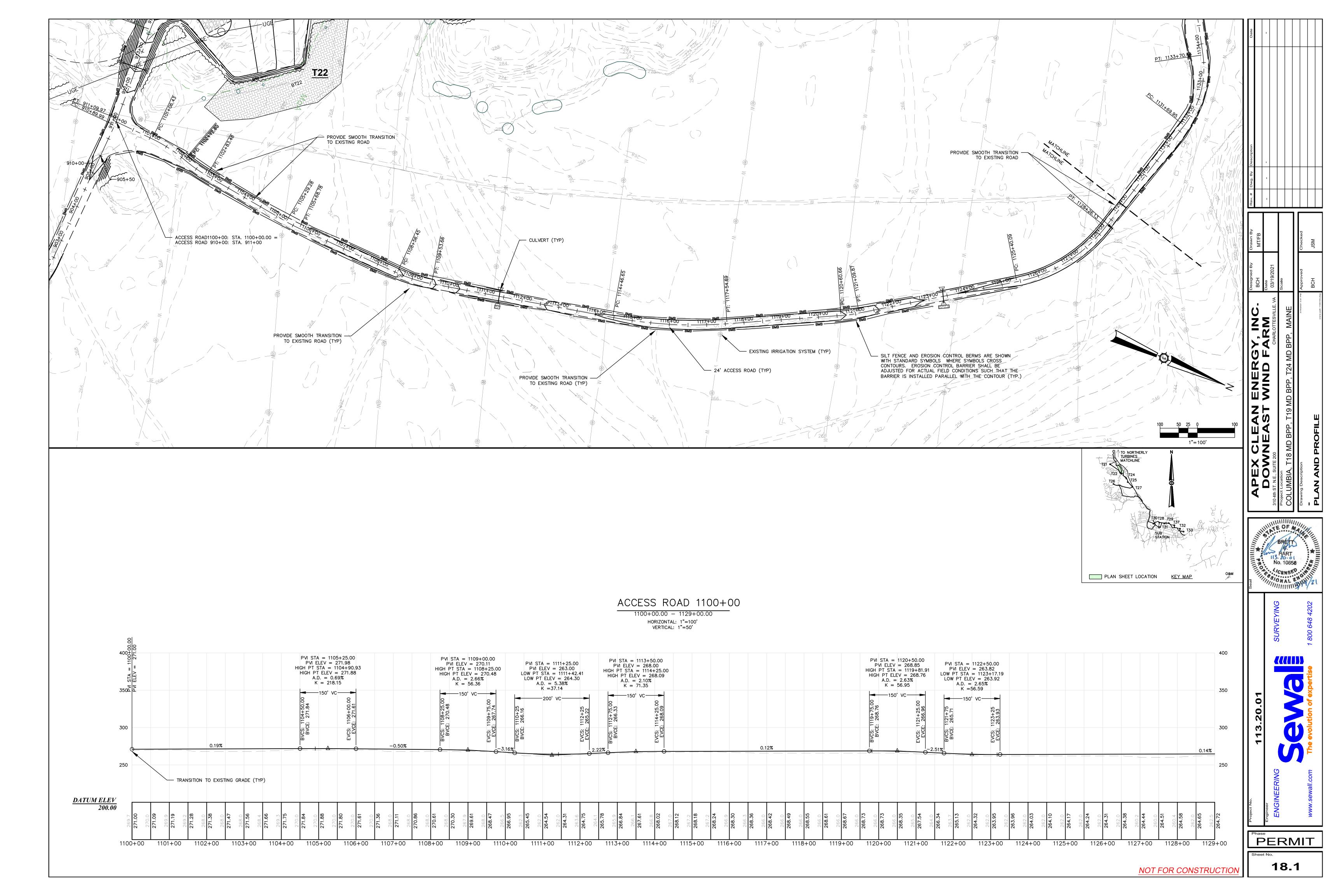


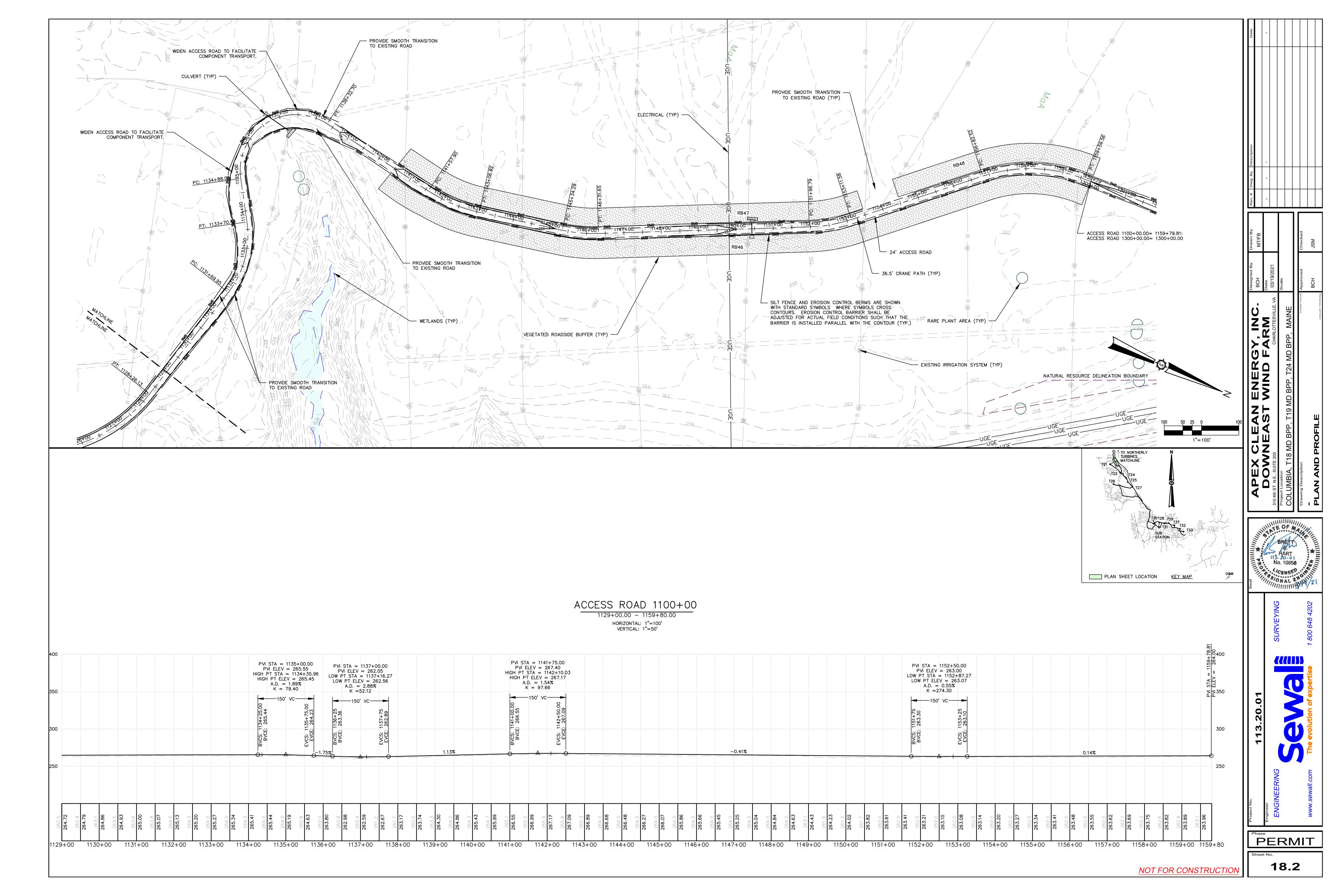


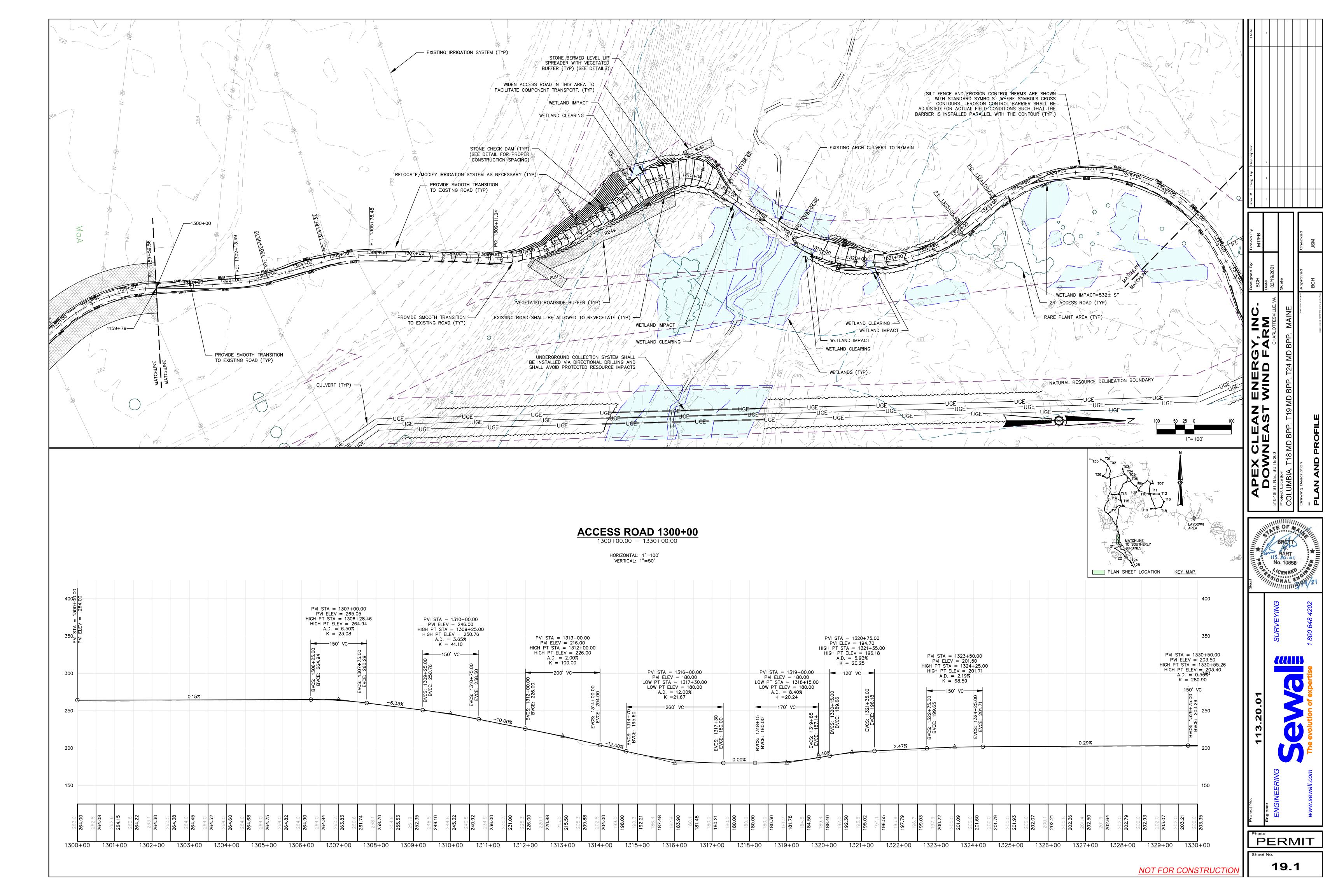


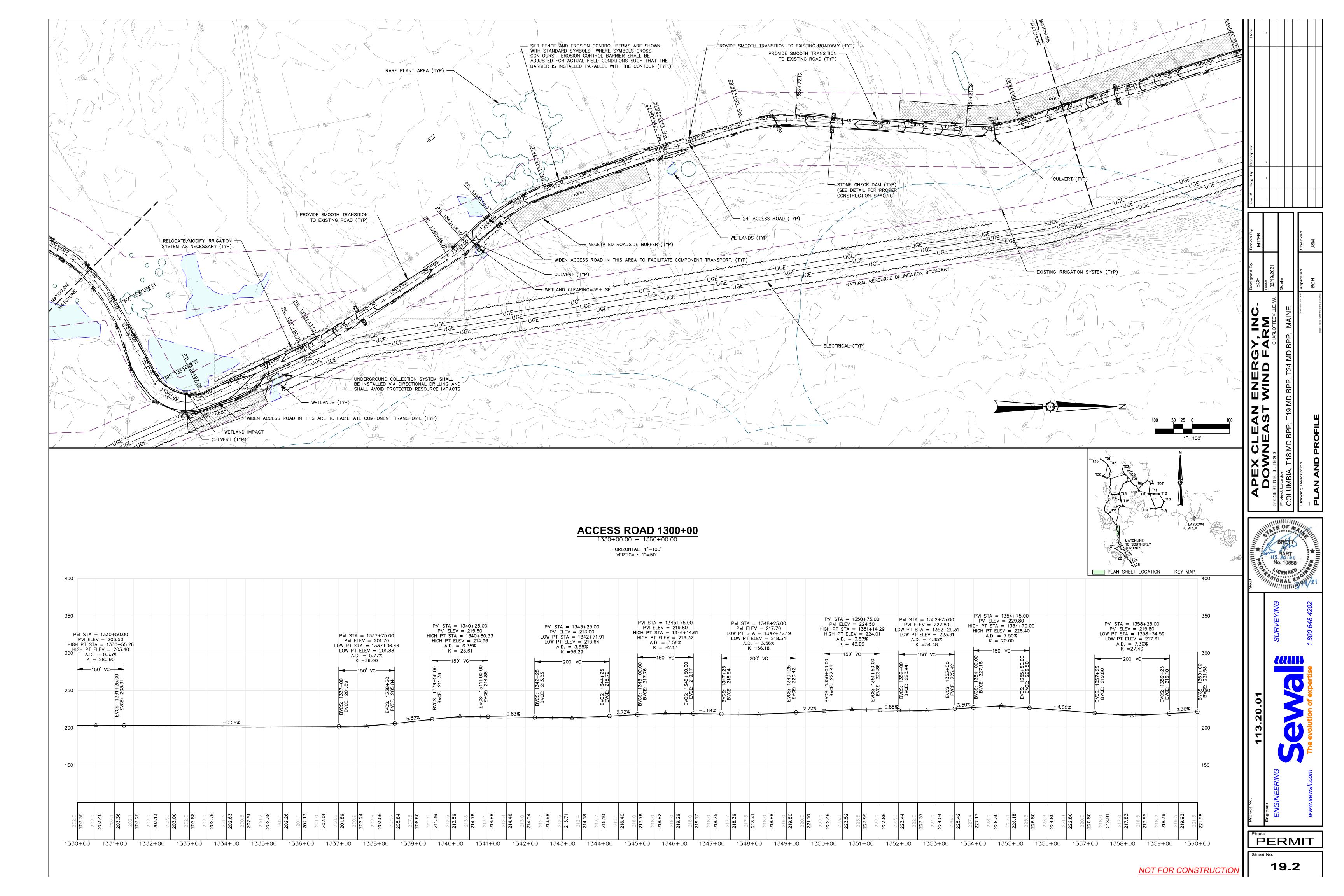


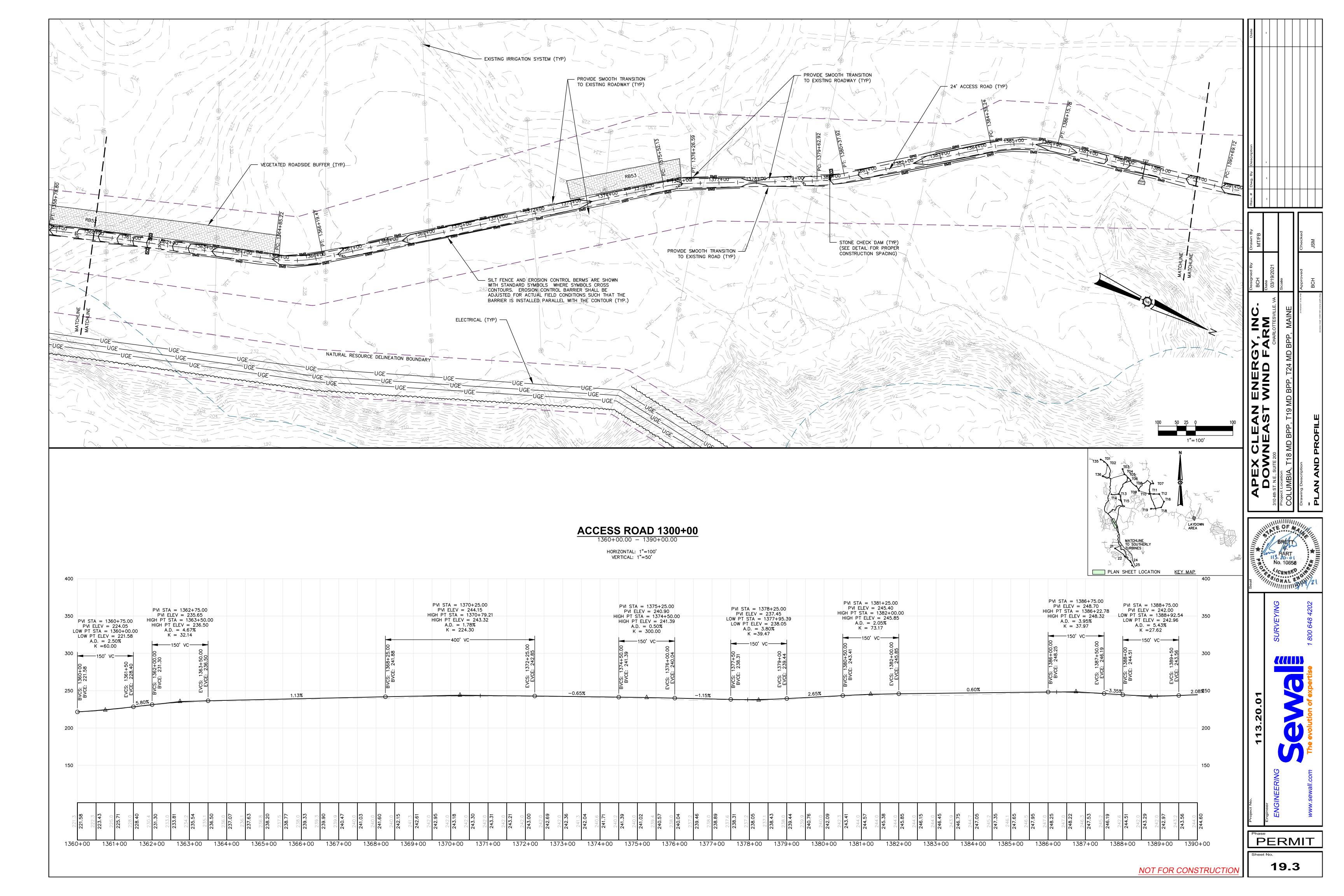


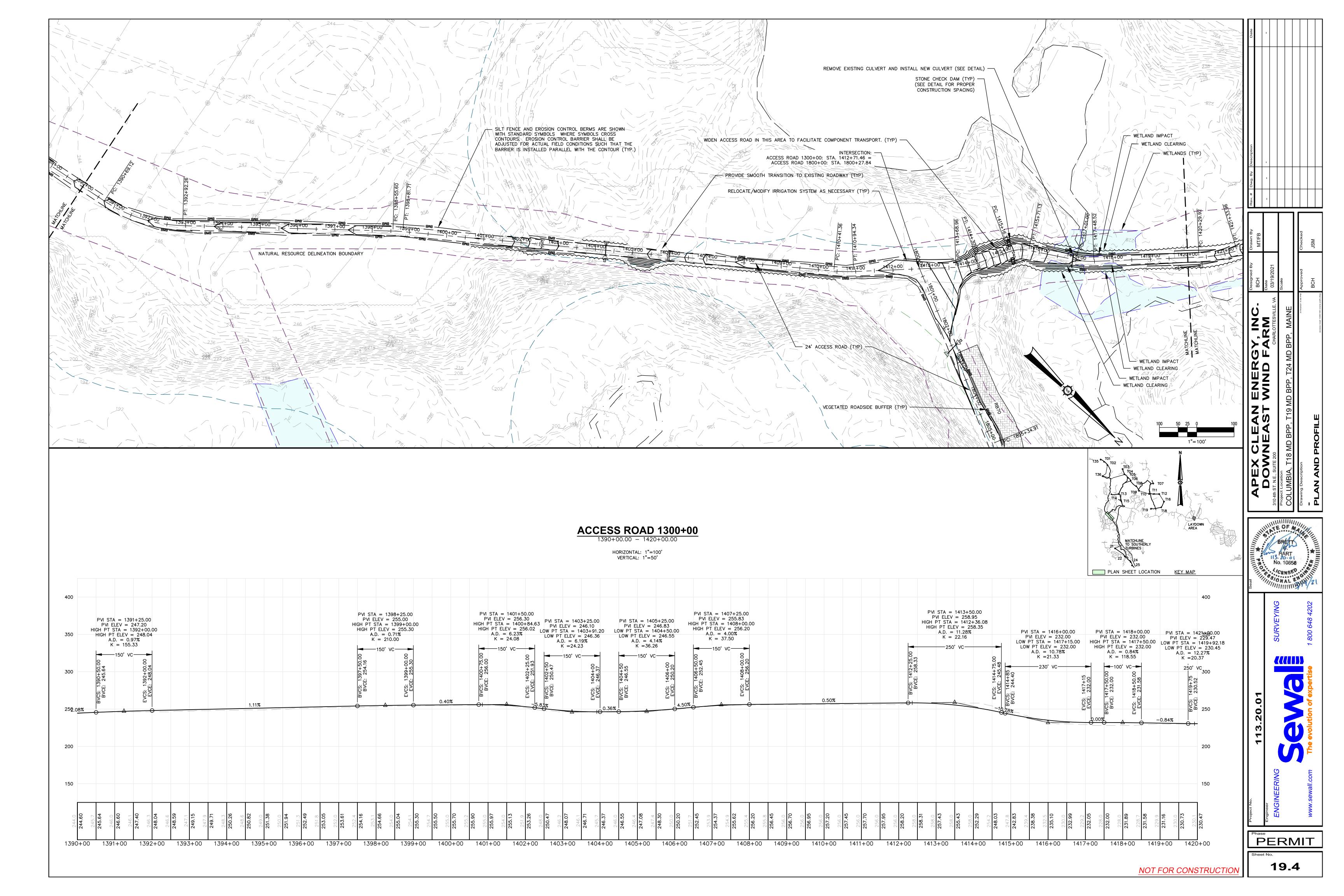


