69kV KM ELECTRIC TRANSMISSION LINE REPLACEMENT PROJECT

DUTCHESS COUNTY, NEW YORK

69 kV TRANSMISSION LINE PLANIMETRIC AND PROFILE DRAWINGS

CONTRACT: 27489
WORK ORDER: 5772A
DECEMBER 22, 2021

CENTRAL HUDSON GAS & ELECTRIC CORPORATION

Town of Wappinger Planning Board

APPROVED BY RESOLUTION OF THE PLANNING BOARD OF THE TOWN OF WAPPINGER, NEW YORK ON THE _____ DAY OF _____, 20 ___ SUBJECT TO ALL REQUIREMENTS AND CONDITIONS OF SAID RESOLUTION. ANY CHANGE, ERASURE, MODIFICATION OR REVISION OF THIS PLAT AS APPROVED SHALL VOID THIS APPROVAL.

TOWN OF WAPPINGER PLANNING BOARD

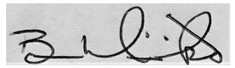
SIGNED THIS _____ DAY OF
_____ , 2020

_____
Bruce Flower, TOWN OF WAPPINGER PLANNING BOARD CHAIR

_____
DATE

Owner's Consent Note

THE UNDERSIGNED OWNER OF THIS PROPERTY HEREON STATES THAT HE IS FAMILIAR WITH THIS MAP, ITS CONTENTS AND ITS LEGENDS AND HEREBY CONSENTS TO ALL SAID TERMS AND CONDITIONS AS STATED HEREON



_____
Brian Dimisko, Project Manager
Central Hudson Gas & Electric Corp.

December 14, 2021
DATE

Prepared for:

People. Power. Possibilities.
Central Hudson
A FORTIS COMPANY

Central Hudson
Gas & Electric Corporation
284 South Avenue
Poughkeepsie, New York 12601
(845) 486-5791

Prepared by:

EDR
a better environment

Environmental Design & Research,
Landscape Architecture, Engineering & Environmental Services, D.P.C.
217 Montgomery Street, Suite 1100
Syracuse, New York 13202
P. 315.471.0688

CAD DRAWING
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CONSTRUCTION ENTRANCES/WORK WITHIN HIGHWAY RIGHTS-OF-WAY

ROADWAY/LOCATION	MUNICIPAL JURISDICTION	SHEET NUMBER	TYPE OF CONSTRUCTION ENTRANCE	ON- OFF ROW	DESCRIPTION OF TEMPORARY WORK WITHIN ROW	POST CONSTRUCTION PLANS	NYSDOT MPT STANDARD DETAIL FOR FLAGGING*
MYERS CORNERS SUBSTATION/ CR 93	DUTCHESS COUNTY	2	A	ON	TEMPORARY ACCESS, PLACEMENT OF ADDITIONAL STONE AS NEEDED TO STABILIZE ENTRANCE	RESTORE EXISTING ACCESS	619-60 FLAGGING OPERATION
POTENTIAL OFF ROW ACCESS "A" NORTH OF MYERS CORNERS SUBSTATION	TOWN OF WAPPINGER	2	A	OFF	TEMPORARY WORK, DELIVERIES	RESTORE TO ORIGINAL GRADE AND PROFILE AS NEEDED	619-60 FLAGGING OPERATION & 619-20 SHOULDER CLOSURE
WIDMER ROAD	TOWN OF WAPPINGER	3	B	ON	TEMPORARY ACCESS, INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE, WIRE PULLING	REMOVE STABILIZED CONSTRUCTION ENTRANCE AND RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION & 619-20 SHOULDER CLOSURE
ST NICHOLAS ROAD	TOWN OF WAPPINGER	4	B	ON	TEMPORARY ACCESS, INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE	REMOVE STABILIZED CONSTRUCTION ENTRANCE AND RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION & 619-20 SHOULDER CLOSURE
POTENTIAL OFF ROW ACCESS "B" OFF MORGAN COURT	TOWN OF WAPPINGER	4	A	OFF	TEMPORARY ACCESS, INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE	REMOVE STABILIZED CONSTRUCTION ENTRANCE AND RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION
OFF MORGAN COURT (NORTH SIDE)	TOWN OF WAPPINGER	4	B	ON	TEMPORARY ACCESS, INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE	REMOVE STABILIZED CONSTRUCTION ENTRANCE AND RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION
OFF MORGAN COURT (SOUTH SIDE)	TOWN OF WAPPINGER	4	B	ON	TEMPORARY ACCESS, INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE	REMOVE STABILIZED CONSTRUCTION ENTRANCE AND RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION
OFF JACKSON ROAD	TOWN OF WAPPINGER	4	A	ON	TEMPORARY ACCESS, PLACEMENT OF ADDITIONAL STONE AS NEEDED TO STABILIZE ENTRANCE	RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION & 619-20 SHOULDER CLOSURE
NEW HACKENSACK ROAD (EAST AND WEST SIDES)	TOWN OF WAPPINGER	4	A	ON	TEMPORARY ACCESS, PLACEMENT OF ADDITIONAL STONE AS NEEDED TO STABILIZE ENTRANCE	REMOVE STABILIZED CONSTRUCTION ENTRANCE AND RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION
POTENTIAL OFF-ROW ACCESS "C" FROM JACKSON ROAD	TOWN OF WAPPINGER	4	A	OFF	TEMPORARY ACCESS, PLACEMENT OF ADDITIONAL STONE AS NEEDED TO STABILIZE ENTRANCE	REMOVE STABILIZED CONSTRUCTION ENTRANCE AND RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION & 619-20 SHOULDER CLOSURE
POTENTIAL OFF-ROW ACCESS "D" FROM STANLEY STILL SR PARK	TOWN OF POUGHKEEPSIE	4,5	B	OFF	TEMPORARY ACCESS, PLACEMENT OF ADDITIONAL STONE AS NEEDED TO STABILIZE ENTRANCE	REMOVE STABILIZED CONSTRUCTION ENTRANCE AND RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION
STERLING PLACE	TOWN OF POUGHKEEPSIE	5	B	ON	TEMPORARY ACCESS, INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE, WIRE PULLING	REMOVE STABILIZED CONSTRUCTION ENTRANCE, RESTORE AREA TO ORIGINAL CONDITION, RESTORE CURBING	619-60 FLAGGING OPERATION
VASSAR ROAD/CR 77	DUTCHESS COUNTY	5	B	ON	TEMPORARY ACCESS, INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE, WIRE PULLING	REMOVE STABILIZED CONSTRUCTION ENTRANCE, RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION & 619-20 SHOULDER CLOSURE
POTENTIAL OFF-ROW ACCESS "E" FROM ROWLEY ROAD	TOWN OF POUGHKEEPSIE	6	B	OFF	TEMPORARY ACCESS, INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE, WIRE PULLING	REMOVE STABILIZED CONSTRUCTION ENTRANCE, RESTORE AREA TO ORIGINAL CONDITION, RESTORE RETAINING WALL	619-60 FLAGGING OPERATION & 619-20 SHOULDER CLOSURE
VICTOR LANE (WEST SIDE)	TOWN OF POUGHKEEPSIE	6	A	ON	TEMPORARY ACCESS, INSTALLATION OF STABILIZED CONSTRUCTION ENTRANCE, WIRE PULLING	REMOVE STABILIZED CONSTRUCTION ENTRANCE, RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION
KERR ROAD/KNAPPS CORNERS SUBSTATION	TOWN OF POUGHKEEPSIE	6	A	ON	USE OF EXISTING TRAVEL CORRIDOR	RESTORE AREA TO ORIGINAL CONDITION	619-60 FLAGGING OPERATION & 619-20 SHOULDER CLOSURE

CONSTRUCTION ENTRANCE KEY:

A. NO SPECIAL REQUIREMENTS NECESSARY. ADD STONE AS NEEDED. WATCH FOR ANY POTENTIAL CONSTRUCTION-RELATED DIRT AND DEBRIS ON ROADWAY AND SWEEP AS NEEDED.

B. INSTALL STABILIZED CONSTRUCTION ENTRANCE PER DETAIL.

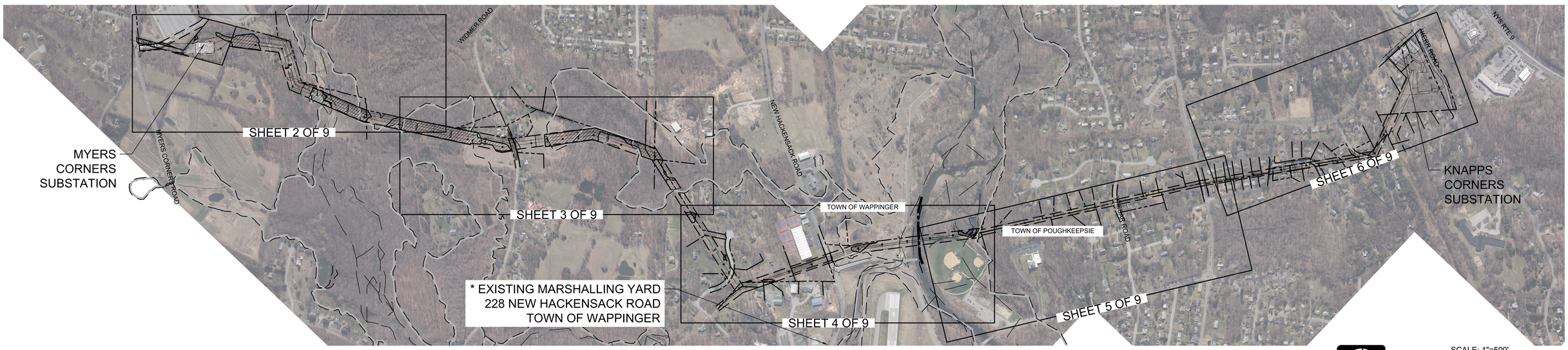
WETLAND MATTING TABLE

LOCATION	SHEET #	MATTING LENGTH (FEET)
1V	2	430
1U	2/3	910
1T	3	765
Z	4	110
KM 20 - KM 21*	4	450
3B	4	60
3C	4	170

* MATTING BETWEEN KM 20 - KM 21 IS NOT LOCATED IN A WETLAND

POLE HEIGHT TABLE

POLE #	PROPOSED POLE HEIGHT (ABOVE GROUND)	EXISTING POLE HEIGHT (ABOVE GROUND)	POLE #	PROPOSED POLE HEIGHT (ABOVE GROUND)	EXISTING POLE HEIGHT (ABOVE GROUND)	POLE #	PROPOSED POLE HEIGHT (ABOVE GROUND)	EXISTING POLE HEIGHT (ABOVE GROUND)
KM 1	54.5	53	KM 19	54.5	49	KM 37	54.5	53.5
KM 2	59	60	KM 20	54.5	39	KM 38	59	52
KM 3	63.5	65.5	KM 21	59	53.5	KM 39	54.5	53.5
KM 4	72.5	66.5	KM 22	72.5	61	KM 40	54.5	53
KM 5	77	78	KM 23	59	51.5	KM 41	68	61
KM 6	68	60.5	KM 24	59	48	KM 42	68	58
KM 7	72.5	63.5	KM 25	59	48	KM 43	63.5	56.5
KM 8	63.5	61.5	KM 26	41	33.5	KM 44	68	58
KM 9	63.5	56	KM 27	45.5	36.5	KM 45	63.5	54.5
KM 10	63.5	60	KM 28	36.5	40	KM 46	63.5	53
KM 11	81.5	78	KM 29	41	43	KM 47	59	49
KM 12	68	67	KM 30	41	40	KM 48	68	43
KM 13	63.5	61	KM 31	41	39.5	KM 49	54.5	70
KM 14	68	66.5	KM 32	59	53			
KM 15	63.5	57.5	KM 33	50	48.5			
KM 16	68	64	KM 34	54.5	53.5			
KM 17	59	50	KM 35	54.5	58.5			
KM 18	54.5	44	KM 36	54.5	52			



GENERAL NOTES:

