

PERMIT DESIGN SUBMITTAL  
**HANCOCK WIND PROJECT**

T22 MD & T16 MD, HANCOCK COUNTY, MAINE

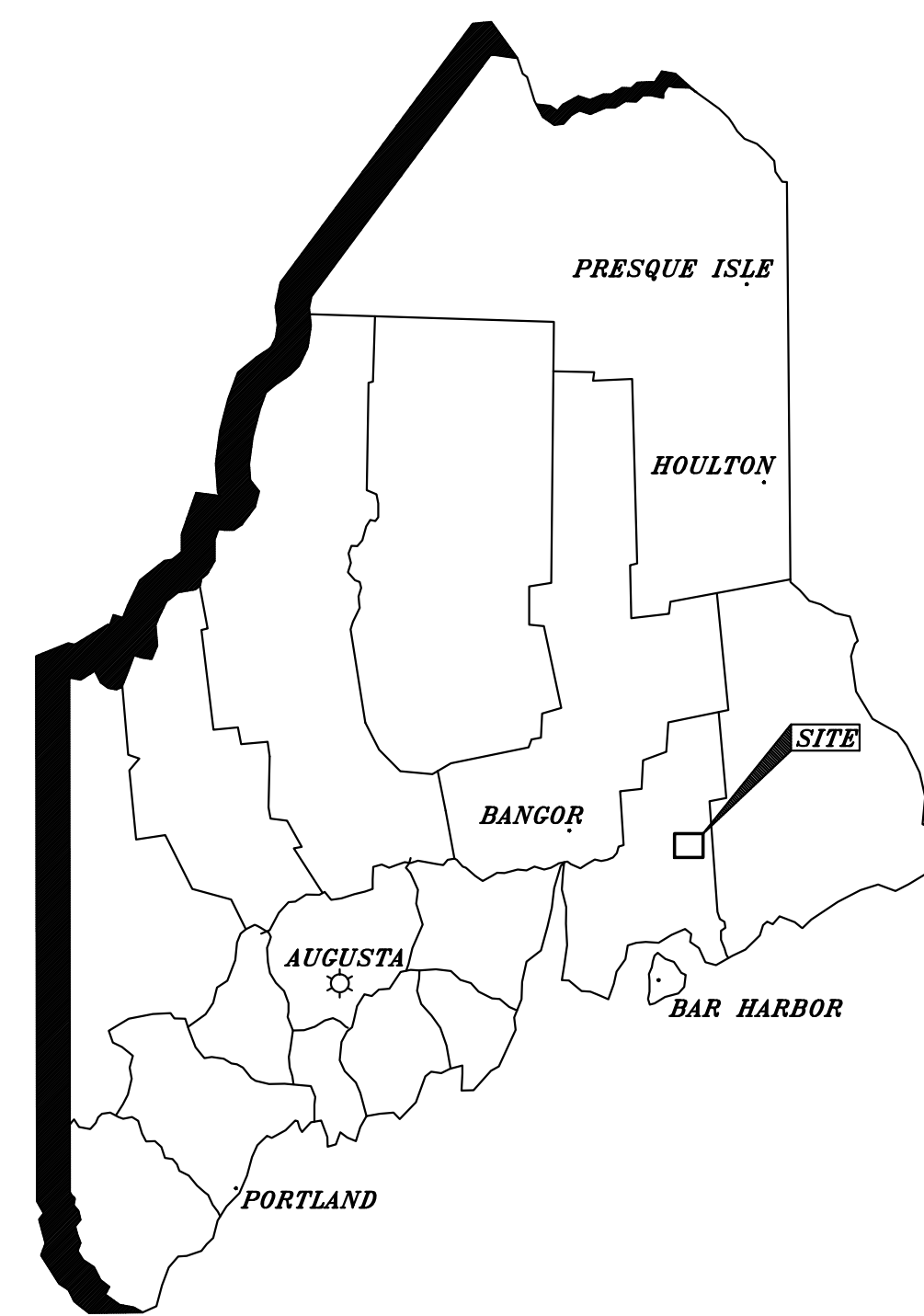
PREPARED FOR HANCOCK WIND, LLC

83429E

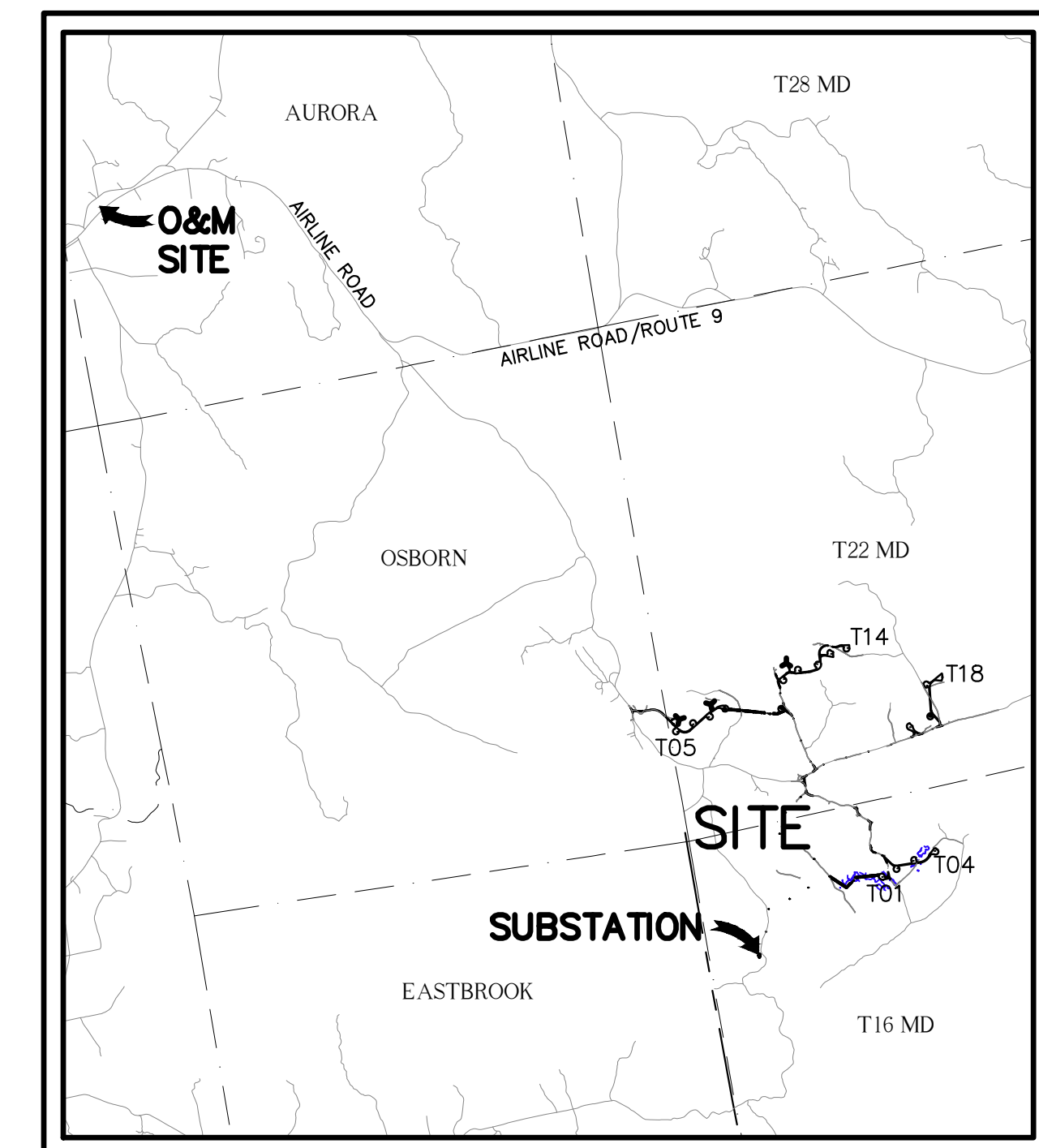
JANUARY 3, 2013

**SHEET INDEX**

<u>SHEET NO.</u>	<u>DESCRIPTION</u>
	COVER
1	SITE INDEX
4-6	DETAILS
7	MET TOWER SITE PLANS
8	O&M SITE PLAN
9	SUBSTATION ACCESS ROAD
10-12	SPECTACLE POND RIDGE CRANE PATH PLAN & PROFILE
20-21	SCHOPPE RIDGE NORTH ACCESS ROAD PLAN & PROFILE
22-25	SCHOPPE RIDGE NORTH CRANE PATH PLAN & PROFILE
30	SCHOPPE RIDGE SOUTH T15 STUB CRANE PATH PLAN & PROFILE
31-32	SCHOPPE RIDGE SOUTH CRANE PATH PLAN & PROFILE
40-43	BULL HILL ACCESS ROAD PLAN & PROFILE
44-45	BULL HILL CRANE PATH PLAN & PROFILE
50-51	SPECTACLE POND RIDGE STORMWATER
60-63	SCHOPPE RIDGE NORTH STORMWATER
70-71	SCHOPPE RIDGE SOUTH STORMWATER
80-82	BULL HILL STORMWATER
90	O&M SITE PRE AND POST DEVELOPMENT WATERSHED PLAN



LOCUS MAP

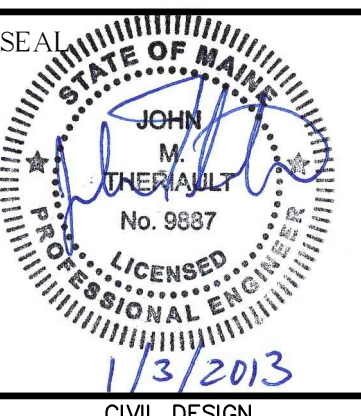


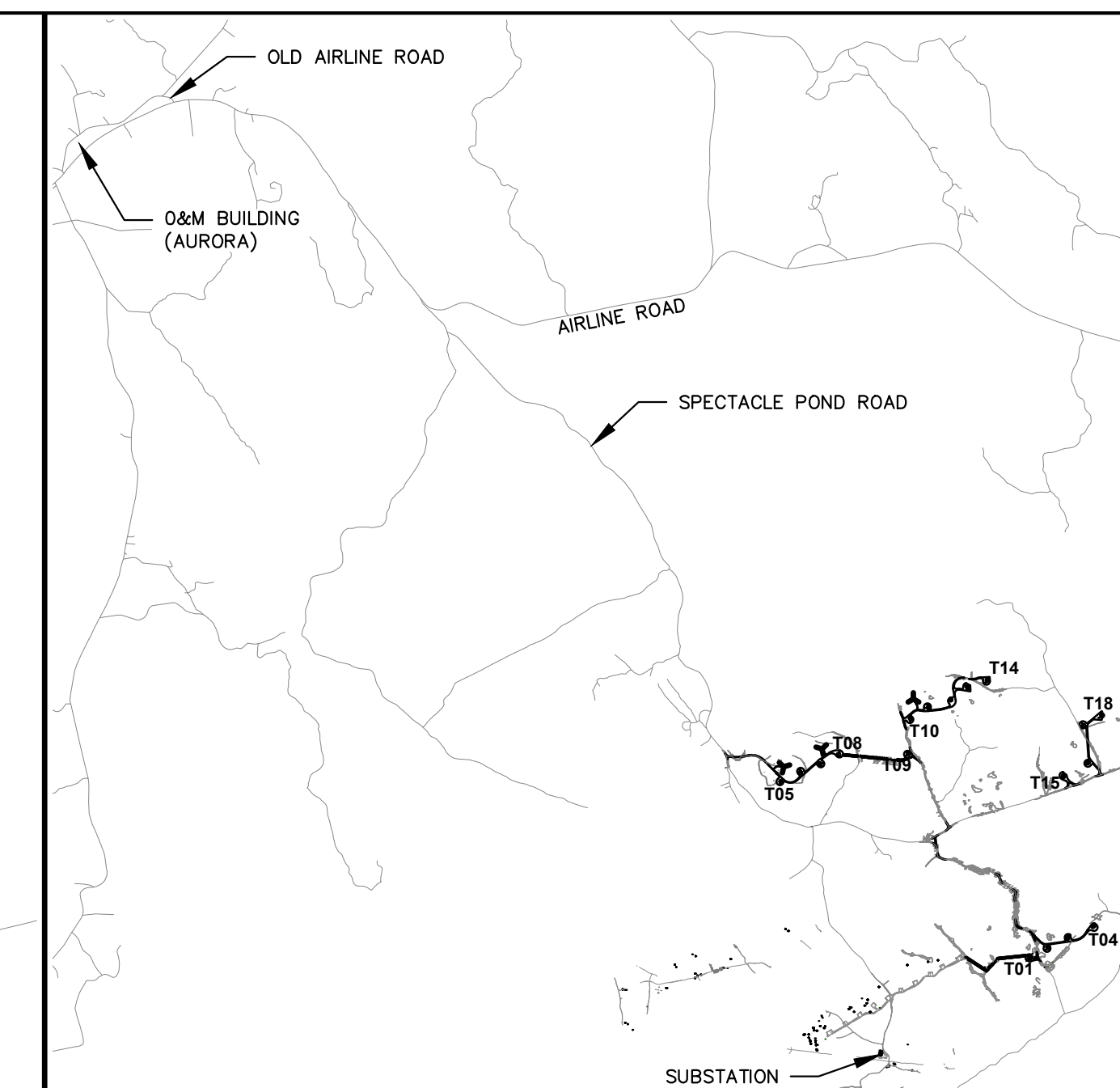
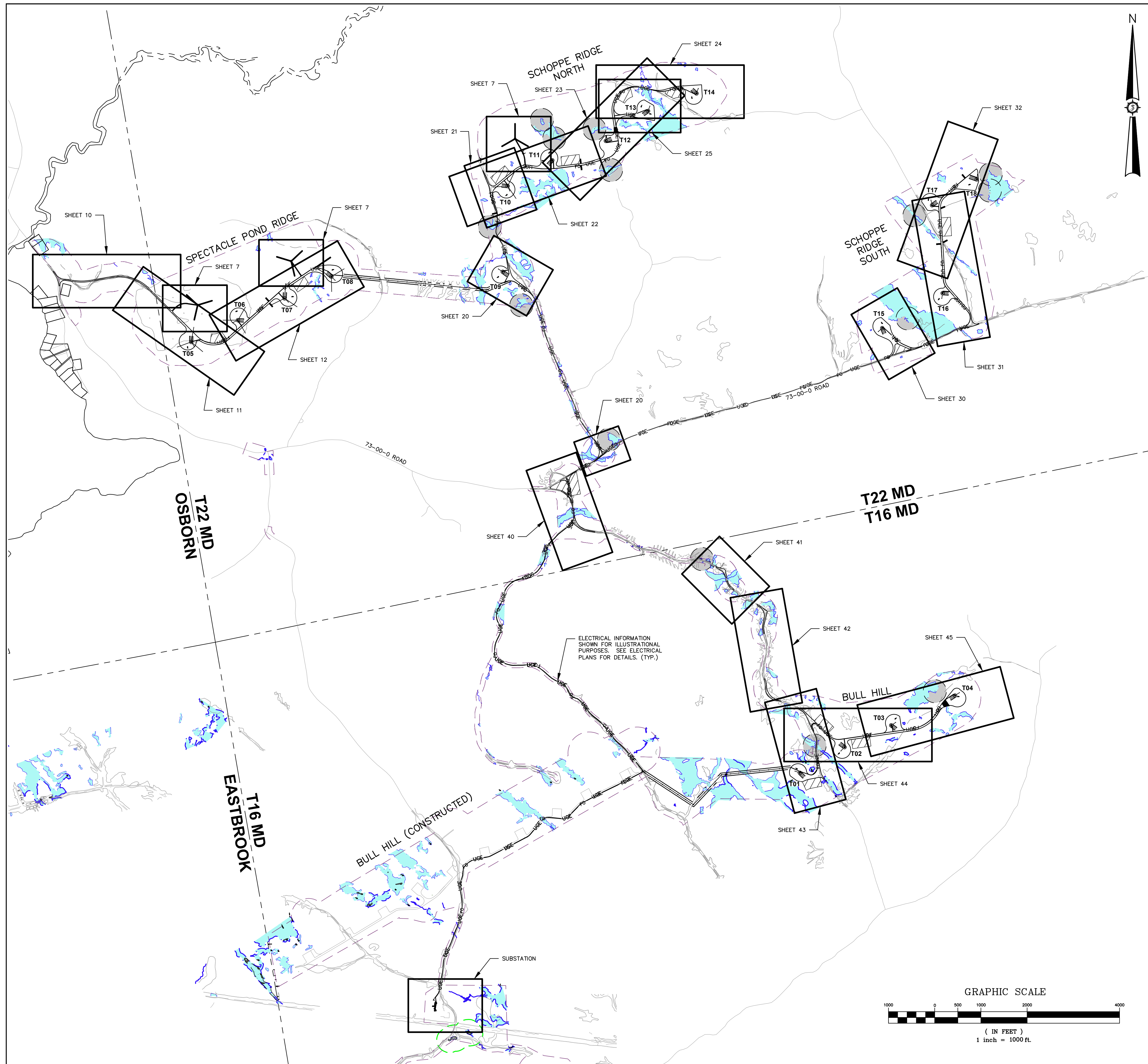
VICINITY MAP

DESIGN TEAM:



PRELIMINARY FOR AGENCY REVIEW

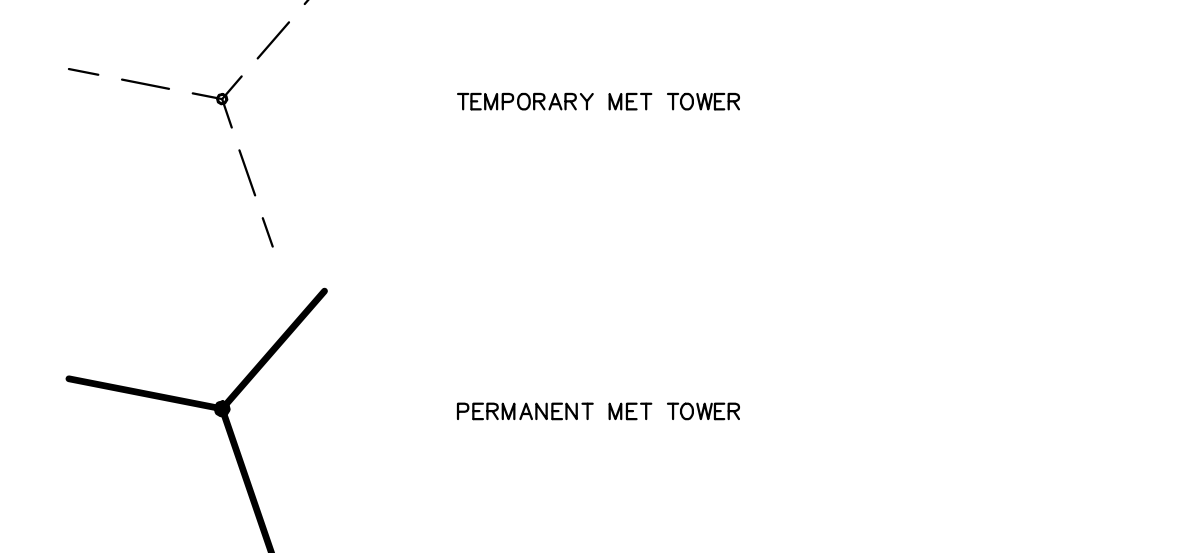




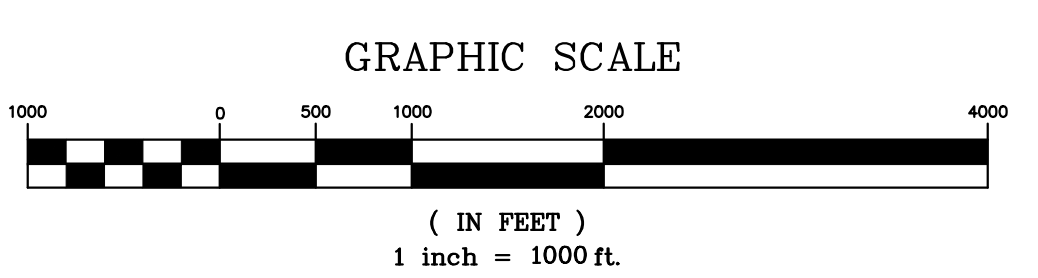
**SITE PLAN NOTES:**

- TOPOGRAPHY FOR THIS PROJECT WAS DEVELOPED FROM AERIAL MAPPING PROVIDED BY AERIAL SURVEY & PHOTO OF NORRIDGEWOOD, MAINE WITH VERTICAL DATUM N.A.D. 1988 AND HORIZONTAL DATUM OF UTM ZONE 19, N.A.D. 83 (FEET). GROUND CONTROL WAS COMPLETED BY PLISGA & DAY OF BANGOR, MAINE.
- NATURAL RESOURCE MAPPING WAS PROVIDED BY STANTEC.
- SEE ELECTRICAL PLANS FOR BOTH OVERHEAD AND UNDERGROUND ELECTRIC DETAILS.
- SEWALL ACCEPTS NO RESPONSIBILITY AS TO THE ACCURACY OF THE AFOREMENTIONED INFORMATION.

PROPOSED	LINE LEGEND	EXISTING
---	PROPERTY LINE	---
---	CENTERLINE	---
---	STREAM	---
---	EDGE OF PAVEMENT	---
---	EDGE OF GRAVEL	---
---	BUILDING	---
---	CONTOUR	---
X 126.3	SPOT GRADE	X 126.3
---	CHAIN LINK FENCE	---
---	TREELINE	---
o	UTILITY POLE	o
OHE	OVERHEAD ELECTRIC	OHE
UGE	UNDERGROUND ELECTRIC	UGE
FO	FIBER OPTIC CABLE	FO
---	STORM DRAIN	SD
UD	FOUNDATION DRAIN	UD
BMB	BARK MULCH BERM/SILT FENCE	BMB
---	EDGE OF WETLANDS	---
---	EDGE OF DELINEATION	---
---	FOUNDATION DRAIN OUTLET	---



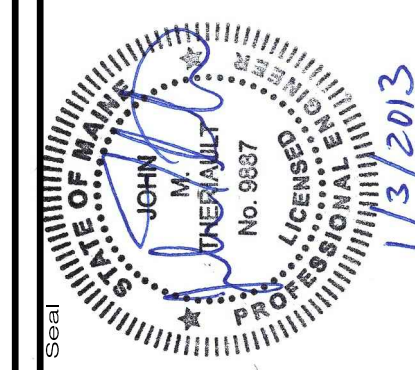
HATCH LEGEND	
[Hatch Pattern]	CRANE PAD
[Hatch Pattern]	WETLAND
[Hatch Pattern]	LAYDOWN AREA
[Hatch Pattern]	FUTURE LOGGING ACCESS AREAS
[Hatch Pattern]	250' SETBACK FOR POTENTIAL VERNAL POOL
[Hatch Pattern]	ROCK SANDWICH



Drawn By	Checked By
JCH	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME 04103  
**T22 MD & T16 MD, MAINE**

Project Location: T22 MD & T16 MD, MAINE  
 Scale: AS NOTED  
 Date: 01/03/2013  
 Approved: JMT  
 Checked: BCH



**83429E**

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PHASE  
**PERMIT**

Sheet No.  
**1**

PRELIMINARY NOT FOR CONSTRUCTION

**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: BEST MANAGEMENT PRACTICES," BY MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, MARCH 2003.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES, INCLUDING MATERIALS, CONSTRUCTION, MAINTENANCE AND REMOVAL.
- 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 EPSC MEASURE BY THE CONTRACTOR.
- CLEARING WILL BE PERMITTED BEYOND CLEARING LIMITS SHOWN ON THIS DESIGN TO PROVIDE APPROPRIATE COMPONENT DELIVERY TRUCK CLEARANCES, WHILE CLEARING FOR TRANSPORT, CONTRACTOR SHALL MINIMIZE DISTURBANCE OUTSIDE FLAGGED CLEARING LIMITS TO SMALLEST EXTENT PRACTICABLE AND SHALL AVOID PROTECTED NATURAL RESOURCES.
- ADDITIONAL CLEARING ADJACENT TO PROPOSED DEVELOPMENT MAY BE REQUIRED IN LOCATIONS WHERE NEW GROWTH HAS ESTABLISHED SINCE PROJECT MAPPING WAS COMPLETED.
- 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 ROAD SHOULDERS, TURBINE CLEARINGS AND LAY DOWN AREAS.
- MULTIPLE LAYERS OF SEDIMENTATION PROTECTION SHALL BE INSTALLED AROUND TOPSOIL STOCKPILES TO PROTECT DOWN STREAM RESOURCES.

**CONSTRUCTION OF ACCESS ROADS, CRANE PATHS, & LAY DOWN/STAGING AREAS**

- MINOR GRADING CHANGES INCLUDING VERTICAL AND HORIZONTAL ADJUSTMENTS MAY BE NECESSARY, DEPENDING ON FIELD CONDITIONS. CONTRACTOR MAY COMPLETE 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 CONTRACTIBILITY OF PROJECT IN GENERAL. CONTRACTOR SHALL RECORD ALL MODIFICATIONS FOR INCLUSION IN PROJECT AS-BUILT DRAWINGS.
- 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).

**CONSTRUCTION OF RIDGELINE 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 MANAGEMENT DESIGN.
- 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 MAYBE NEEDED DEPENDENT ON FIELD CONDITIONS.
- CRANE PADS TO REMAIN IN PLACE FOR FUTURE MAINTENANCE & OPERATION.
- 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 PLANS.
- LAYDOWN AREAS SHALL BE ALLOWED TO REVEGETATE WITHIN ONE YEAR. CONTRACTOR SHALL REGRADE AS NECESSARY TO AVOID CONCENTRATED FLOWS.

**TURBINE 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.
- FOUNDATION DRAIN MAY BE PROVIDED 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.
- 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 NECESSARY.
  - 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 AREAS.
- 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.
- 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.
- 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.
- WINTER CONSTRUCTION SHALL BE IN ACCORDANCE WITH REGULATORY PERMIT. PERMIT REQUIREMENTS SHALL SUPERCEDE ANY DISCREPANCY IN ABOVE LISTED NOTES.

**NOTES:**

**TEMPORARY SEEDING NOTES**

- 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 EXCEPT SEED MIXTURE SHALL BE ANNUAL RYEGRASS.