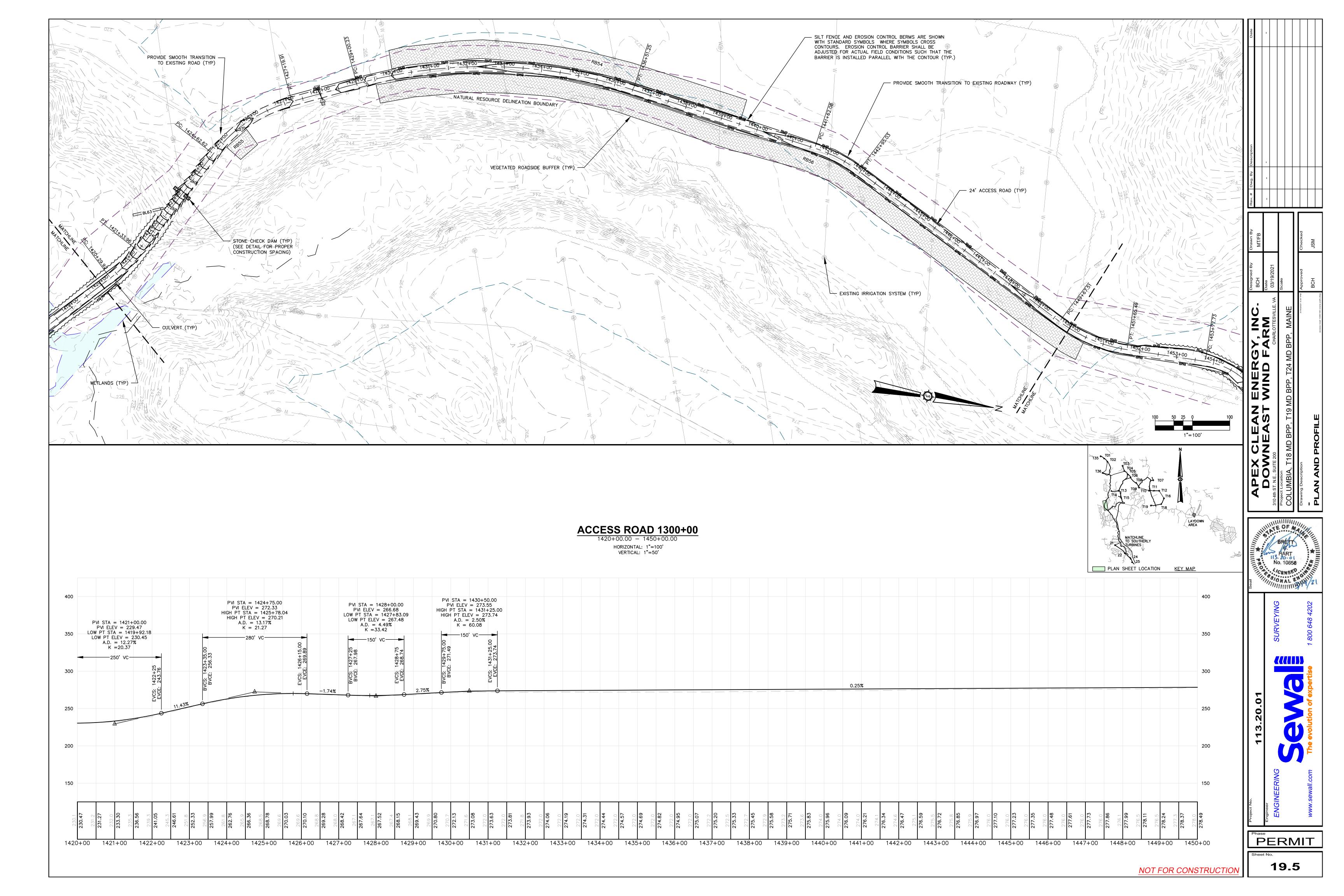


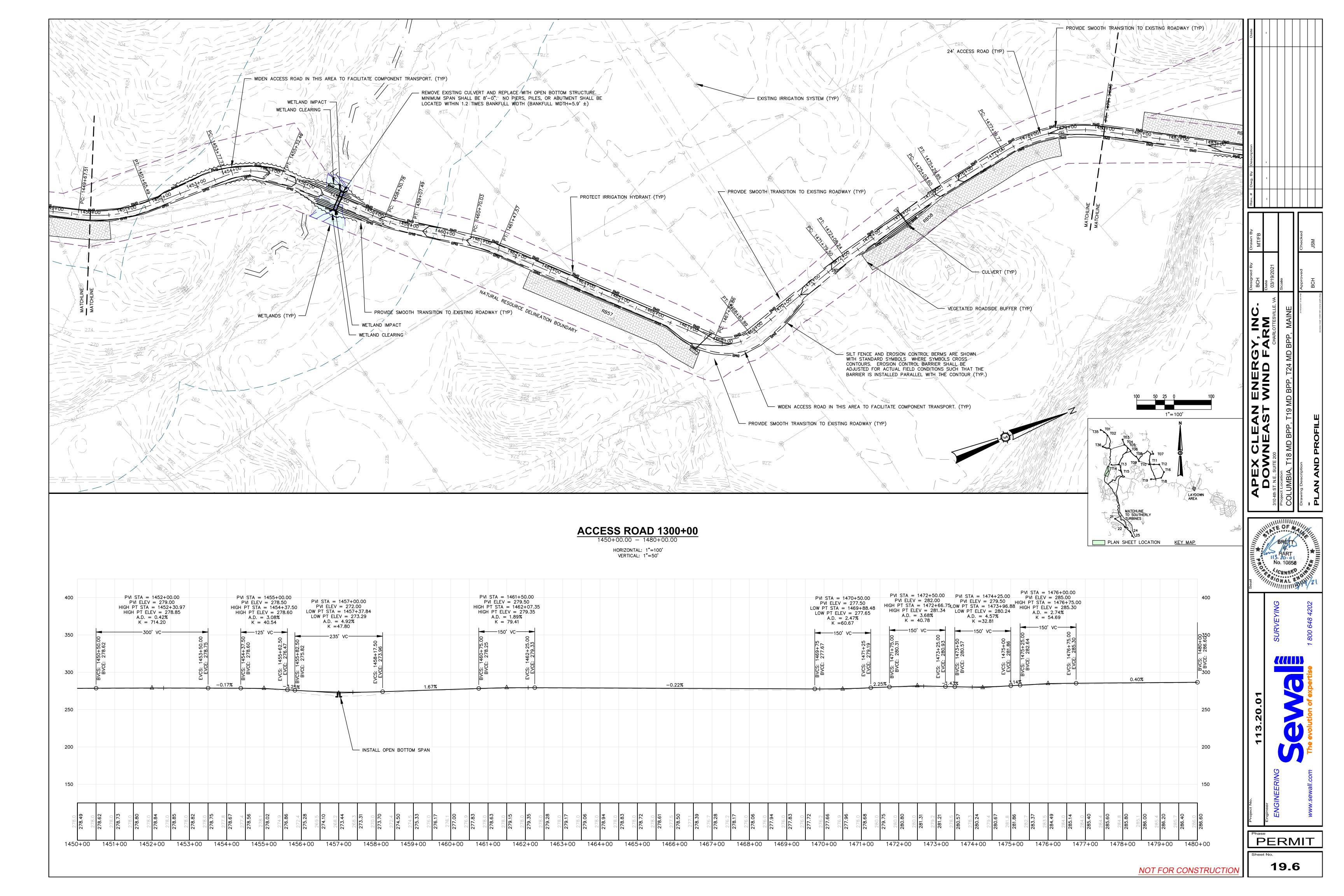


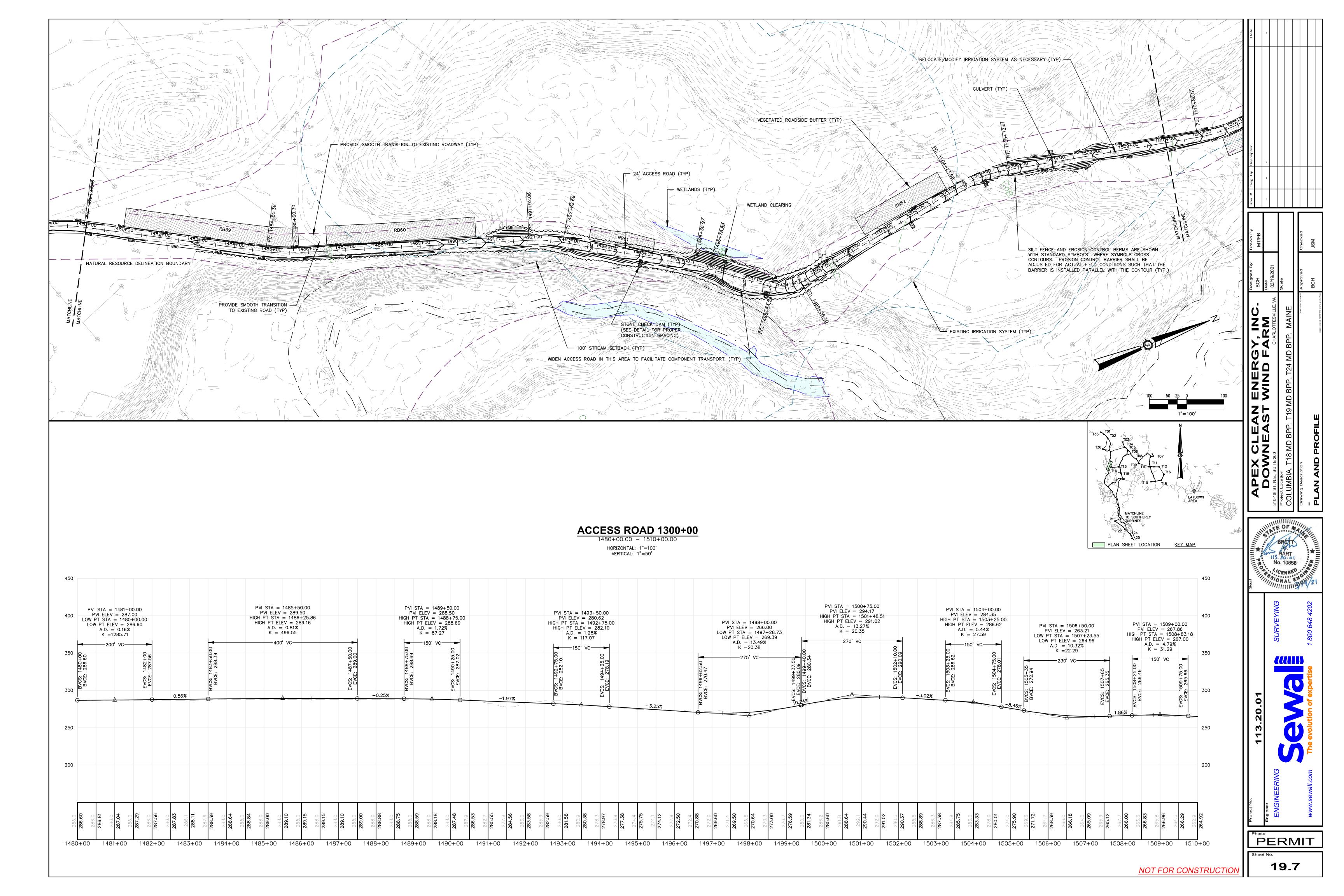


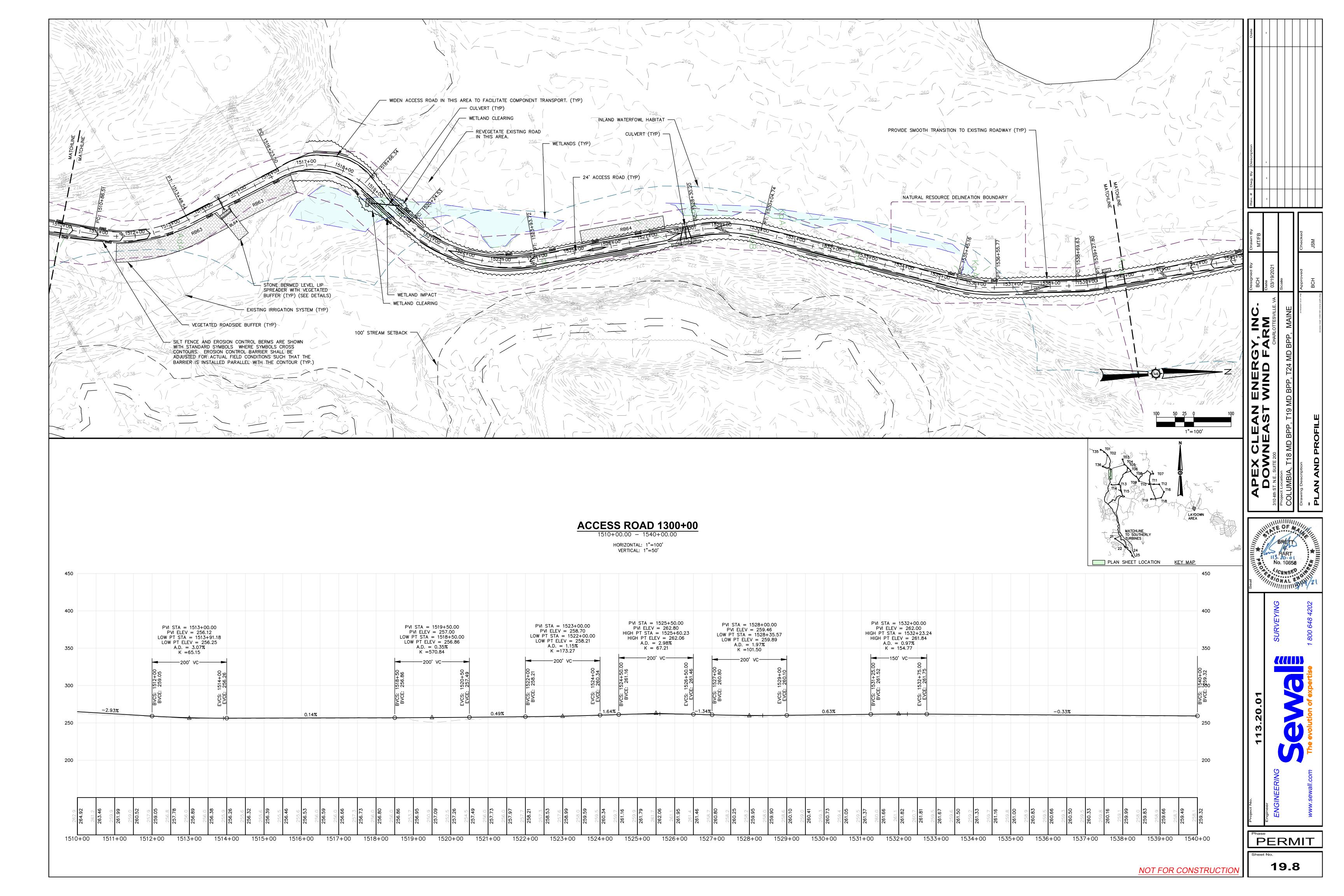


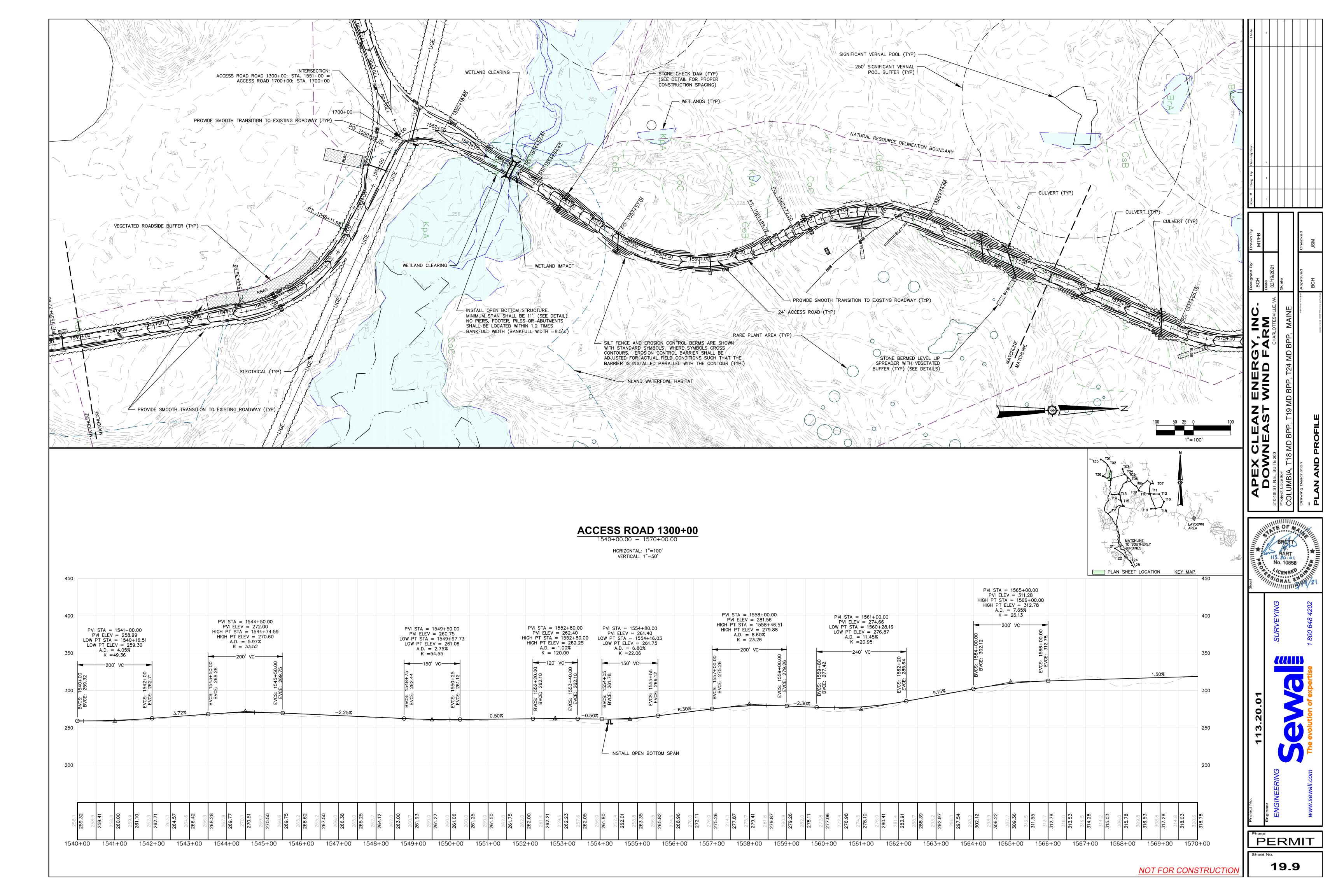




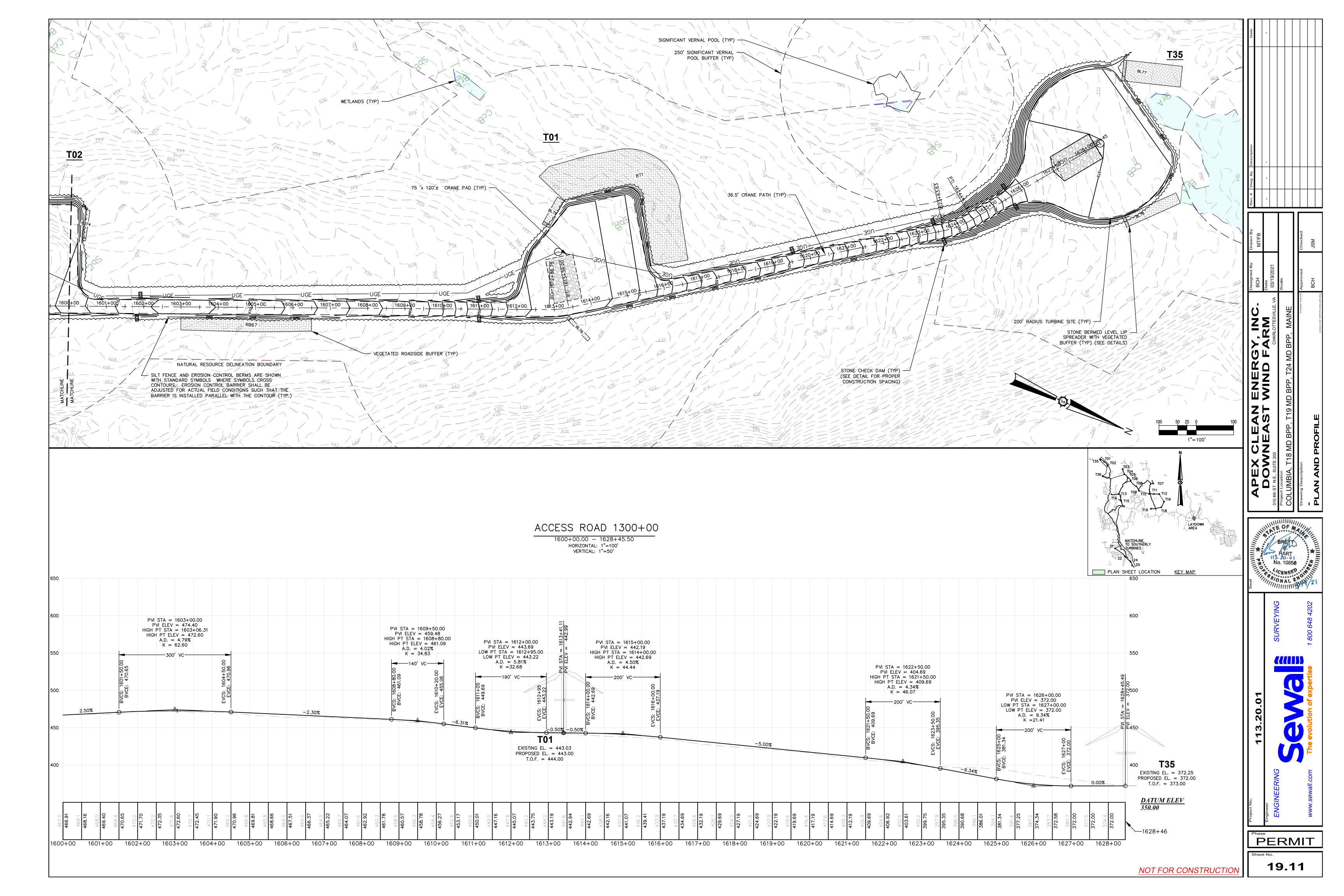