1. UNDERGROUND UTILITIES SHOWN HEREON BASED ON UTILITY EVIDENCE VISIBLE AT GROUND SURFACE AND RECORD DRAWINGS AND ARE SUBJECT TO FIELD VERIFICATION BY EXCAVATION. UTILITIES SHOWN DO NOT PURPORT TO CONSTITUTE OR REPRESENT ALL UTILITIES LOCATED UPON OR ADJACENT TO THE SURVEYED PREMISES.
2. THE OFFSETS OR DIMENSIONS SHOWN HEREON, FROM THE PROPERTY LINES TO THE POLES ARE FOR A SPECIFIC PURPOSE AND USE; THEREFORE, THEY ARE NOT INTENDED TO MONUMENT THE PROPERTY LINES OR TO GUIDE THE ERECTION OF FENCES, ADDITIONAL STRUCTURES, OR ANY OTHER IMPROVEMENTS.
3. EASEMENTS AND/OR SUBSURFACE STRUCTURES RECORDED OR UNRECORDED ARE NOT GUARANTEED UNLESS PHYSICALLY EVIDENT ON THE PREMISES AT THE TIME OF THE SURVEY.
4. SUBJECT TO ALL RIGHTS, EASEMENTS, COVENANTS AND RESTRICTIONS OF RECORD.
5. SUBJECT TO ANY STATE OF FACTS AN UP-TO-DATE ABSTRACT OF TITLE WOULD DISCLOSE.
6. OVERHEAD LINES SHOWN DO NOT REPRESENT ACTUAL LINES IN THE FIELD. LINES ARE MEANT TO SHOW OVERHEAD AREA COVERAGE.
7. ALL OFFSET DIMENSIONS FROM UTILITY POLES ARE MEASURED TO CENTER OF POLE.
8. THESE PLANS SHOW A PROPOSED ON-RIGHT-OF-WAY ACCESS ROUTE WHICH IS INTENDED TO DENOTE THE GENERAL TRAVEL CORRIDOR ONLY. ACCESS MAY BE SHIFTED WITHIN THE LIMITS OF THE RIGHT-OF-WAY SUBJECT TO CENTRAL HUDSON GAS AND ELECTRIC APPROVAL. CONTRACTOR SHALL REQUEST PERMISSION OF CENTRAL HUDSON TO SHIFT FROM DESIGNATED CORRIDOR 72-HOURS PRIOR TO ACCESSING THESE AREAS.
9. THESE PLANS AND PROFILES REPRESENT THE SITE CONDITIONS IDENTIFIED AT THE TIME OF DRAWING DEVELOPMENT OR SURVEY AS NOTED ON THESE PLANS. IF THE SITE CONDITIONS VARY FROM THE PLANS AT THE TIME OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY CENTRAL HUDSON GAS & ELECTRIC IN WRITING OF ANY DISCREPANCY.
10. THE REPLACEMENT POLES WILL BE LOCATED IN THE GENERAL LOCATION OF THE EXISTING POLE AS SHOWN ON THESE DRAWINGS. CENTRAL HUDSON GAS & ELECTRIC RESERVES THE RIGHT TO MAKE MINOR FIELD ADJUSTMENTS AS NEEDED TO ACCOUNT FOR SITE CONDITIONS.
11. THE BOUNDARIES OF ALL STREAMS AND WETLANDS AS DEPICTED ON THE FOLLOWING PLAN AND PROFILE DRAWINGS WILL BE MARKED IN THE FIELD BY EITHER LATH MARKERS, SURVEYORS RIBBON, PIN FLAGS, OR SUITABLE EQUIVALENT PRIOR TO CONSTRUCTION. SEE CONSTRUCTION SEQUENCE NOTATION ON THIS SHEET AND IN SECTION 6.2B OF THE SWPPP.
12. RESIDENTIAL DRIVEWAYS SHALL NOT BE USED FOR CONSTRUCTION ACCESS WITHOUT PRIOR APPROVAL. ONLY THE APPROVED CONSTRUCTION ACCESS LOCATIONS SHOWN ON THE PLAN SHALL BE USED FOR CONSTRUCTION.
13. WETLAND AND STREAM CROSSINGS WILL BE COMPLETED AS SHOWN ON THESE PLAN AND PROFILE DRAWINGS. ADDITIONAL WETLAND OR STREAM CROSSINGS NOT SHOWN ON THESE DRAWINGS, CAN BE COMPLETED UPON AUTHORIZATION FROM CENTRAL HUDSON ENVIRONMENTAL AFFAIRS AND WILL REQUIRE NOTIFICATION BE SUBMITTED TO THE JURISDICTIONAL AGENCY (TOWN OF POUGHKEEPSIE, TOWN OF WAPPINGER OR NYSDEC) ACCORDINGLY.
14. CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING MPT MEASURES (I.E. FLAGGING) DURING EQUIPMENT DELIVERIES. CONTRACTOR SHALL REPAIR ANY DAMAGE TO ROADS.
15. NO PERMANENT GRADING TAKING PLACE.

CERTIFICATIONS INDICATED HEREON SIGNIFY THAT THIS SURVEY WAS PREPARED IN ACCORDANCE WITH THE EXISTING CODE OF PRACTICE FOR LAND SURVEYORS ADOPTED BY THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS. SAID CERTIFICATIONS SHALL RUN ONLY TO THE PERSON FOR WHOM THE SURVEY IS PREPARED AND ON BEHALF OF THE TITLE COMPANY, GOVERNMENTAL AGENCY AND LENDING INSTITUTION LISTED HEREON AND TO THE ASSIGNEES OF THE LENDING INSTITUTION OR SUBSEQUENT OWNERS.

CENTRAL HUDSON GAS & ELECTRIC CORPORATION.

ON-SITE OIL STORAGE NOTES:

1. FUEL HANDLING AND STORAGE FACILITIES WILL COMPLY WITH APPLICABLE FEDERAL AND STATE REGULATIONS.
2. ABOVE-GROUND BULK STORAGE, WITH THE EXCEPTION OF MOBILE TANK TRUCKS, WILL HAVE SECONDARY CONTAINMENT OR BE ADEQUATELY BERMED WITH IMPERVIOUS MATERIAL TO CONTAIN A POTENTIAL LOSS FROM COMPLETE TANK FAILURE.
3. FUELS USED IN THE CONSTRUCTION PROCESS WILL BE STORED AT SPECIFIED EQUIPMENT MARSHALLING YARDS. WHERE PRACTICAL, REFUELING WILL BE CONDUCTED AT THE MARSHALLING YARDS. IF REFUELING ALONG THE ROW IS REQUIRED, FUEL WILL BE TRUCKED IN USING APPROPRIATE EQUIPMENT AND APPROPRIATE ENVIRONMENTAL PRECAUTIONS TAKEN AS OUTLINED BELOW:
   a) FUEL TANKS OF SUCH EQUIPMENT WILL BE INITIALLY FILLED IN AN UPLAND LOCATION GREATER THAN 100 FEET FROM WETLANDS OR STREAMS IN ORDER TO MINIMIZE THE AMOUNT OF REFUELING WITHIN THESE SENSITIVE AREAS.
   b) ABSORBENT PADS OR PORTABLE BASINS WILL BE DEPLOYED UNDER THE REFUELING OPERATION. IN ADDITION, THE FUEL NOZZLE WILL BE WRAPPED IN AN ABSORBENT PAD AND THE NOZZLE WILL BE PLACED IN A SECONDARY CONTAINMENT VESSEL (E.G., BUCKET) WHEN MOVING THE NOZZLE FROM THE FUEL TRUCK TO THE EQUIPMENT TO BE REFUELED.
   c) CREWS WILL HAVE SUFFICIENT SPILL CONTAINMENT EQUIPMENT ON HAND AT THE SECONDARY CONTAINMENT LOCATION TO PROVIDE PROMPT CONTROL AND CLEANUP IN THE EVENT OF A RELEASE.
4. THE HANDLING, TRANSPORTATION, STORAGE AND DISPOSAL OF OIL, FUELS, USED OILS, AND (IF ANY) HAZARDOUS WASTES WILL BE CONDUCTED IN AN ENVIRONMENTALLY SAFE MANNER. ANY HAZARDOUS SUBSTANCES WILL BE TRANSPORTED, STORED, AND HANDLED AS RECOMMENDED BY THE SUPPLIERS AND/OR MANUFACTURERS AND IN COMPLIANCE WITH ALL APPLICABLE FEDERAL OR STATE REGULATIONS.
5. CONSTRUCTION STAGING AND LAYDOWN AREAS WILL HAVE AN ADEQUATE SUPPLY OF SUITABLE ABSORBENT MATERIAL AND ANY OTHER SUPPLIES AND EQUIPMENT NECESSARY TO IMMEDIATELY CLEAN-UP INADVERTENT WASTE OR FUEL SPILLS. SPILL KITS ARE EXPECTED TO BE KEPT IN CONSTRUCTION VEHICLES AND AT MARSHALLING YARDS WHERE EQUIPMENT IS STORED.

NOISE AND DUST PROTECTION NOTES:

1. THE CONTRACTOR WILL BE REQUIRED TO DEVELOP AND IMPLEMENT A TRAFFIC CONTROL/SAFETY PLAN AND A DUST CONTROL PLAN.
2. THE TRAFFIC CONTROL/SAFETY PLAN IS ANTICIPATED TO INCLUDE POSTING OF FLAGMEN, REGULAR ROAD INSPECTION AND REPAIR AS NECESSARY, COORDINATION WITH THE SCHOOL DISTRICT (TO AVOID CONFLICTS WITH SCHOOL BUSES), PLACEMENT OF TEMPORARY MAINTENANCE AND PROTECTION OF TRAFFIC SIGNS ADVISING DRIVERS TO REDUCE SPEED, AND POSSIBLE TEMPORARY RE-DIRECTION OF TRAFFIC TO ALTERNATE ROUTES.
3. POTENTIAL NOISE IMPACTS WILL BE MINIMIZED BY PROHIBITING TRUCK DRIVERS FROM USING ENGINE BRAKES (EXCEPT IN EMERGENCY SITUATIONS) OR FROM IDLING THEIR VEHICLES FOR MORE THAN 15 MINUTES.
4. THE DUST CONTROL PROGRAM WILL INVOLVE REGULAR MONITORING OF DUST GENERATION, SWEEPING PAVED ROAD SURFACES, APPLICATION OF WATER TO ROAD SURFACES BY A WATER TRUCK AS NEEDED TO SUPPRESS FUGITIVE DUST.

POLE REMOVAL AND AGRICULTURAL LAND PROTECTION NOTES:

1. STEEL AND WOOD POLES WILL BE FULLY REMOVED AND THE HOLES WILL BE FILLED TO GRADE IN UPLAND AREAS.
2. THE DISTURBED AREA WILL BE SEEDED AND MULCHED IN ACCORDANCE WITH NEW YORK STATE DEPARTMENT OF AGRICULTURAL AND MARKETS (NYSDAM) GUIDANCE.
3. ALL POLES AND GUY ANCHORS REMOVED FROM AGRICULTURAL AREAS AS PART OF THE CONSTRUCTION ACTIVITIES WILL BE REMOVED IN THEIR ENTIRETY OF TO A MINIMUM DEPTH OF 48 INCHES BELOW THE SOIL SURFACE. ALL HOLES OR CAVITIES CREATED BY THE REMOVAL OF THE OLD FACILITIES WILL BE FILLED TO THE SAME LEVEL AS THE ADJACENT AREA, PLUS 6 TO 12 INCHES OF ADDITIONAL SOIL TO ALLOW FOR SETTLING. ALL MATERIAL USED FOR FILL WILL BE SIMILAR TO NATIVE SOIL. ALL FILL MATERIAL WILL BE COMPACTED.

KM LINE TRANSMISSION LINE REBUILD AREA OF DISTURBANCE (PER SWPPP SECTION 6.2a)

CONSTRUCTION ACTIVITY WILL NOT DISTURB GREATER THAN FIVE (5) ACRES OF SOIL AT ANY ONE TIME WITHOUT PRIOR WRITTEN PERMISSION OF THE EI AND THE MS4 STORMWATER CONTACT. IF DISTURBANCES GREATER THAN 5 ACRES ARE PROPOSED, THE OWNER WILL SUBMIT A WRITTEN REQUEST TO THE MS4 STORMWATER CONTACT THAT CONTAINS THE FOLLOWING INFORMATION:

- A CONSTRUCTION SEQUENCING PLAN THAT DEFINES:
  - THE MAXIMUM DISTURBED AREA PER SEQUENCE;
  - THE REQUIRED CUTS AND FILLS;
  - ANY ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES THAT WILL BE IMPLEMENTED; AND
  - IDENTIFICATION OF ADDITIONAL WATER QUALITY TREATMENT PRACTICES TO BE INSTALLED.
- AN EXPLANATION OF WHY THE FIVE (5) ACRE AREA DISTURBANCE LIMIT MUST BE EXCEEDED;
- ACKNOWLEDGEMENT THAT A QUALIFIED INSPECTOR WILL CONDUCT AT LEAST TWO (2) SITE INSPECTIONS EVERY SEVEN (7) DAYS. THE INSPECTIONS MUST BE SEPARATED BY A MINIMUM OF TWO (2) CALENDAR DAYS.
- ACKNOWLEDGEMENT THAT WHERE SOIL DISTURBANCE ACTIVITY HAS BEEN TEMPORARILY OR PERMANENTLY CEASED, TEMPORARY AND/OR PERMANENT SOIL STABILIZATION MEASURES, IN CONFORMANCE WITH THE NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL, SHALL BE INSTALLED WITHIN SEVEN (7) DAYS FROM THE DATE THE SOIL DISTURBANCE ACTIVITY CEASED.
- ACKNOWLEDGEMENT THAT THE OWNER/OPERATOR SHALL INSTALL ANY ADDITIONAL PRACTICES TO PROTECT WATER QUALITY BASED AS NECESSARY BASED ON SITE CONDITIONS.