**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:**

- 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.
- 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 "DIRTBOGS" 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 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 OUTLETS SHALL HAVE STAINLESS STEEL RODENT SCREENS.
- IN LOCATIONS WHERE OUTLET REQUIRES THE PLACEMENT OUTSIDE THE DEPICTED CLEARING LIMITS CONTRACTOR SHALL MINIMIZE DISTURBANCE TO SMALLEST EXTENT PRACTICABLE AND SHALL AVOID PROTECTED NATURAL RESOURCES.

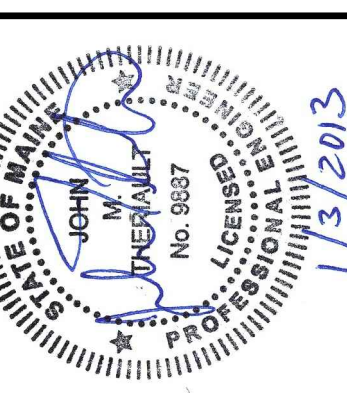
Culvert Calcs		
Spectacle Pond Ridge		
CL Station	Drainage Area	Culvert Diameter (in)
106+50	0.96	12
108+00 south	3.29	15
111+00 right	1.17	12
111+00 left	0.09	12
115+50	0.34	12
116+25 right	0.23	12
116+50 right	0.23	12
121+11	6.62	18
125+45	1.69	12
129+06	0.81	12
133+10	0.4	12
140+16	1.41	12
145+49	1.08	12
149+85	2.92	12
171+50 left	0.23	12
173+93	1.25	12
Schoppe Ridge North		
CL Station	Drainage Area	Culvert Diameter (in)
456+10	1.41	12
372+28	1.92	12
3020+03	0.41	12
3021+00 left	0.8	12
3034+00	0.85	12
3036+50	0.3	12
3052+36	0.32	12
3057+50 left	0.3	12
3058+57	4.35	15
3062+75 right	1.64	12
3068+18	5.5	15
Schoppe Ridge South		
CL Station	Drainage Area	Culvert Diameter (in)
5005+50	13.9	24
5007+20	13.4	24
5009+50 right	13.4	24
5010+46	1.24	12
5014+00	3.32	15
5017+39	1.14	12
5020+03	0.93	12
Schoppe Ridge South T15 STUB		
CL Station	Drainage Area	Culvert Diameter (in)
535+56	15.34	30
536+14	15.24	30
566+50	18.56	30
Bull Hill Access Rd		
CL Station	Drainage Area	Culvert Diameter (in)
792+50 left	2.48	12
806+50 left	0.87	12
905+00 north	2.02	12
906+72	2.41	12
Bull Hill Crane Path		
CL Station	Drainage Area	Culvert Diameter (in)
7008+10	0.75	12
7012+50	1.71	12
7016+63	0.43	12
O&M Building		
CL Station	Drainage Area	Flow (C)
O&M	0.2	0.2

Level Spreader Calcs		
Spectacle Pond Ridge Access Rd		
CL Station	Flow (Q)	Construct Level Spreader (ft)
106+50	0.96	10
108+00 south	3.29	14
115+50	0.34	10
125+45	1.69	10
129+06	0.81	10
0	0.00	0
0	0.00	0
0	0.00	0
Schoppe Ridge North		
CL Station	Flow (Q)	Construct Level Spreader (ft)
T09 north	0.44	10
T12 north	5.13	21
3061+77 left	0.48	10
3061+77 right	1.64	10
3068+18	5.50	22
T14 east	0.56	10
Bull Hill Access Rd		
CL Station	Flow (Q)	Construct Level Spreader (ft)
906+72	2.41	10
T01 south	1.92	10
O&M Building		
CL Station	Flow (Q)	Construct Level Spreader (ft)
O&M	0.20	5

BL Calcs			
Spec Pond (T22 MD)			
BMP Type & #	Roadway Align. or Turbine Site	Berm Length (ft)	Buffer Length (ft)
BL2	Spec Pond	29	75
BL3	Spec Pond	35	100
BL4	Spec Pond	31	100
BL8	Spec Pond	34	100
BL9	Spec Pond	48	150
BL10	Schoppe Ridge N	38	100
BL11	Schoppe Ridge N	63	150
BL12	Schoppe Ridge N	36	100
BL13	Schoppe Ridge N	23	100
BL14	Schoppe Ridge N	41	100
BL15	Schoppe Ridge N	42	100
BL16	Schoppe Ridge N	64	100
BL17	T13 STUB	10	75
BL18	T13 STUB	34	75
BL33	MET 5-6	19	75
BL35	Spec Pond	56	150
BL36	MET 7-8	14	75
BL37	Schoppe Ridge N	47	150
BL38	MET 10-11	21	75
BL39	Schoppe Ridge N	45	100
Narraguagus River			
BMP Type & #	Roadway Align. or Turbine Site	Berm Length (ft)	Buffer Length (ft)
BL5	Spec Ridge	41	150
BL6	Spec Ridge	19	75
BL7	Spec Ridge	9	75
BL19	T15 STUB A	31	150
BL20	Schoppe Ridge S	22	100
BL21	Schoppe Ridge S	28	100
BL22	Schoppe Ridge S	20	75
BL23	Schoppe Ridge S	26	100
BL24	Schoppe Ridge S	20	150
BL25	T18	68	150
BL26	Schoppe Ridge S	28	150
BL27	BH	67	150
BL28	BH	45	100
BL29	BH	44	150
BL30	BH	9	75
BL31	BH	35	100
BL32	BH	34	100
BL34	Spec Ridge	24	75
BL40	Schoppe Ridge S	32	100
BL41	T15 STUB A	53	150
BL42	Schoppe Ridge S	19	75
BL43	T09 crane	43	150
Spec Pond (Osborn)			
BMP Type & #	Roadway Align. or Turbine Site	Berm Length (ft)	Buffer Length (ft)
BL1	Spec Ridge	25	75

Drawn By	JCH
Designated By	JCH/JMT
Date	01/03/2013
Scale	NTS
Checked	JMT
Approved	JMT
Project Location	PORTLAND, ME
Project No.	T22 MD & T16 MD, MAINE

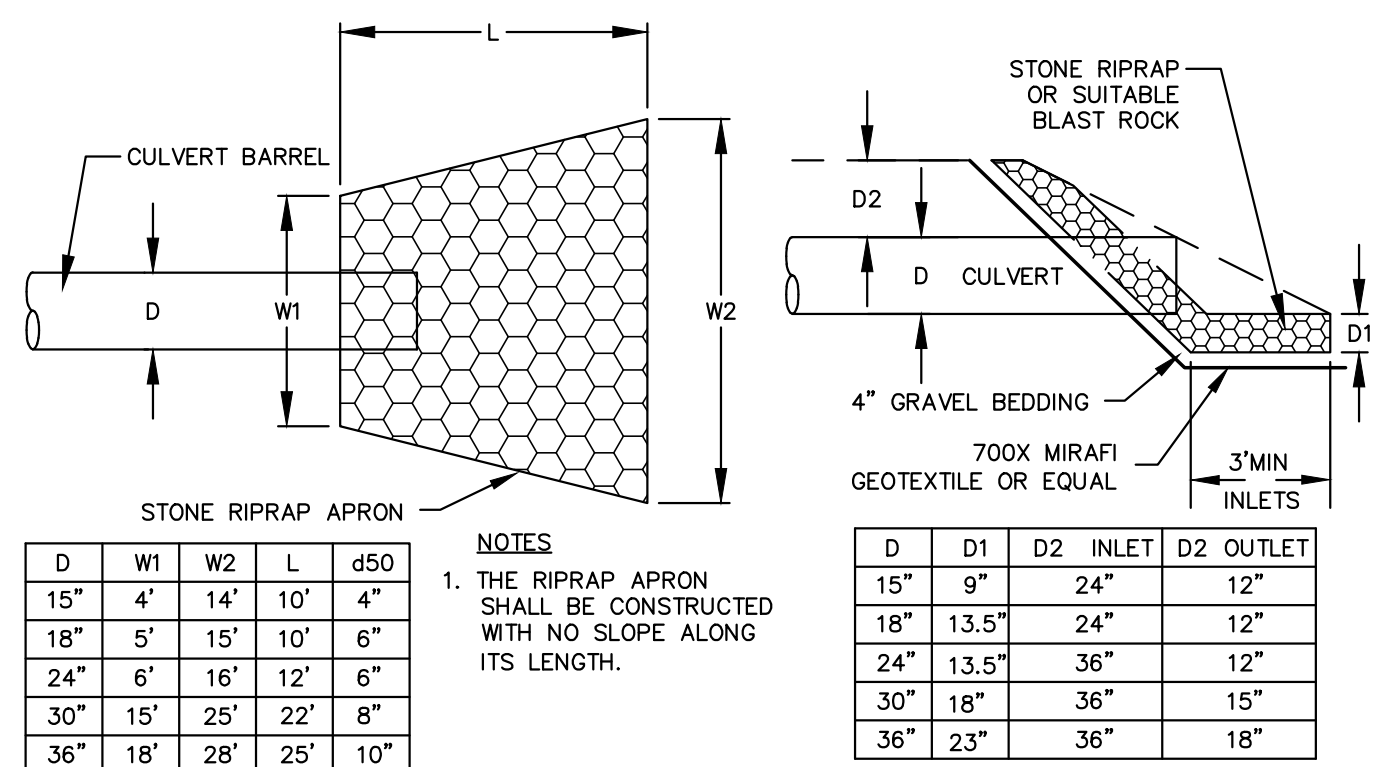
**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME 04102  
 T22 MD & T16 MD, MAINE  
 Drawing Description  
**DETAILS**



**83429E**  
**SEWALL**  
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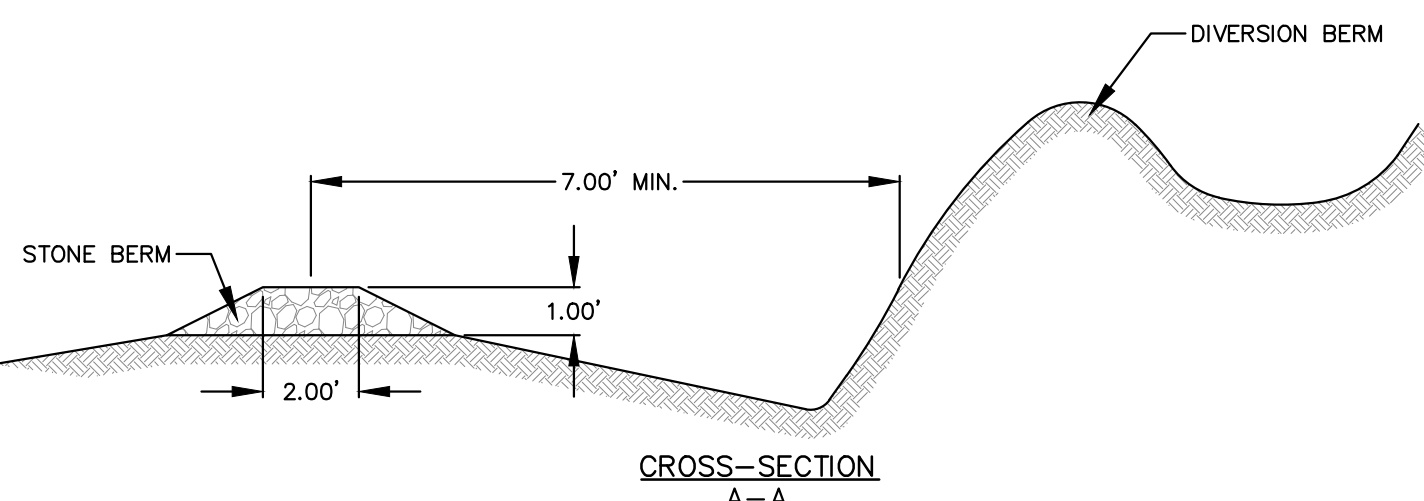
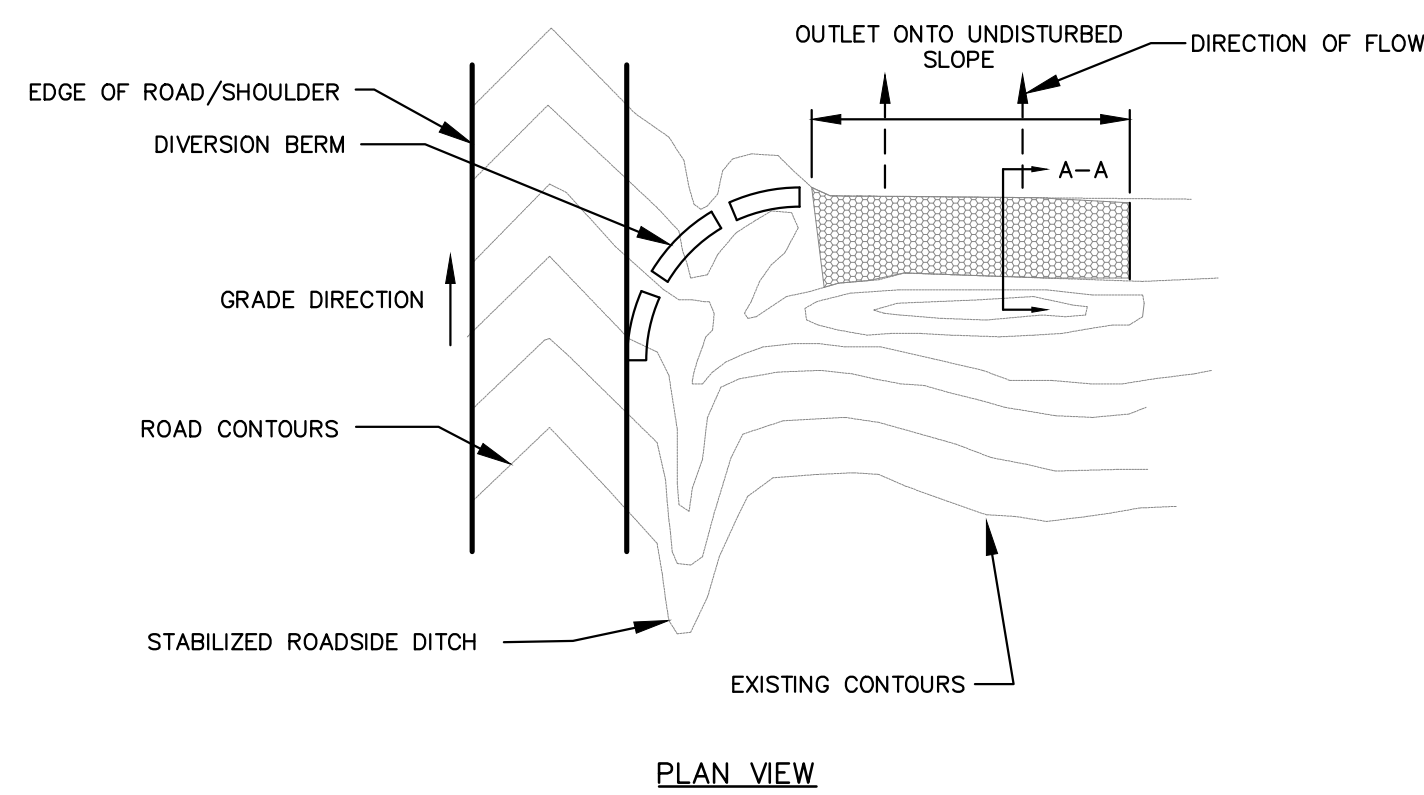
SHEET NO.  
**4**



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

**CULVERT OUTLET DETAIL**  
**PLAN VIEW** NOT TO SCALE

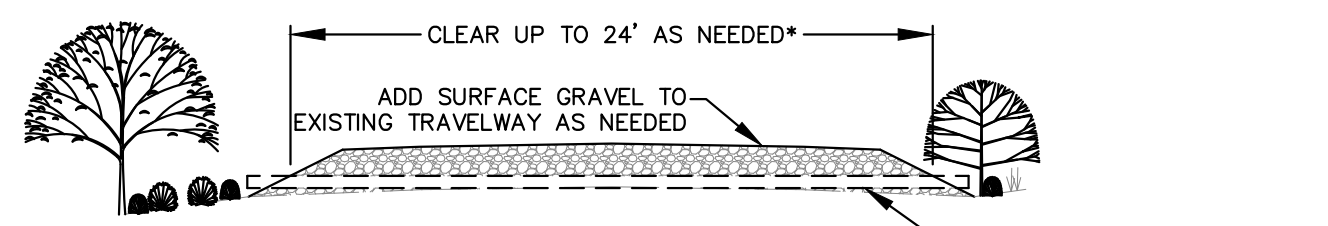
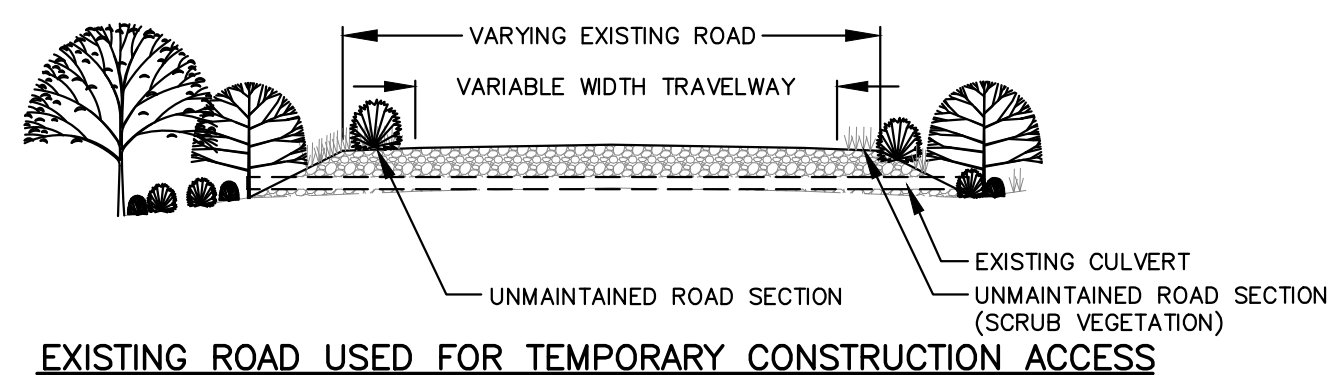
**CULVERT INLET/OUTLET DETAIL**  
**SECTION VIEW** NOT TO SCALE



**DITCH TURNOUT NOTES**

- 1) ALL DITCH TURNOUT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENTATION CONTROL HANDBOOK FOR CONSTRUCTION.
- 2) ALL DITCH TURNOUT SHALL BE CONSTRUCTED IN A CUT SECTION, I.E. THERE SHALL BE NO EARTH FILL ALONG DOWNSTREAM EDGE.
- 3) ALL DITCH TURNOUT SHALL BE ALIGNED PARALLEL TO THE EXISTING CONTOURS.
- 4) THE DITCH TURNOUT SHALL HAVE A LONGITUDINAL GRADE OF 0.0%.
- 5) DITCH TURNOUTS ON THE PLANS ARE SYMBOLIC. LOCATION AND ORIENTATION OF DITCH TURNOUTS SHALL BE FIELD DETERMINED BASED ON ACTUAL SITE CONDITIONS.
- 6) STONE BERM SHALL CONSIST OF DURABLE ROCK THAT WILL NOT DISINTEGRATE BY EXPOSURE TO WEATHER OR WATER.
- 7) ROCK SIZE SHALL BE WELL-GRADED WITH A MEDIAN SIZE OF 3" AND A MAXIMUM SIZE OF 6".

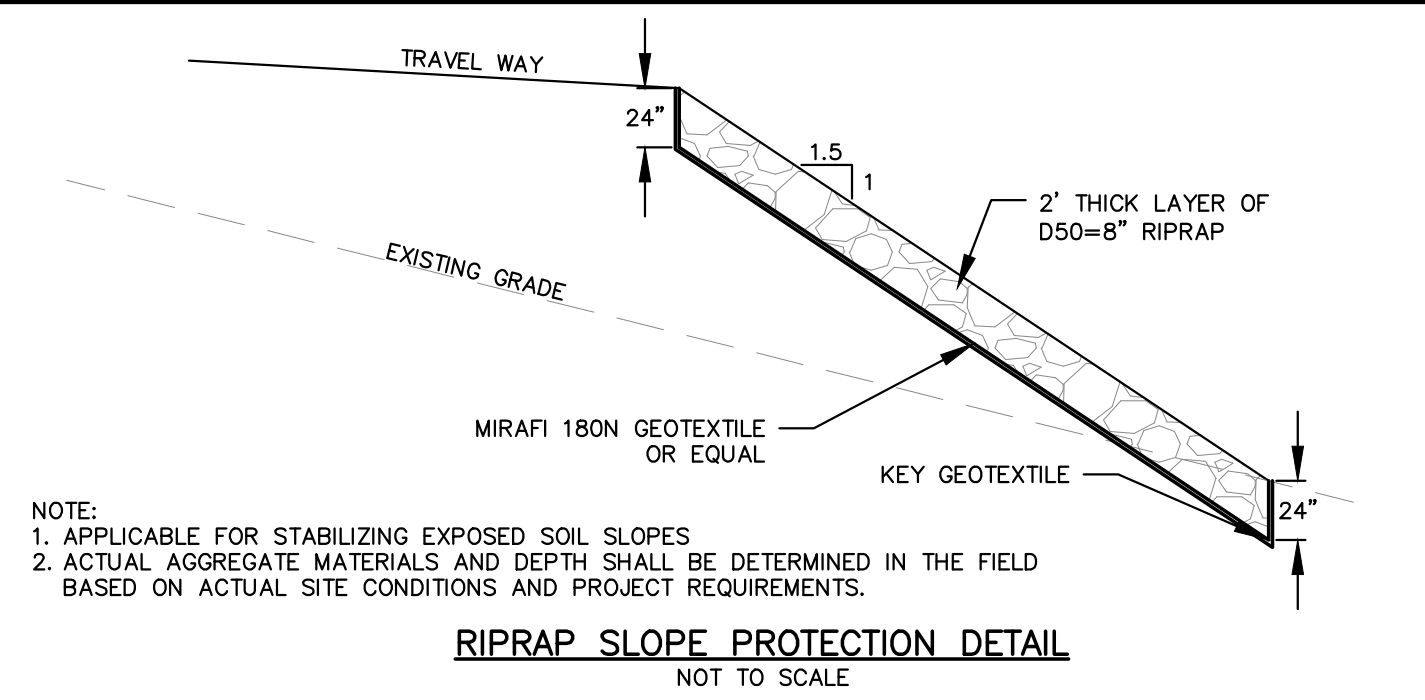
**TYPICAL DITCH TURNOUT** NOT TO SCALE



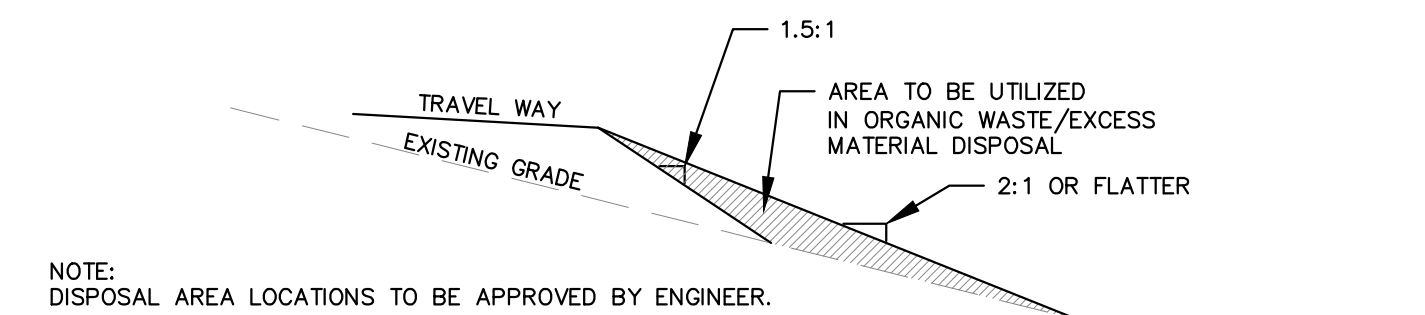
- NOTES:**
1. CONTRACTOR SHALL REMOVE EXISTING VEGETATION WITHIN ROAD FOOTPRINT (INCLUDING DRAINAGE DITCHES)
  2. CONTRACTOR SHALL NOT IMPACT PROTECTED NATURAL RESOURCES UNLESS OTHERWISE PERMITTED.
  3. EXISTING CULVERTS SHALL BE REPLACED IN KIND AS NECESSARY. ADDITIONAL CULVERTS MAY BE INSTALLED AS NECESSARY.
  4. BARK MULCH BERMS OR SILT FENCE OR INLET PROTECTION 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.