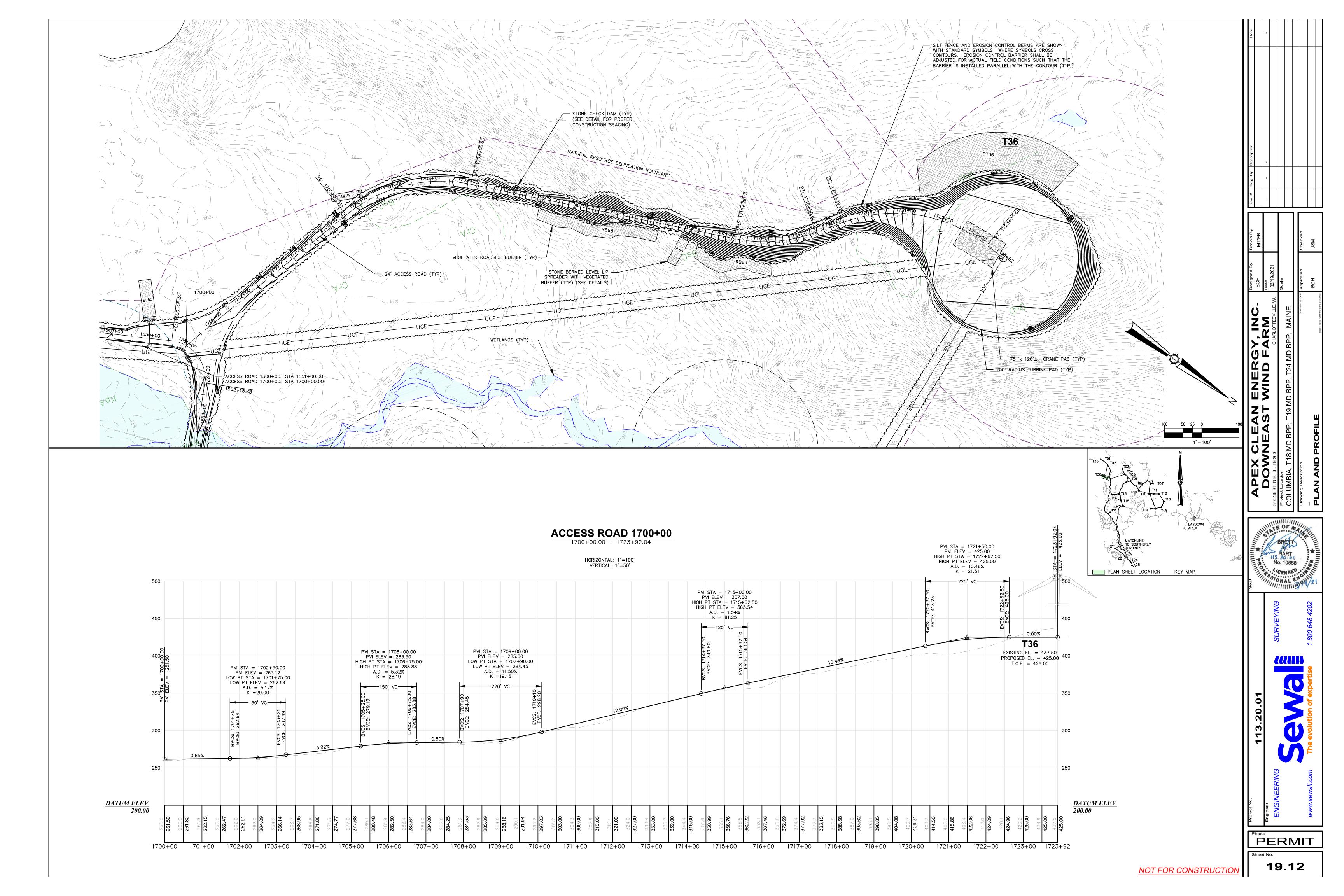


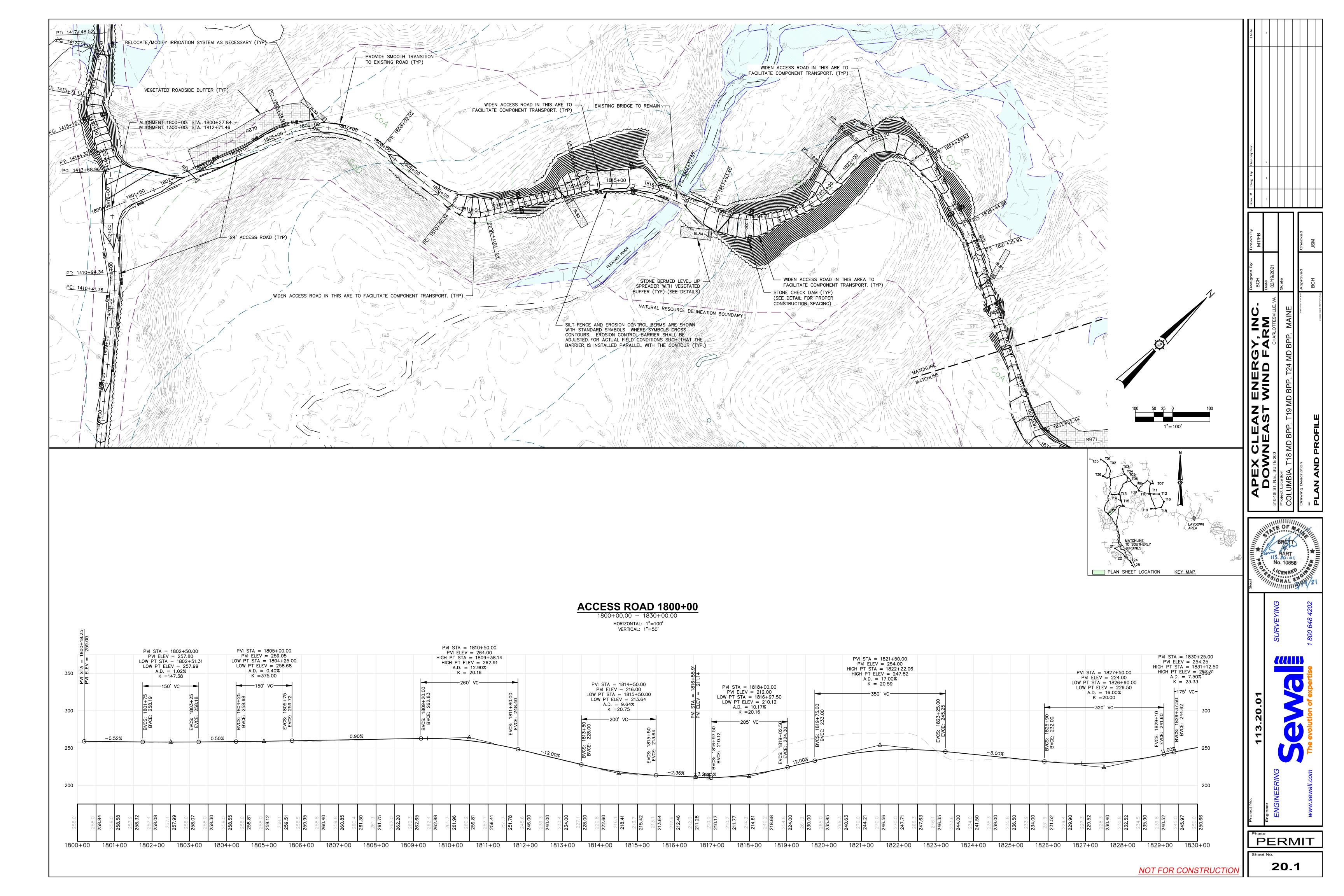


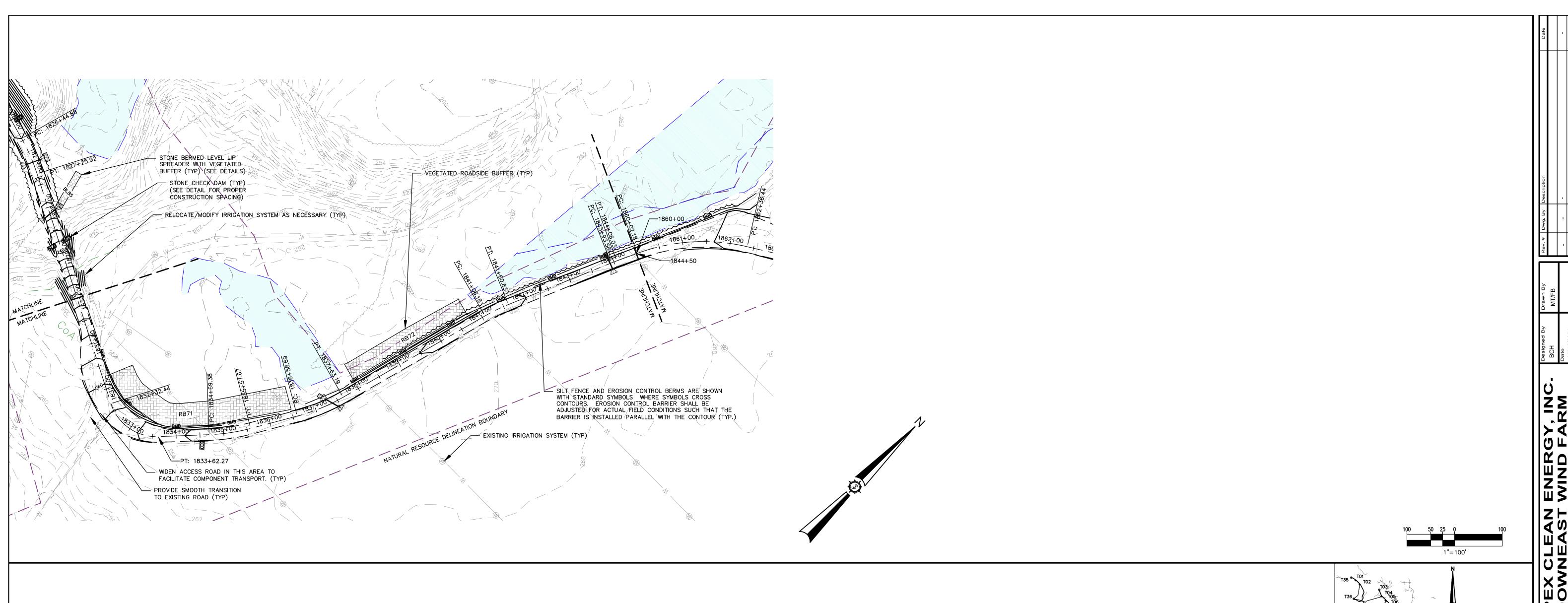


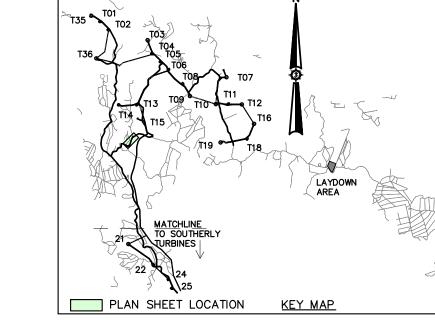


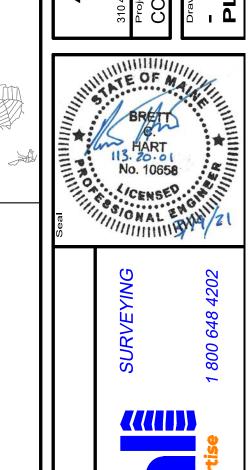










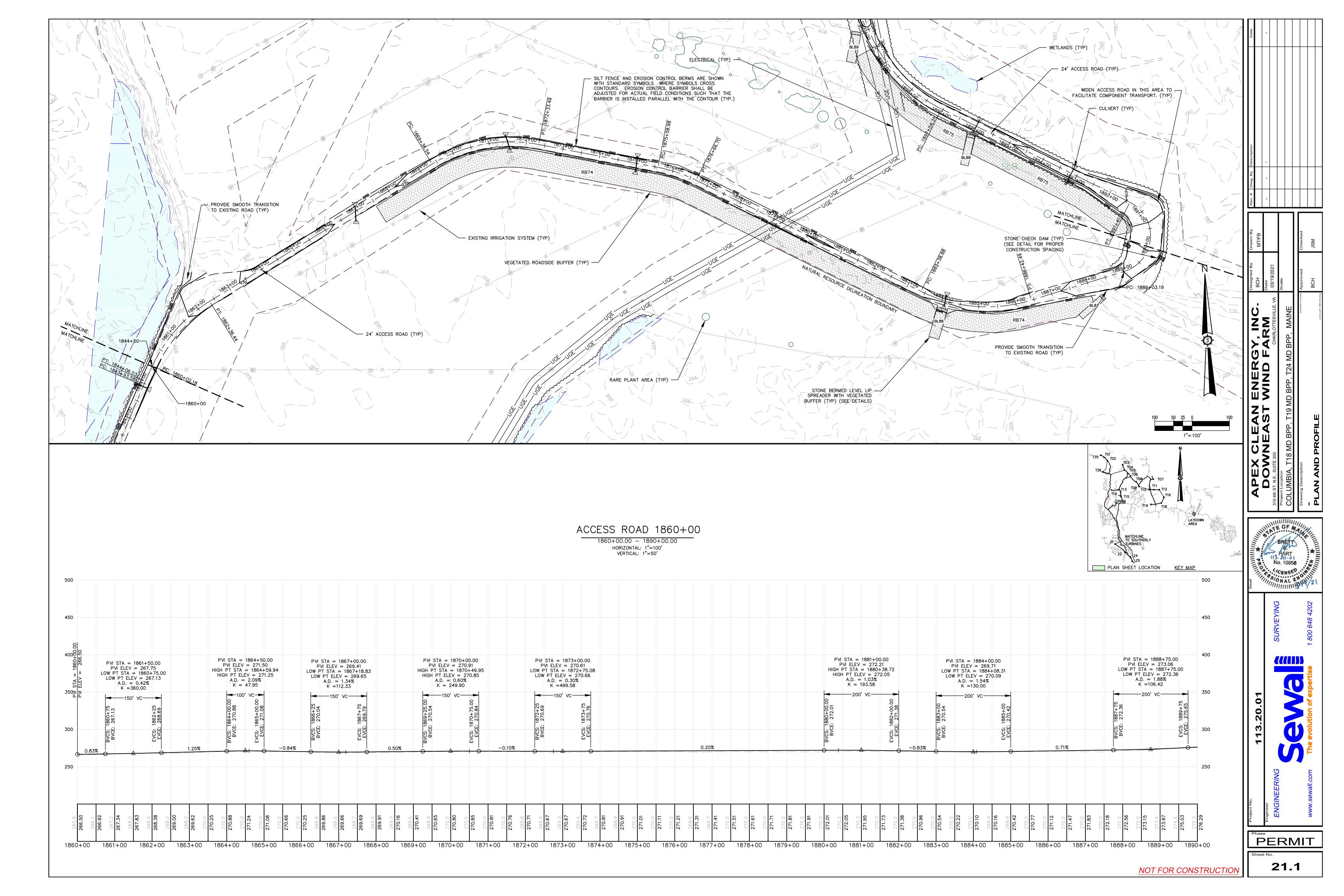