WHILE 5 ACRES WILL NOT BE DISTURBED AT ONE TIME, THE WORK WILL TEMPORARILY IMPACT APPROXIMATELY 7.3 ACRES. SWPPP INSPECTIONS WILL BE CONDUCTED PER THE APPROVED SWPPP AT A USUAL FREQUENCY OF ONE TIME PER WEEK.

KM LINE TRANSMISSION LINE REPLACEMENT CONSTRUCTION SEQUENCE

1. ESTABLISH THE LIMIT OF DISTURBANCE.
2. INSTALL TEMPORARY STABILIZED CONSTRUCTION ENTRANCES.
3. INSTALL SILT FENCE, AND ANY OTHER NECESSARY EROSION AND SEDIMENT CONTROL PRACTICES AS NEEDED, AND AT THE INSTALL SILT FENCE, AND ANY OTHER NECESSARY EROSION AND SEDIMENT CONTROL PRACTICES AS NEEDED, AND AT THE DIRECTION OF THE EI AND/OR OWNER, PRIOR TO ANTICIPATED UP-GRADIENT SOIL DISTURBANCES.
4. PROJECT CONSTRUCTION, INCLUDING 1) MINOR GRADING ALONG ACCESS ROUTES AND WORK SITES, IF NECESSARY, 2) EXCAVATION OF FOUNDATION HOLES, 3) INSTALLATION OF CASINGS AND ANCHORS, 4) ASSEMBLY AND SETTING OF POLES, 5) TRANSFER OF CONDUCTOR FROM OLD STRUCTURES TO NEW, 6) REMOVAL OF OLD POLES (REFER TO POLE REMOVAL AND AGRICULTURAL LAND PROTECTION NOTES ON THIS SHEET), 7) PULLING OF NEW CONDUCTOR, AND 8) CLIPPING IN THE NEW CONDUCTOR.
5. ROUGH GRADE ANY DISTURBED SOILS AND APPLY TEMPORARY SEED AND MULCH TO EXPOSED SOILS THROUGHOUT ALL PHASES OF CONSTRUCTION. INSTALL AND MAINTAIN ADDITIONAL EROSION AND SEDIMENT CONTROL PRACTICES AS NEEDED.
6. APPLY PERMANENT SEED AND MULCH.
7. WHEN SITE HAS REACHED FINAL STABILIZATION, AND AFTER REVIEW AND CONFIRMATION BY THE EI AND/OR THE OWNER, THE CONTRACTOR SHALL REMOVE TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES.

SCALE: 1"=500'

1500 0 500 1500 3000

GRAPHIC SCALE (IN FEET)

STATE OF NEW YORK · THOMAS F. J. DOSSIN · 088337 · LICENSED PROFESSIONAL ENGINEER

REVISIONS	CENTRAL HUDSON GAS & ELEC.CORP.		SCALE: 1"= 500'
	LINE FROM – LINE TO TOWNS OF WAPPINGER & POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK 69 kV		DATE 12/22/21
			REV.NO.
			FILE NO. XX A
	W.O.NO. 00000	CHECKED	14XXX
	PROJ.NO. 00–000	CLEARED	
	DRAWN EDR	R/W	
	SUPV.	APPROVED	SH.NO. 1 OF 9

CAD DRAWING
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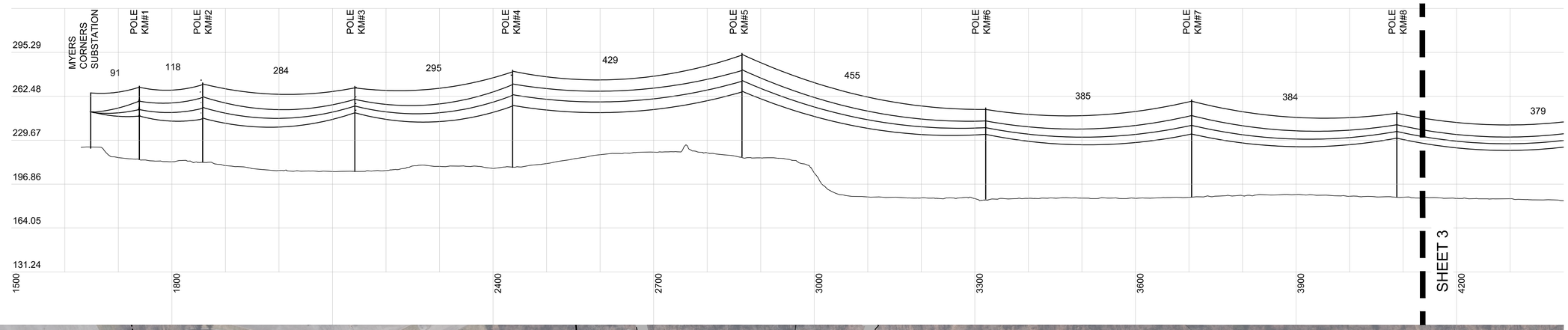

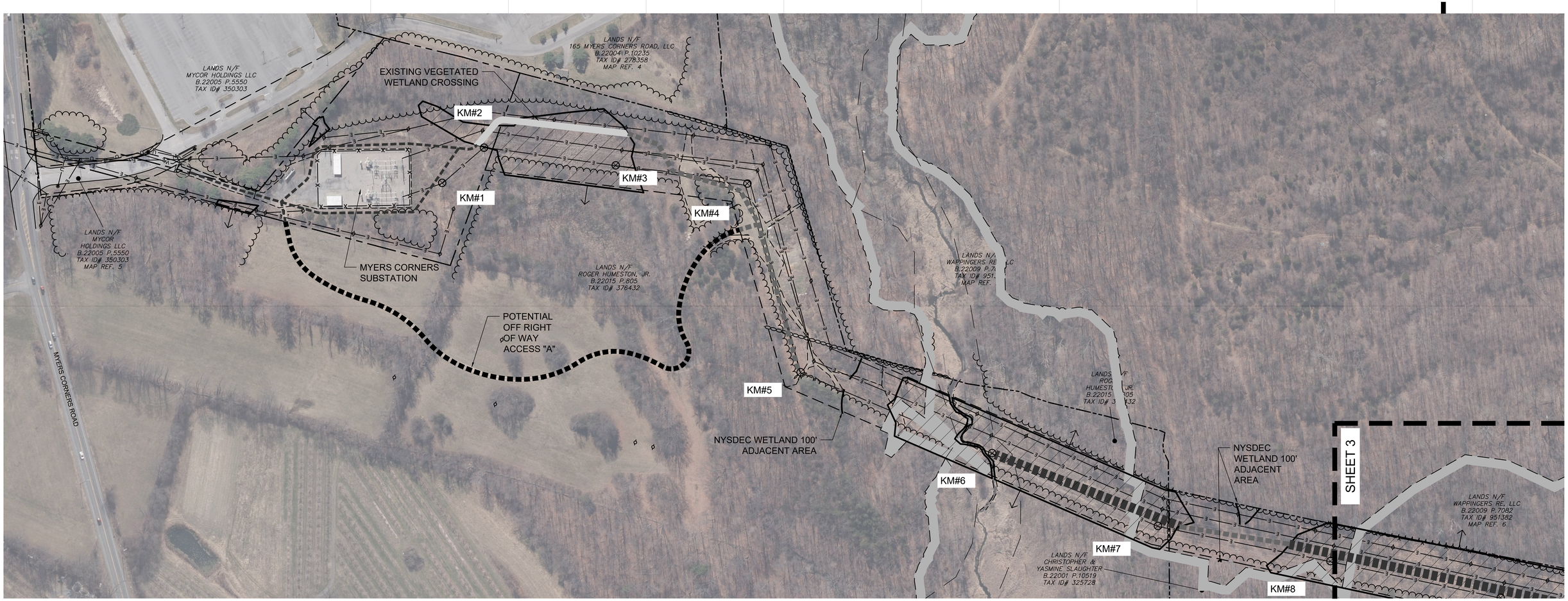

SENSITIVE RESOURCE INFORMATION, AND SEGMENT DETAILS		WETLAND 1Y		WLND 1X		WETLAND 1W		WETLAND 1V (NYSDEC WF-24)		WETLAND 1U (NYSDEC WF-34)		
ENVIRONMENTAL PROTECTION MEASURES								MATTING		MATTING		
ACCESS AND CONSTRUCTION DETAILS		ROW ACCESS POINT		POTENTIAL OFF ROW ACCESS POINT "A"	MYERS CORNERS SUBSTATION		EXISTING VEGETATED WETLAND CROSSING					

LEGEND

- PROPERTY BOUNDARY LINE
- EXISTING EASEMENT
- METAL FENCE
- EDGE OF WOODS
- STONE WALL
- OVERHEAD ELECTRIC LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND WATER LINE
- EXISTING UTILITY POLE
- CHGE OWNED PROPERTY
- PROPOSED ROW ACCESS POINT
- PROPOSED OFF ROW ACCESS ROUTE
- PROPOSED ON ROW ACCESS ROUTE
- WETLAND/STREAM MATTING
- CENTRAL HUDSON OWNED PROPERTY ACCESS ROUTE
- WETLAND - ARROWS INDICATE WETLAND EXTENDS OFF ROW
- NYSDEC WETLAND 100' ADJACENT AREA
- REPLACEMENT UTILITY POLE
- FEMA 100 YEAR FLOOD PLAIN (FLOOD SIDE)
- FEMA FLOODWAY

ABBREVIATIONS

NYSDEC	NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
ROW	RIGHT OF WAY
WLND	WETLAND

STATE OF NEW YORK · THOMAS J. DUSSOLD · 088323 · LICENSED PROFESSIONAL ENGINEER

SEDIMENT AND CONTROL EROSION CONTROL NOTE:
THE APPROPRIATE USE OF SEDIMENT AND EROSION CONTROL DEVICES WILL BE EMPLOYED ALONG THE ROW IN AREAS UPHILL OF, OR CROSSING INTO ANY ENVIRONMENTALLY SENSITIVE RESOURCES PER THE PROJECT SWPPP. SEE EROSION AND SEDIMENT CONTROL NOTES AND DETAILS ON SHEET 8.

100 50 0 50 100 200
GRAPHIC SCALE (IN FEET)

VERTICAL SCALE: 1"=40'
HORIZONTAL SCALE: 1"=100'

REVISIONS

CENTRAL HUDSON GAS & ELEC.CORP.

LINE FROM – LINE TO
TOWNS OF WAPPINGER & POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK
69 kV

SCALE: 1"= 100'			
DATE 12/22/21			
REV.NO.			
FILE NO.			
XX	A		
14XXX			
W.O.NO.	00000	CHECKED	
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DRAWN	EDR	R/W	
SUPV.		APPROVED	
SH.NO. 2 OF 9			

CAD DRAWING
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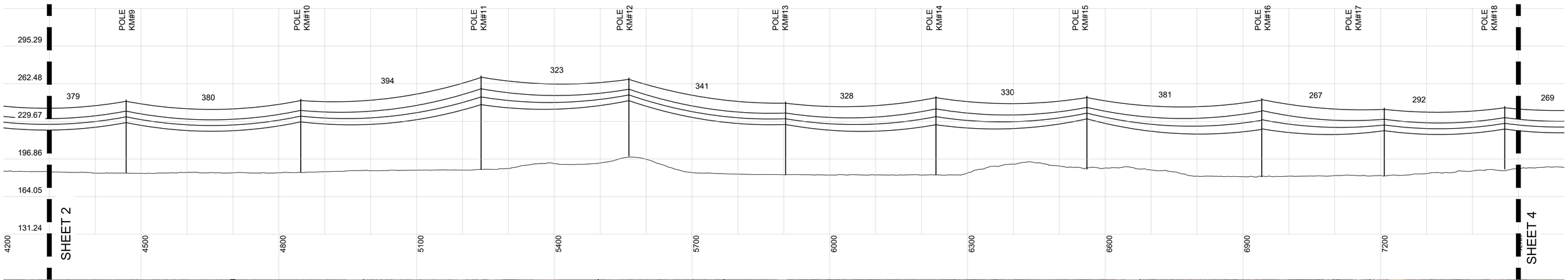