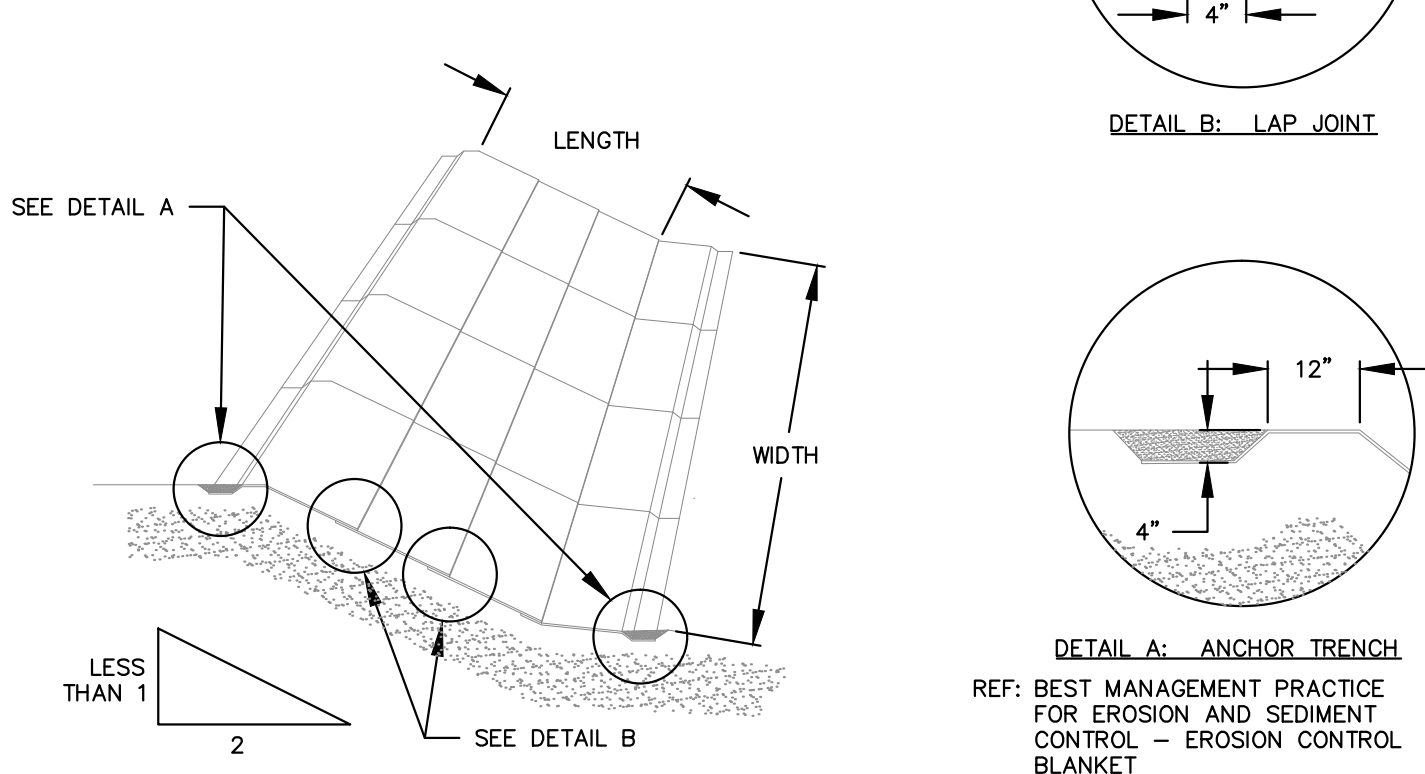
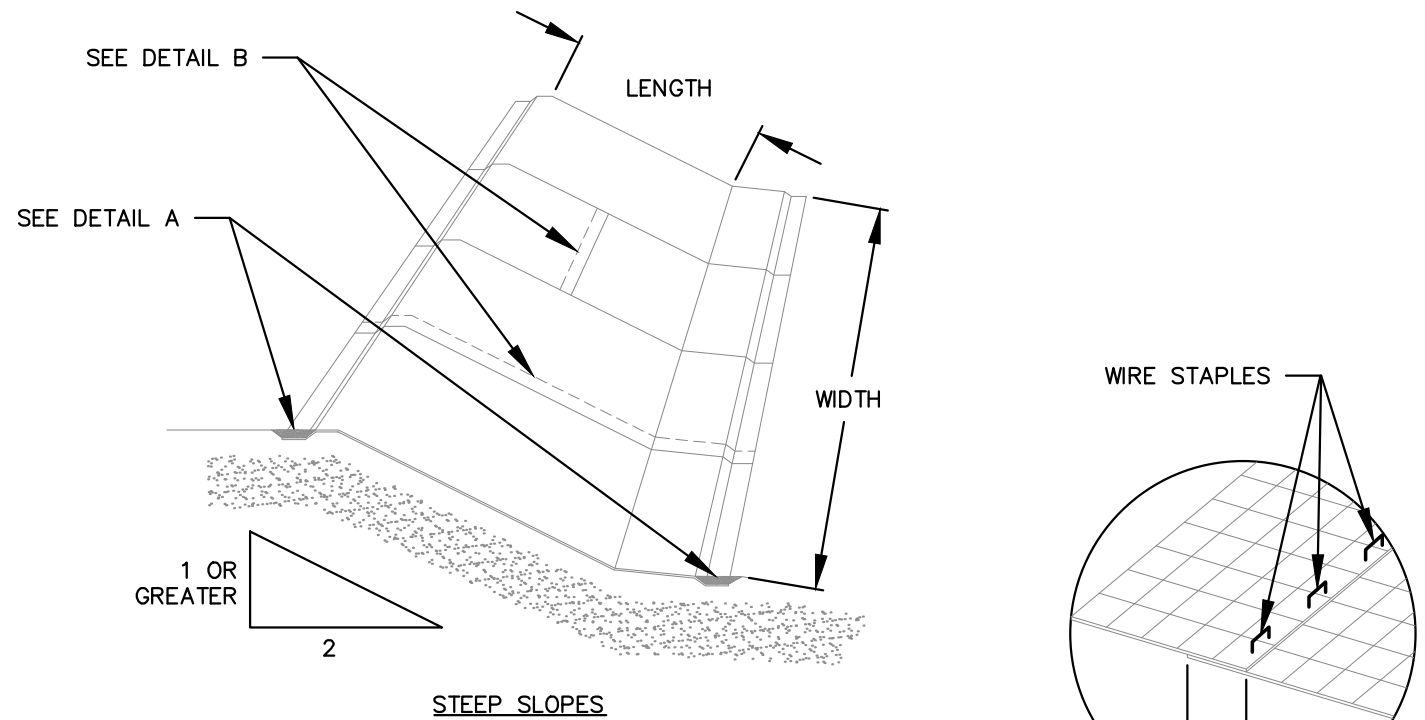
**EXISTING ROAD RECONSTRUCTION** NOT TO SCALE



- NOTE:**
1. APPLICABLE FOR STABILIZING EXPOSED SOIL SLOPES
  2. ACTUAL AGGREGATE MATERIALS AND DEPTH SHALL BE DETERMINED IN THE FIELD BASED ON ACTUAL SITE CONDITIONS AND PROJECT REQUIREMENTS.

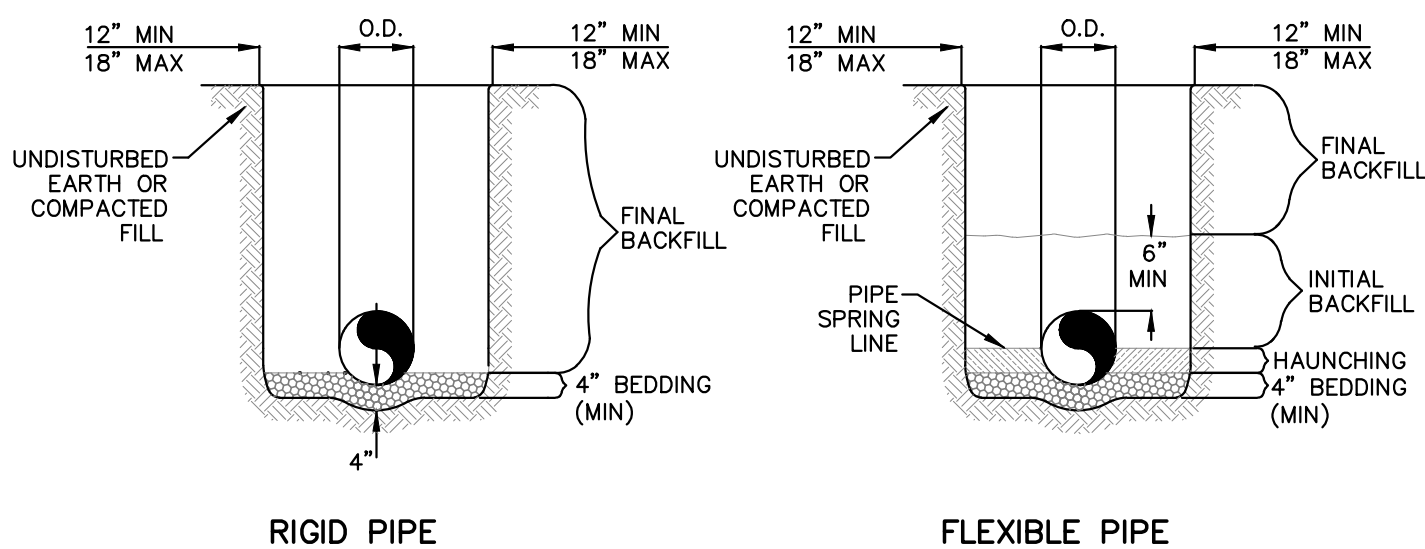


NOTE: DISPOSAL AREA LOCATIONS TO BE APPROVED BY ENGINEER.



NOTE: TO BE USED ON SLOPE NOT STABILIZED W/ BLAST ROCK IN CONSULTATION W/ THIRD PARTY INSPECTOR.

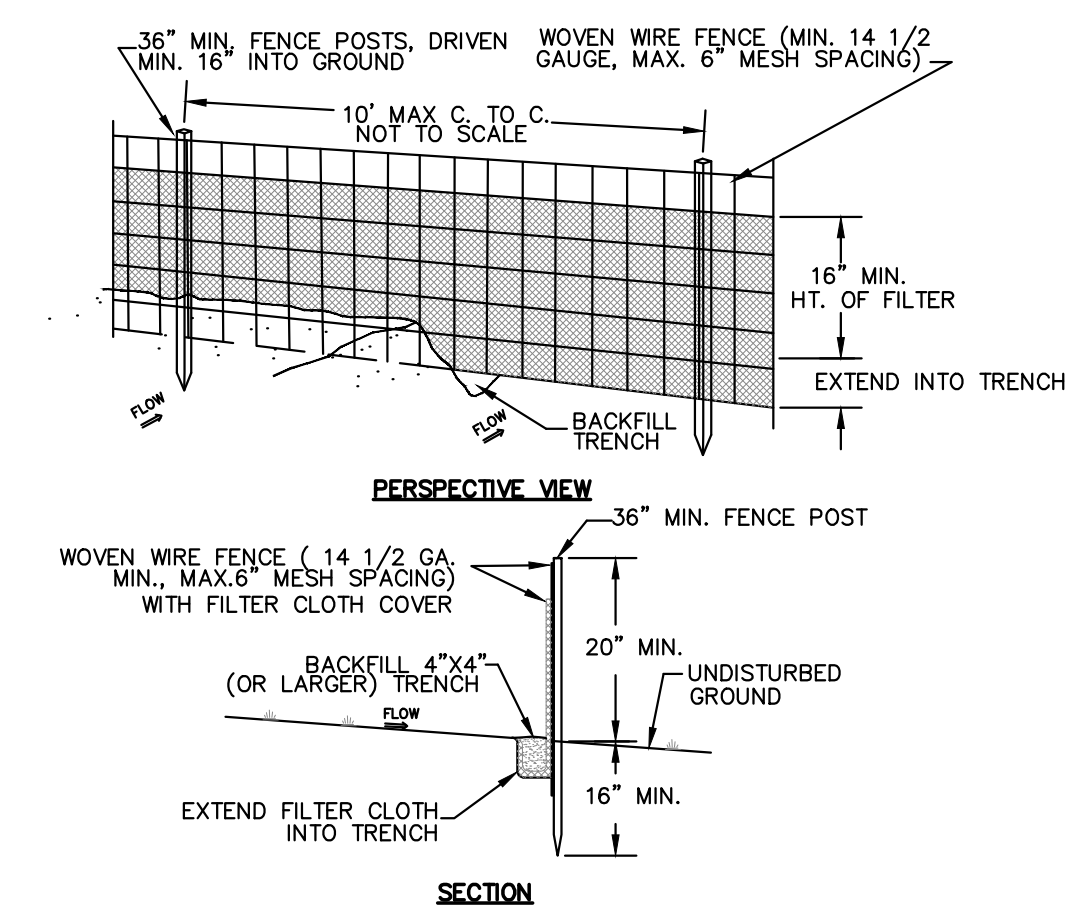
**STORM DRAIN TRENCH AND BEDDING** NOT TO SCALE



**GENERAL NOTES**

- \*AASHTO SOIL CLASSIFICATIONS USED
1. 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).
  2. HAUNCHING SHALL BE WORKED AROUND THE PIPE BY HAND TO ELIMINATE VOIDS AND SHALL BE CLASS I-A OR CLASS I-B OR CLASS II COMPACTED TO 85% STANDARD 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"
  5. ALL MATERIALS ARE CLASSIFIED IN ACCORDANCE WITH ASTM D 2321-LATEST EDITION.
  6. ALL MATERIALS SHALL BE INSTALLED IN MAXIMUM 8" LOOSE LIFTS IN ACCORDANCE WITH ASTM D 698, CLASS III AND IV--A MATERIALS SHALL BE COMPACTED NEAR OPTIMUM MOISTURE CONTENT.
  7. FILL SALVAGED FROM EXCAVATION SHALL BE FREE OF 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 ORDINANCES (SEE SPECIFICATIONS).
  9. ACTUAL MATERIALS USED AND DEPTH OF COVER OVER PIPE SHALL BE FIELD DETERMINED BASED ON ACTUAL SITE CONDITIONS AND PROJECT REQUIREMENTS.

**STORM DRAIN TRENCH AND BEDDING** NOT TO SCALE

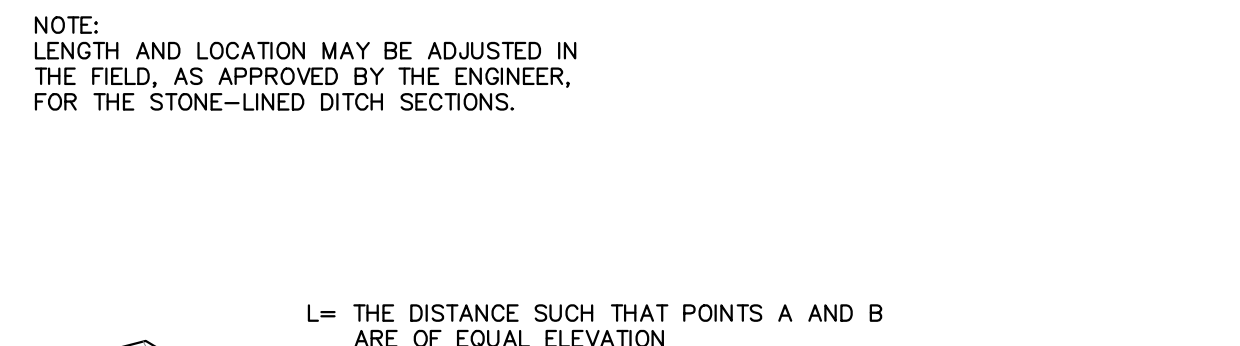


NOTE: THE CONTRACTOR HAS THE OPTION TO NOT USE WOVEN WIRE MESH IF STAKE SPACERS ARE REDUCED TO 6" O.C.

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 OVERLAPPED 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 BASED ON ACTUAL SITE CONDITIONS.
6. NO MORE THAN 1/4 ACRE OF DRAINAGE AREA FOR EACH 100 FEET OF FENCING.

POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD  
 FENCE: WOVEN WIRE, 14 GA. 6" MAX. MESH OPENING  
 FILTER CLOTH: FILTER X, MARAFI 100X, STABI-LINKA T140N OR APPROVED EQUAL  
 PREFABRICATED UNIT: GEOFAB, ENVIROFENCE, OR APPROVED EQUAL.

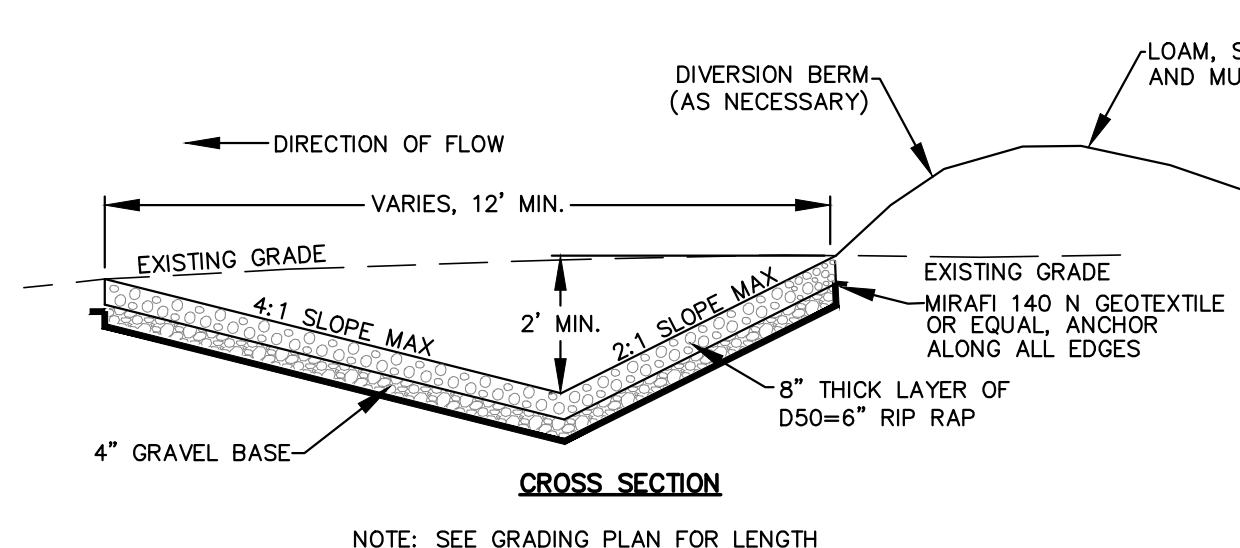
**SILT FENCE DETAIL** NOT TO SCALE



L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

MDOT STONE FOR FRENCH DRAINS (MDOT 703.24)	LENGTH (ft/ft)	SLOPE (ft/ft)
100	0.020	
66	0.030	
50	0.040	
40	0.050	
25	0.080	
20	0.100	
17	0.120	
13	0.150	

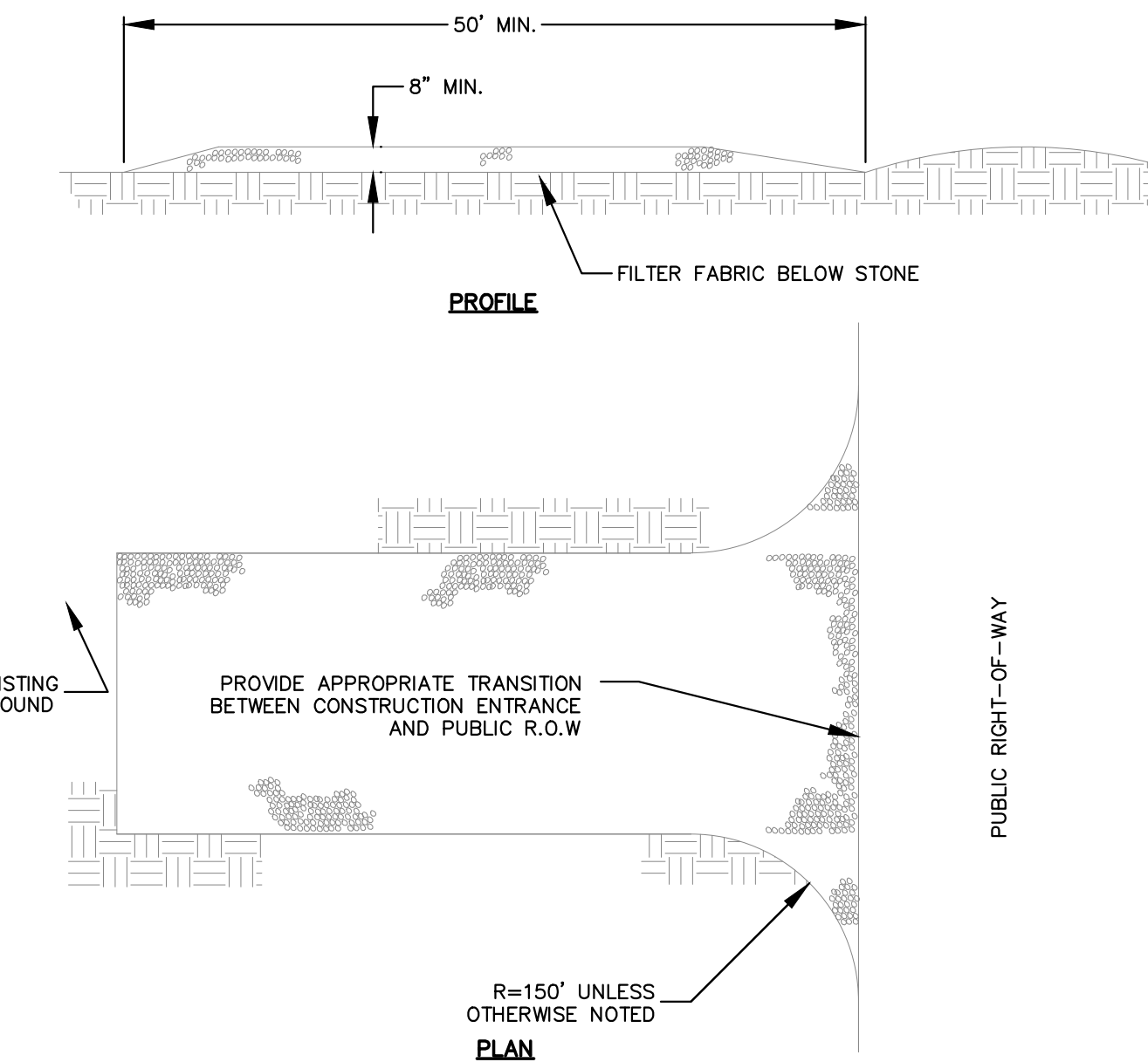
**STONE CHECK DAM DETAILS** NOT TO SCALE



**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 SYMBOLIC. LOCATION AND ORIENTATION OF LEVEL SPREADERS SHALL BE FIELD DETERMINED BASED ON ACTUAL SITE CONDITIONS.

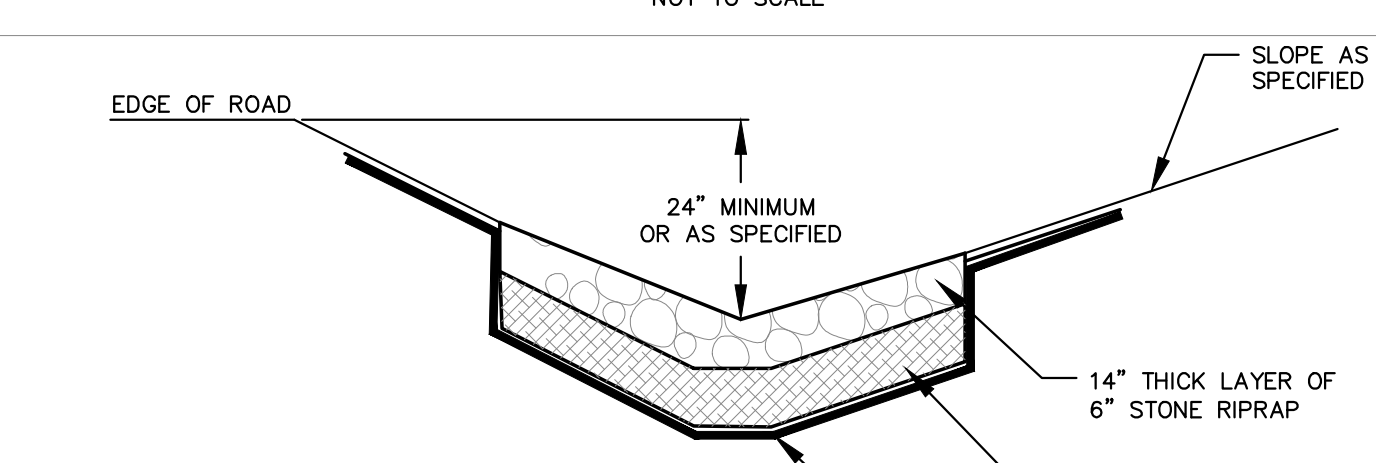
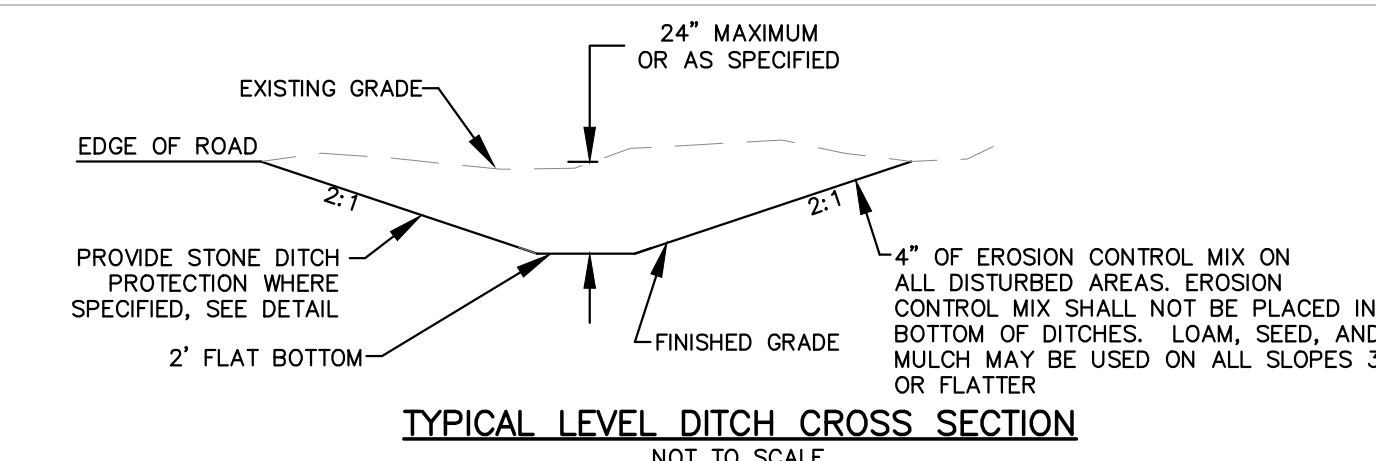
**TYPICAL LEVEL SPREADER** NOT TO SCALE



**NOTES:**

1. APPROXIMATE STONE SIZE - AASHTO DESIGNATION M43, SIZE NO. 2 (2 1/2" TO 1 1/2"). USE CRUSHED STONE.
2. LENGTH - AS SHOWN ON GRADING PLAN, MIN. 50 FEET.
3. THICKNESS - APPROXIMATELY EIGHT (8) INCHES (MINIMUM).
4. WIDTH - NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.
5. 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.