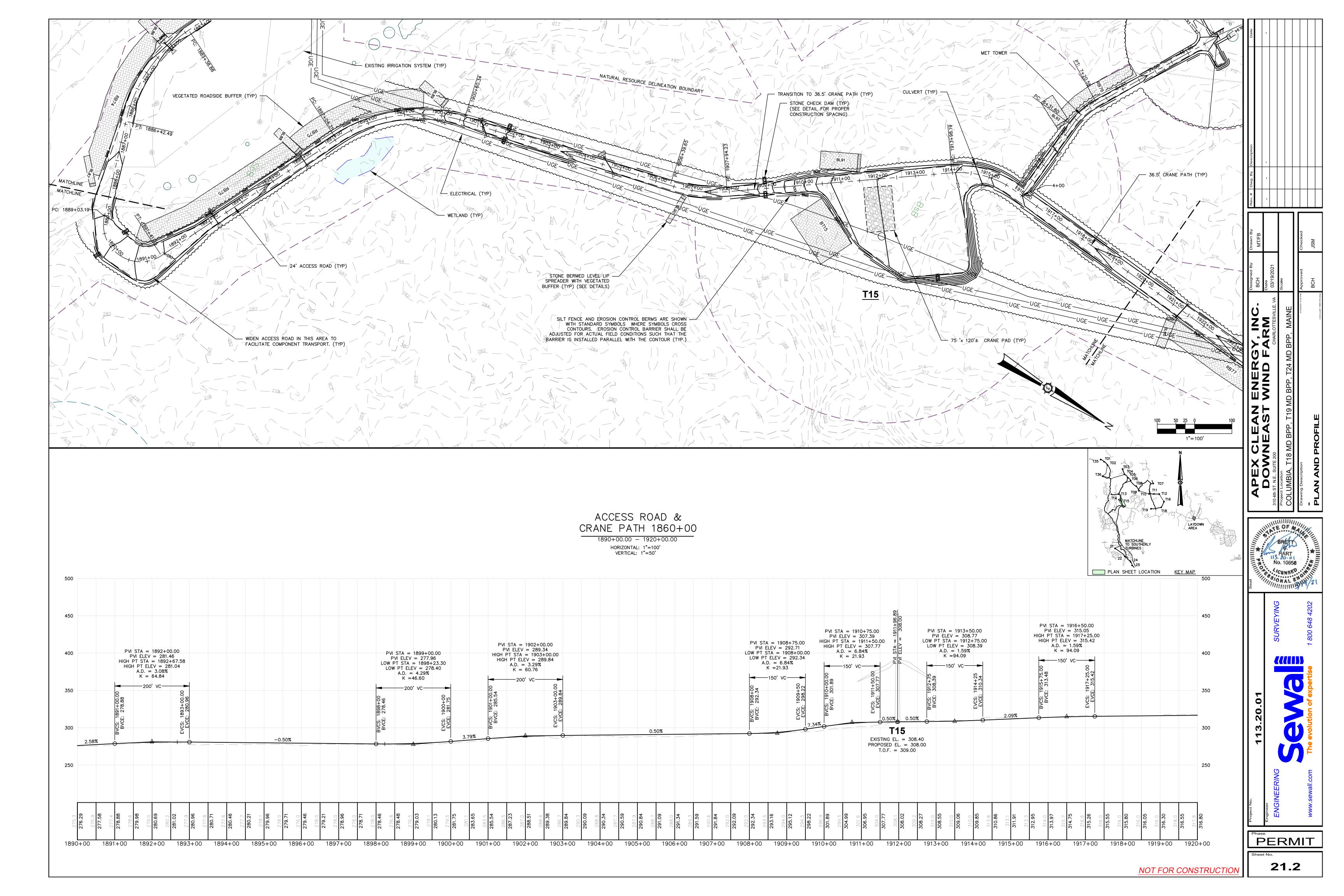
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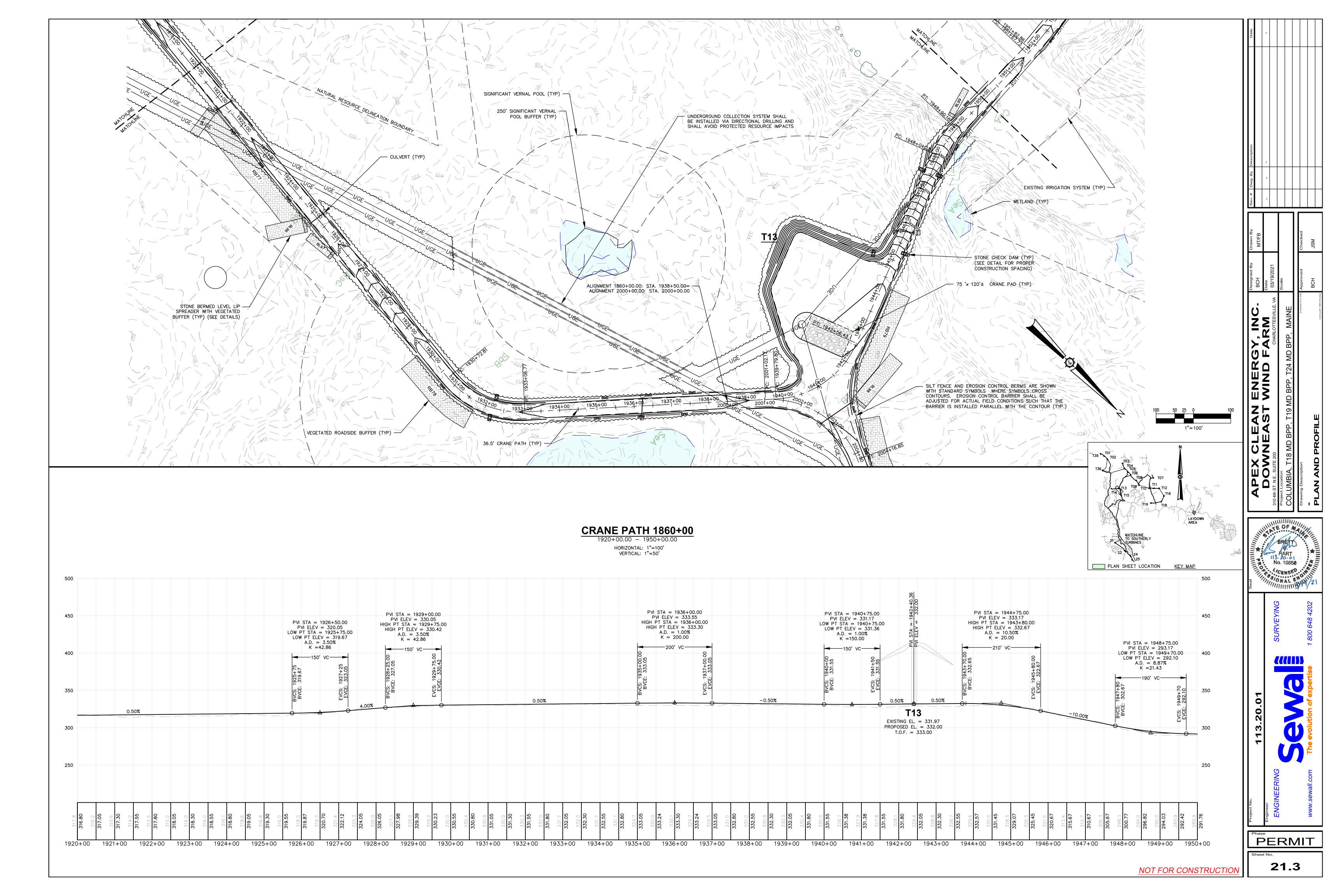
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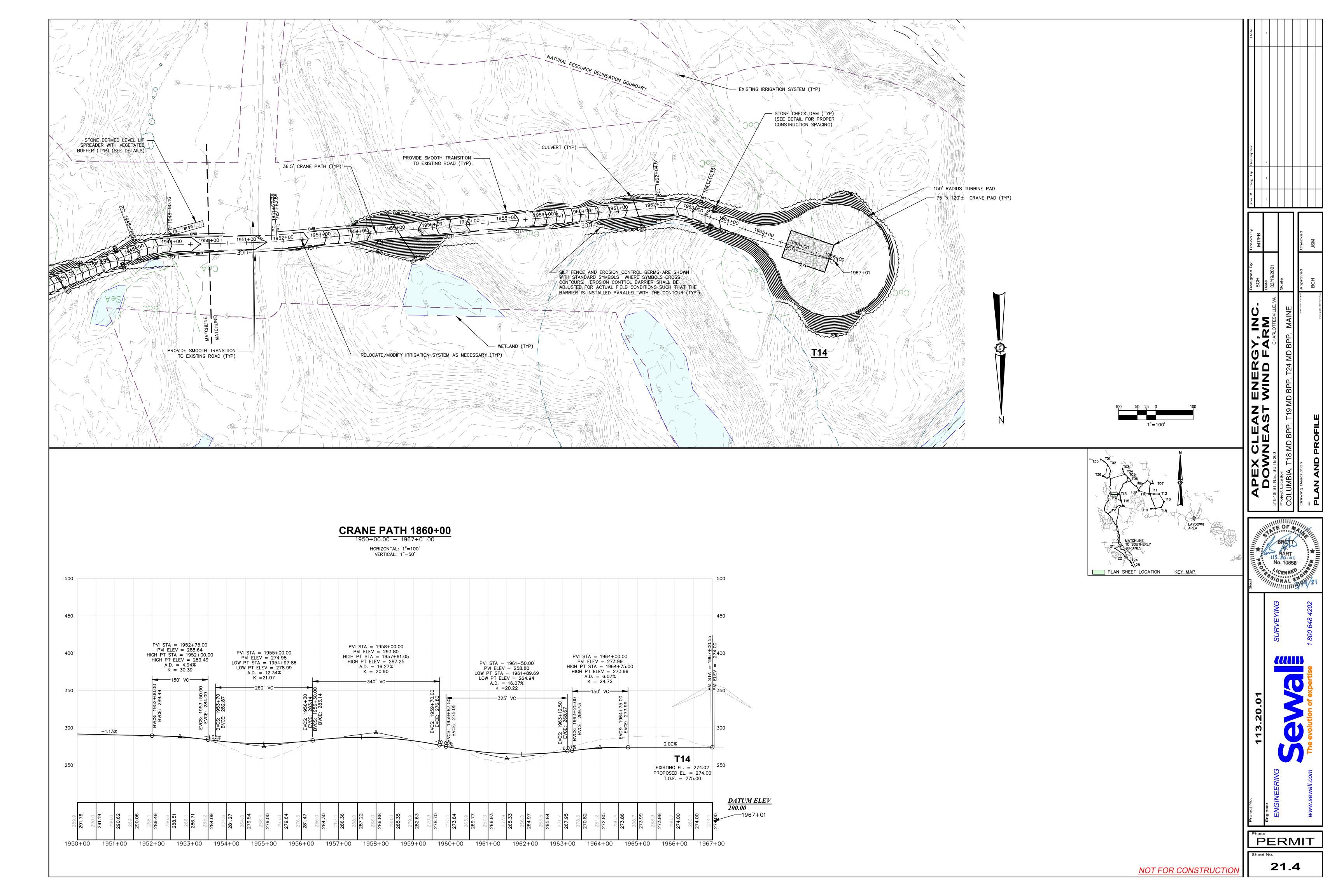
ACCESS ROAD 1800+00