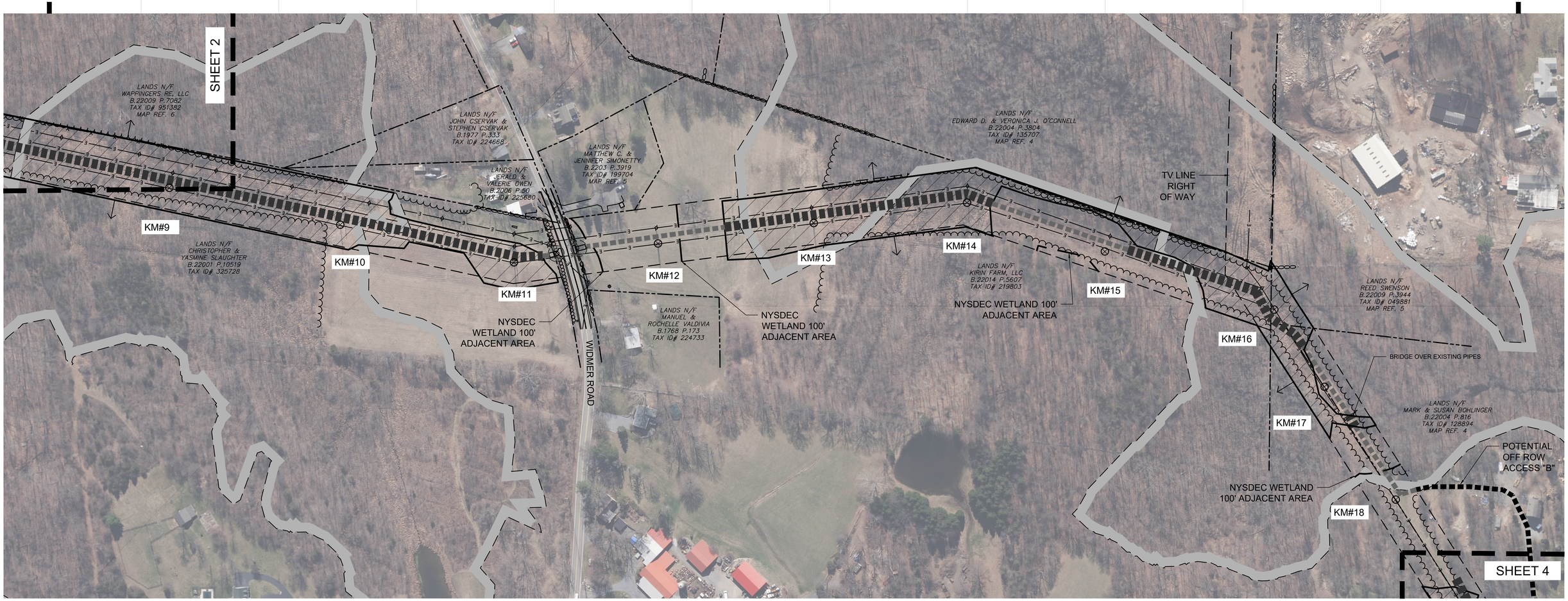

SENSITIVE RESOURCE INFORMATION, AND SEGMENT DETAILS	WETLAND 1U (NYSDEC WF-34)		WIDMER ROAD		WETLAND 1T (NYSDEC WF-1)					
ENVIRONMENTAL PROTECTION MEASURES	MATTING				MATTING		MATTING	MATTING	MATTING	
ACCESS AND CONSTRUCTION DETAILS		ROW ACCESS POINT		ROW ACCESS POINT						

LEGEND

- PROPERTY BOUNDARY LINE
- EXISTING EASEMENT
- METAL FENCE
- EDGE OF WOODS
- STONE WALL
- OVERHEAD ELECTRIC LINE
- UNDERGROUND ELECTRIC LINE
- UNDERGROUND WATER LINE
- EXISTING UTILITY POLE
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- FEMA 100 YEAR FLOOD PLAIN (FLOOD SIDE)
- FEMA FLOODWAY

ABBREVIATIONS

NYSDEC	NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
ROW	RIGHT OF WAY
WLND	WETLAND

STATE OF NEW YORK — THOMAS F. J. DUSSOLT — 084323 — LICENSED PROFESSIONAL ENGINEER

SEDIMENT AND CONTROL EROSION CONTROL NOTE: THE APPROPRIATE USE OF SEDIMENT AND EROSION CONTROL DEVICES WILL BE EMPLOYED ALONG THE ROW IN AREAS UPHILL OF, OR CROSSING INTO ANY ENVIRONMENTALLY SENSITIVE RESOURCES PER THE PROJECT SWPPP. SEE EROSION AND SEDIMENT CONTROL NOTES AND DETAILS ON SHEET 8.

100 50 0 50 100 200
GRAPHIC SCALE (IN FEET)

VERTICAL SCALE: 1"=40'
HORIZONTAL SCALE: 1"=100'

REVISIONS

CENTRAL HUDSON GAS & ELEC.CORP.

LINE FROM – LINE TO
TOWNS OF WAPPINGER & POUGHKEEPSIE, DUTCHESS COUNTY, NEW YORK
69 kV

W.O.NO.	00000	CHECKED	
PROJ.NO.	00–000	CLEARED	
DRAWN	EDR	R/W	
SUPV.		APPROVED	

SCALE: 1"= 100'
DATE 12/22/21
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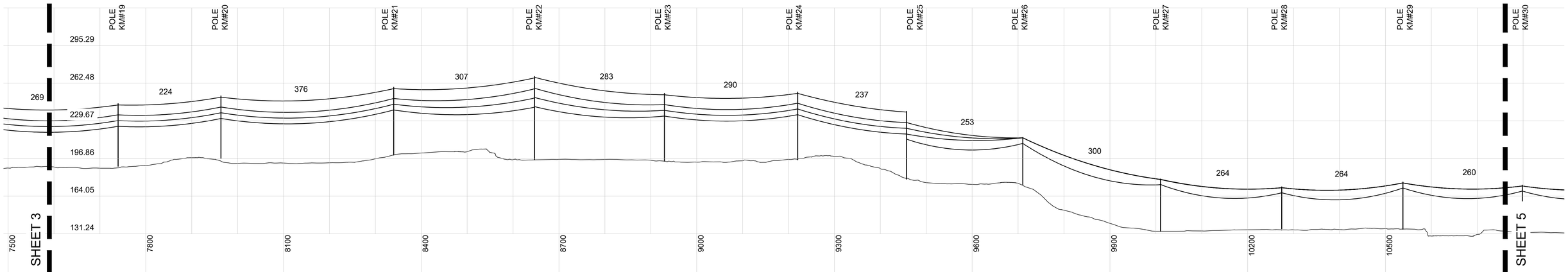

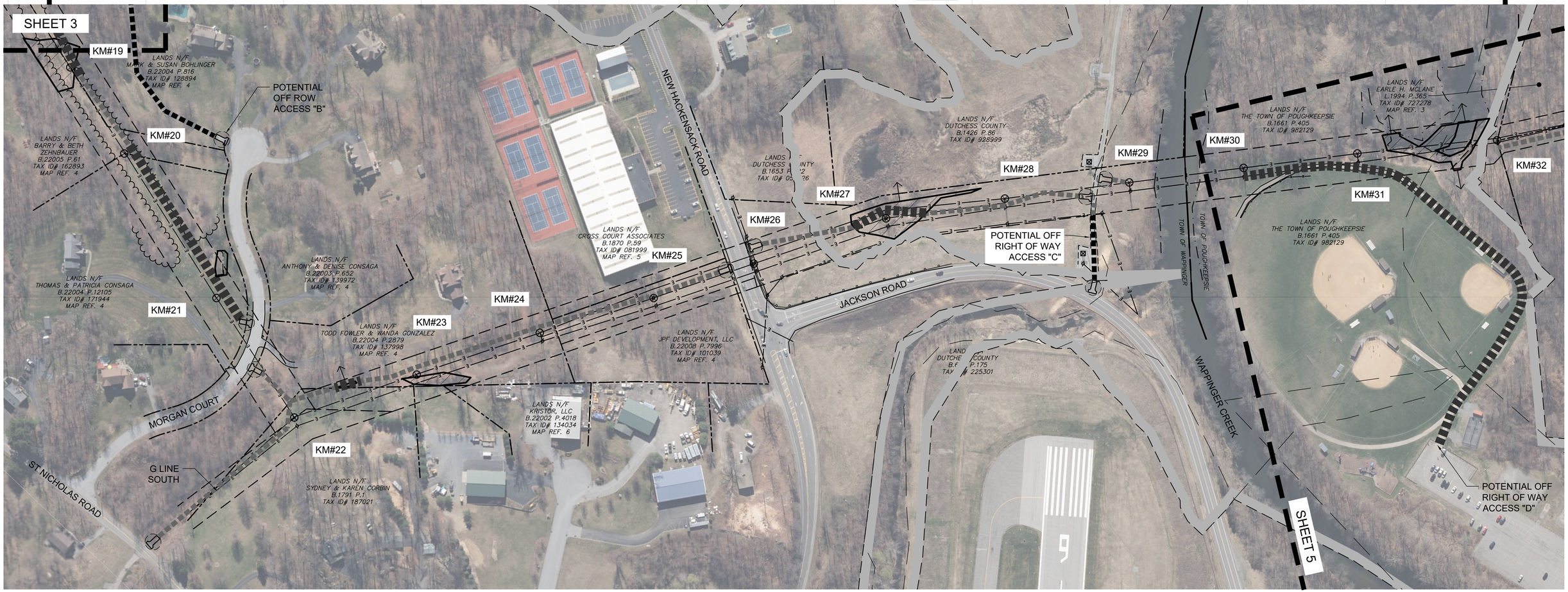

SENSITIVE RESOURCE INFORMATION, AND SEGMENT DETAILS	WETLAND Z		WLND 3F	MORGAN COURT		WLND 3B		WETLAND 3A		NEW HACKENSACK ROAD		WETLAND 3C		WAPPINGER CREEK		WETLAND 3E	
ENVIRONMENTAL PROTECTION MEASURES		MATTING				MATTING						MATTING					
ACCESS AND CONSTRUCTION DETAILS		ROW ACCESS POINT	POTENTIAL OFF ROW ACCESS POINT "B"	ROW ACCESS POINT	ROW ACCESS POINT				ROW ACCESS POINT	ROW ACCESS POINT			ROW ACCESS POINT	POTENTIAL OFF ROW ACCESS POINT "C"	ROW ACCESS POINT	POTENTIAL OFF ROW ACCESS POINT "D"	MATTING @ POTENTIALOFF ROW ACCESS "D"

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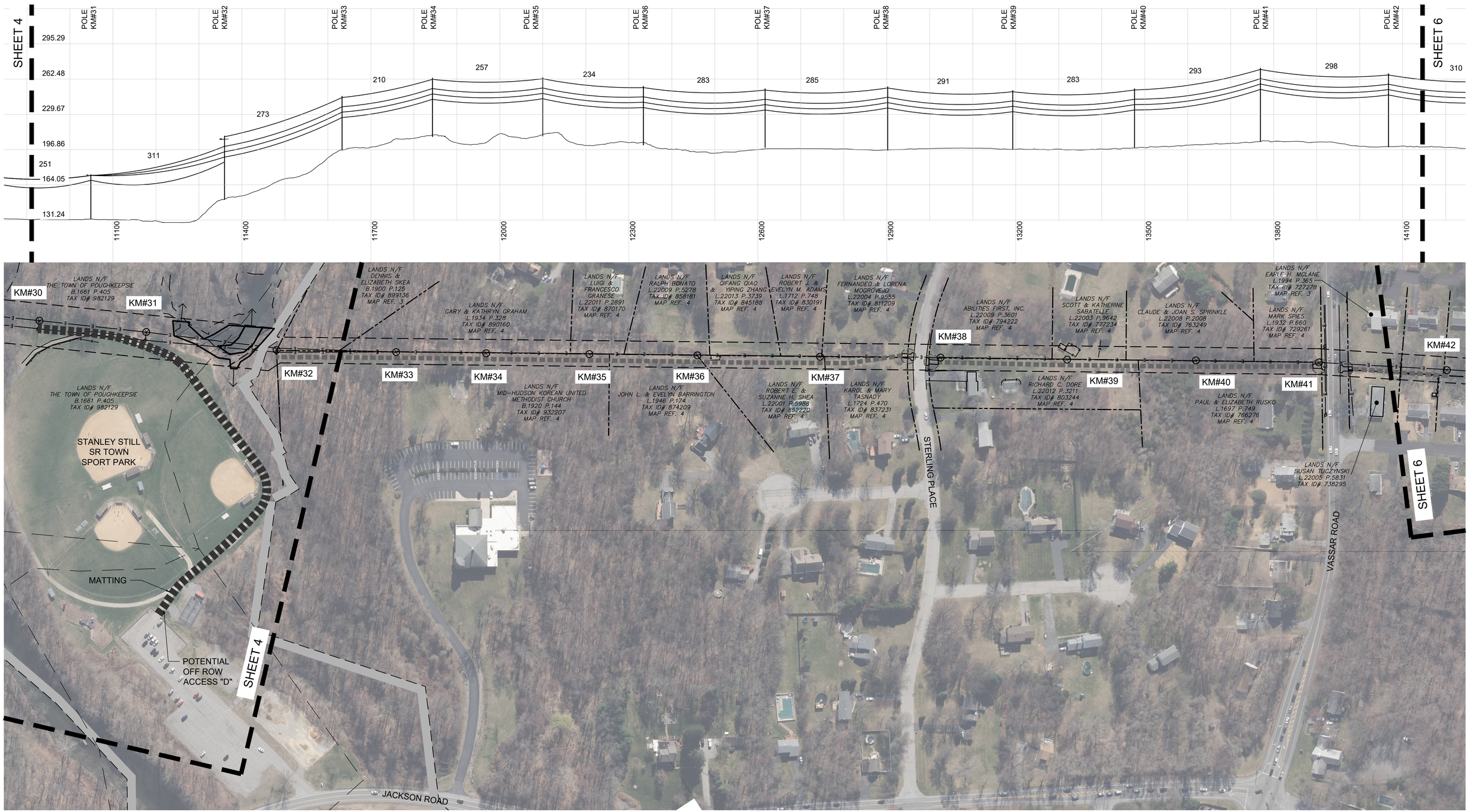