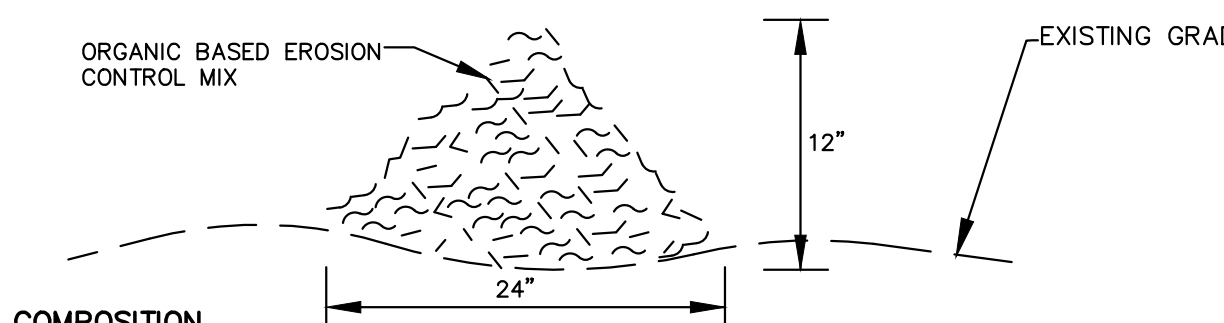
**STABILIZED CONSTRUCTION ENTRANCE** NOT TO SCALE



**NOTE:**

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 PROTECTION.
5. EXTEND STONE DITCH PROTECTION ON FORESLOPE AND BACKSLOPES ABOVE GROUNDWATER SEEPAGE LIMIT.

**TYPICAL STONE DITCH PROTECTION DETAIL** NOT TO SCALE



**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:**

1. THE BARRIER MUST BE PLACED ACROSS THE SLOPE, ALONG THE CONTOUR.
2. 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 BARRIER.
3. THE BARRIER SHALL BE A MINIMUM OF 1 FOOT HIGH (AS MEASURED ON THE UP HILL 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.

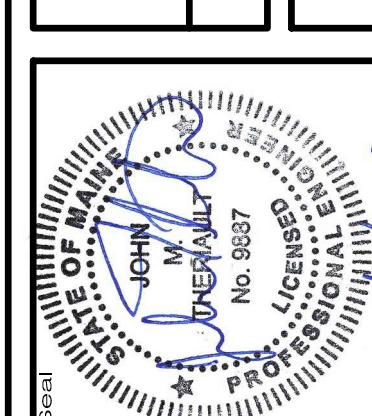
**EROSION CONTROL MIX BERM** NOT TO SCALE

PRELIMINARY NOT FOR CONSTRUCTION

Drawn By	JCH
Designed By	JCH/JMT
Date	01/03/2013
Scale	NTS
Project Location	PORTLAND, ME
Sheet No.	1
Project No.	83429E
Drawn By	JCH
Checked By	JMT
Approved By	JMT
Scale	NTS
Project Location	PORTLAND, ME
Sheet No.	1
Project No.	83429E

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 T22 MD & T16 MD, MAINE

Drawn By: JCH  
 Checked By: JMT  
 Approved By: JMT

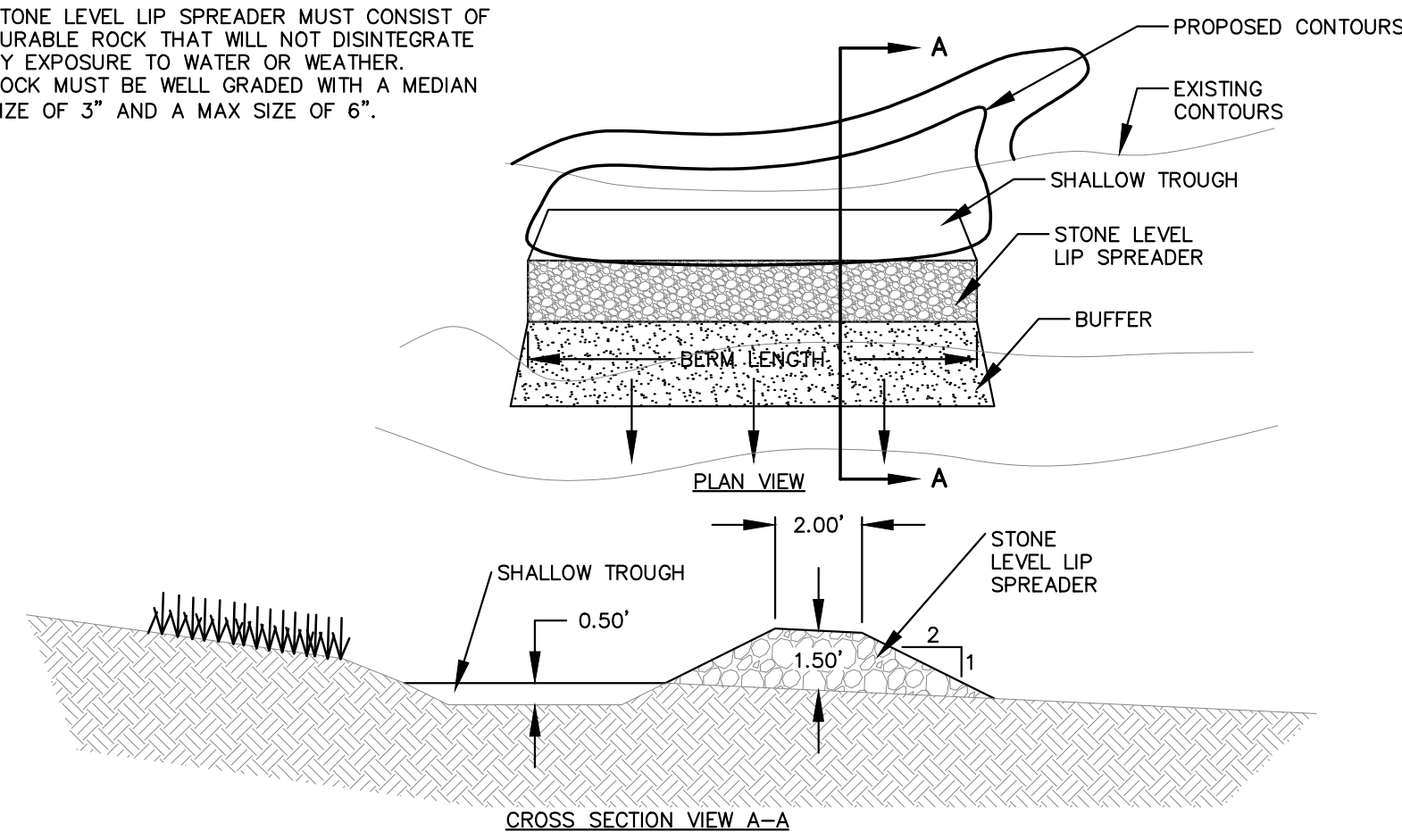


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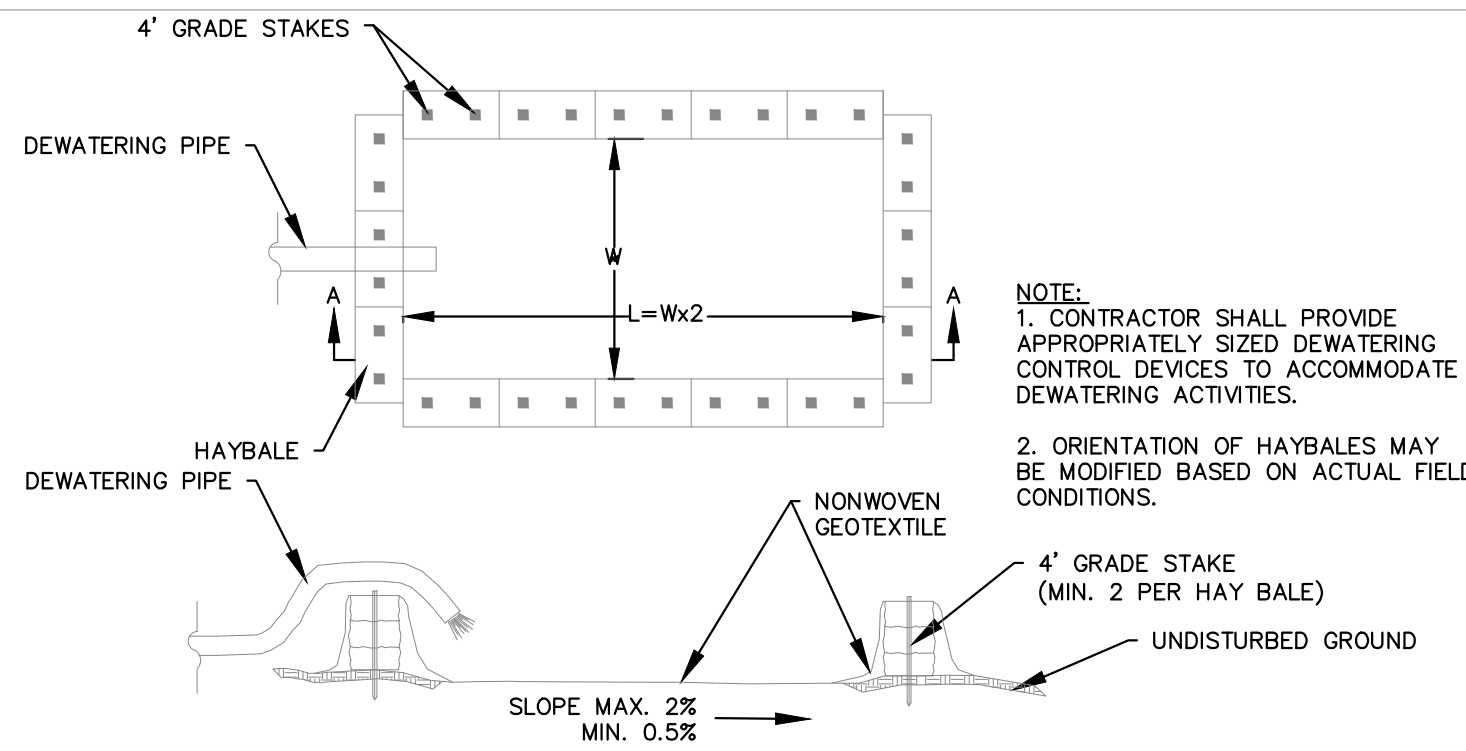
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 Permit No. PERMIT  
 Sheet No. 5

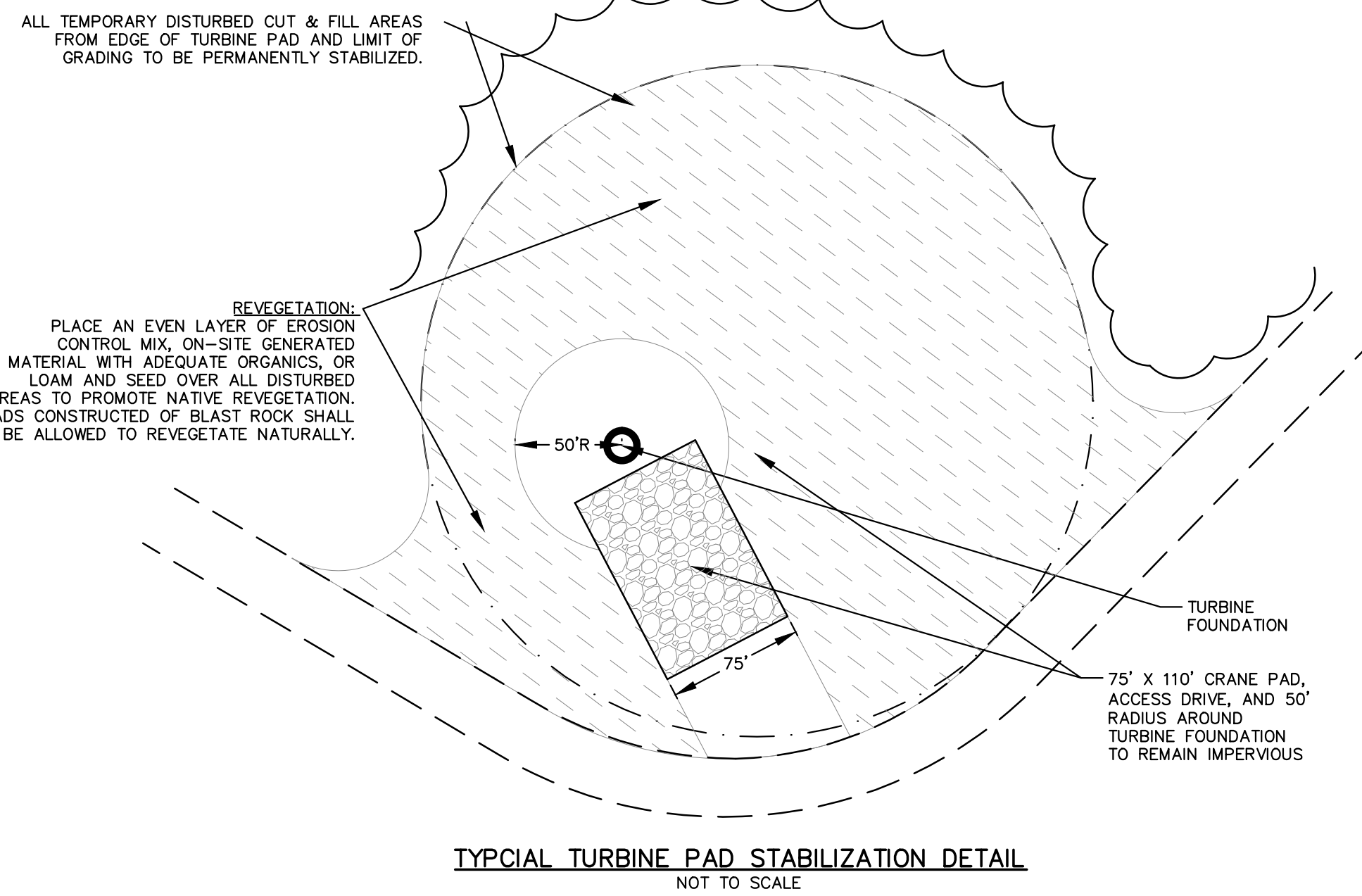
- NOTE:  
 1. STONE LEVEL LIP SPREADER MUST CONSIST OF DURABLE ROCK THAT WILL NOT DISINTEGRATE BY EXPOSURE TO WATER OR WEATHER.  
 2. ROCK MUST BE WELL GRADED WITH A MEDIAN SIZE OF 3" AND A MAX SIZE OF 6".



**STONED LEVEL LIP SPREADER DETAIL**  
NOT TO SCALE

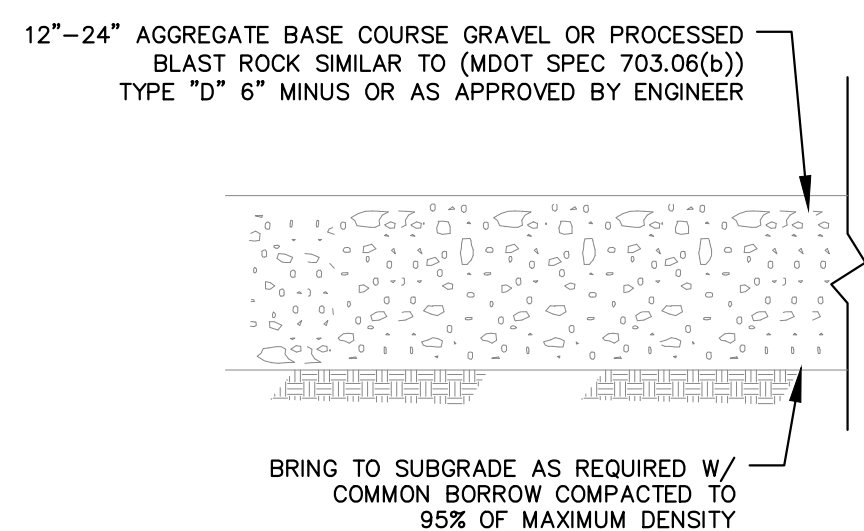


**TEMPORARY DEWATERING SEDIMENT BASIN**  
NOT TO SCALE

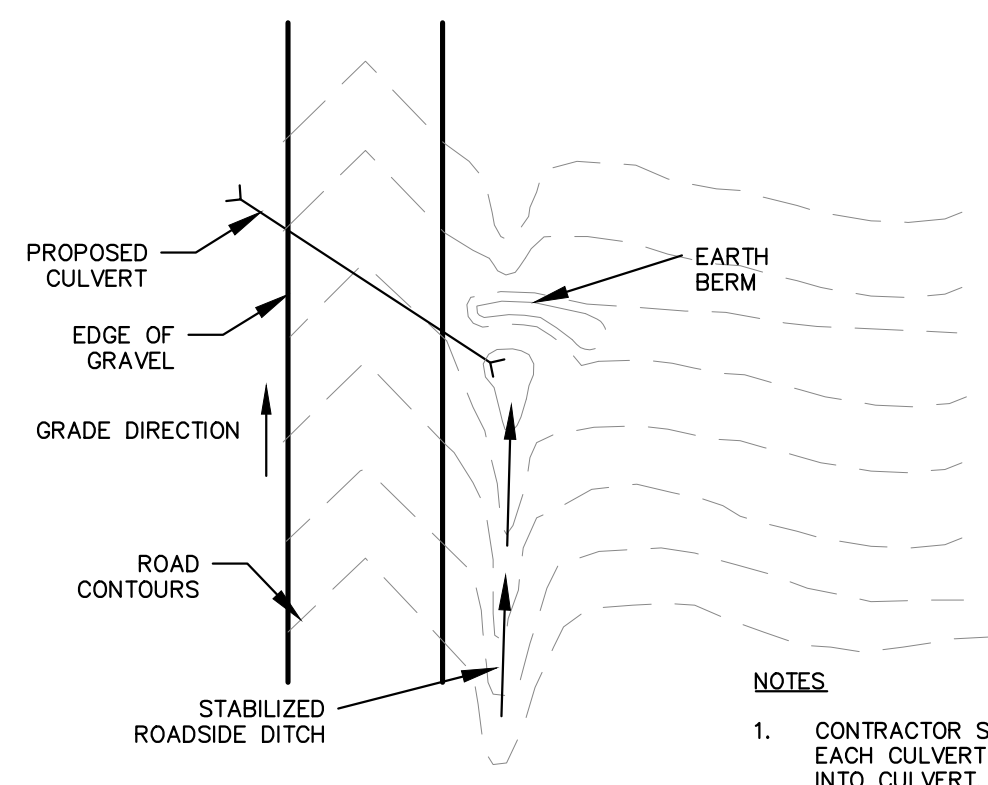


**TYPICAL TURBINE PAD STABILIZATION DETAIL**  
NOT TO SCALE

- NOTE:  
 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 DIRECTION.  
 3. CRANE PADS SHALL BE 75'x110' (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.

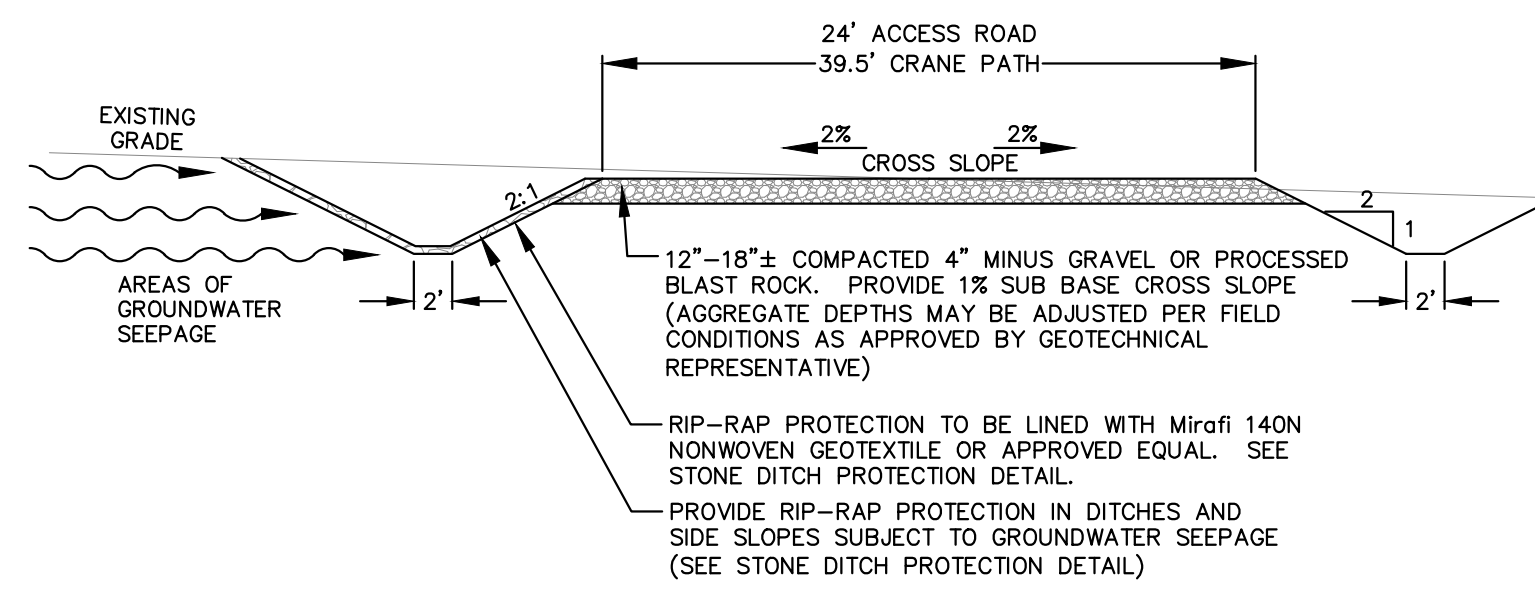


**TYPICAL GRAVEL CRANE PAD SECTION**  
NOT TO SCALE

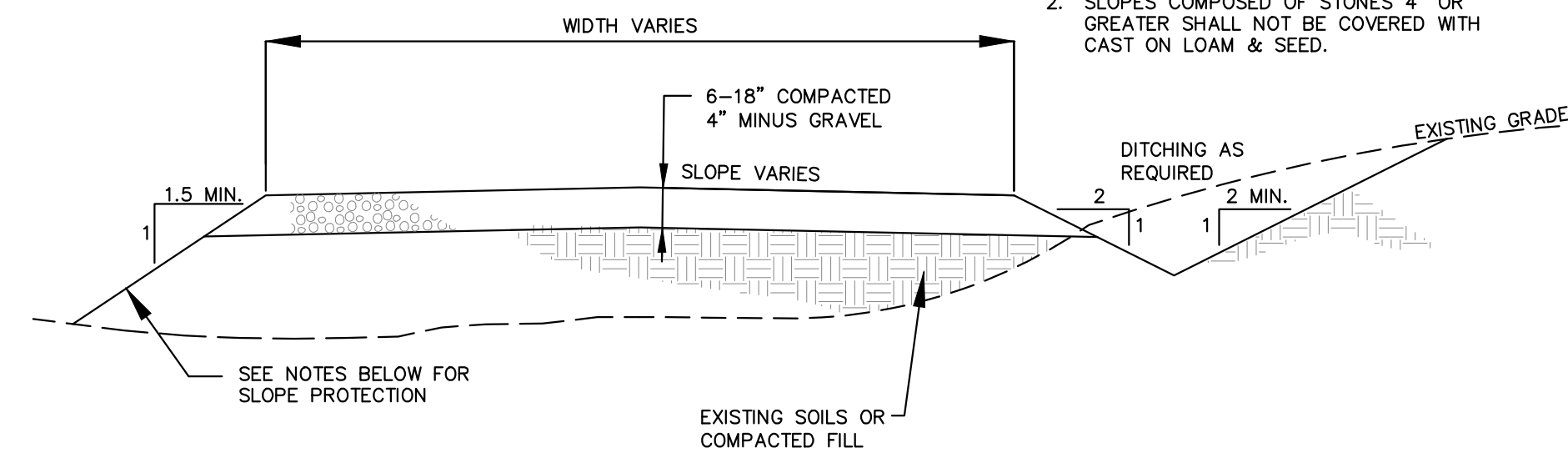


**BERMED CULVERT INLET DETAIL**  
NOT TO SCALE

- NOTES:  
 1. CONTRACTOR SHALL CONSTRUCT BERM AT EACH CULVERT INLET TO DIRECT DITCH FLOW INTO CULVERT.  
 2. CONTRACTOR SHALL LOWER INVERT ELEVATION AS APPROPRIATE TO MAINTAIN COVER BETWEEN CROSS CULVERTS, ROADWAY AND DITCH ON OPPOSITE SIDE OF ROAD.