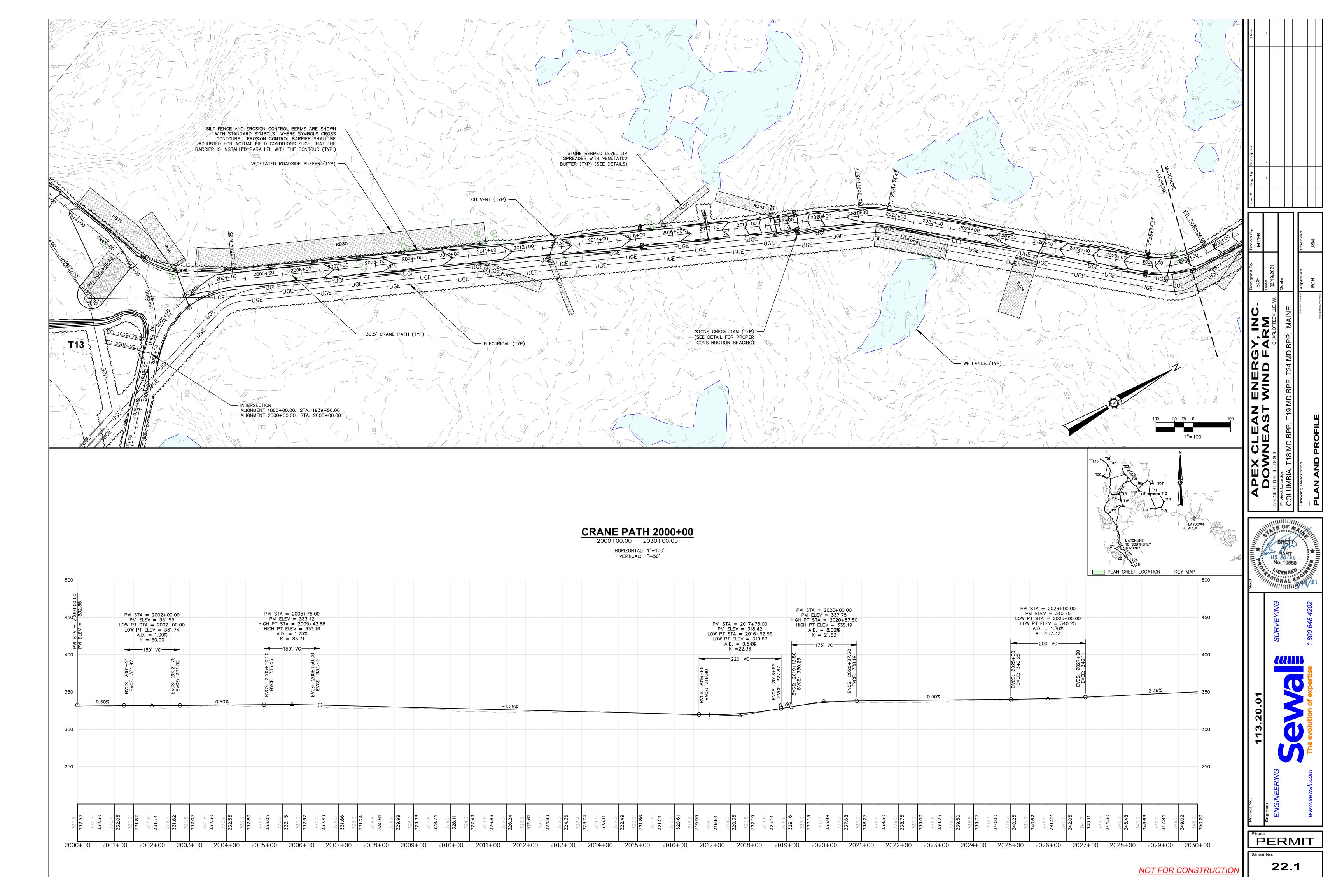
		ACC	1830+00.00 - 1844+50.00 HORIZONTAL: 1"=100' VERTICAL: 1"=50'		8
PVI STA = 1830+25.00 PVI ELEV = 254.25 HIGH PT STA = 1831+12.50 HIGH PT ELEV = 257.31 350 A.D. = 7.50%	PVI STA = 1833+00.00 PVI ELEV = 263.88 HIGH PT STA = 1833+75.00 HIGH PT ELEV = 265.22 A.D. = 1.70% K = 88.24	PVI STA = 1835+00.00 PVI ELEV = 267.48 HIGH PT STA = 1835+42.39 HIGH PT ELEV = 267.18 A.D. = 2.30% K = 65.22	PVI STA = 1837+50.00 PVI ELEV = 266.22 LOW PT STA = 1837+28.57 LOW PT ELEV = 266.47 A.D. = 1.40% K = 107.14	PVI STA = 1841+00.00 PVI ELEV = 269.38 HIGH PT STA = 1840+81.68 HIGH PT ELEV = 268.96 A.D. = 2.38% K = 62.97	PVI STA = 1843+50.00
K = 23.33 175' VC → 175' C →	BVCS: 1832+25.00 BVCE: 261.25	BVCS: 1834+25.00 ▲ BVCE: 266.12 COS: 1835+75.00 EVCS: 1835+75.00 EVCE: 267.10	BVCS: 1836+75 BVCE: 266.60	BVCS: 1840+25.00 BVCE: 268.70 CVCS: 1841+75.00 CVCS: 1841	BVCS: 1842+75 BVCS: 1842+75 BVCE: 266.78 BVCE: 266.29 AVCE: 266.29 AVC
250		.80%	-0.50% A D	0.90%	<u>₹</u>
200					200
250.0 250.66 253.7 254.29 255.9 256.84 257.9	260.38 260.0 262.09 262.7 263.56 264.74	265.68 265.3 266.53 266.53 267.04 267.1 267.0	266.0 266.72 266.72 266.50 266.50 266.70 266.70 266.3 266.5	267.58 266.7 268.02 266.9 267.6 268.88 267.9 267.9 267.3 267.2 267.2	267.15 265.6 266.46 266.46 266.13 266.13 266.13 266.13
1830+00 1831+00 183	32+00 1833+00 183	34+00 1835+00 1836+	-00 1837+00 1838+00 1839	9+00 1840+00 1841+00 1842+00	1843+00 1844+ 08 44+50