SENSITIVE RESOURCE INFORMATION, AND SEGMENT DETAILS		WETLAND 3E			STERLING PLACE				VASSAR ROAD		
ENVIRONMENTAL PROTECTION MEASURES											
ACCESS AND CONSTRUCTION DETAILS		MATTING @ POTENTIAL OFF ROW ACCESS "D"		ROW ACCESS POINT		ROW ACCESS POINT		ROW ACCESS POINT		ROW ACCESS POINT	

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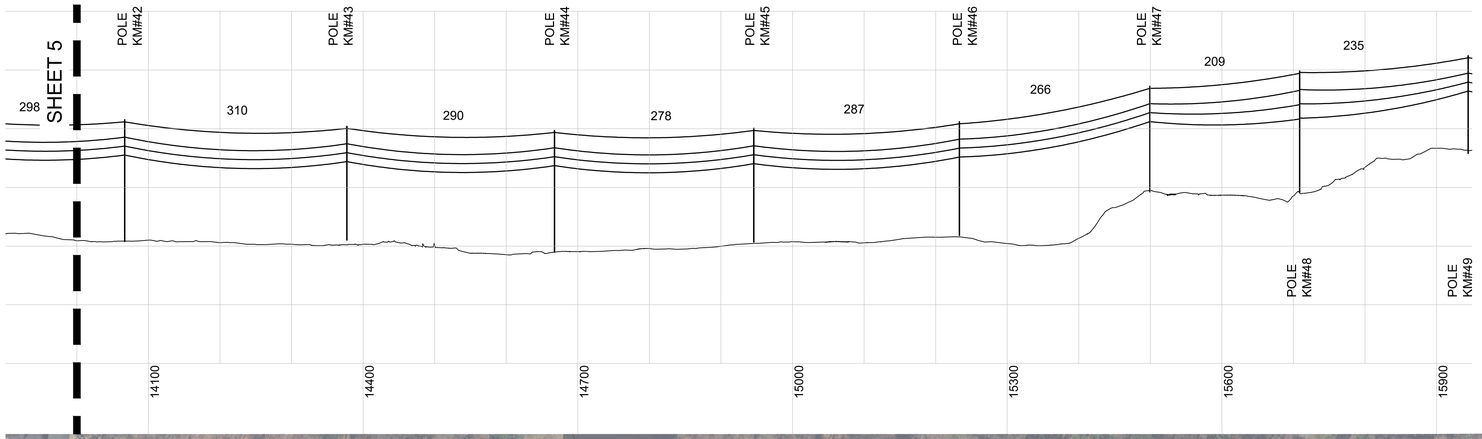

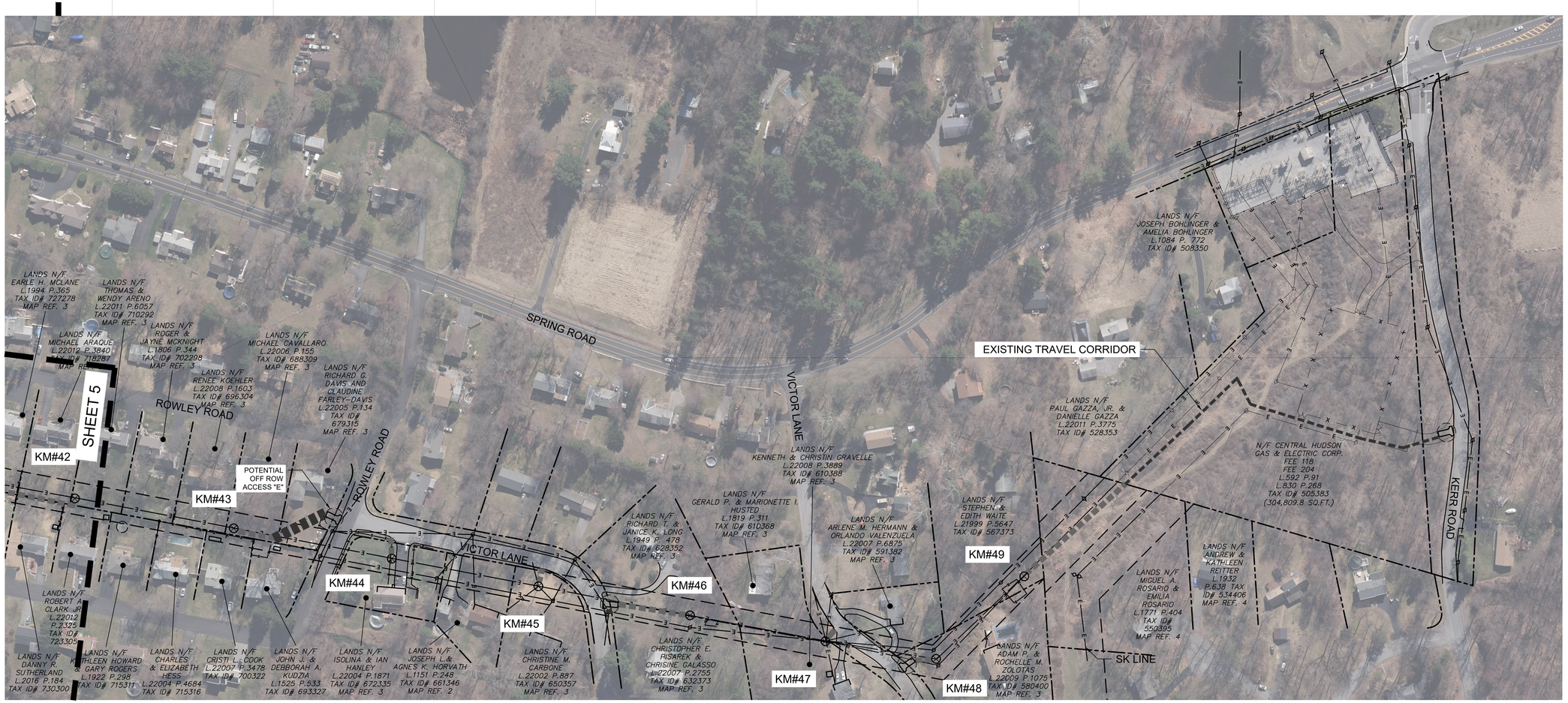

SENSITIVE RESOURCE INFORMATION, AND SEGMENT DETAILS				ROWLEY ROAD		VICTOR LANE			VICTOR LANE				KERR ROAD		
ENVIRONMENTAL PROTECTION MEASURES															
ACCESS AND CONSTRUCTION DETAILS		MATTING	OFF ROW ACCESS POINT				ROW ACCESS POINT			ROW ACCESS POINT		KNAPPS CORNERS SUBSTATION		ROW ACCESS POINT	

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CAD DRAWING
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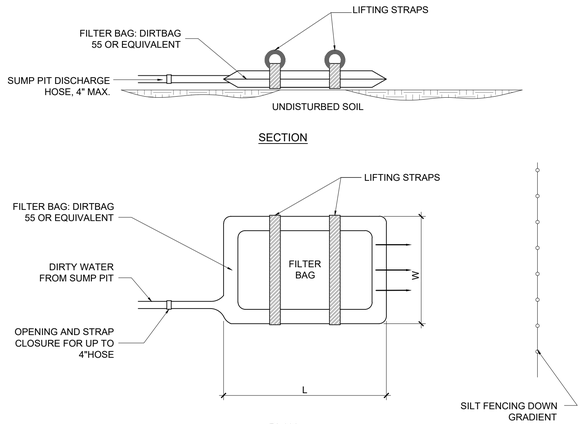

NOTES

1. FILTER BAG MATERIAL, INSTALLATION, AND MAINTENANCE SHALL BE PER THE 2016 DEC NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
2. DO NOT OVER PRESSURIZE FILTER BAG OR DISCHARGE INTO AT A RATE IN EXCESS OF THE MANUFACTURER'S RECOMMENDATIONS.
3. LOCATED DISCHARGE SITE ON FLAT, STABILIZED UPLAND AREAS AS FAR AWAY AS POSSIBLE FROM STREAMS, WETLANDS, AND OTHER RESOURCES AND POINTS OF CONCENTRATED FLOW.
4. DOWN GRADIENT RECEIVING AREA MUST BE WELL VEGETATED OR OTHERWISE STABLE FROM EROSION, E.G. COARSE GRAVEL/STONE.
5. DISCHARGE IS NOT PERMITTED WITHIN 50' OF A STREAM OR WETLAND UNLESS APPROVED IN ADVANCE BY THE ENVIRONMENTAL INSPECTOR.
6. INSTALL LIFTING STRAPS UNDERNEATH BAG PRIOR TO USE.
7. INSTALL TEMPORARY SWALES OR BERMS TO MINIMIZE THE AMOUNT OF CLEAN STORMWATER RUNOFF ALLOWED TO DISCHARGE INTO THE EXCAVATED AREA.
8. TREATMENT OF SEDIMENT BEARING WATER SHALL BE ACCOMPLISHED UTILIZING TEMPORARY SEDIMENT BASINS, MANUFACTURED FILTER BAGS, CONCRETE OR STEEL SETTLING CHAMBERS OR OTHER APPROVED TECHNIQUES.
9. TREATED DEWATERING DISCHARGE WITH MINIMAL TO NO DISCOLORATION FROM SEDIMENT SHALL BE DISCHARGED TO ADJACENT GRASSED AREAS THAT HAVE 0-2% SLOPES.
10. INSPECTION OF DEWATERING FACILITIES IS TO BE PERFORMED FREQUENTLY EACH DAY FOR SIGNS OF SEDIMENT PASS THROUGH, EROSION AND CONCENTRATED FLOW.
11. IF COLLECTED DEWATERING DISCHARGE IS CONTAMINATED WITH WITH GREASE, OR OTHER TOXIC/HAZARDOUS MATERIALS, THE CONTRACTOR SHALL CONTACT THE APPROPRIATE AUTHORITY AND CEASE DEWATERING ACTIVITIES AND WORK IMMEDIATELY.
12. THE ENVIRONMENTAL INSPECTOR SHALL HAVE THE AUTHORITY TO STOP DEWATERING OPERATIONS AS CONDITIONS DICTATE.