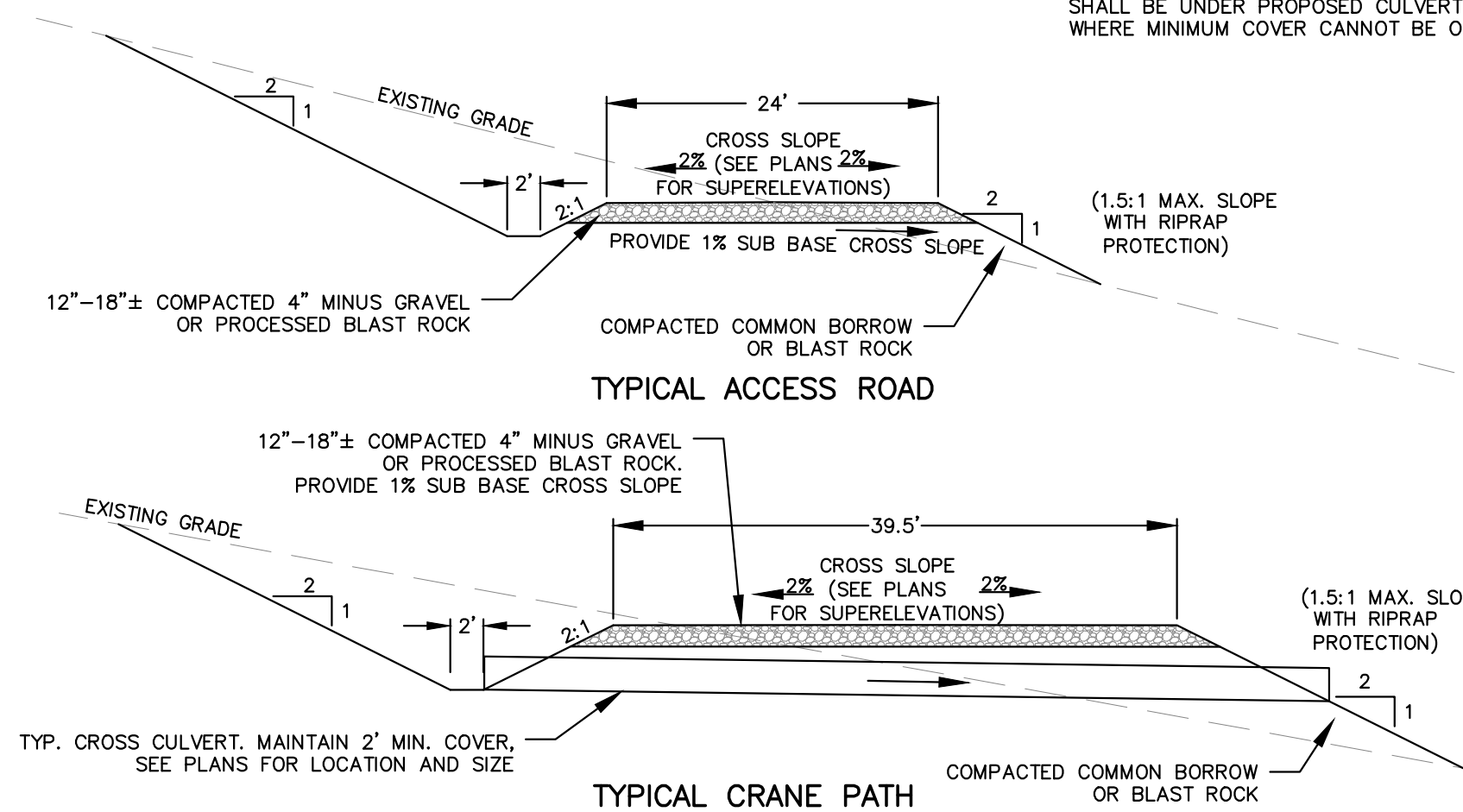
**TYPICAL ROAD DETAIL IN CUT SECTION**  
NOT TO SCALE



**TYPICAL TURBINE PAD**

- NOTE:  
 1. DEPTH OF GRAVEL TO BE DETERMINED BASED ON SUBGRADE CONDITIONS AND AS APPROVED BY ENGINEER.  
 2. SLOPES COMPOSED OF STONES 4" OR GREATER SHALL NOT BE COVERED WITH CAST ON LOAM & SEED.

\*BURIED UNDERGROUND ELECTRICAL LINE SHALL BE UNDER PROPOSED CULVERTS WHERE MINIMUM COVER CANNOT BE OBTAINED



**TYPICAL CRANE PATH**

- NOTES:  
 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:**

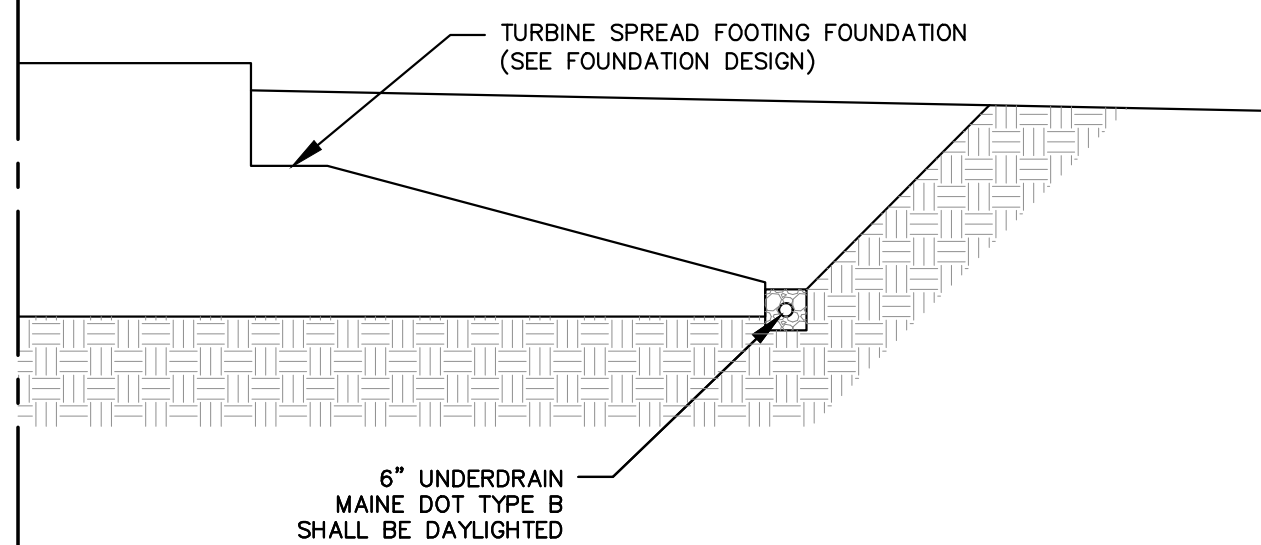
1. EXISTING GROUND SHALL BE GRUBBED WITHIN FOOTPRINT OF ROAD IN FILL SECTIONS. HOWEVER, WHEN EMBANKMENT FILL DEPTH EXCEEDS 5', MEASURED VERTICALLY, ALL VEGETATION SHALL BE CUT BUT GRUBBING IS NOT REQUIRED.  
 2. STABILIZE FILL SLOPES WITH BLAST ROCK, EROSION CONTROL MIX, OR LOAM AND SEED. ALL SLOPES STEEPER THAN 3:1 SHALL BE PROTECTED WITH EROSION CONTROL MIX, EROSION CONTROL MESH, OR BLAST ROCK/RIPRAP. 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:**

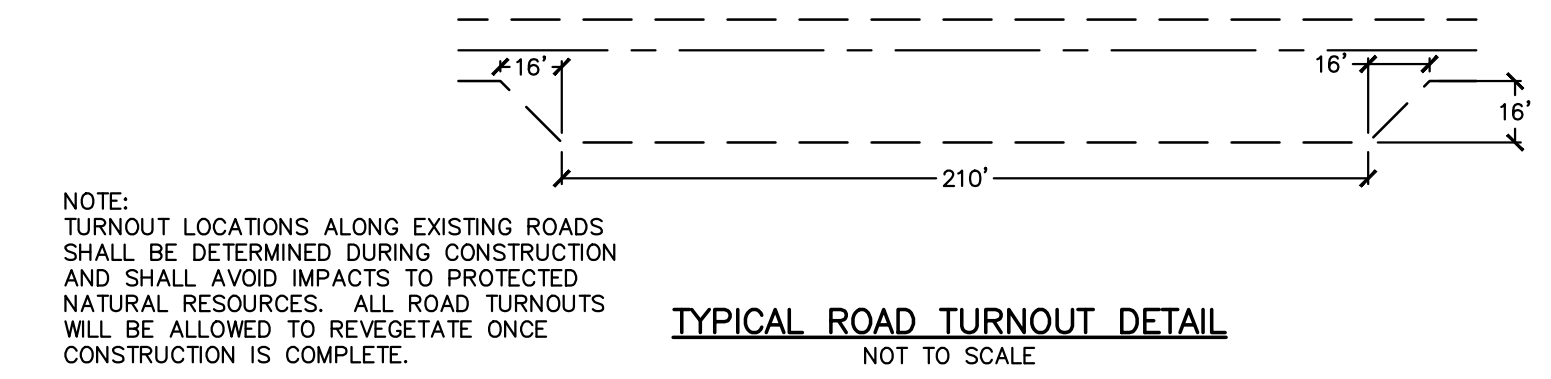
1. 1:4 CUT FACES ARE PERMITTED IN AREAS OF ROCK EXCAVATION ONLY AS APPROVED BY ENGINEER.  
 2. ALL NON ROCK-FACE SLOPES STEEPER THAN 3:1 SHALL BE PROTECTED WITH EROSION CONTROL MIX, EROSION CONTROL MESH, OR BLAST ROCK. SLOPES STEEPER THAN 2:1 SHALL BE PROTECTED WITH BLAST ROCK OR RIP RAP.

**TYPICAL TURBINE PAD AND ROAD DETAILS**  
NOT TO SCALE

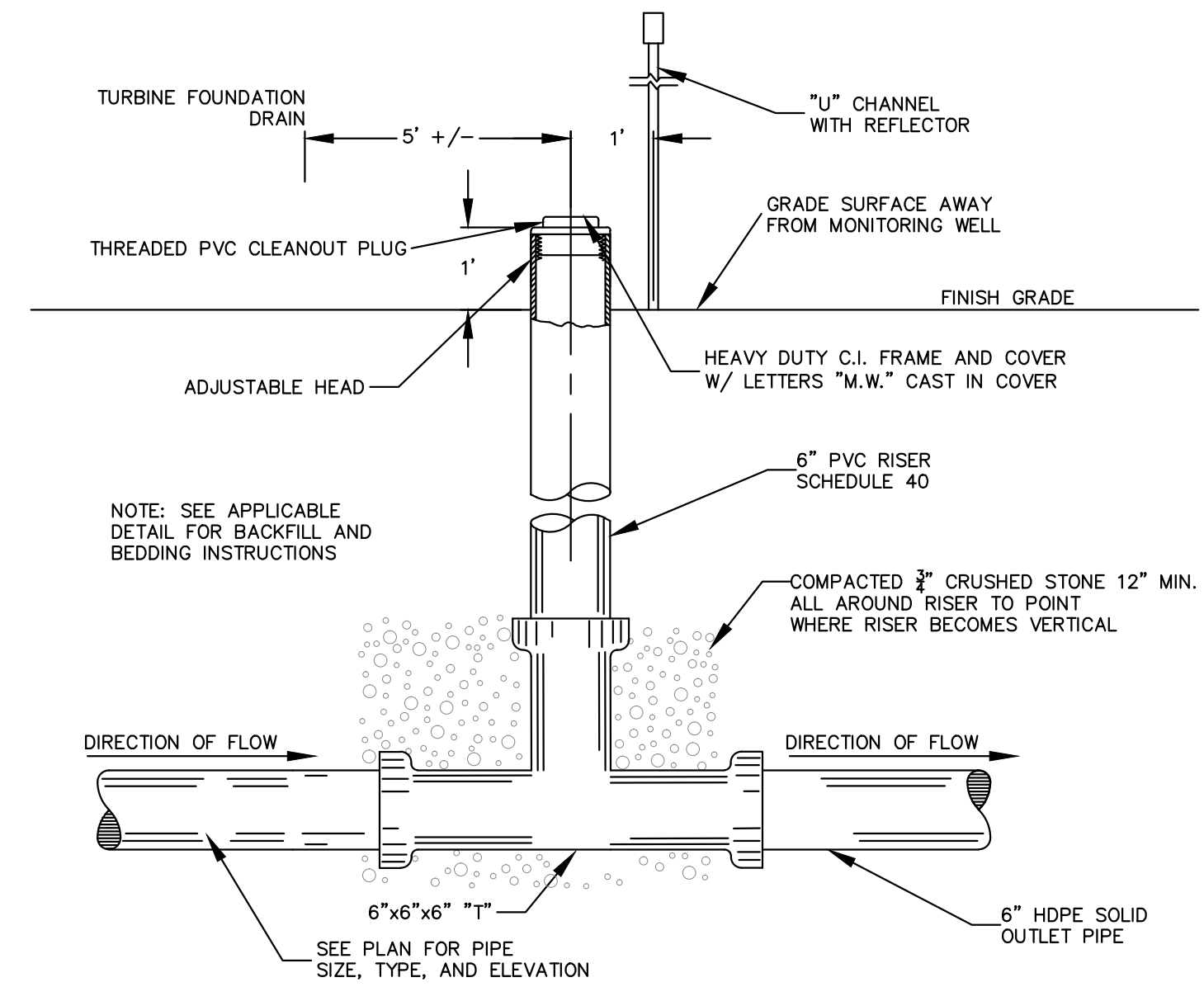
- NOTE:  
 6" UNDERDRAINS WILL NOT BE REQUIRED AT ROCK ANCHOR FOUNDATIONS.



**UNDERDRAIN AT SPREAD FOOTING: TYPICAL SECTION**  
NOT TO SCALE

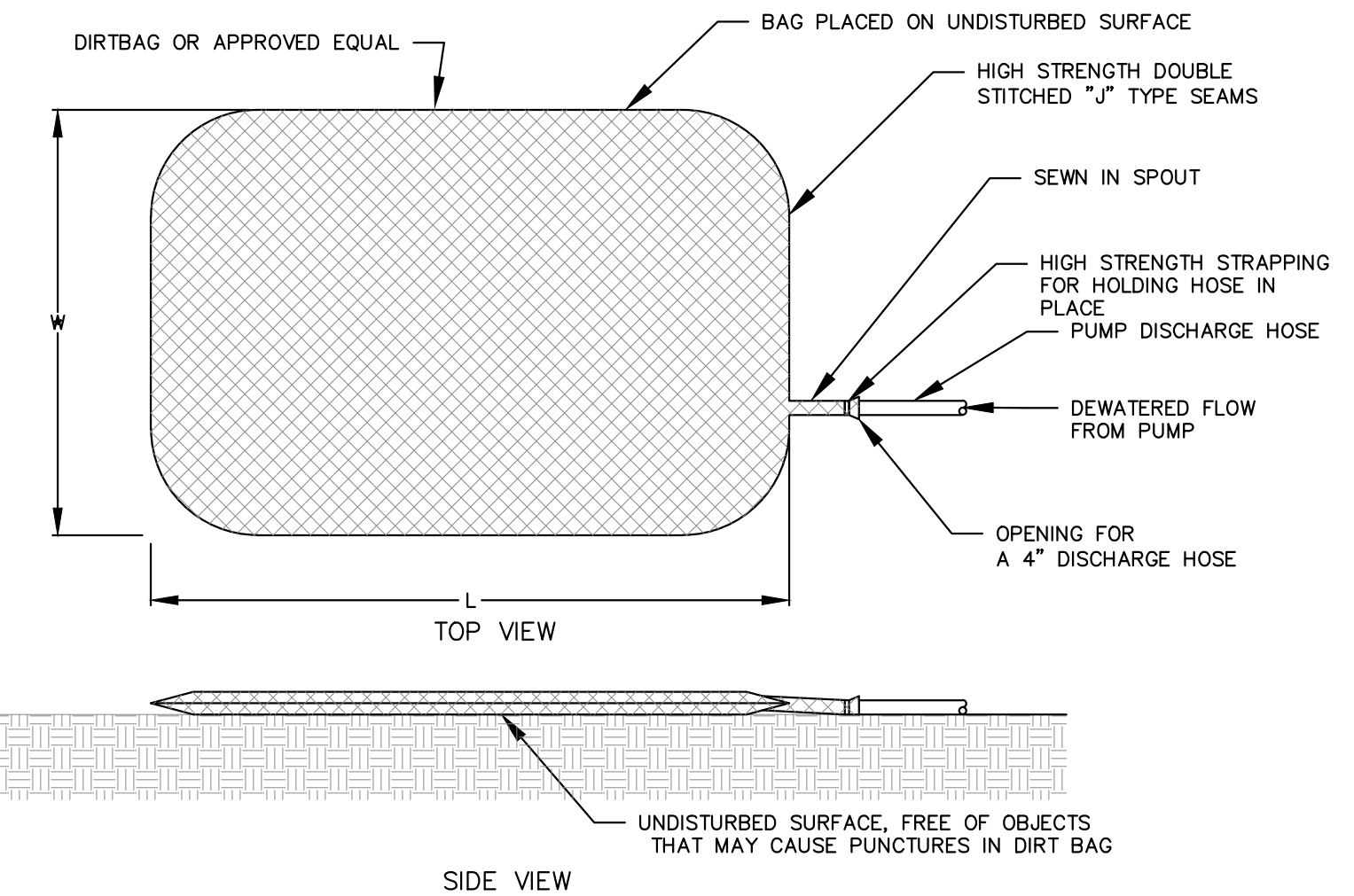


**TYPICAL ROAD TURNOUT DETAIL**  
NOT TO SCALE



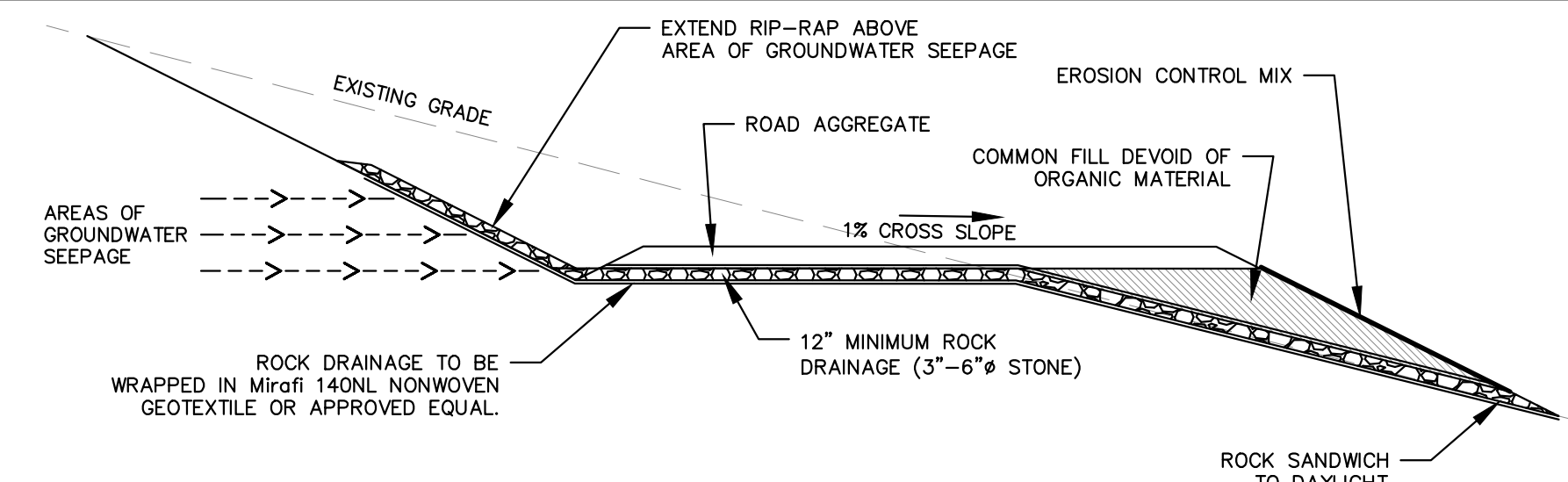
- NOTE: PROVIDE 2" THICK BY 4' SQUARE RIGID INSULATION WITH PIPE SLEEVE CUT OUT 18" BELOW FINISH GRADE. CONTRACTOR TO PROVIDE APPROPRIATE FITTING FOR 6" PVC AND 6" HDPE CONNECTION.

**FOUNDATION DRAIN MONITORING WELL DETAIL**  
NOT TO SCALE



- 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 ZONES.

**DIRT BAG DETAIL**  
NOT TO SCALE

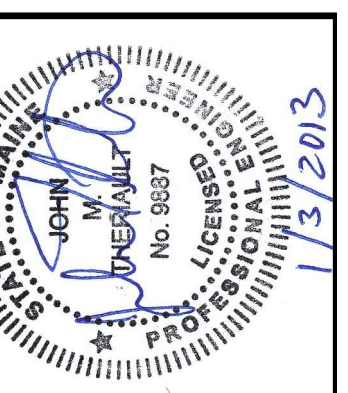


- NOTE:  
 1. ROCK SANDWICHES SHALL BE CONSTRUCTED WITH RELIEF CULVERTS INSTALLED PERIODICALLY. INVERT OF RELIEF CULVERT SHALL BE A MINIMUM OF 6" ABOVE THE ROCK DRAINAGE LAYER. ADJUST INLET INVERT AND ROCK SANDWICH ELEVATION AS REQUIRED TO MAINTAIN APPROPRIATE COVER OVER CULVERT.  
 2. ROCK SANDWICH 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**  
NOT TO SCALE

Drawn By	JCH
Checked By	BCH
Design By	JCH/JMT
Scale	NTS
Date	01/03/2013
Project Location	PORTLAND, ME
Project No.	122 MD & T16 MD, MAINE
Revision	
Approval	JMT

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE  
 Drawing Description  
 Approved  
 JMT

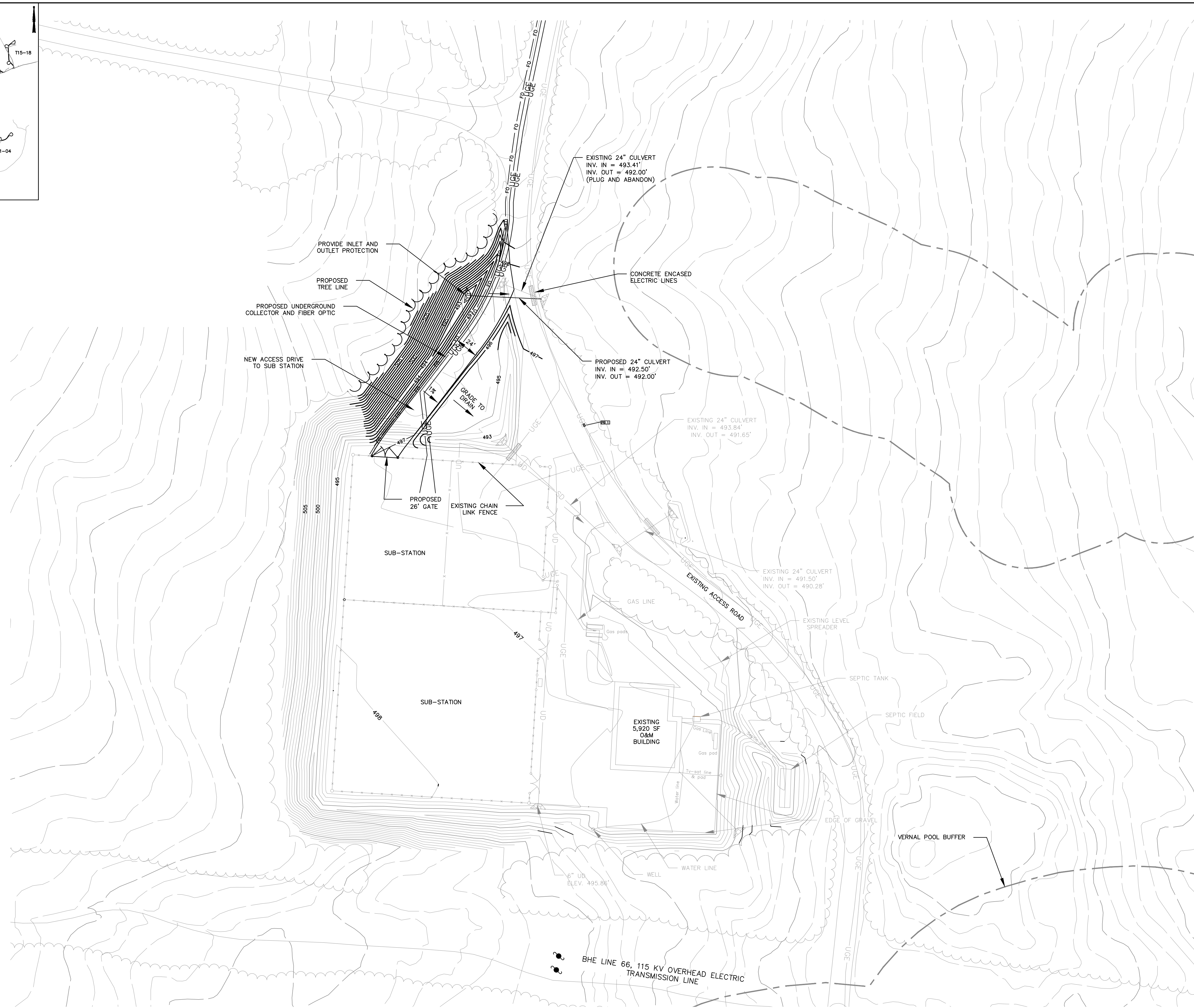
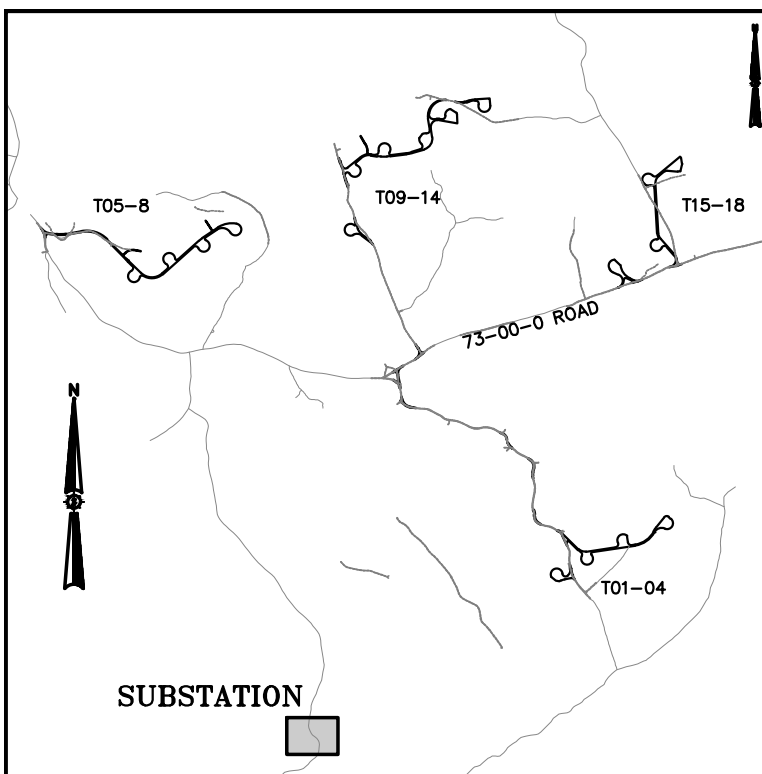


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 GEOSPATIAL ENGINEERING,  
 SURVEYING AND NATURAL  
 RESOURCE CONSULTANTS  
 JAMES W. SEWALL COMPANY Since 1880  
 SEWALL.COM  
 83429E