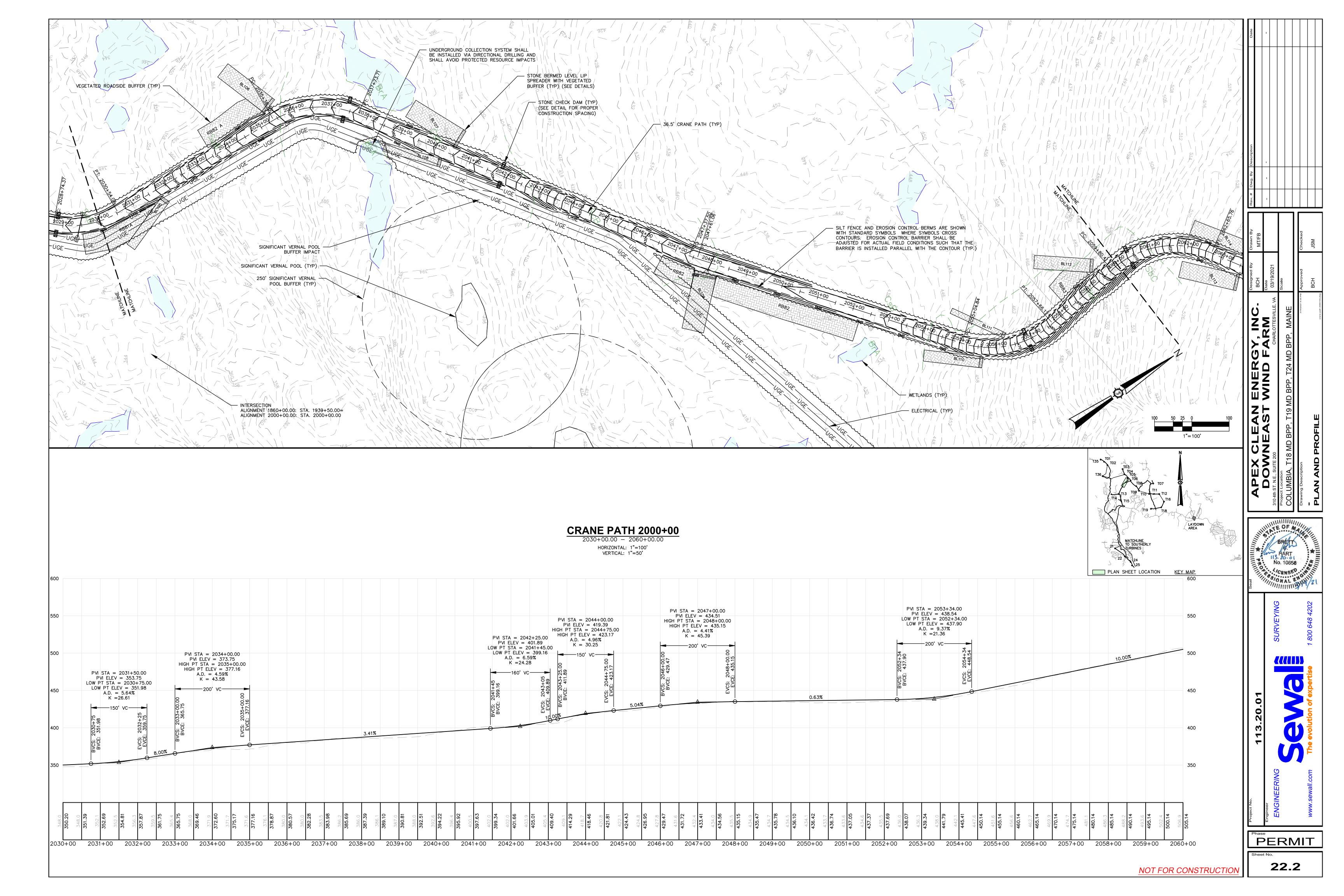


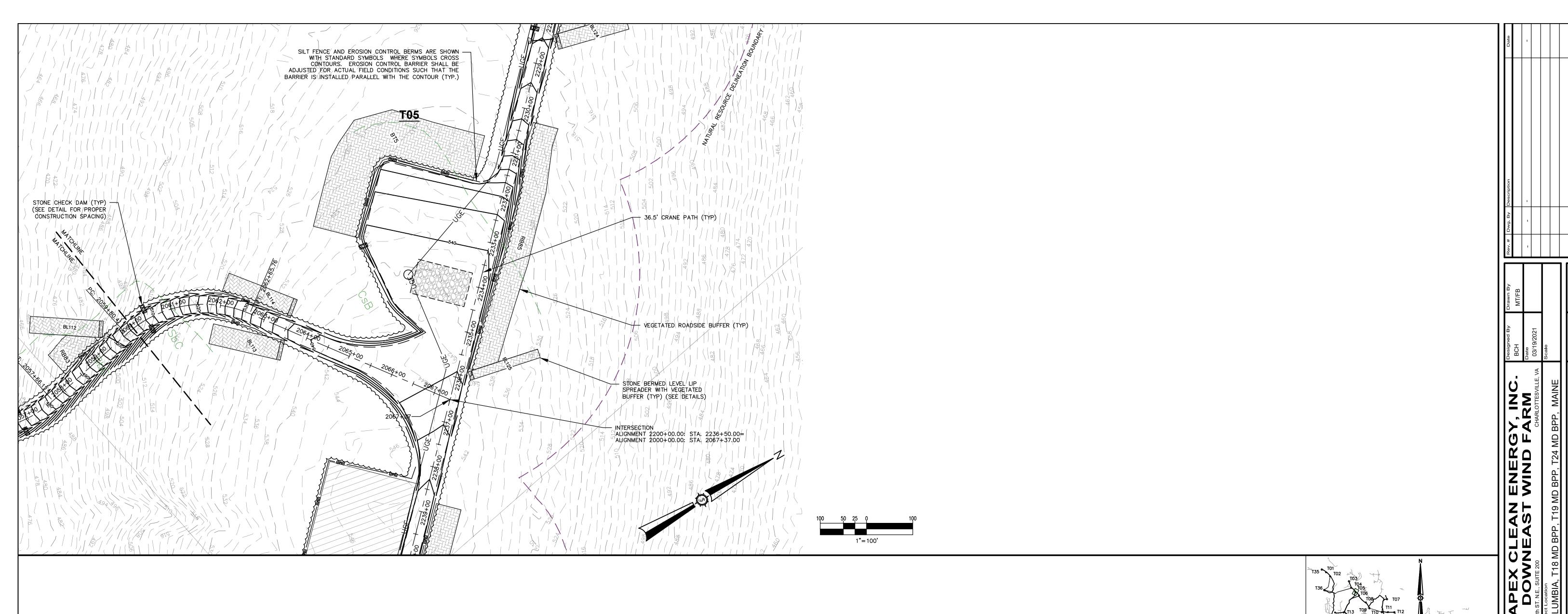


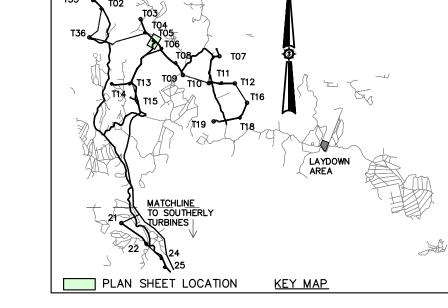


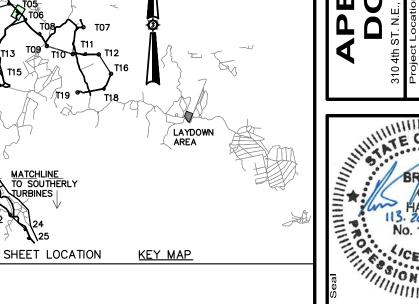


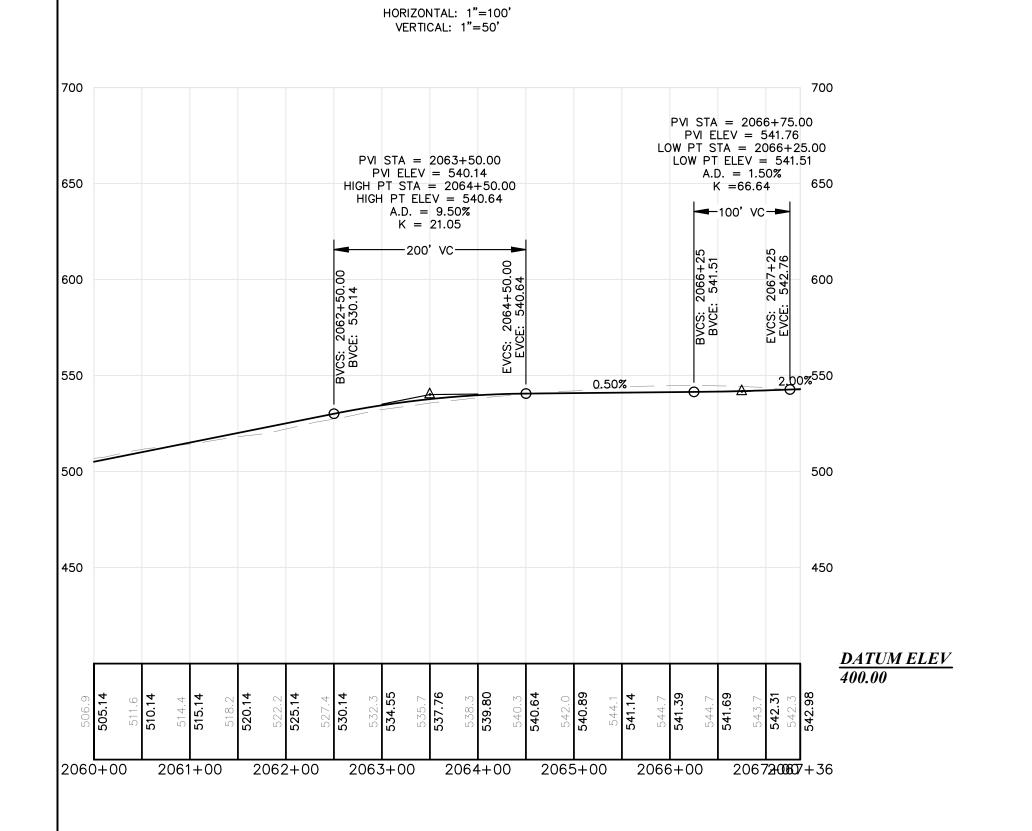






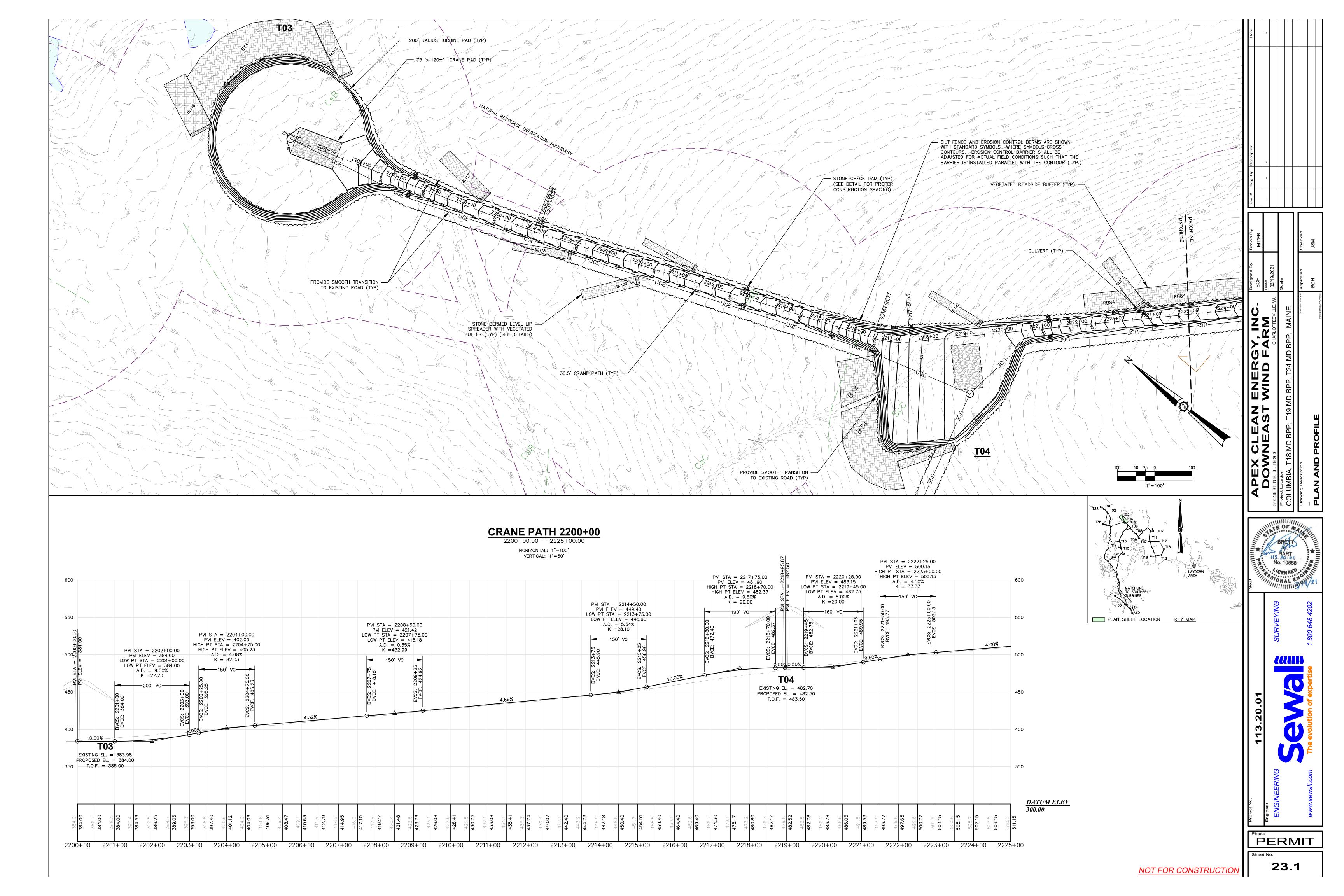


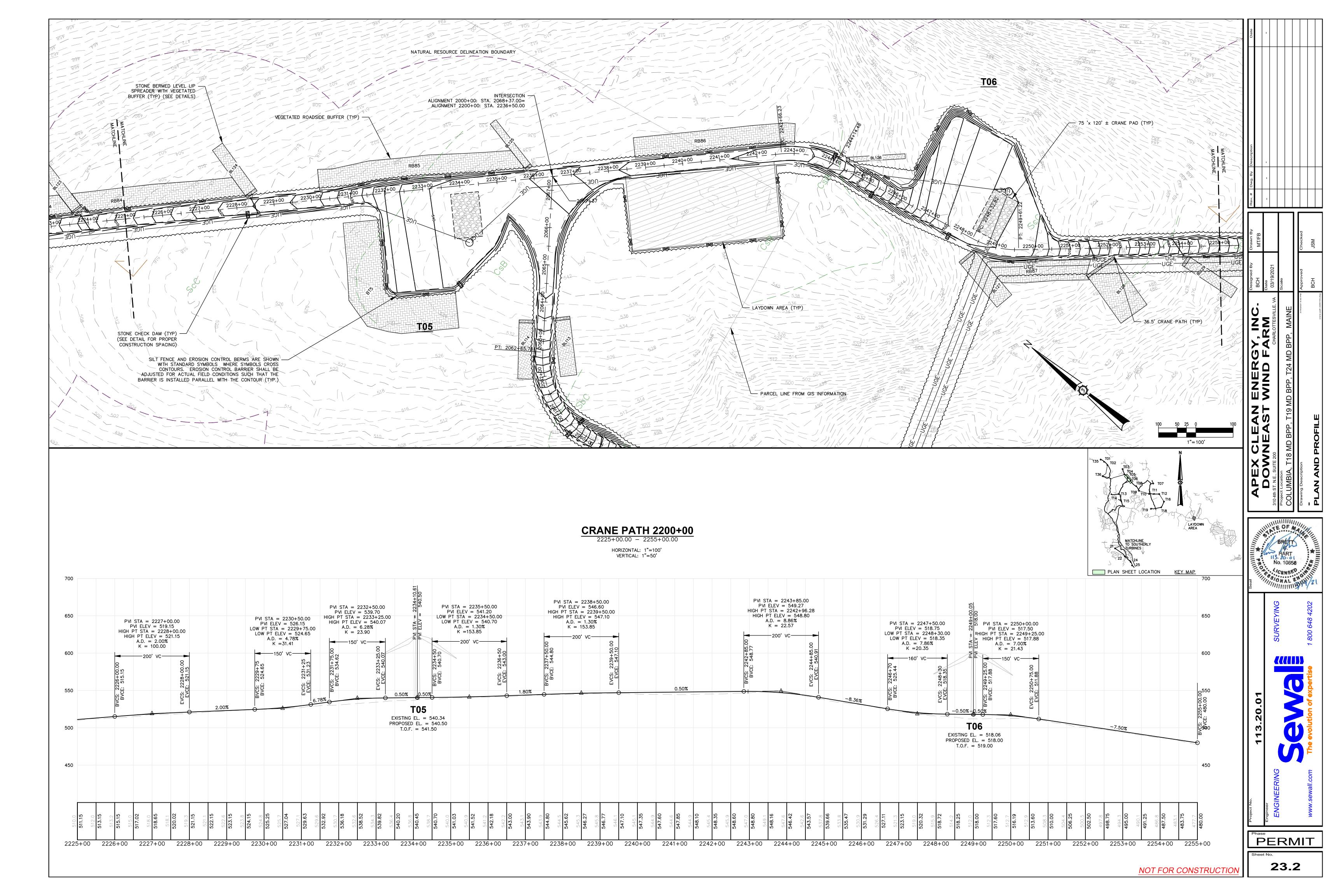


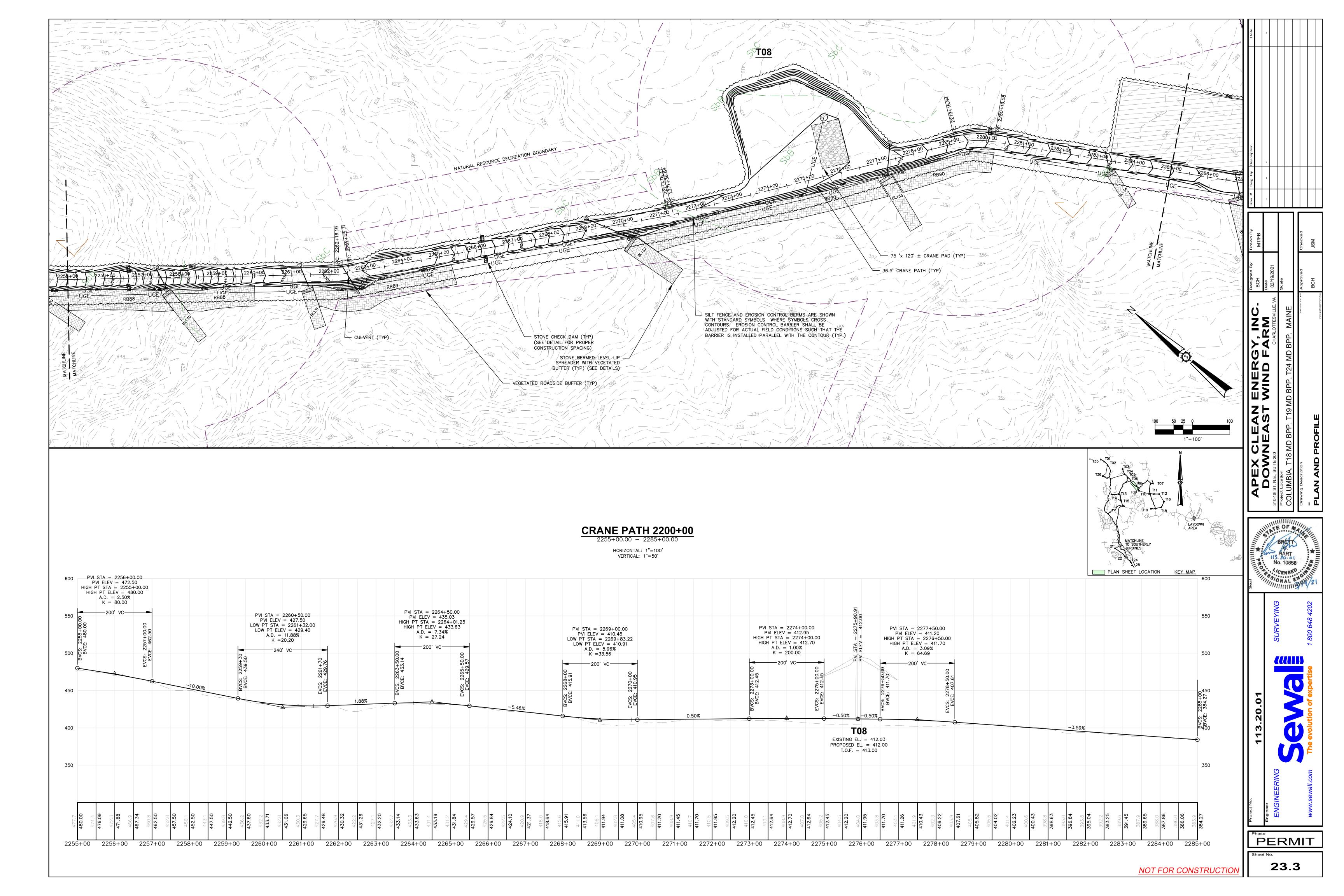


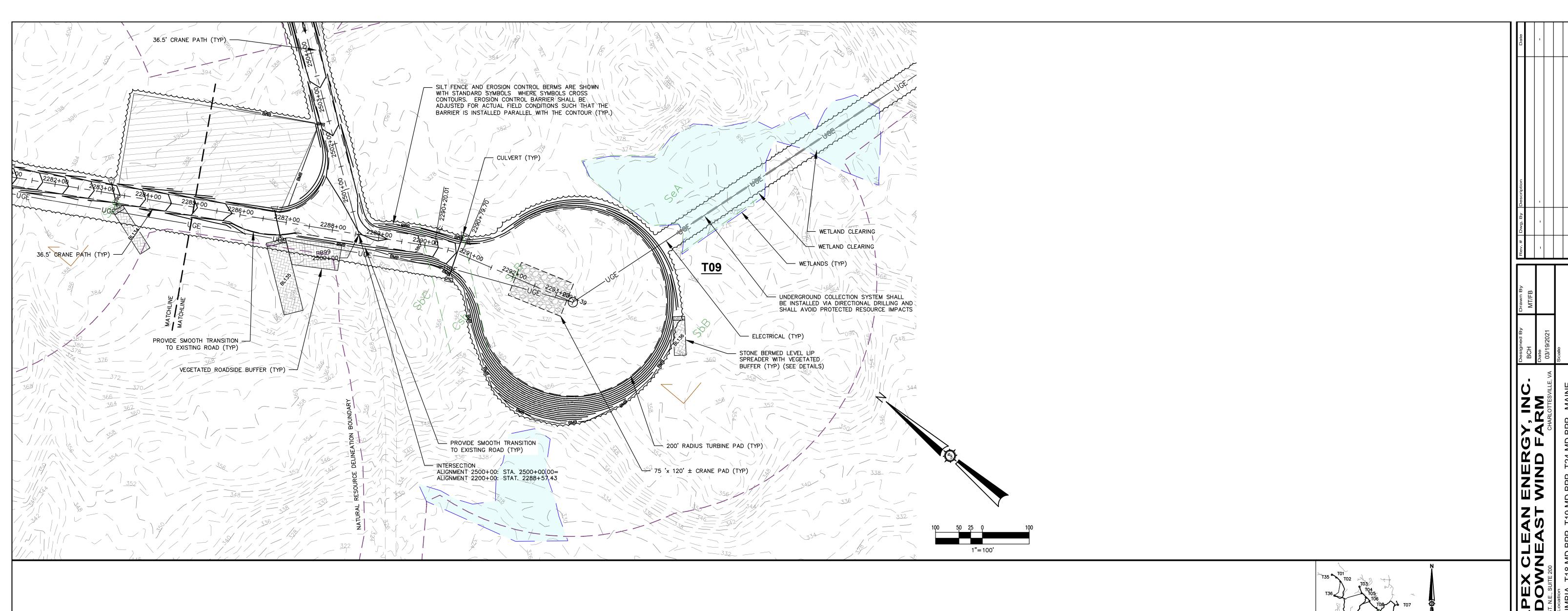
CRANE PATH 2000+00 2060+00.00 - 2067+35.78