1 FILTER BAG

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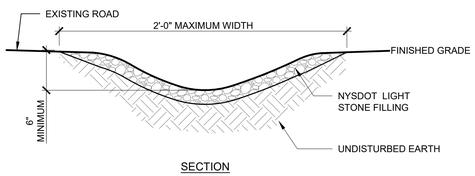
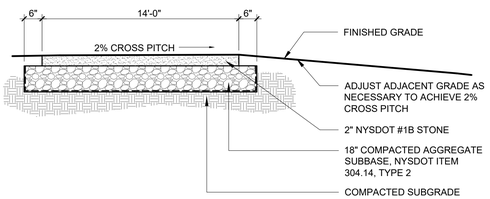


2 STONE DITCH

Scale: NTS

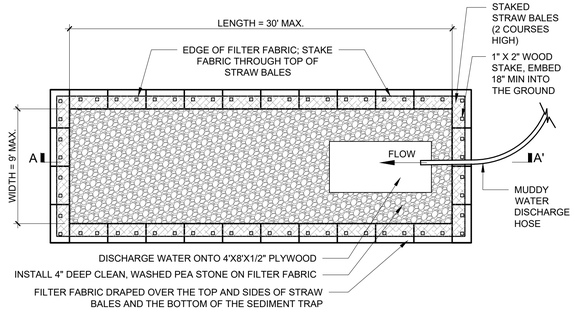


NOTES

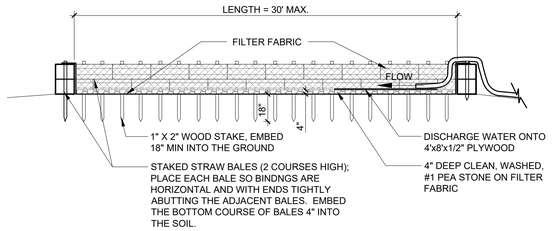
1. IN AREAS WHERE BEDROCK IS ENCOUNTERED, THE CONTRACTOR SHALL RAISE THE GRADE OFTHE ACCESS ROAD TO PROVIDE THE MINIMUM DEPTHE OF STONE INDICATED UNDER THE ROAD SURFACE.
2. ACCESS ROAD SHALL BE PITCHED TOWARD LOWER SIDE OF SITE

3 STONE DUST ACCESS ROAD

Scale: NTS



PLAN
NTS



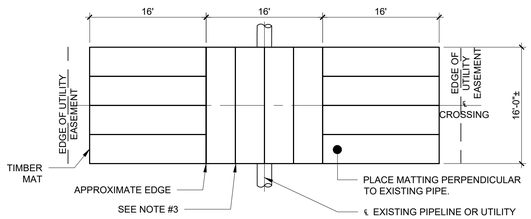
SECTION A-A'
NTS

NOTES:

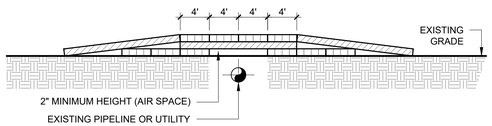
1. WIDTH SHOULD BE APPROXIMATELY 1/3 THE LENGTH.
2. SIZE OF BASIN AND ASSOCIATED NUMBER OF BALES MAY VARY BASED ON SITE CONDITIONS.
3. THE BASIN SHALL BE SIZED TO PREVENT DISCHARGE OF WATER FROM OVERTOPPING BASIN.
4. IF BASIN IS OVERTOPPED DISCONTINUE USE IMMEDIATELY AND RE-SIZE.
5. BASINS SHALL BE LOCATED IN AREAS THAT ARE GENERALLY FLATE WITH SLOPES FROM 0-2%.

4 STRAW BALE SEDIMENT TRAP

Scale: NTS



PLAN VIEW
NTS



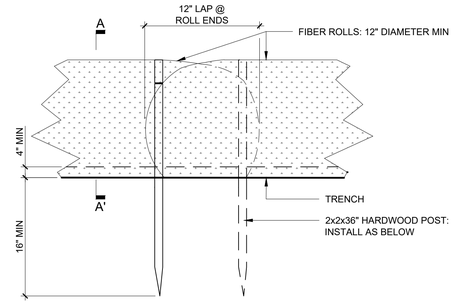
SECTION VIEW
NTS

NOTES:

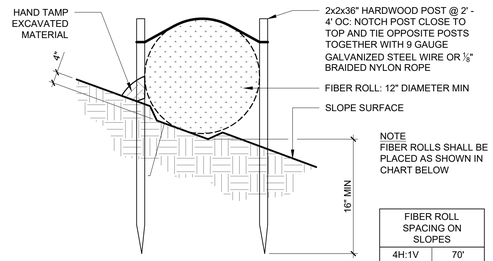
1. CONTRACTOR TO NOTIFY EXISTING PIPELINE/UTILITY COMPANY PRIOR TO INSTALLATION OF AIR BRIDGE CROSSING.
2. LENGTH OF RAMP TO VARY IN ACCORDANCE WITH CROSSING ANGLE TO PIPELINE. MINIMUM CROSSING ANGLE WITH RESPECT TO PIPELINE IS 45 DEGREES, IDEALLY A 90 DEGREE CROSSING.
3. VEHICLES OR EQUIPMENT USING CROSSINGS SHALL PROCEED SLOWLY AND WITH CAUTION TO MINIMIZE IMPACT LOADING AND REDUCTION ON DEPTH OF COVER OVER PIPE/UTILITY.
4. ON COMPLETION OF CONSTRUCTION, CONTRACTOR TO COMPLETELY REMOVE AIR BRIDGE AND RESTORE AREA TO MATCH THE PRE-CONSTRUCTION CONDITION.
5. BRIDGE MATERIALS USED FOR CROSSING SHALL BE DESIGNED TO BE CAPABLE OF HANDLING THE MAXIMUM CROSSING LOAD WITH 1 ½" MAXIMUM DEFLECTION. IF, DURING EQUIPMENT CROSSING, BRIDGE DEFLECTION EXCEEDS OR APPEARS TO THAT IT WILL EXCEED THE AIR GAP BETWEEN GROUND SURFACE AND BRIDGE, CROSSING PARTY MUST HALT CROSSING EQUIPMENT AND PIPELINE/UTILITY COMPANY INSPECTOR MUST BE CONTACTED IMMEDIATELY BEFORE PROCEEDING. BRIDGE MAY NEED TO BE RE-DESIGNED IF SUCH DEFLECTION OCCURS.

5 TYPICAL HEAVY EQUIPMENT PIPELINE CROSSING

Scale: NTS



ELEVATION



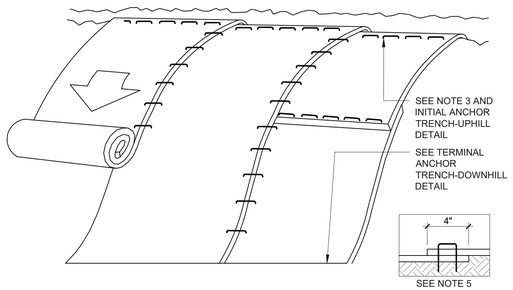
NOTE
FIBER ROLLS SHALL BE PLACED AS SHOWN IN CHART BELOW

FIBER ROLL SPACING ON SLOPES	
4H:1V	70'
3H:1V	50'
2H:1V	35'
1H:1V	18'

SECTION A-A'

6 FIBER ROLL ON SLOPE

Scale: NTS



PERSPECTIVE VIEW

NOTES:

1. PREPARE SOIL BEFORE INSTALLING ROLLED EROSION CONTROL PRODUCT (RECP) INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE RECP IN A TRENCH, AS SHOWN ON THE INITIAL ANCHOR TRENCH-UPHILL DETAIL. ANCHOR THE RECP WITH A ROW OF STAPLES APPROXIMATELY 12" APART IN THE BOTTOM OF TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF RECP BACK OVER THE SEED AND COMPACTED SOIL. SECURE RECP OVER COMPACTED SOIL WITH A ROW OF STAPLES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE ROLLED EROSION CONTROL PRODUCTS.
3. ROLL THE RECP DOWN THE SLOPE. RECP WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL RECP MUST BE SECURELY FASTENED TO SOIL SURFACE BY PLACING STAPLES IN APPROPRIATE LOCATIONS AS SHOWN IN THE STAPLE PATTERN GUIDE PROVIDED BY MANUFACTURER.
4. THE EDGES OF PARALLEL RECP MUST BE STAPLED WITH 4" MINIMUM OVERLAP. OVERLAP PER MANUFACTURER'S INSTRUCTIONS.
5. CONSECUTIVE RECP SPLICED DOWN THE SLOPE MUST BE PLACED END OVER END (SHINGLE STYLE) WITH A 4" MINIMUM OVERLAP. STAPLE THROUGH OVERLAPPED AREA APPROXIMATELY 12" APART ACROSS ENTIRE RECP WIDTH. NOTE: IN LOOSE SOIL CONDITIONS THE USE OF STAPLE LENGTHS GREATER THAN 6" MAY BE NECESSARY TO PROPERLY SECURE THE TRM.
6. REFER TO TERMINAL ANCHOR TRENCH-DOWNHILL DETAIL FOR TERMINAL ANCHOR TRENCH INSTALLATION.

7 SLOPE STABILIZATION

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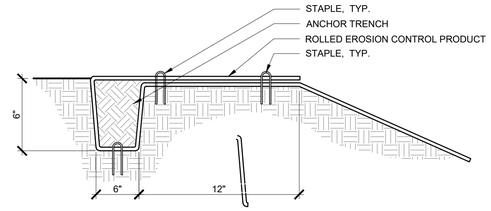
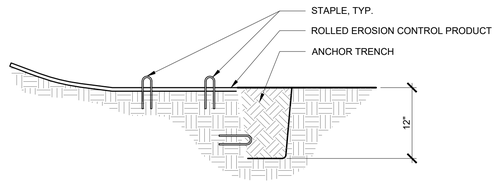


INITIAL ANCHOR TRENCH - UPHILL



TERMINAL ANCHOR TRENCH - DOWNHILL

8 ANCHOR TRENCHES

Scale: NTS

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REVISIONS		
CENTRAL HUDSON GAS & ELEC.CORP.		SCALE: AS NOTED
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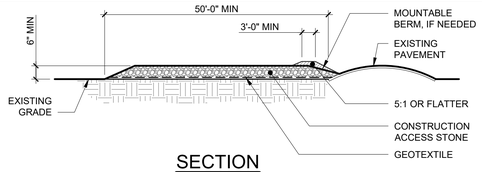

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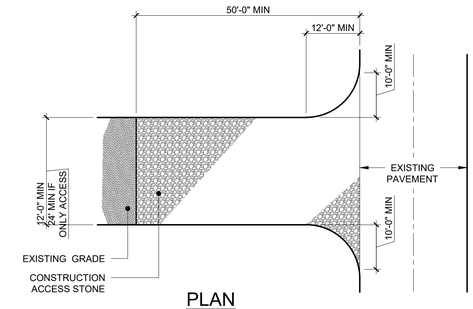


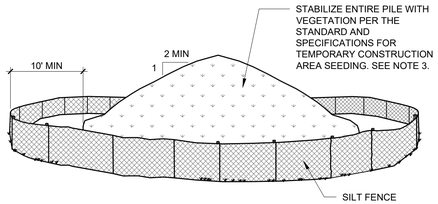
PLAN

NOTES:

1. CONSTRUCTION ACCESS STONE SIZE - USE A MATRIX OF 3" THROUGH 6" DIAMETER STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
2. GEOTEXTILE:
   2.A. MIRAFI 500X OR APPROVED EQUAL.
   2.B. SHALL BE PLACED UNDER THE ENTIRE STABILIZED CONSTRUCTION ENTRANCE PRIOR TO PLACING OF STONE.
3. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ACCESS SHALL BE PIPED ACROSS THE STABILIZED CONSTRUCTION ACCESS. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM SHALL BE USED.
4. MAINTENANCE - THE CONSTRUCTION ACCESS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO THE PUBLIC RIGHTS-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 RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
5. WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ACCESS ONTO PUBLIC RIGHT-OF-WAYS. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO A NYSDEC APPROVED SEDIMENT TRAPPING DEVICE.
6. TRAINED CONTRACTOR SHALL PROVIDE DAILY INSPECTIONS.

1 STABILIZED CONSTRUCTION ENTRANCE

Scale: N.T.S.

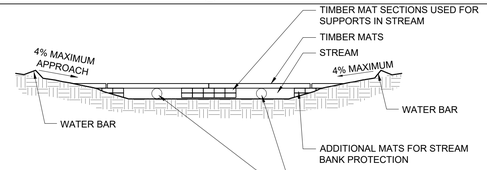


NOTES:

1. AREA CHOSEN FOR STOCKPILING OPERATIONS SHALL BE DRY, STABILIZED AND LOCATED AWAY FROM KNOWN WORK AREAS TO PREVENT RELOCATION.
2. MAXIMUM STOCKPILE HEIGHT SHALL BE 12 FEET.
3. EACH PILE SHALL BE SURROUNDED WITH SILT FENCING, INSTALLED PER SILT FENCE DETAIL, THEN STABILIZED IN ACCORDANCE WITH THE NYSDEC STANDARD AND SPECIFICATIONS FOR TEMPORARY CONSTRUCTION AREA SEEDING WITHIN 7 DAYS OF COMPLETION.
4. A PERIMETER DIKE/SWALE SHALL BE LOCATED UP-SLOPE OF THE TOPSOIL STOCKPILE TO DIVERT STORMWATER AROUND THE STOCKPILE.