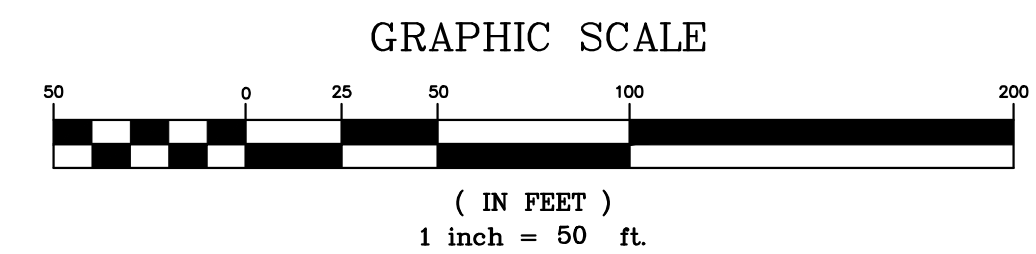
PERMIT  
 Sheet No. 6







**EXISTING SUBSTATION**

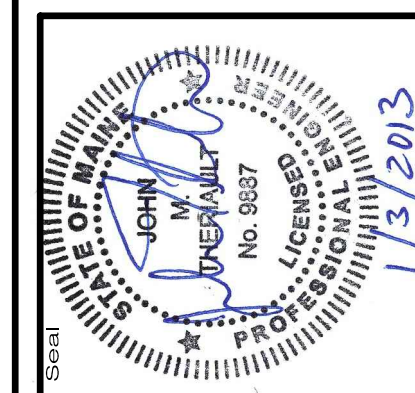


Rev. #	Drawn By	Description	Date

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE

Project Location: T22 MD & T16 MD, MAINE  
 Scale: 1"=50'  
 Drawing Description: SUBSTATION ACCESS ROAD

Designed By: JMT  
 Date: 01/03/2013  
 Drawn By: GLC  
 Checked: JMT  
 BCH



**83429E**

**SEWALL**  
 JAMES W. SEWALL COMPANY Since 1880  
 809 618 7422  
 SEWALL.COM

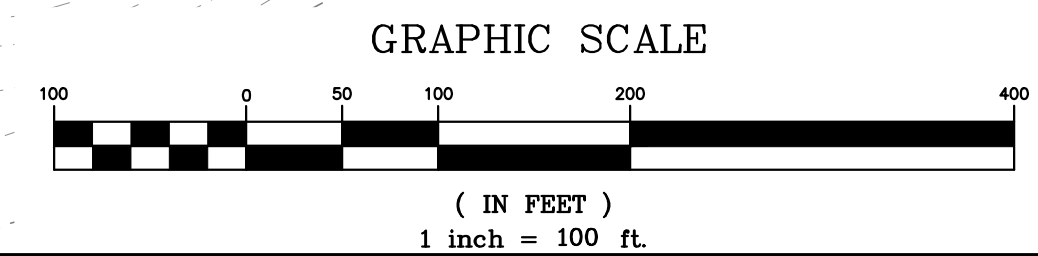
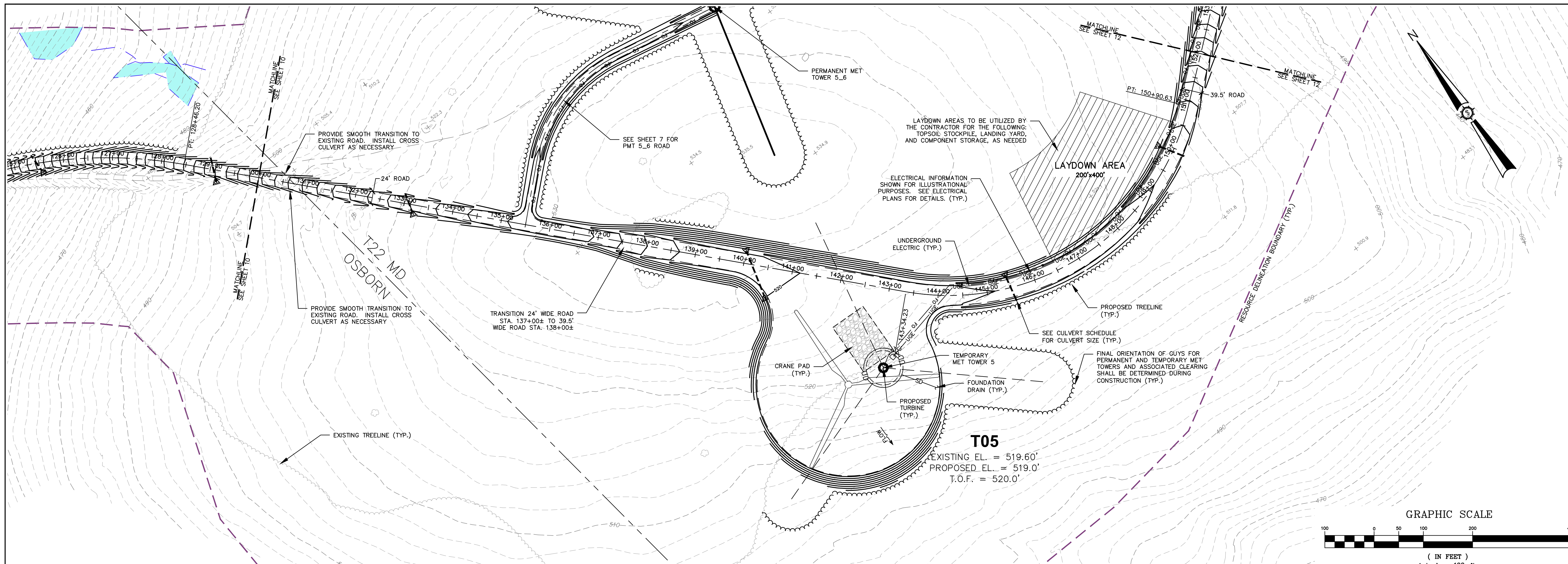
AN INTEGRATED TEAM OF  
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 RESOURCE CONSULTANTS

Project No. \_\_\_\_\_  
 Phase: **PERMIT**  
 Sheet No. **9**

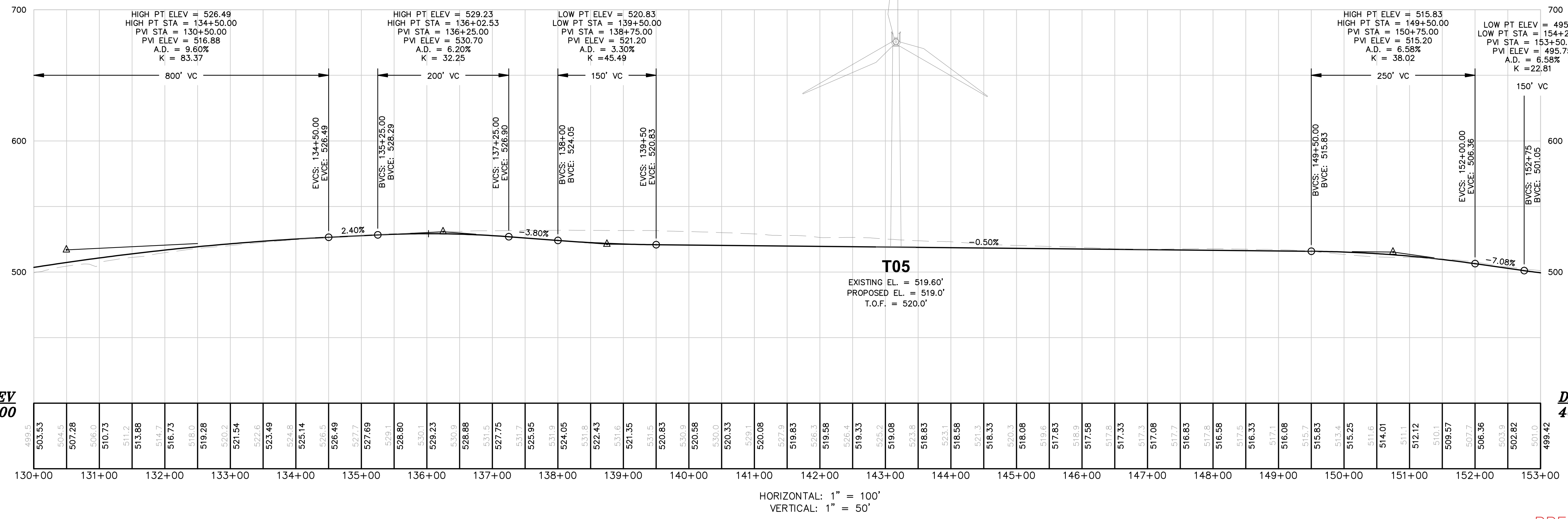
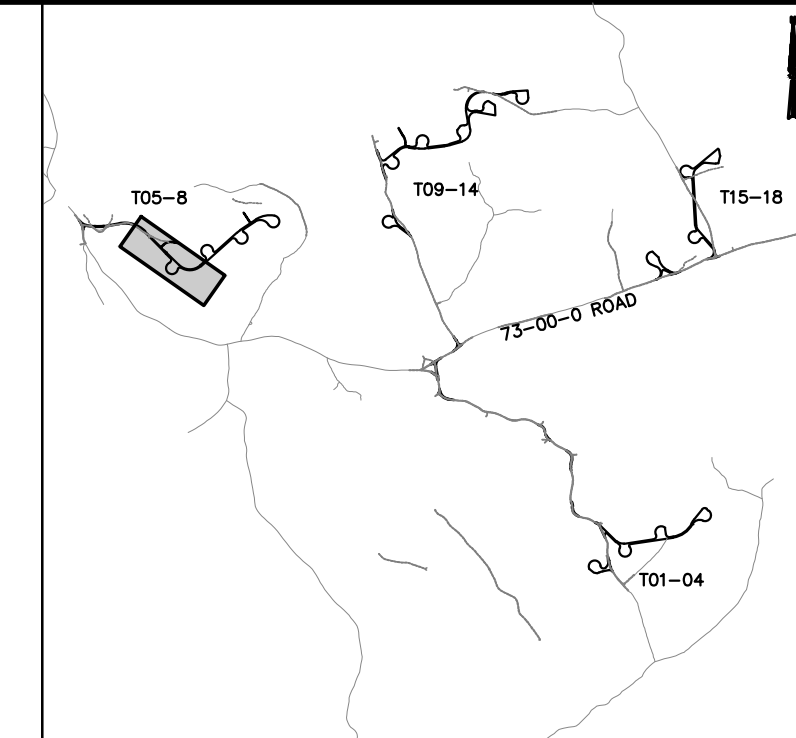
PRELIMINARY NOT FOR CONSTRUCTION





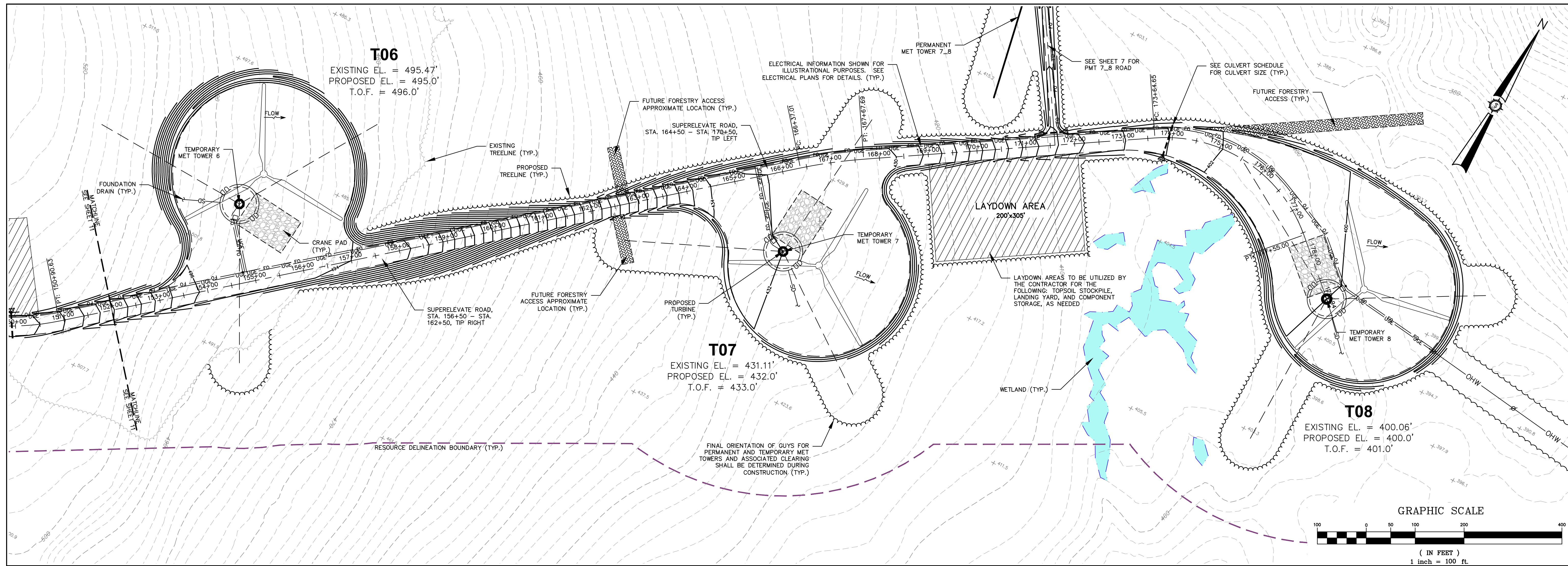


**SPECTACLE POND RIDGE CRANE PATH**  
(130+00 - 153+00 CRANE PATH)

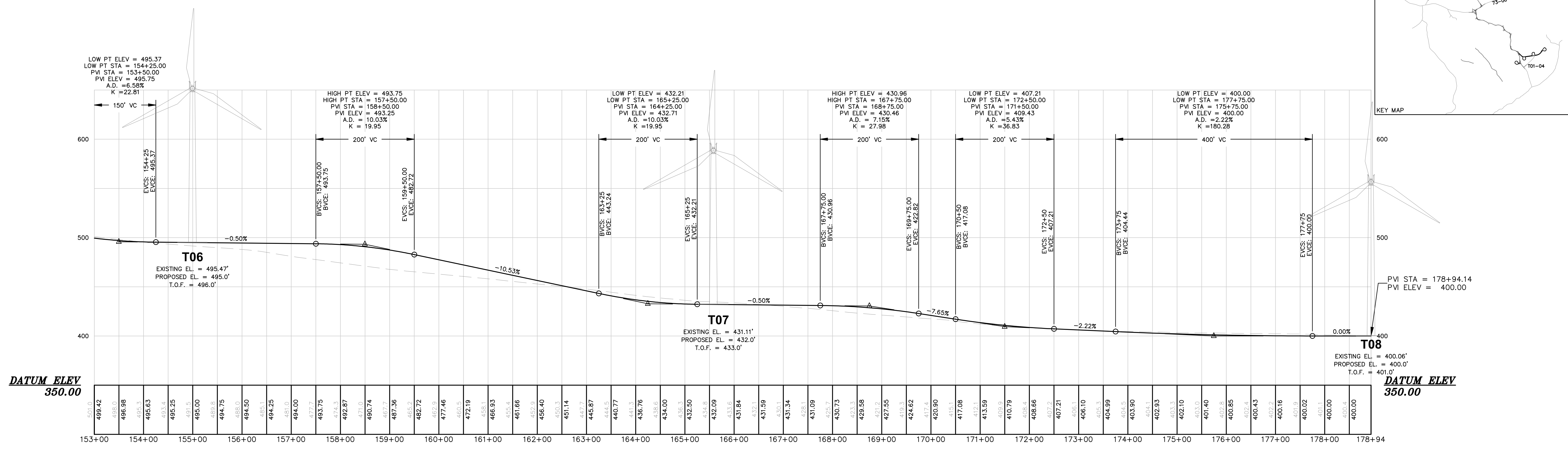
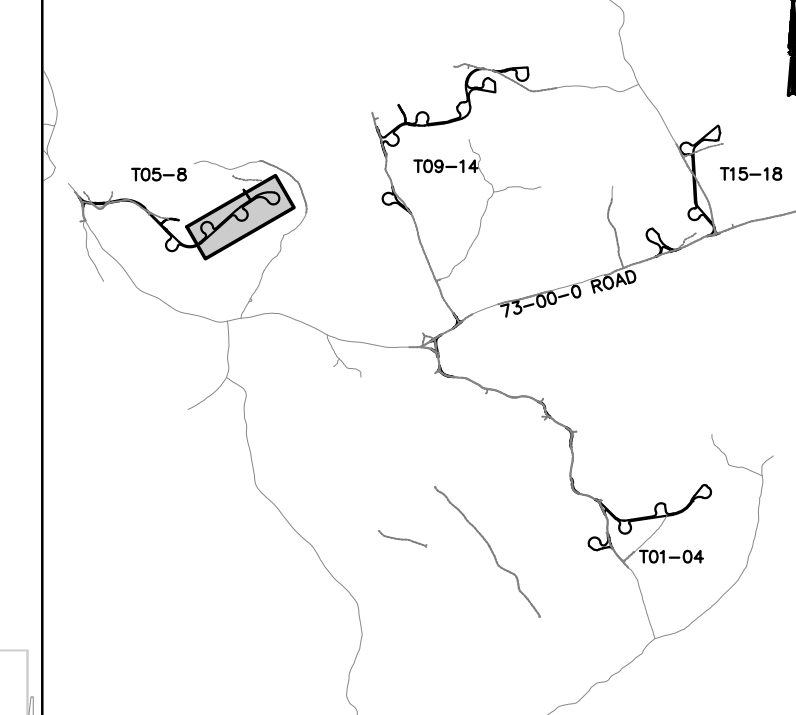


Date: _____ Rev. # / Drawn By / Description: _____ Drawn By: JCH Date: 01/03/2013 Scale: H: 1"=100 V: 1"=50 Approved: JMT Checked: BCH	<b>HANCOCK WIND PROJECT</b> <b>HANCOCK WIND, LLC</b> 129 MIDDLE STREET PORTLAND, ME T22 MD & T16 MD, MAINE <b>SPECTACLE POND RIDGE CRANE PATH</b> <b>STA. 130+00 - 153+00</b>	Project No.: <b>83429E</b> Engineer: <b>ASEWALL</b> AN INTEGRATED TEAM OF GEOSPATIAL ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS JAMES W. SEWALL COMPANY, Since 1880 800.618.7432 SEWALL.COM PERMIT Sheet No.: <b>11</b>
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**SPECTACLE POND RIDGE CRANE PATH**  
 (153+00 - 178+94 CRANE PATH)



Project No.	83429E
Phase	PERMIT
Sheet No.	12
Drawn By	JCH
Designated By	JMT
Date	01/03/2013
Scale	H: 1"=100 V: 1"=50'
Checked	JMT
Approved	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE

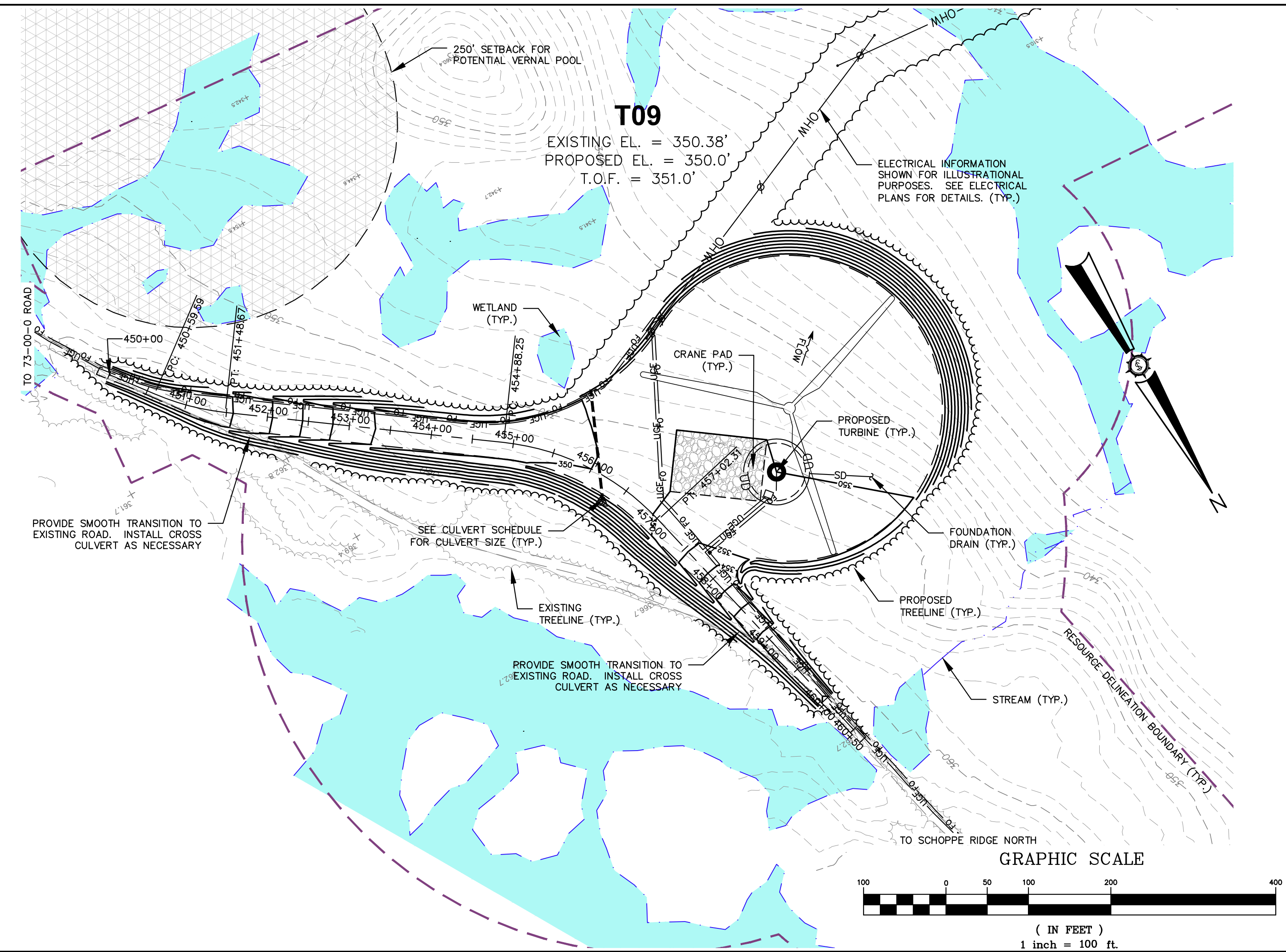
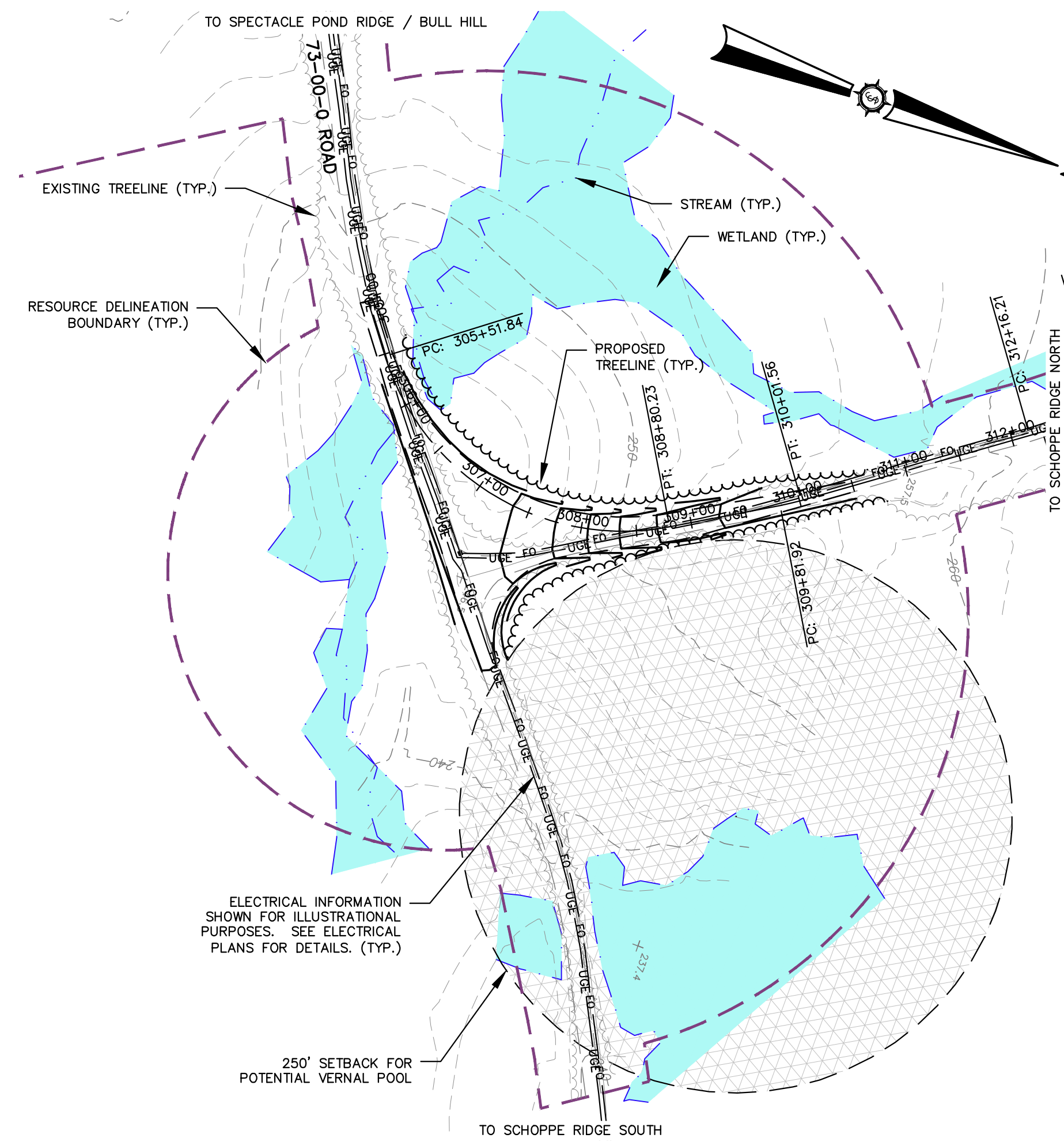
**SPECTACLE POND RIDGE CRANE PATH**  
 STA. 153+00 - 178+94

Professional Engineer Seal: JOHN W. SEWALL, License No. 8937, State of Maine, 1/3/2013