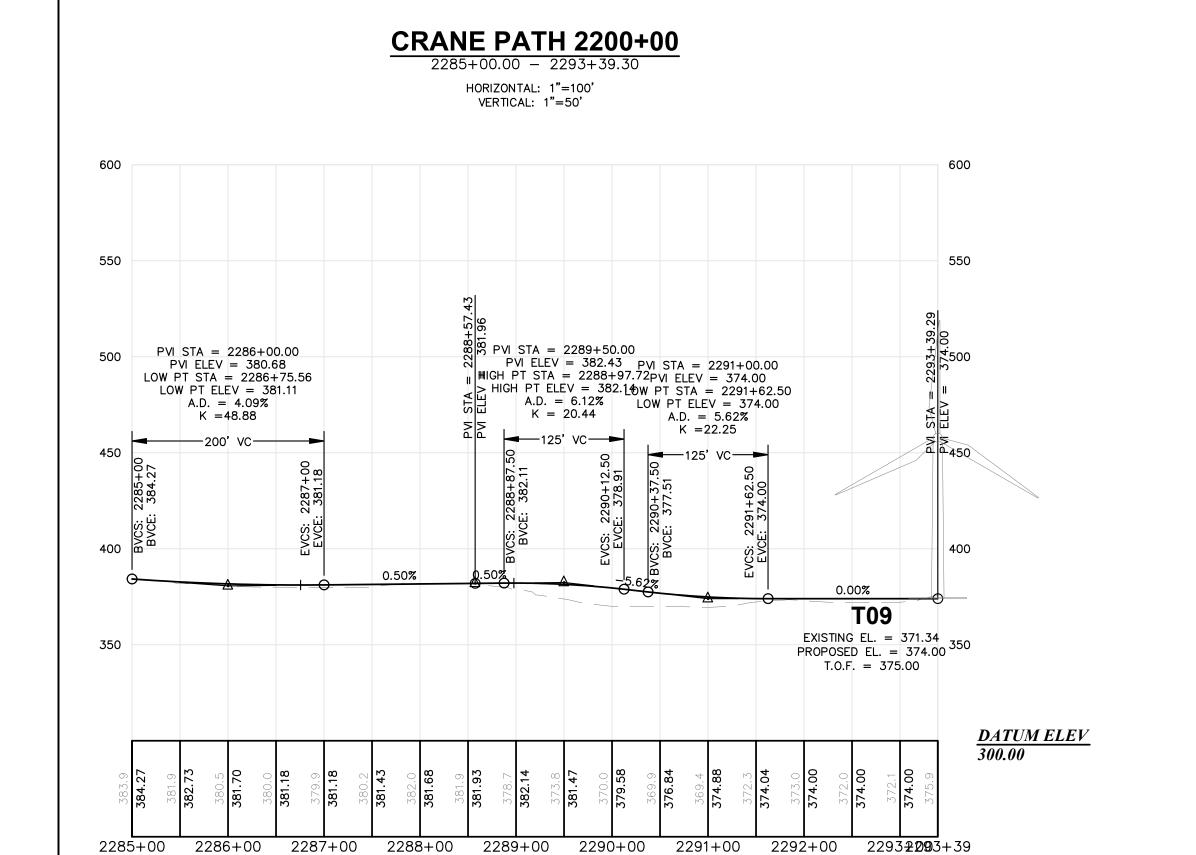
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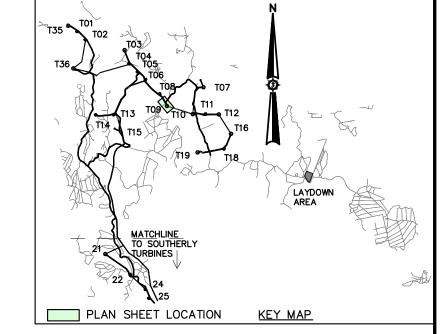