2 STABILIZED TOPSOIL STOCKPILE

Scale: NTS



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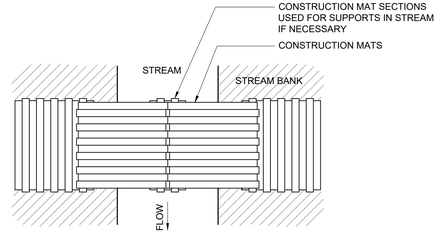
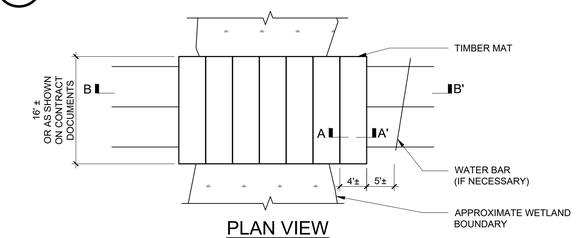


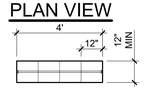
PLAN

3 TEMPORARY STREAM CROSSING

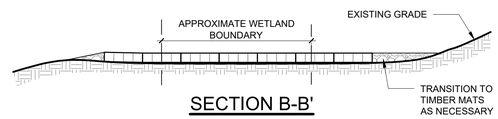
Scale: NTS



PLAN VIEW



SECTION A-A'



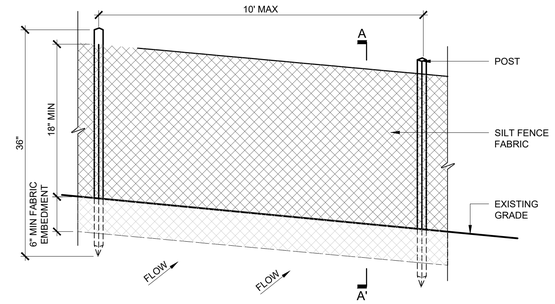
SECTION B-B'

NOTES:

1. TIMBER MATS SHALL BE INSTALLED IN WETLANDS AND OTHER AREAS IF NECESSARY TO PREVENT RUTTING.
2. BASED ON ACTUAL SITE CONDITIONS, MULTIPLE LAYERS OF TIMBER MATS MAY BE REQUIRED.
3. TIMBER MAT SURFACE MUST BE LEVEL TO PREVENT EQUIPMENT AND VEHICLES FROM SLIDING OFF DURING MUDDY OR ICING CONDITIONS, AND PREVENT TIMBERS FROM BREAKING.
4. SEDIMENT TRACKED ONTO TIMBER MATTING MUST BE REMOVED AS NECESSARY TO PREVENT SEDIMENT FROM ENTERING WETLAND DURING RAIN EVENTS. SEDIMENT MUST BE REMOVED TO A STABILIZED SOIL STOCKPILE.
5. PERIMETER EROSION AND SEDIMENT CONTROLS ARE REQUIRED TO BE INSTALLED PRIOR TO PLACING TIMBER MATTING.
6. UNLESS PERMITTED FOR REMOVAL, STUMPS WITHIN THE WETLAND MUST REMAIN. THIS MAY REQUIRE ADDITIONAL TIMBERS TO BRIDGE ABOVE.
7. UPON REMOVAL OF TIMBER MATTING ALL SPLINTERED WOOD MUST BE REMOVED. IF EXPOSED SOILS ARE PRESENT STRAW MULCH SHALL BE APPLIED.

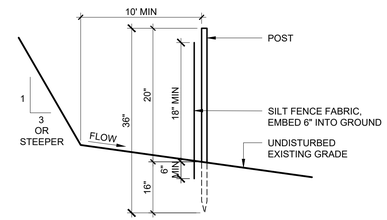
4 CONSTRUCTION MATTING

Scale: NTS



PERSPECTIVE VIEW

NTS



SECTION A-A'

NTS

NOTES:

1. WHEN TWO SECTIONS OF SILT FENCE FABRIC ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABLINKA T140N, OR APPROVED EQUAL.
2. PREFABRICATED UNITS SHALL MEET THE MINIMUM REQUIREMENTS SHOWN.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

CRITERIA FOR SILT FENCE MATERIALS

1. SILT FENCE FABRIC: THE FABRIC SHALL MEET THE FOLLOWING SPECIFICATIONS UNLESS OTHERWISE APPROVED BY THE APPROPRIATE EROSION AND SEDIMENT CONTROL PLAN APPROVAL AUTHORITY. SUCH APPROVAL SHALL NOT CONSTITUTE STATEWIDE ACCEPTANCE.

FABRIC PROPERTIES	MINIMUM ACCEPTABLE VALUE	TEST METHOD
GRAB TENSILE STRENGTH (LBS)	110	ASTM D 4632
ELONGATION AT FAILURE (%)	20	ASTM D 4632
MULLEN BURST STRENGTH (PSI)	300	ASTM D 3786
PUNCTURE STRENGTH (LBS)	60	ASTM D 4833
MINIMUM TRAPEZOIDAL TEAR STRENGTH (LBS)	50	ASTM D 4533
FLOW THROUGH RATE (GAL/MIN/SF)	25	ASTM D 4491
EQUIVALENT OPENING SIZE	40-80	US STD SIEVE ASTM D 4751
MINIMUM UV RESIDUAL (%)	70	ASTM D 4355

2. FENCE POSTS (FOR FABRICATED UNITS): THE LENGTH SHALL BE A MINIMUM OF 36" LONG. WOOD POSTS WILL BE OF SOUND QUALITY HARDWOOD WITH A MINIMUM CROSS SECTIONAL AREA OF 3.5 SQUARE INCHES. STEEL POSTS WILL BE STANDARD T AND U SECTION WEIGHING NOT LESS THAN 1.00 POND PER LINEAR FOOT. POSTS FOR SUPER SILT FENCE SHALL BE STANDARD CHAIN LINK FENCE POSTS.

3. WIRE FENCE FOR REINFORCED SILT FENCE: WIRE FENCING SHALL BE A MINIMUM 14 GAGE WITH A MAXIMUM 6" MESH OPENING, OR AS APPROVED.

4. PREFABRICATED SILT FENCE IS ACCEPTABLE AS LONG AS ALL MATERIAL SPECIFICATIONS ARE MET.

		MAXIMUM SLOPE LENGTH/FENCE LENGTH (FT)		
SLOPE	STEEPNESS	STANDARD	REINFORCED	SUPER
<2%	<50:1	300/1500	N/A	N/A
2-10%	50:1 TO 10:1	125/1000	250/2000	300/2500
10-20%	10:1 TO 5:1	100/750	150/1000	200/1000
20-33%	5:1 TO 3:1	60/500	80/750	100/1000
33-50%	3:1 TO 2:1	40/250	70/350	100/500
>50%	>2:1	20/125	30/175	50/250

STANDARD SILT FENCE (SF) IS FABRIC ROLLS STAPLED TO WOODEN STAKES DRIVEN 16" IN THE GROUND.

REINFORCED SILT FENCE (RSF) IS FABRIC PLACED AGAINST WELDED WIRE FABRIC WITH ANCHORED STEEL POSTS DRIVEN 16" IN THE GROUND.

SUPER SILT FENCE (SSF) IS FABRIC PLACED AGAINST CHAIN LINK FENCE AS SUPPORT BACKING WITH POSTS DRIVEN 3' IN THE GROUND.

5 SILT FENCE

Scale: NTS

EROSION & SEDIMENT CONTROL NOTES

1. THE FOLLOWING NOTES APPLY TO THE PLAN & PROFILE DRAWINGS FOR THE KM LINE REPLACEMENT PROJECT.
2. REFER TO THE CONSTRUCTION SEQUENCES IN THE SWPPP FOR THE KM LINE REPLACEMENT PROJECT.
3. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL PRACTICES PRIOR TO STARTING WORK AS SHOWN ON THE PLANS AND DETAIL SHEETS PER THE 2016 DEC NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL AT THE DIRECTION OF THE OWNER, AS WARRANTED BY SITE CONDITIONS, AND THROUGHOUT ALL PHASES OF CONSTRUCTION, AS OUTLINED BELOW AND DESCRIBED IN THE PROJECT STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
4. THE CONTRACTOR SHALL INSTALL ADDITIONAL EROSION AND SEDIMENT CONTROL PRACTICES, AS SHOWN ON THE DETAIL SHEETS AND PER THE 2016 DEC NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL AT THE DIRECTION OF THE ENVIRONMENTAL INSPECTOR, AS WARRANTED BY SITE CONDITIONS, AND THROUGHOUT THE PROJECT TO AVOID ANY OFF-SITE TRACKING OR RELEASE OF SEDIMENT INTO WATER RESOURCES. ENVIRONMENTAL INSPECTOR SHALL MEET THE SPDES REQUIREMENTS FOR A QUALIFIED INSPECTOR.
5. ALL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED AND OPERATED IN ACCORDANCE WITH THEIR DESIGN. ANY NEED FOR REPAIRS SHALL BE MADE IMMEDIATELY TO ASSURE THE CONTINUED PERFORMANCE OF THEIR INTENDED FUNCTION THROUGHOUT THE CONSTRUCTION PROCESS.
6. CONSTRUCTION ENTRANCES:
   A. WILL BE INSTALLED FOR THE ACCESS ROUTES AT THE PROPOSED RIGHT OF WAY (ROW) ACCESS POINT UNLESS OTHERWISE INDICATED ON THE PLAN AND PROFILE DRAWINGS.
   B. THE CONTRACTOR SHALL INSTALL AND MAINTAIN STABILIZED CONSTRUCTION ENTRANCES TO PREVENT THE TRANSPORT OF SEDIMENT ONTO PUBLIC ROADS.
   C. IF SEDIMENT IS TRANSPORTED ONTO ROADS, IT MUST BE REMOVED FROM THE ROAD SURFACE ON A DAILY BASIS AND DISPOSED OF IN A MANNER THAT PREVENTS CONTAMINATION OF STORMWATER AND SURFACE WATER.
7. INSTALL CONSTRUCTION MATTING AT TEMPORARY CROSSINGS, IF REQUIRED. IF SUITABLE SOIL CONDITIONS EXIST, SUCH THAT NO VISIBLE RUTTING OR ALTERATION OF THE HYDROLOGY OF THE WETLAND WOULD RESULT, THEN CROSSING MAY OCCUR WITHOUT MATTING. SHOULD VISIBLE RUTTING OCCUR, THE AFFECTED ACCESS ROUTE(S) WILL BE UPGRADED TO INCLUDE CONSTRUCTION MATTING.
8. INSTALL SILT FENCE ON THE DOWNSTREAM SIDE OF LAYDOWN AREAS AND PULL SITES AS NECESSARY TO CONTAIN SEDIMENT FROM DISTURBED AREAS.
9. THE CONTRACTOR SHALL LOCATE SOIL AND EXCESS EXCAVATED EARTH STOCK PILES AT A STABILE LOCATION. STOCK PILES SHALL BE STABILIZED PER THE DETAIL.
10. CONSTRUCTION ROUTES IN UPLAND AREAS SHALL BE STABILIZED PER THE 2016 DEC NEW YORK STATE STANDARDS FOR EROSION AND SEDIMENT CONTROL, AS NECESSARY BASED ON SITE CONDITIONS.
11. DUST FROM ACCESS ROUTES, STOCK PILES, AND OTHER ON-SITE SOURCES SHALL BE CONTROLLED THROUGH THE USE OF WATERING, MULCH, AND ETC. PER THE 2016 DEC NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
12. FOR INSTALLED SEDIMENT CONTAINMENT/CONTROL PRACTICES, REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS WHEN THE ACCUMULATION HAS REACHED A DEPTH OF 50% OF THE HEIGHT AND/OR VOLUME OF THE PRACTICE'S CAPACITY, OR MORE FREQUENTLY AS REQUIRED BY THE DETAILS.
13. SOLID WASTE SHALL BE STORED IN COVERED DUMPSTERS OR OTHER APPROPRIATE CONTAINERS. WASTE IS TO BE DISPOSED OF REGULARLY AND PROPERLY IN ACCORDANCE WITH LOCAL, STATE, AND/OR FEDERAL REGULATIONS.
14. A CONCRETE TRUCK WASHOUT SHALL BE INSTALLED AT EACH LOCATION NECESSARY BASED ON DISTRIBUTION OF WORK. THE WASHOUT SHALL BE DESIGNED, INSTALLED, AND MAINTAINED PER THE 2016 DEC NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
15. AFTER CONSTRUCTION IS COMPLETE AT THE ELECTRICAL TRANSMISSION STRUCTURE(S), THE CONTRACTOR SHALL ROUGH GRADE, APPLY TOPSOIL, FINE GRADE, SEED, AND MULCH ALL DISTURBED AREAS PLANNED FOR VEGETATIVE COVER AS NEEDED.
16. DISTURBED AREAS THAT REQUIRE TEMPORARY STABILIZATION SHALL BE STABILIZED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS FOR TEMPORARY CRITICAL AREA PLANTINGS OF THE 2016 DEC NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
17. LAYDOWN AREAS, PULL SITES AND TEMPORARY ACCESS ROUTES MAY BE IMPROVED AS NECESSARY TO ALLOW CONSTRUCTION ACCESS. ANY IMPROVEMENTS MUST BE REMOVED AT THE COMPLETION OF CONSTRUCTION AND THE AREA RESTORED TO PRE-CONSTRUCTION CONDITION.
18. AT COMPLETION OF WORK, RESTORE AREAS DAMAGED DURING CONSTRUCTION TO THEIR ORIGINAL CONDITION PRIOR TO CONSTRUCTION TO OWNERS SATISFACTION.
19. ANY DISTURBED AREAS TO BE SEEDED AND MULCHED IN ACCORDANCE WITH PROJECT SWPPP.
20. PLANTING SEASON APRIL 1 - MAY 30 AND AUGUST 15 - OCTOBER 15.
21. ADJUST TOPSOIL PH TO 5.8 TO 7.0
22. RAKE AND SCARIFY TOPSOIL UNTIL SURFACE IS SMOOTH, FRIABLE AND UNIFORMLY FINE TEXTURED. FLOAT SURFACE TO LEVEL MINOR HUMPS AND DEPRESSIONS.
23. CONTRACTOR HAS OPTION TO USE CONVENTIONAL SEEDING METHOD OR HYDROSEEDING METHOD.
24. AREAS THAT ARE TO BE VEGETATED IN ITS FINAL STATE SHALL:
    A. SEED MIXES TO BE USED ARE AS FOLLOWS:
       a. WETLAND AREAS: ERNST FACW MEADOW MIX - ERNMIX - 128, VALLEY GREEN USA CONSERVATION MIX, OR EQUIVALENT
       b. UPLANDS/EROSION CONTROL AREAS: EASTERN NATIVE GRASS MIX - ERNMIX - 123, VALLEY GREEN USA, OR EQUIVALENT
       c. AGRICULTURAL FIELDS WILL BE SEEDED BASED ON GUIDANCE PROVIDED BY THE LAND OWNER AND THE ENVIRONMENTAL INSPECTOR.
    B. MULCH SHALL BE APPLIED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATIONS FOR MULCHING ON PAGE 3.29 OF THE 2015 NYS STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
24. SEEDING RATE:
    A. UPLAND AREA: 30LBS/ACRE
    B. WETLAND MITIGATION AREA: 15LBS/ACRE