AN INTEGRATED TEAM OF  
 GEOSPATIAL ENGINEERING,  
 SURVEYING AND NATURAL  
 RESOURCE CONSULTANTS

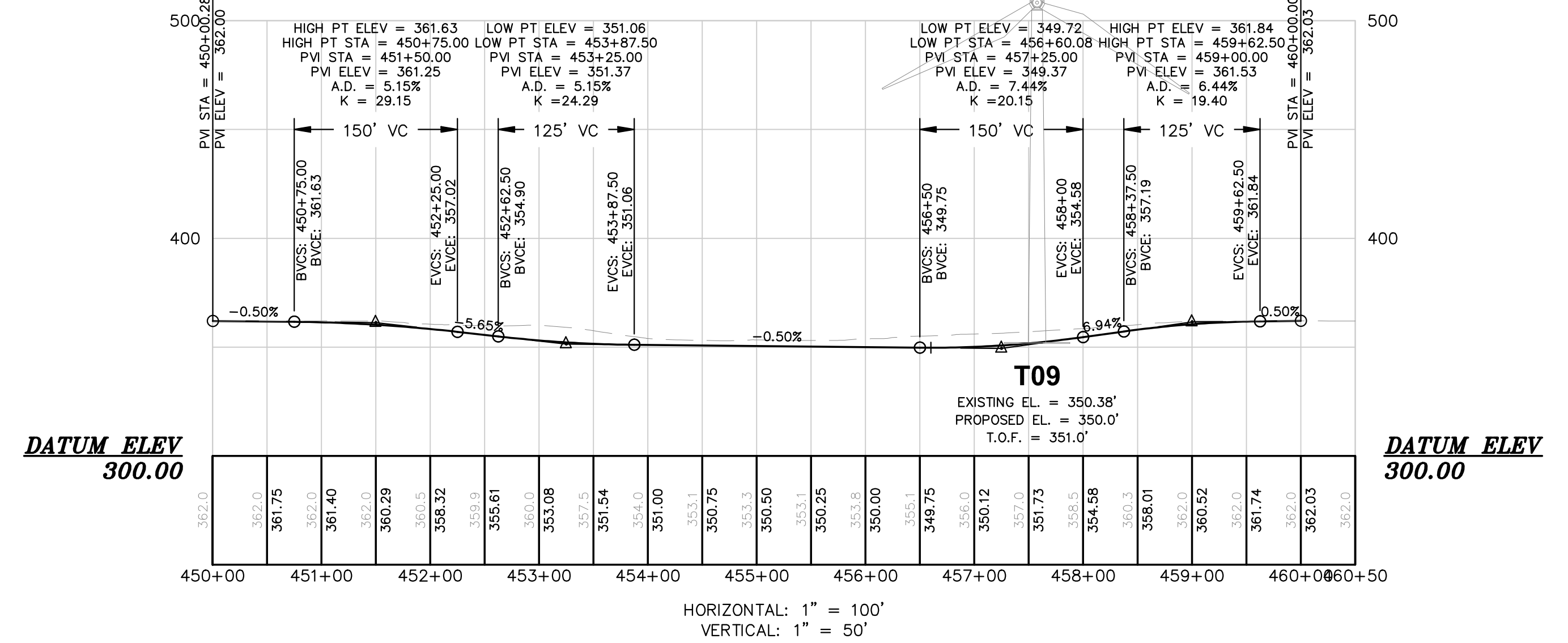
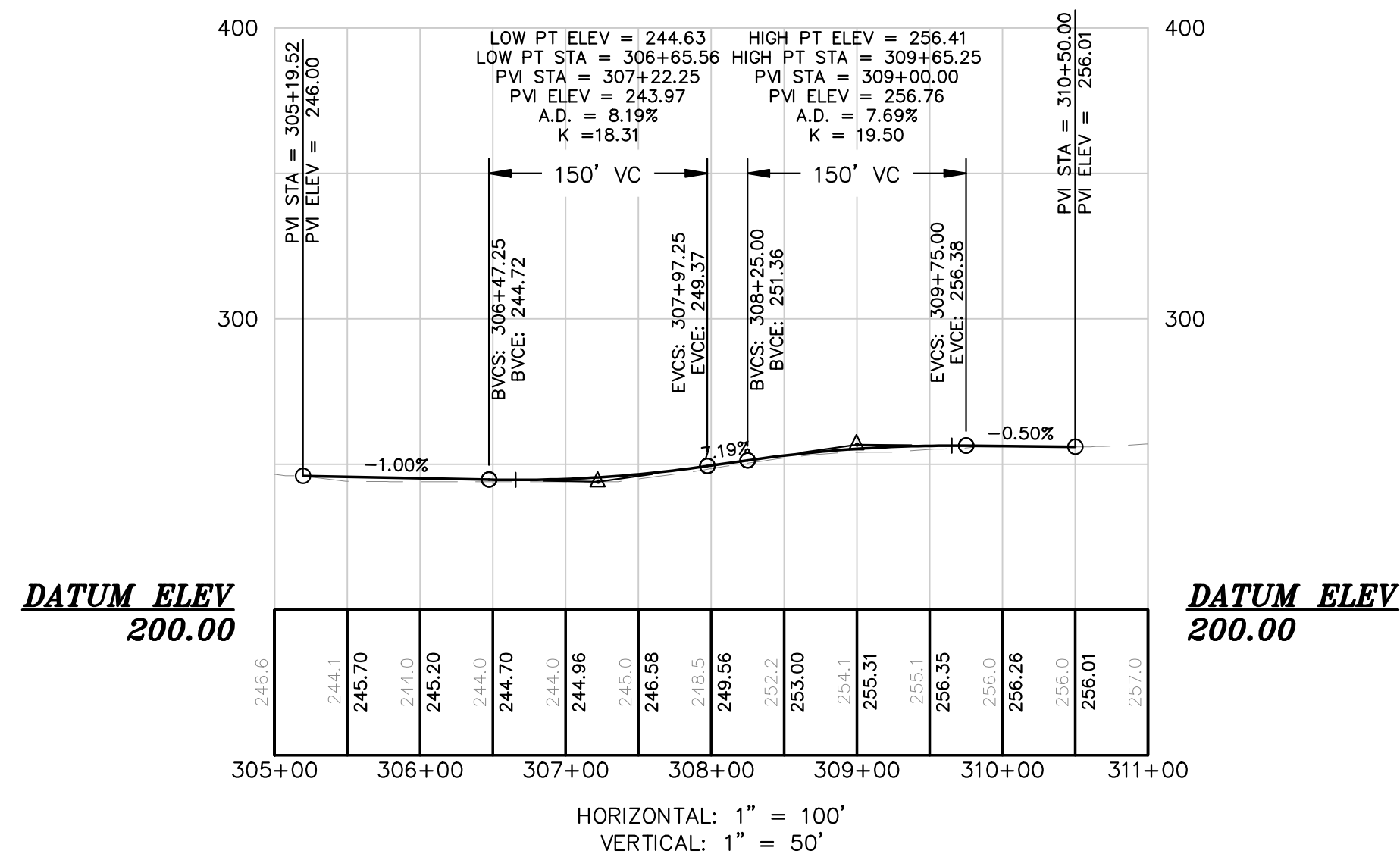
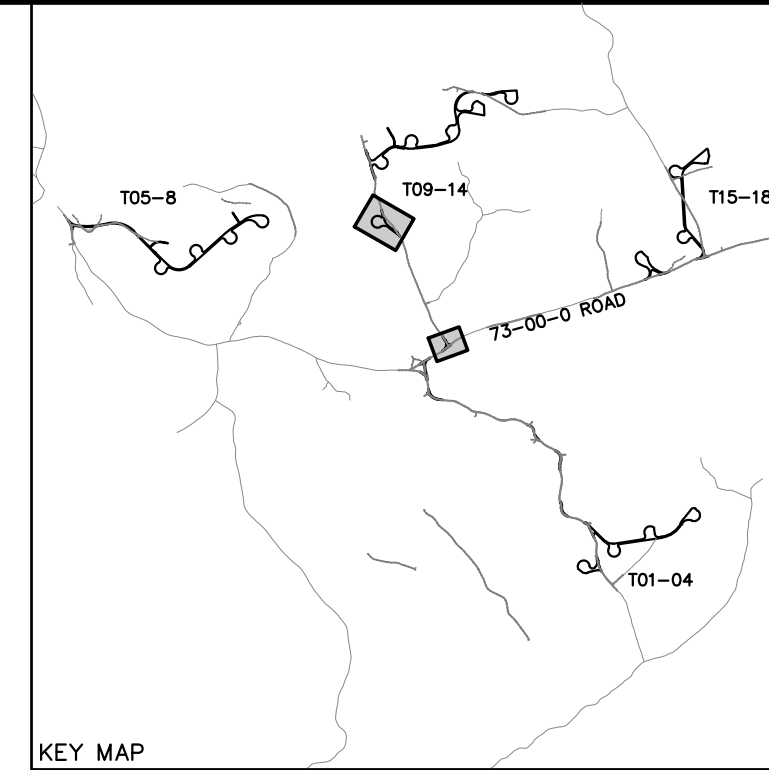
**SEWALL**  
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PRELIMINARY NOT FOR CONSTRUCTION



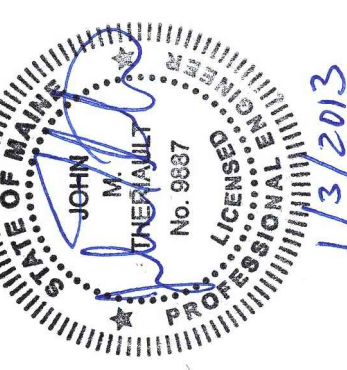
**SCHOPPE RIDGE NORTH ACCESS ROAD**  
(305+00 - 311+00 ACCESS ROAD)

**SCHOPPE RIDGE NORTH CRANE PATH T09 STUB**  
(450+00 - 460+50 CRANE PATH)



Date	
Drawn By	JCH
Checked By	JMT
Project Location	PORTLAND, ME
Scale	H: 1"=100 V: 1"=50
Approved	JMT
Checked	BOH

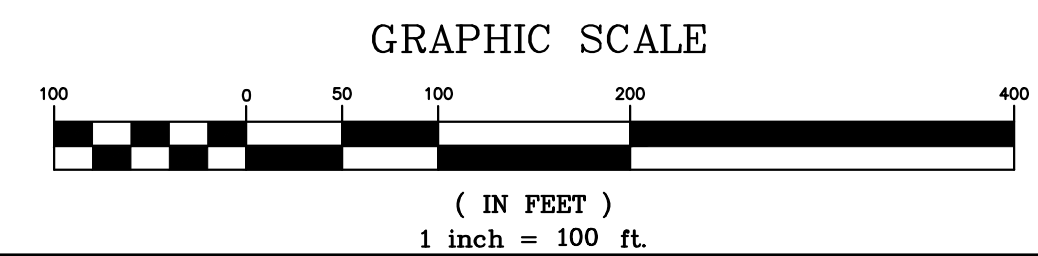
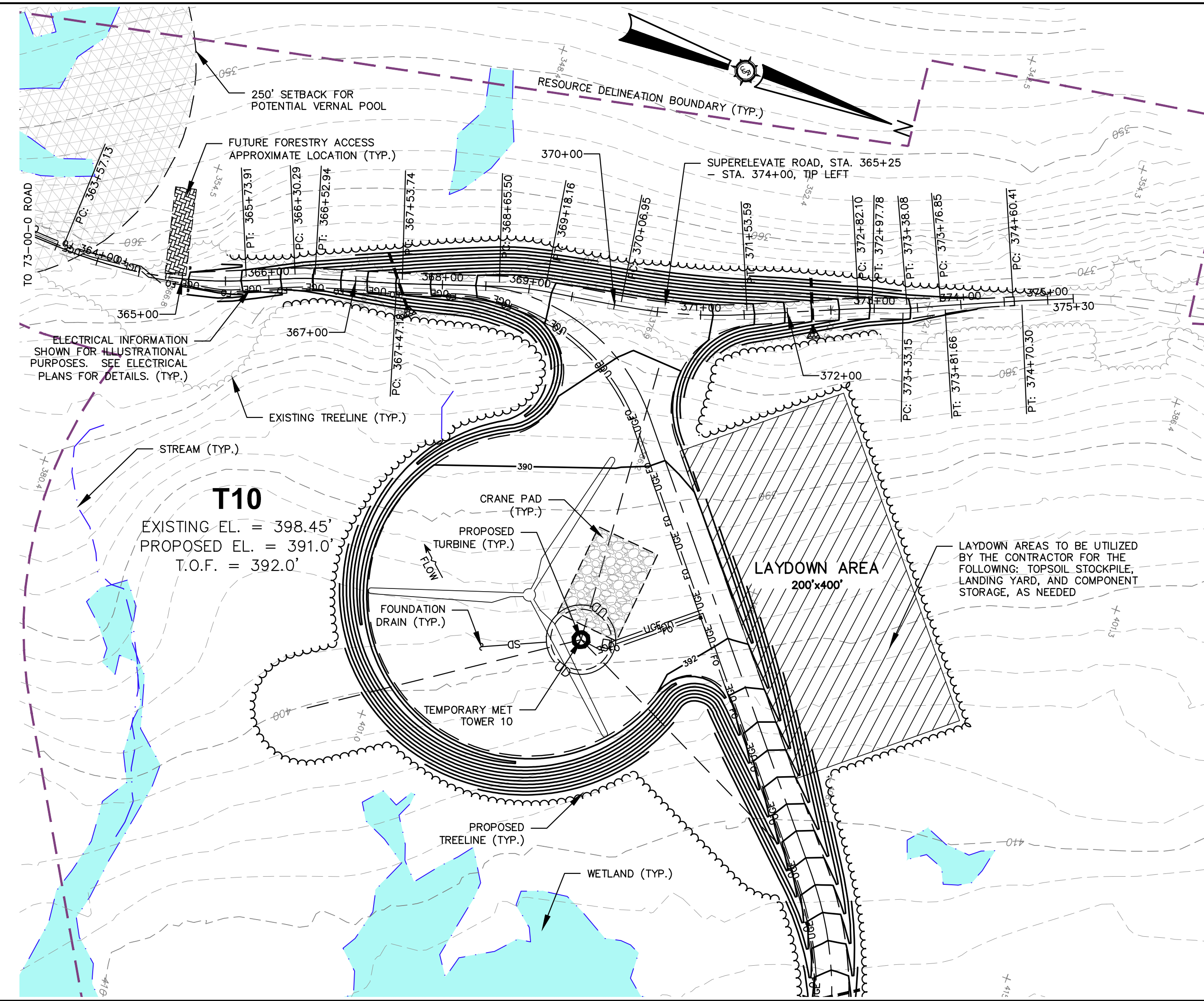
**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE  
SCHOPPE RIDGE NORTH ACCESS ROAD  
SCHOPPE RIDGE NORTH T09 STUB



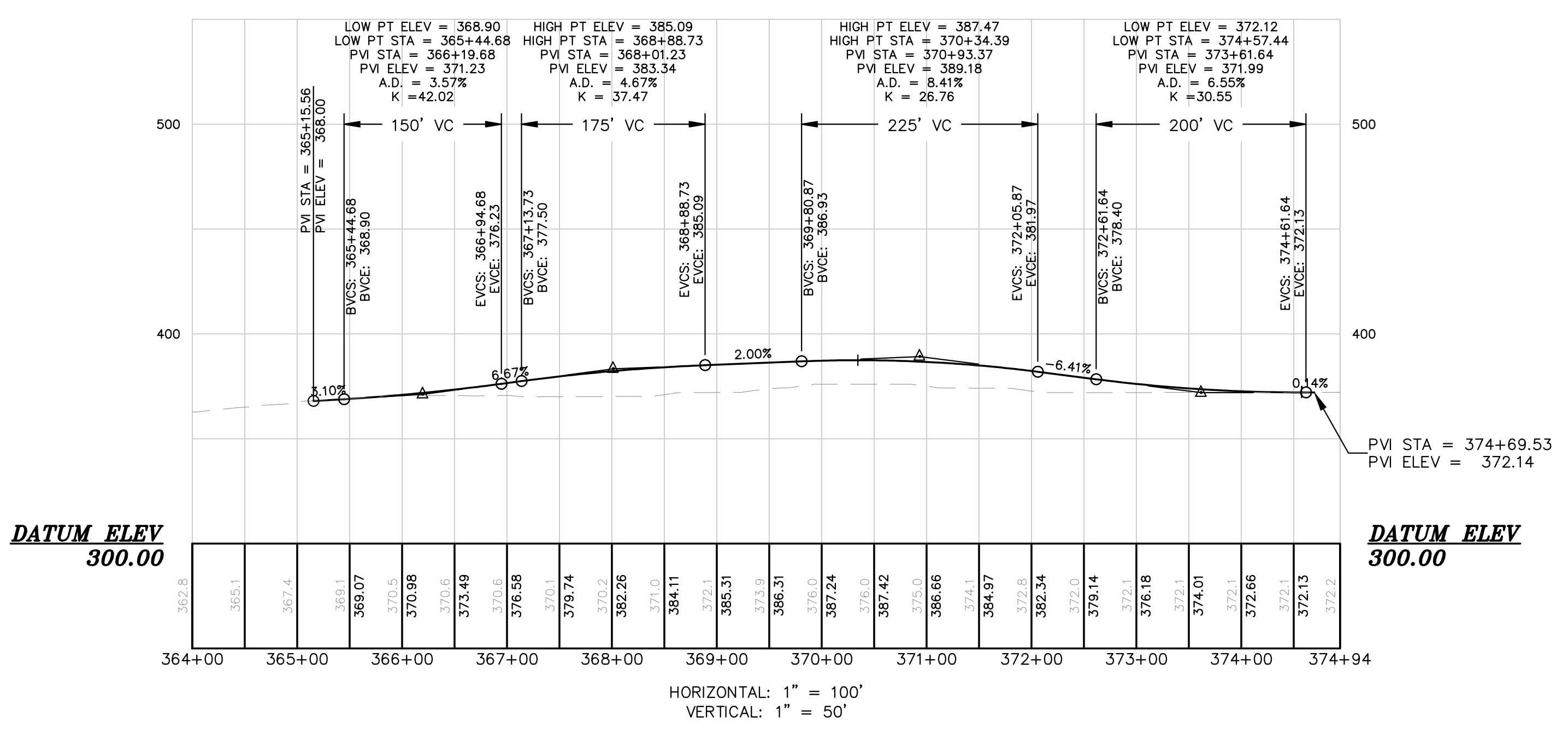
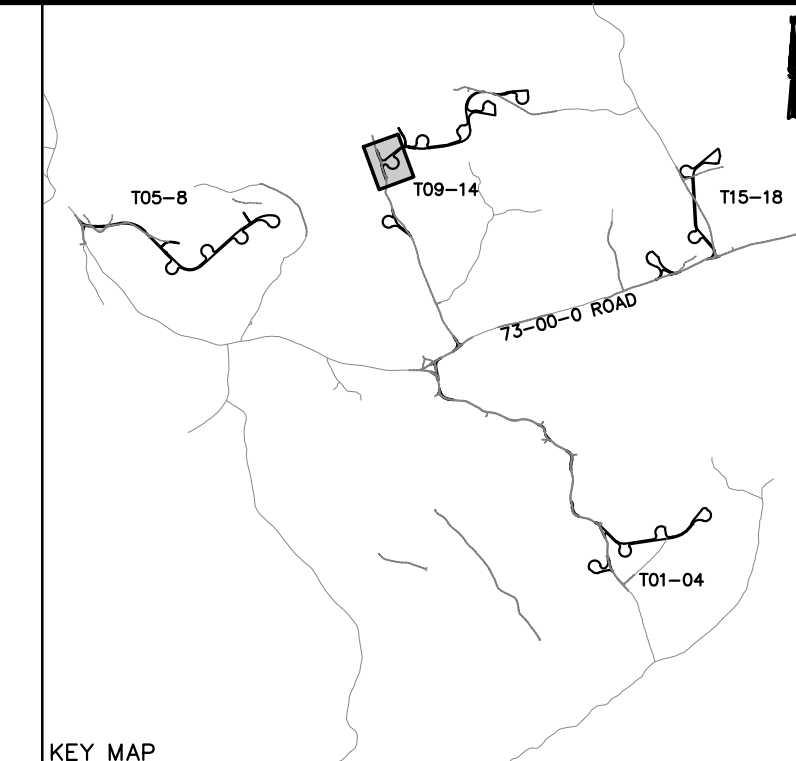
**SEWALL**  
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RESOURCE CONSULTANTS  
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Project No. **83429E**  
Phase **PERMIT**  
Sheet No. **20**

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**SCHOPPE RIDGE NORTH ACCESS ROAD**  
(365+00 - 374+94 ACCESS ROAD)



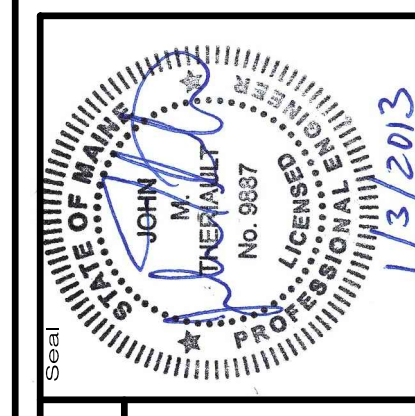
Rev. #	Drawn By	Description

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE

Designed By: JCH/JMT  
Date: 01/03/2013  
Scale: H: 1"=100' V: 1"=50'

Checked: JMT  
Approved: BCH

**SCHOPPE RIDGE NORTH ACCESS ROAD**  
**STA. 364+00 - 374+94**



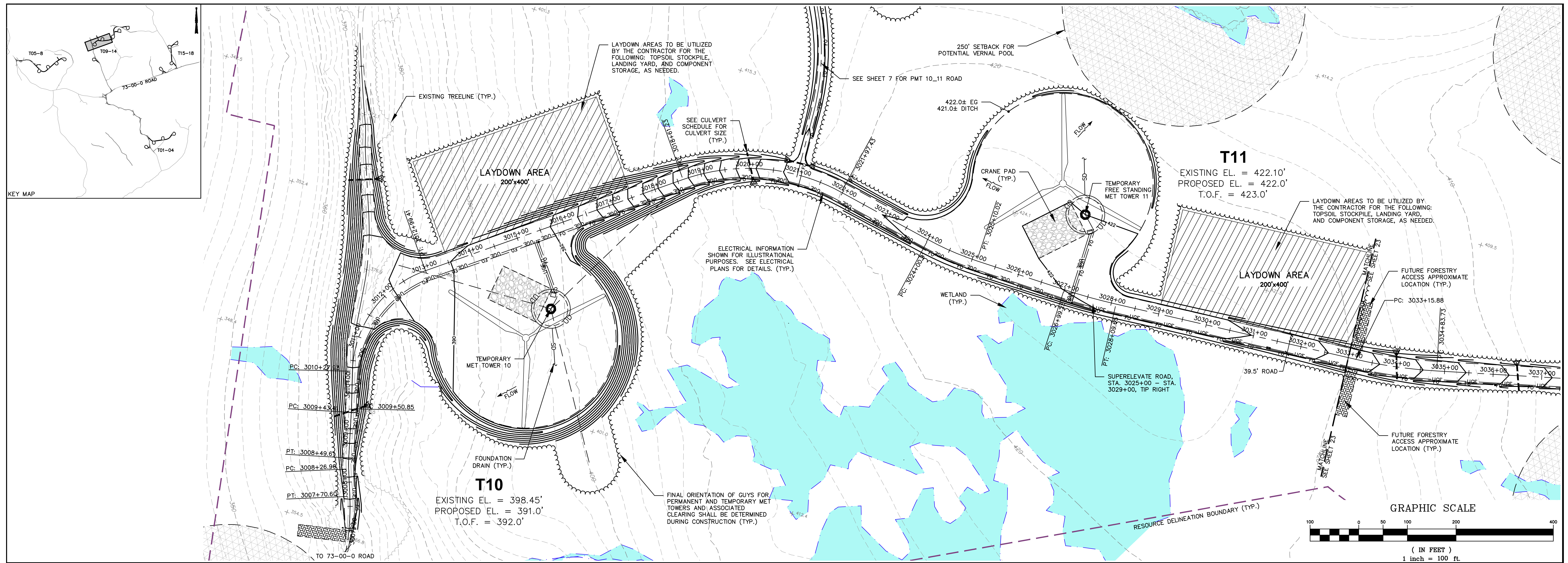
Project No. **83429E**

Engineer **SEWALL**  
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GEOSPATIAL ENGINEERING,  
SURVEYING AND NATURAL  
RESOURCE CONSULTANTS  
JAMES W. SEWALL COMPANY Since 1880  
SEWALL.COM 800.618.7432

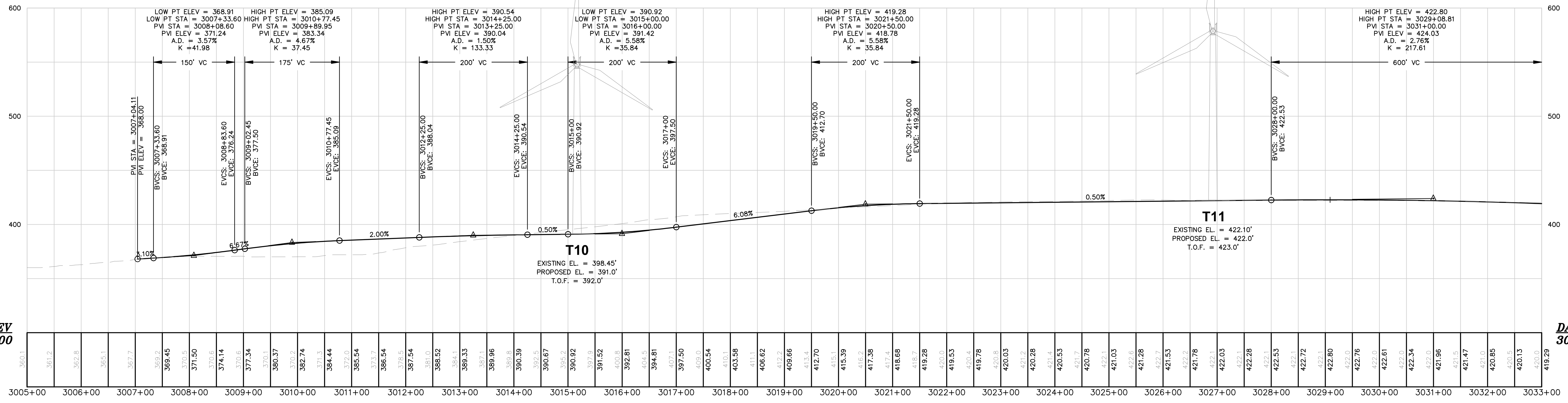
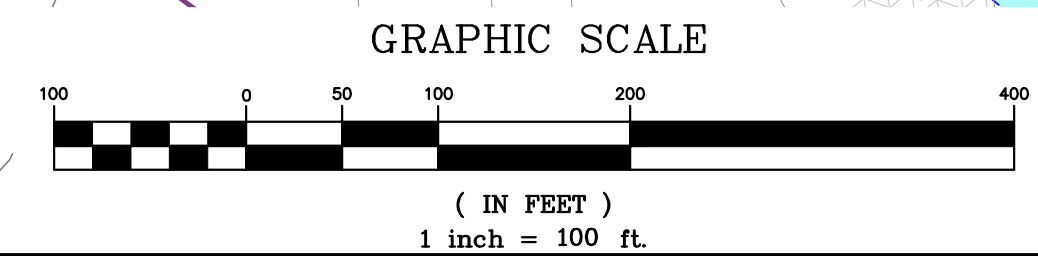
Phase **PERMIT**