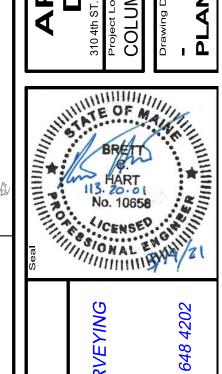


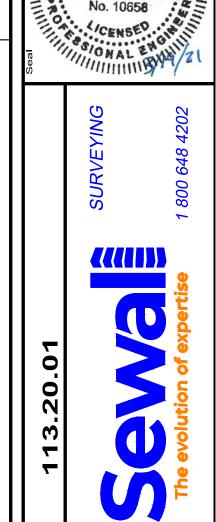




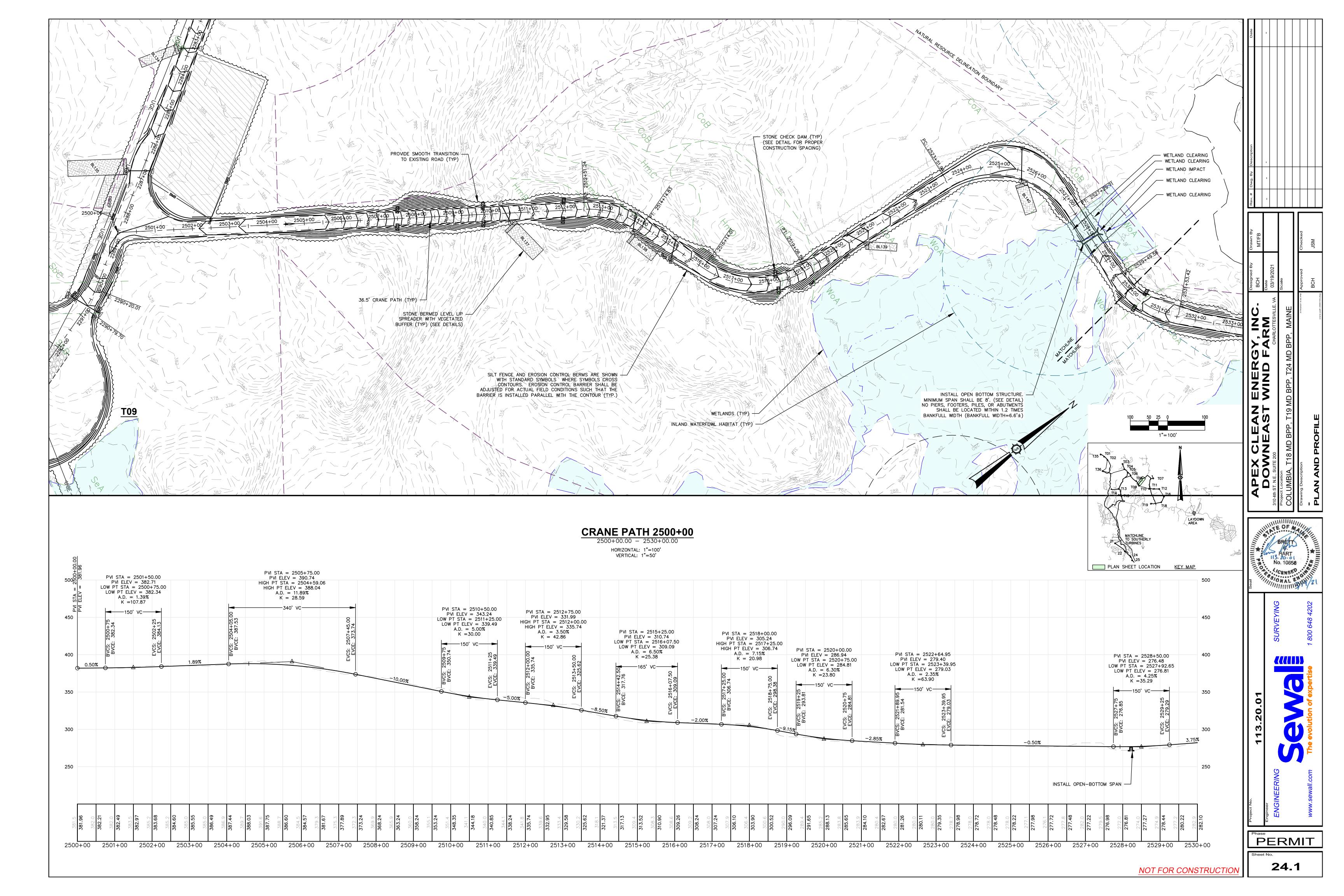


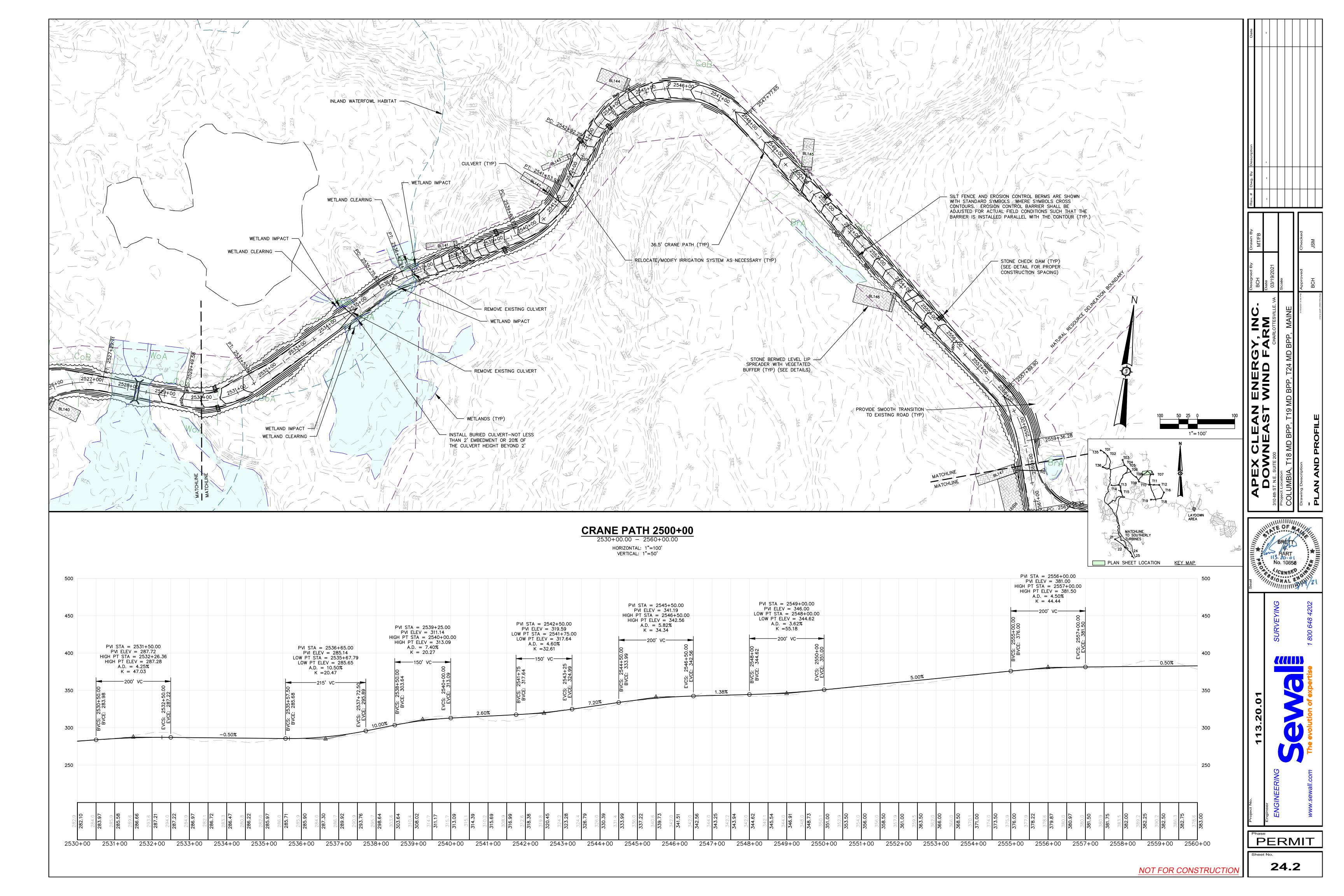


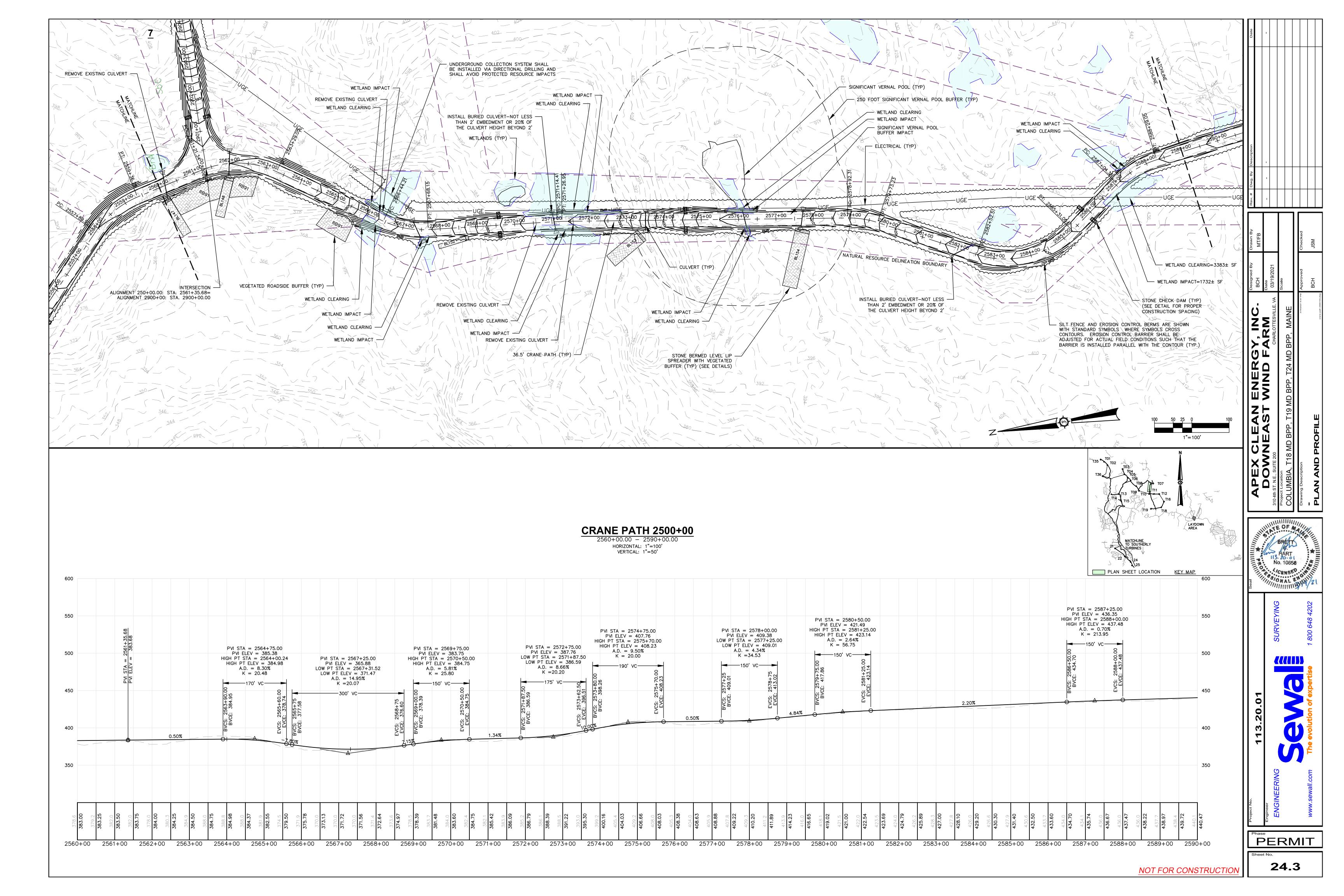


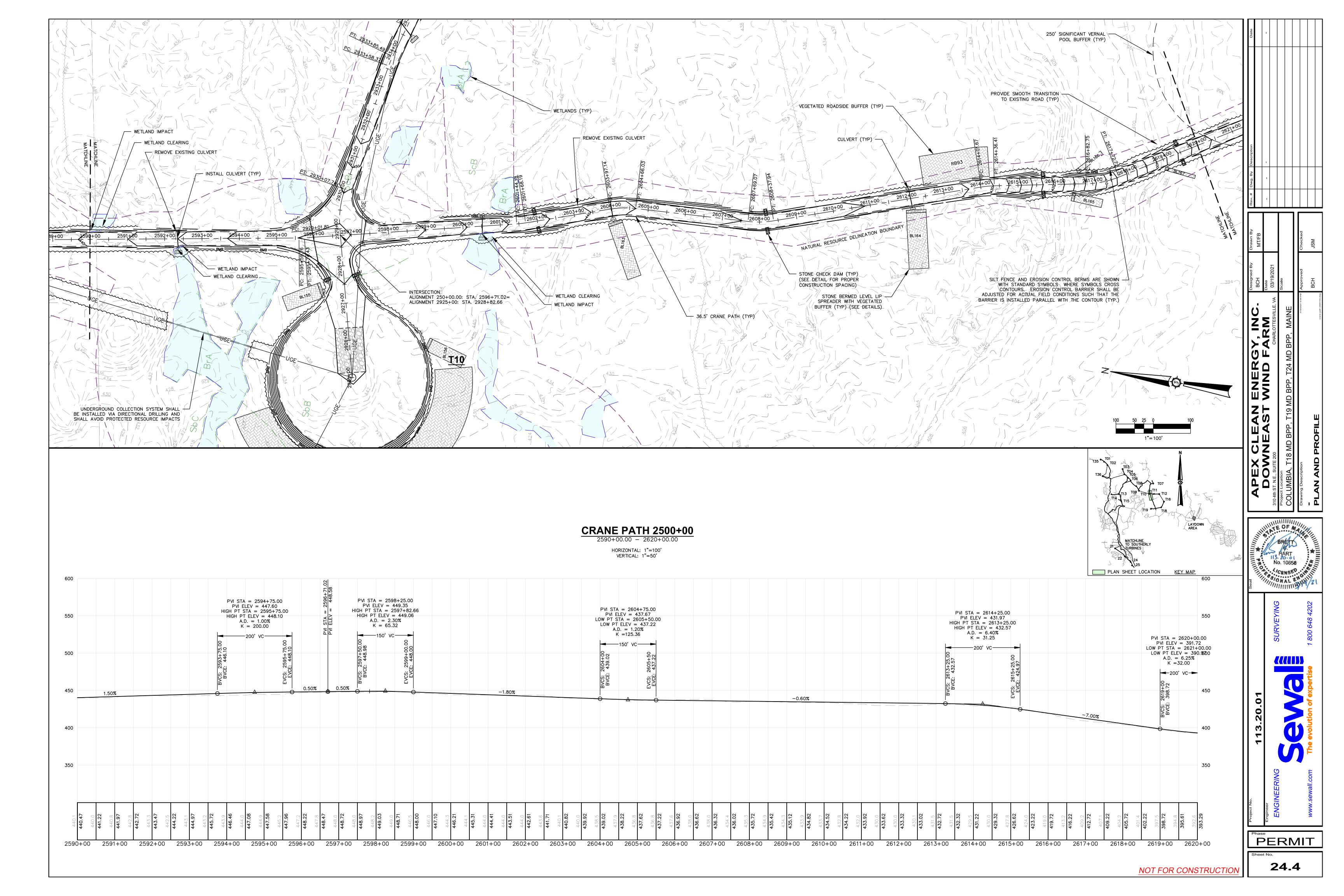


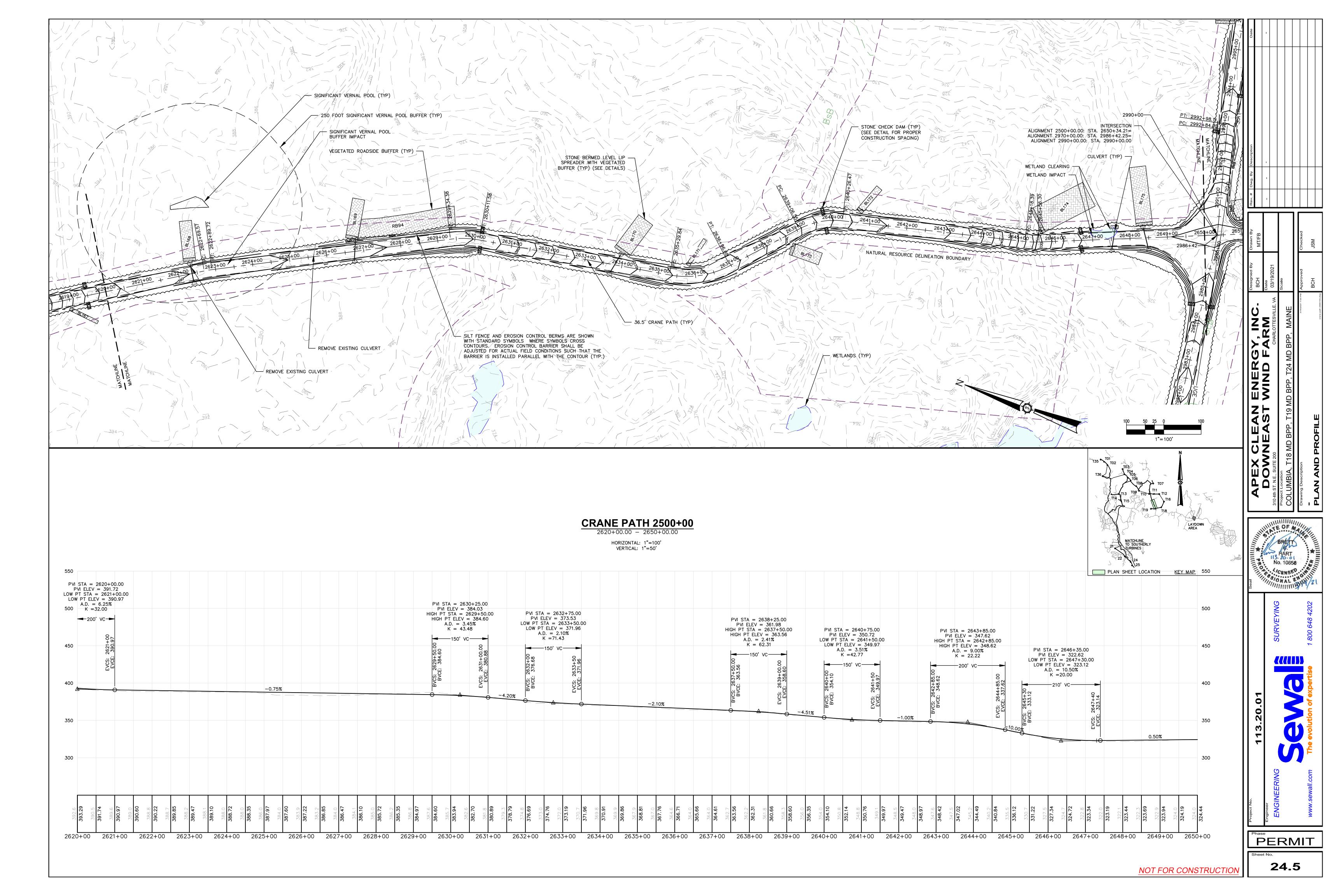
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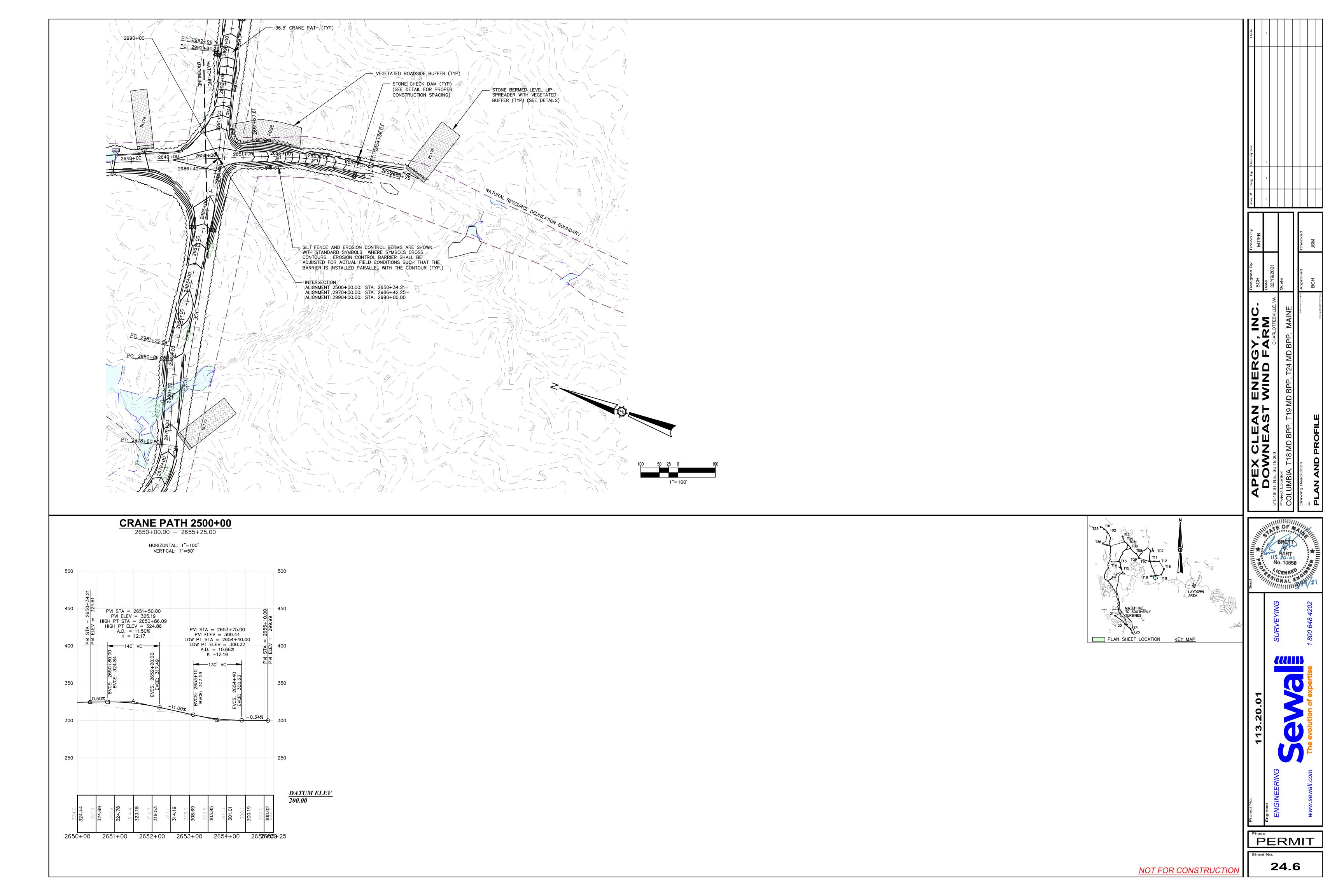


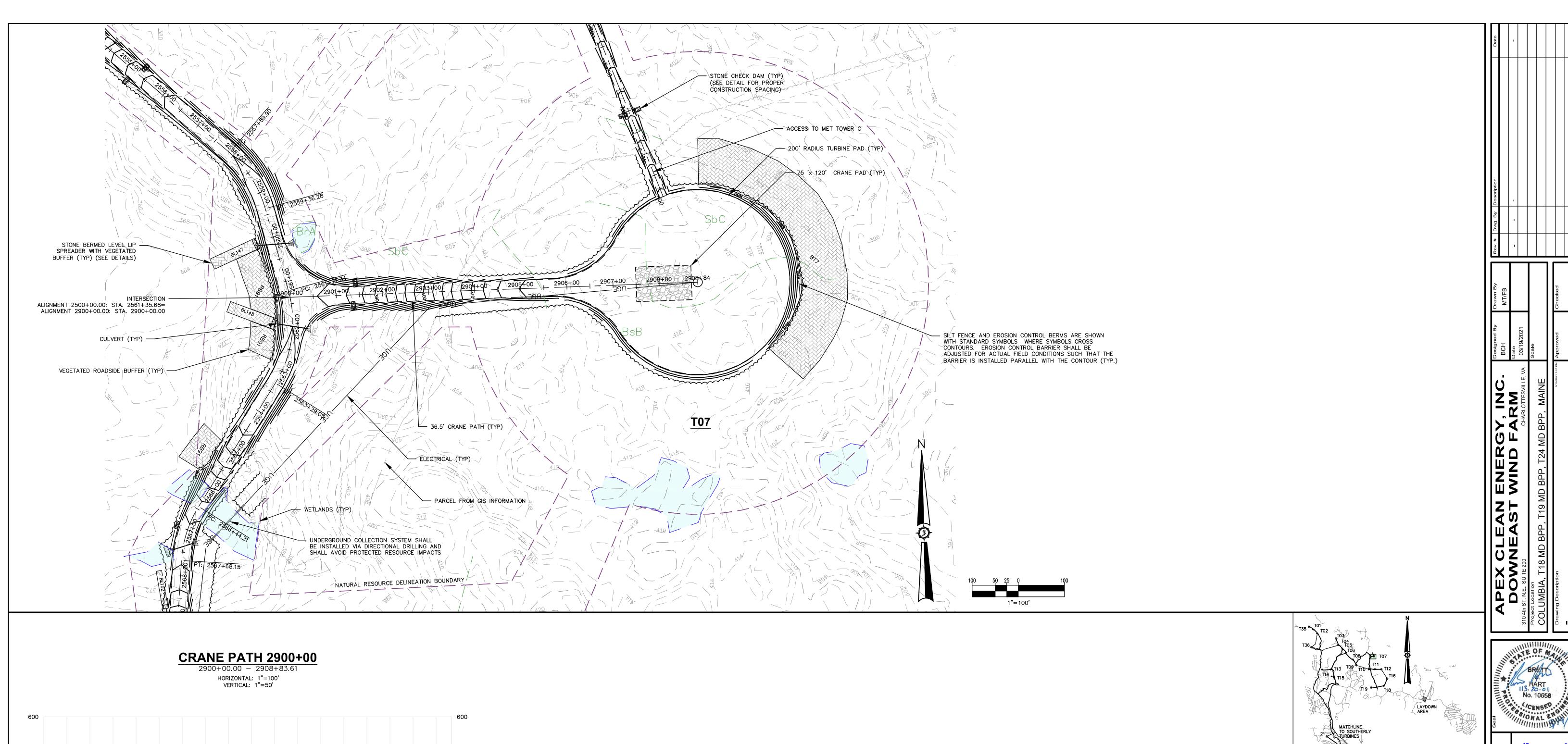


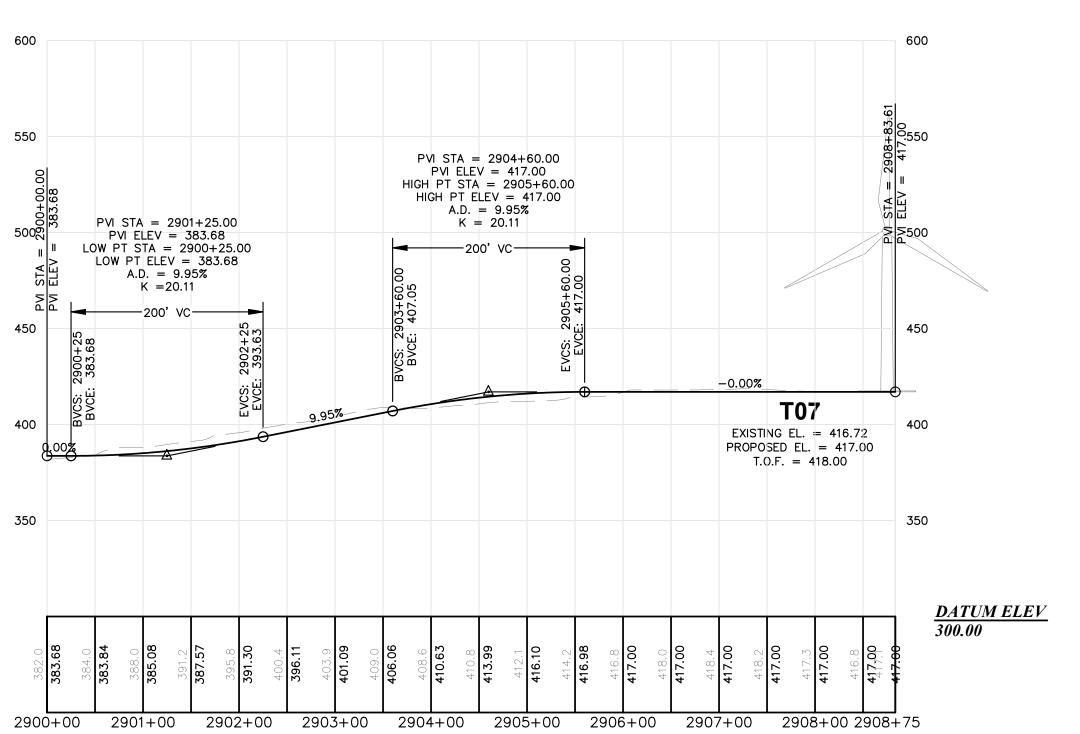


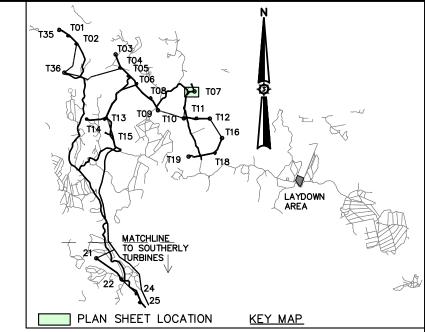












N	DC DC 310 4th ST. N.E. Project Locatic COLUMBI
T07 T11 T12 T16 9 T18 LAYDOWN AREA	BRETT HART No. 10658 CENSE ON AL
	NG

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