REVISIONS		
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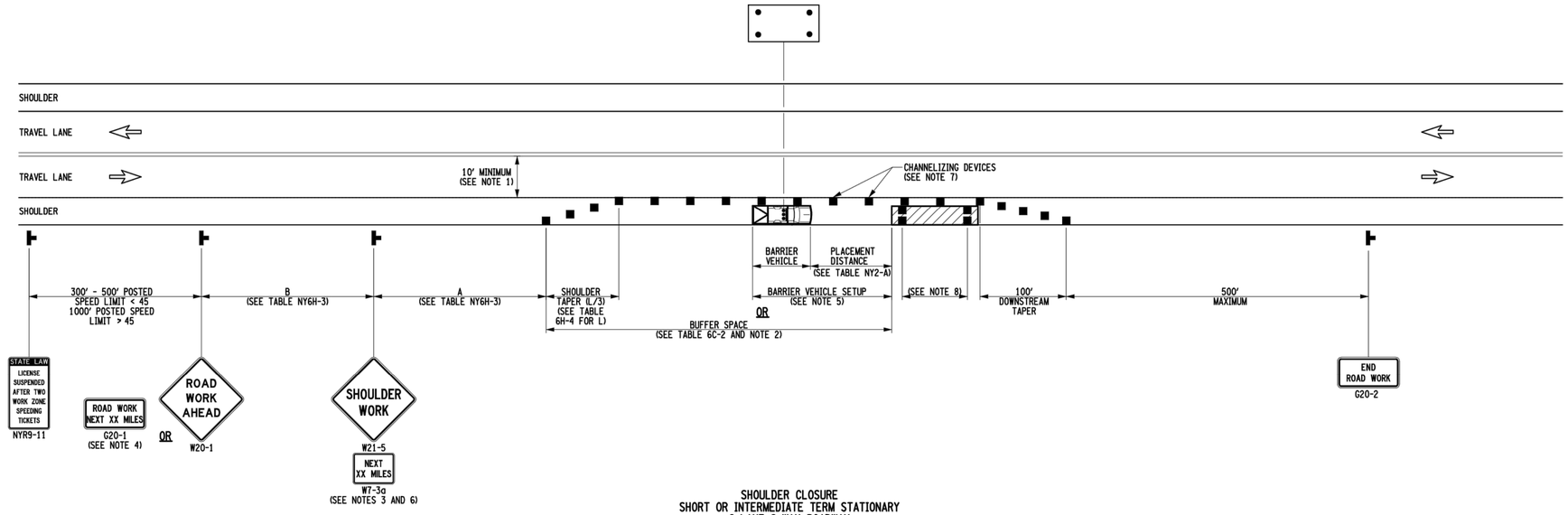


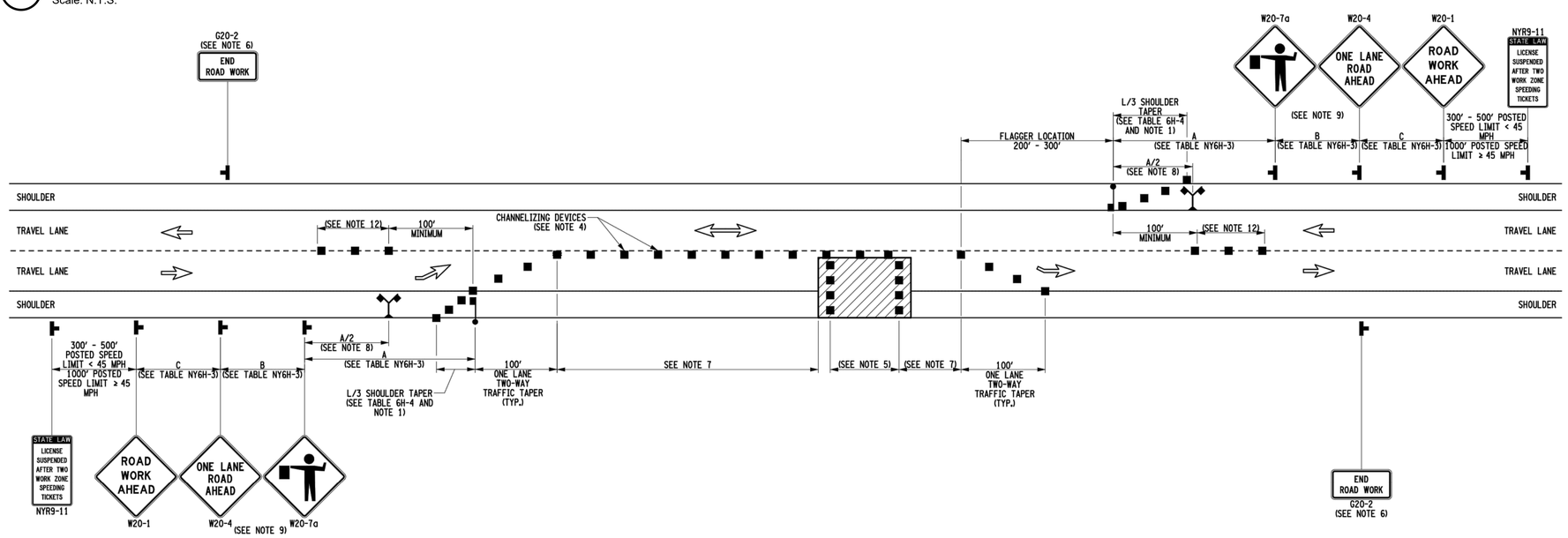
SHOULDER CLOSURE
SHORT OR INTERMEDIATE TERM STATIONARY
2-LANE 2-WAY ROADWAY
(NOT TO SCALE)

1 SHOULDER CLOSURE 2-LANE 2-WAY ROADWAY NYSDOT 619-20

Scale: N.T.S.

NOTES:

1. WHEN THE MINIMUM LANE WIDTH OF 10' CANNOT BE MAINTAINED DUE TO A SHOULDER CLOSURE, USE THE DETAIL FOR SHORT OR INTERMEDIATE TERM STATIONARY FLAGGING OPERATION.
2. NO WORK ACTIVITY OR STORAGE OF EQUIPMENT, VEHICLES, OR MATERIAL SHOULD OCCUR WITHIN A BUFFER SPACE.
3. WHEN THE DISTANCE BETWEEN THE ADVANCE WARNING SIGNS AND WORK IS 2 MILES TO 5 MILES, A SUPPLEMENTAL DISTANCE PLAQUE (W7-3a) SHOULD BE USED WITH THE SHOULDER WORK SIGN (W21-5).
4. THE ROAD WORK NEXT XX MILES SIGN (G20-1) MAY BE USED INSTEAD OF THE ROAD WORK AHEAD SIGN (W20-1) IF WORK LOCATIONS OCCUR OVER A DISTANCE OF MORE THAN 2 MILES.
5. FOR BARRIER VEHICLE USE REQUIREMENTS SEE TABLES NY1-A AND NY2-A ON THE STANDARD SHEET TITLED "WORK ZONE TRAFFIC CONTROL LEGENDS AND NOTES".
6. IN THOSE SITUATIONS WHERE MULTIPLE WORK LOCATIONS EXIST WITHIN A LIMITED DISTANCE MAKE IT PRACTICAL TO PLACE STATIONARY SIGNS, THE DISTANCE BETWEEN THE ADVANCE WARNING SIGN AND WORK SHALL NOT EXCEED 5 MILES.
7. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
8. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.



FLAGGING OPERATION
SHORT OR INTERMEDIATE TERM STATIONARY
LANE CLOSURE ON 2-LANE 2-WAY ROADWAY
(NOT TO SCALE)

NOTES:

1. WHEN PAVED SHOULDERS HAVING A WIDTH OF 8' OR MORE ARE CLOSED, CHANNELIZING DEVICES SHALL BE USED TO CLOSE THE SHOULDER IN ADVANCE TO DELINEATE THE BEGINNING OF THE WORK AREA AND DIRECT VEHICULAR TRAFFIC TO REMAIN IN THE TRAVEL WAY.
2. WHEN A SIDE ROAD OR DRIVEWAY INTERSECTS THE ROADWAY WITHIN A WORK ZONE TRAFFIC CONTROL AREA, ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES AND/OR FLAGGERS SHALL BE PLACED AS NEEDED. ADDITIONAL FLAGGERS SHALL BE LOCATED AT ALL INTERSECTIONS AND COMMERCIAL DRIVEWAYS LOCATED WITHIN OR NEAR THE ACTIVE WORK SPACE.
3. NO WORK ACTIVITY, EQUIPMENT, OR STORAGE OF VEHICLES, OR MATERIAL SHALL OCCUR WITHIN THE BUFFER SPACE AT ANY TIME.
4. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL NOT EXCEED 40' IN THE ACTIVE WORK SPACE.
5. TRANSVERSE DEVICES SHALL BE REQUIRED (AS PER 619 STANDARD SPECIFICATIONS) WHEN A PAVED SHOULDER HAVING A WIDTH OF 8' OR GREATER IS CLOSED FOR A DISTANCE GREATER THAN 1500'.
6. THE END ROAD WORK SIGN (G20-2) SHALL BE PLACED A MAXIMUM OF 500' PAST THE END OF THE WORK SPACE.
7. WHERE DIRECTED BY THE ENGINEER, A BUFFER SPACE SHALL BE PROVIDED IN ORDER TO LOCATE THE ONE-LANE, TWO-WAY TRAFFIC TAPER PRIOR TO ANY HORIZONTAL OR VERTICAL CURVE, IN ORDER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGERS AND/OR A QUEUE OF STOPPED VEHICLES.
8. THE FLAG TREE SHALL BE LOCATED ON THE SHOULDER, AT APPROXIMATELY ½ THE DISTANCE BETWEEN THE FLAGGER SIGN (W20-7a) AND THE FLAGGER.
9. FLAGGER SIGN (W20-7a) AND ONE LANE ROAD AHEAD SIGN (W20-4) SHALL BE REMOVED, COVERED OR TURNED AWAY FROM ROAD USERS WHEN FLAGGING OPERATIONS ARE NOT OCCURRING.
10. FLAGGER AND FLAG TREE SHALL BE ILLUMINATED TO LEVEL II ILLUMINATION DURING NIGHT TIME OPERATIONS.
11. ALL FLAGGERS SHALL USE 24" (MIN.) OCTAGON SHAPED STOP/SLOW PADDLES HAVING 6' STAFF.
12. CENTERLINE CHANNELIZING DEVICES ARE OPTIONAL AND MAY BE ELIMINATED WHERE SPACE CONSTRAINTS EXIST.

2 FLAGGING OPERATION 2-LANE 2-WAY ROADWAY NYSDOT 619-60

Scale: N.T.S.

STATE OF NEW YORK · THOMAS F. J. BUSSONE · 068323 · LICENSED PROFESSIONAL ENGINEER

REVISIONS	CENTRAL HUDSON GAS & ELEC.CORP.		SCALE: AS NOTED
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