Sheet No. **21**

PRELIMINARY NOT FOR CONSTRUCTION



**SCHOPPE RIDGE NORTH CRANE PATH**  
(3005+00 - 3033+00 CRANE PATH)



DATUM ELEV  
300.00

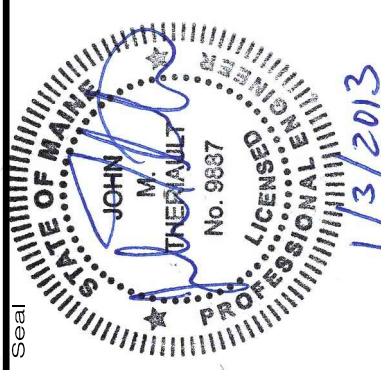
DATUM ELEV  
300.00

HORIZONTAL: 1" = 100'  
VERTICAL: 1" = 50'

Drawn By	JCH
Designed By	JCH/JMT
Date	01/03/2013
Scale	H: 1"=100 V: 1"=50'
Checked	JMT
Approved	JMT
Contracted	BOH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE  
Scale: H: 1"=100 V: 1"=50'

**SCHOPPE RIDGE NORTH CRANE PATH**  
STA. 3005+00 - 3033+00



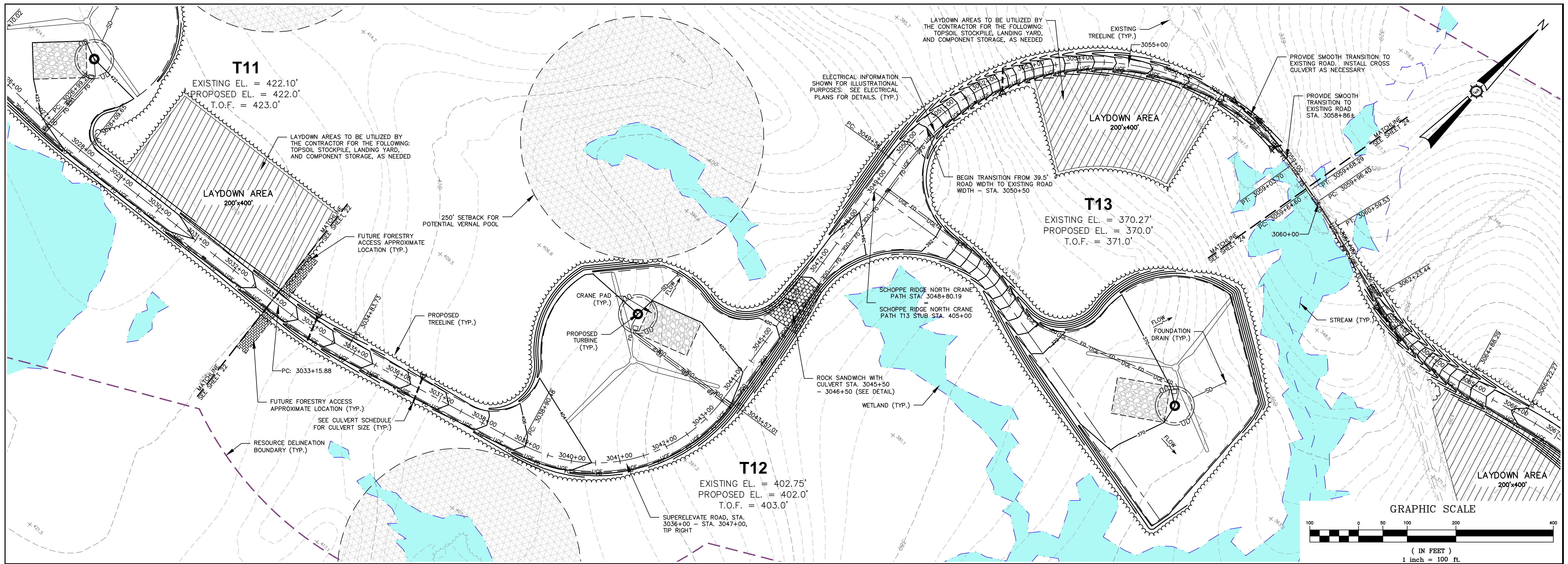
**SEWALL**  
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GEOSPATIAL ENGINEERING,  
SURVEYING AND NATURAL  
RESOURCE CONSULTANTS  
JAMES W. SEWALL COMPANY Since 1889  
800.618.7432  
sewall.com

Project No. **83429E**  
Engineer

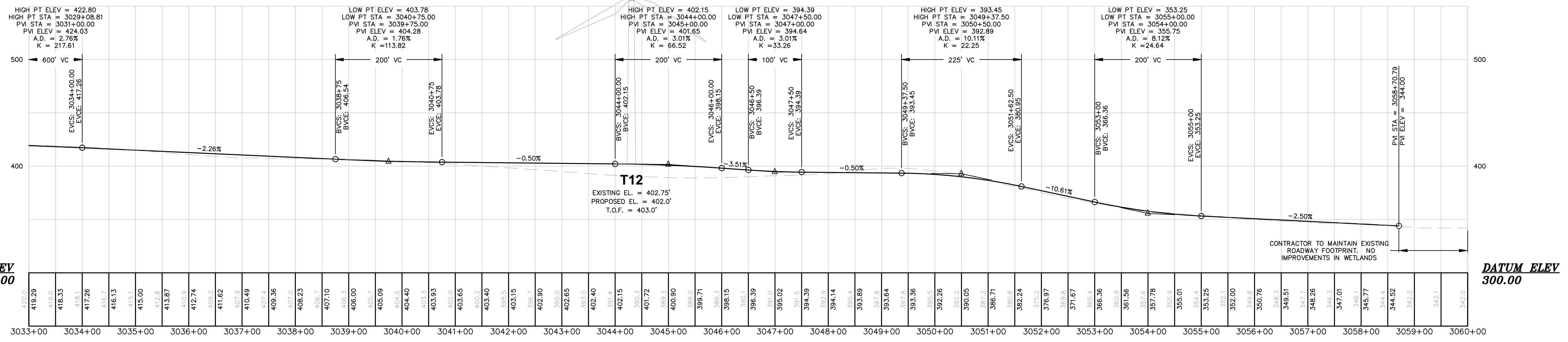
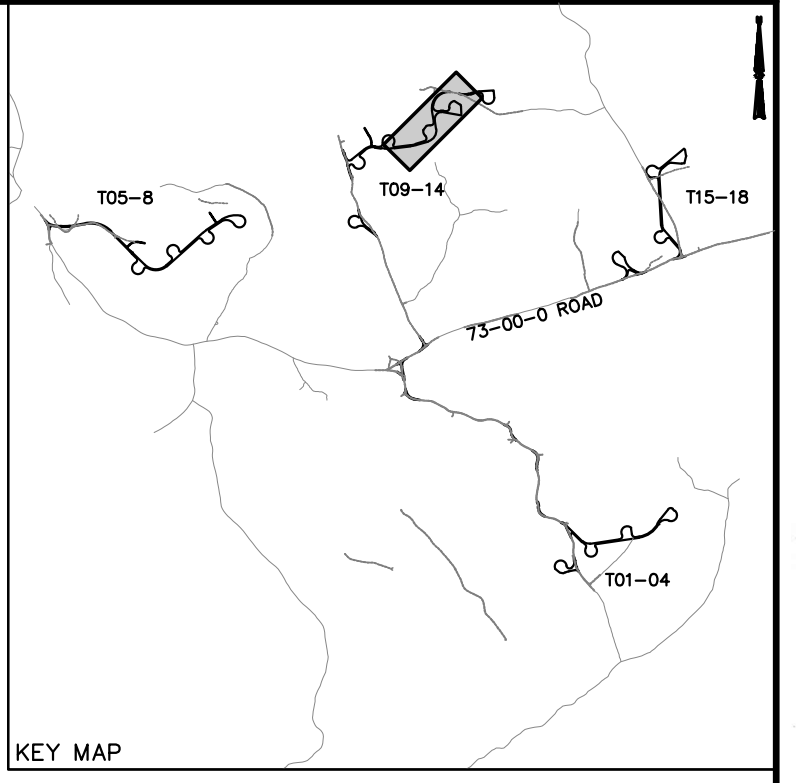
PERMIT

Sheet No. **22**

PRELIMINARY NOT FOR CONSTRUCTION

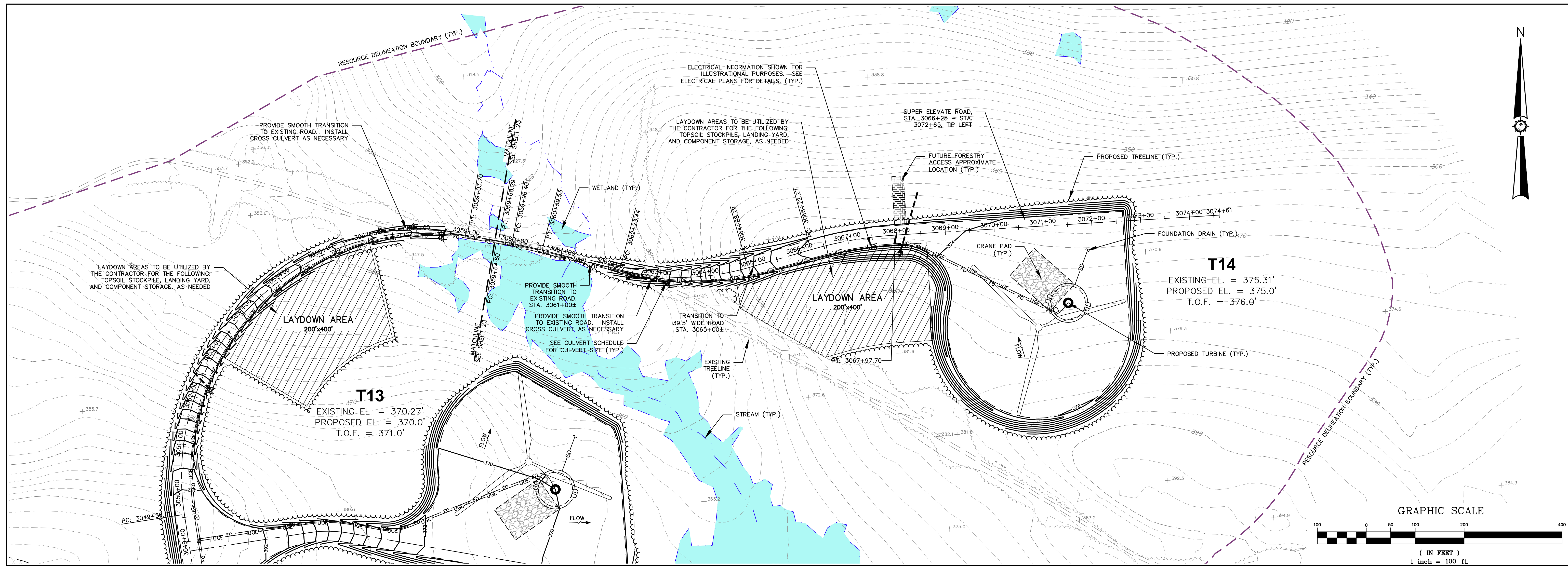


**SCHOPPE RIDGE NORTH CRANE PATH**  
(3033+00 - 3060+00 CRANE PATH)

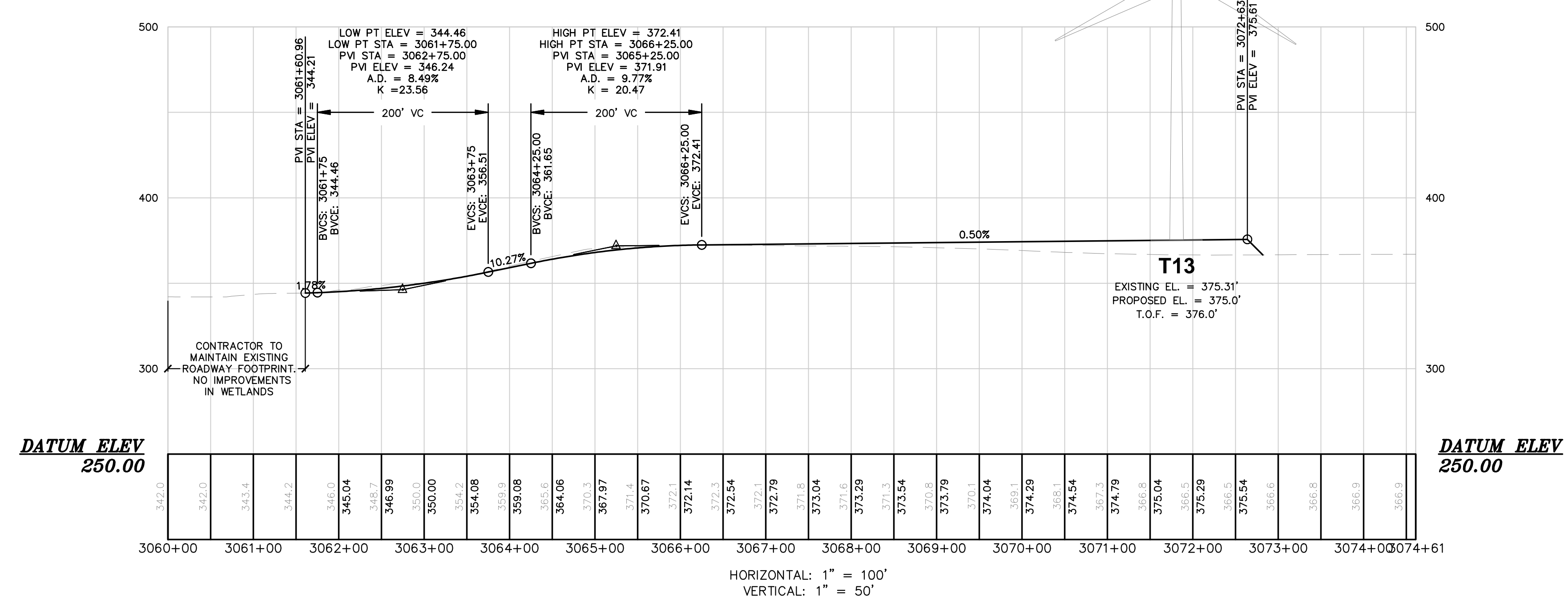
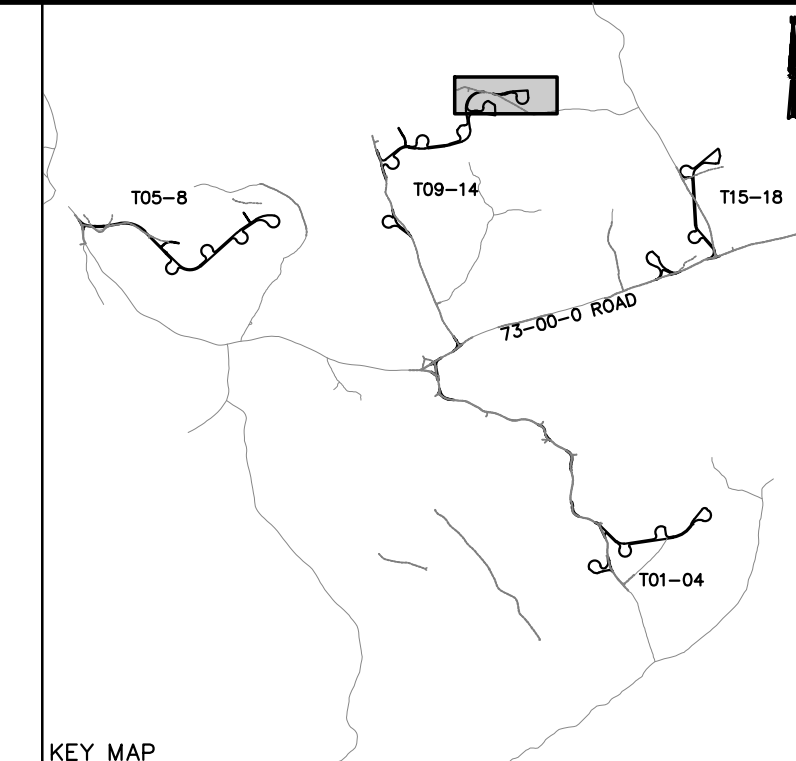


Project No.	83429E
Engineer	SEWALL
Project Location	T22 MD & T16 MD, MAINE
Scale	H: 1" = 100' V: 1" = 50'
Drawn By	JCH
Checked By	JMT
Approved By	JMT
Permit No.	PERMIT
Sheet No.	23

PRELIMINARY NOT FOR CONSTRUCTION



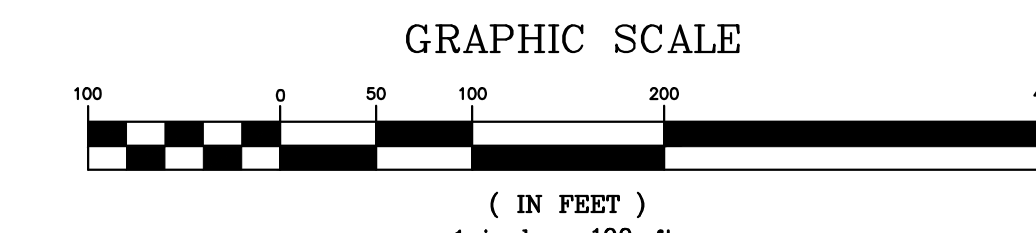
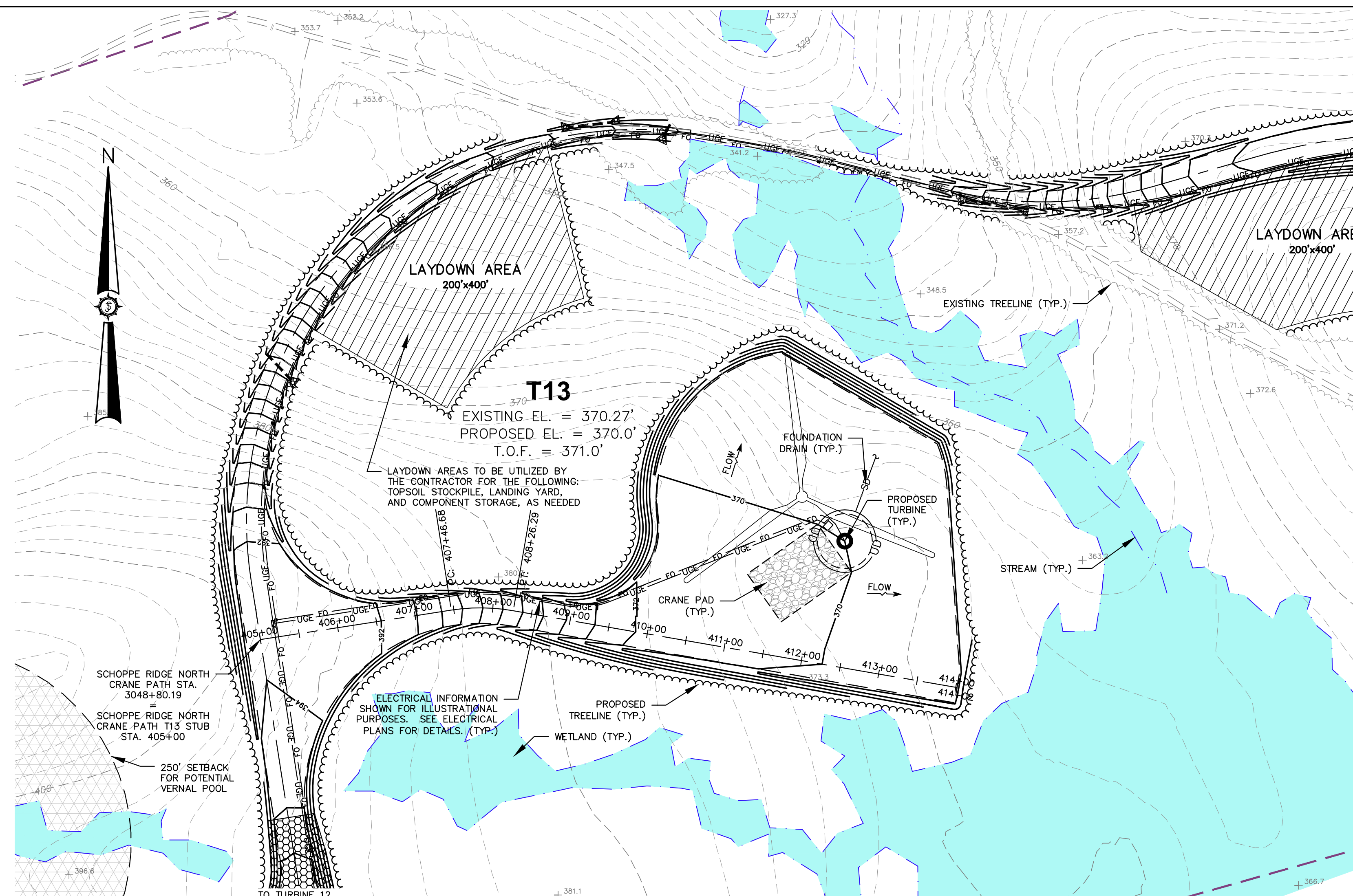
**SCHOPPE RIDGE NORTH CRANE PATH**  
(3060+00 - 3075+00 CRANE PATH)



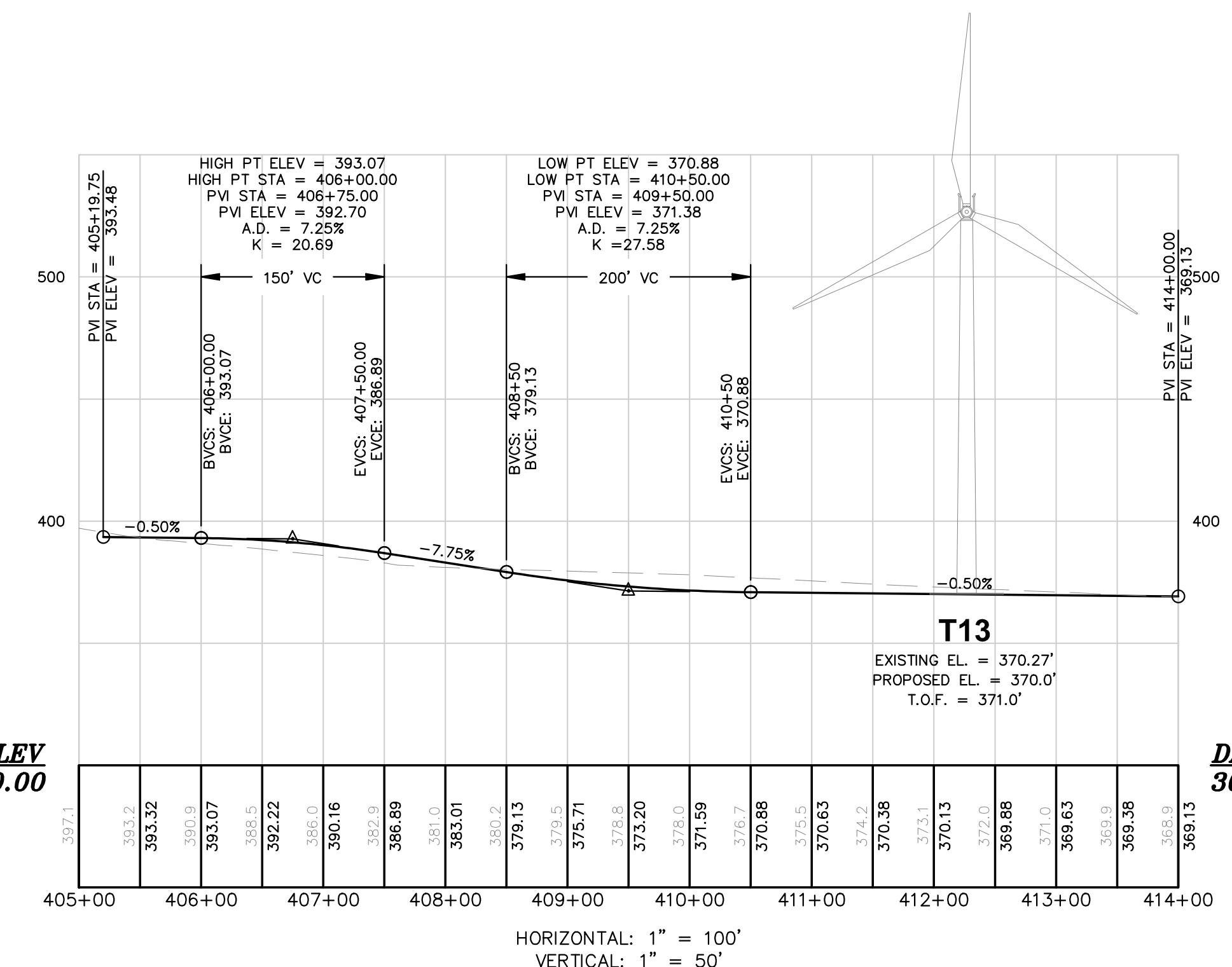
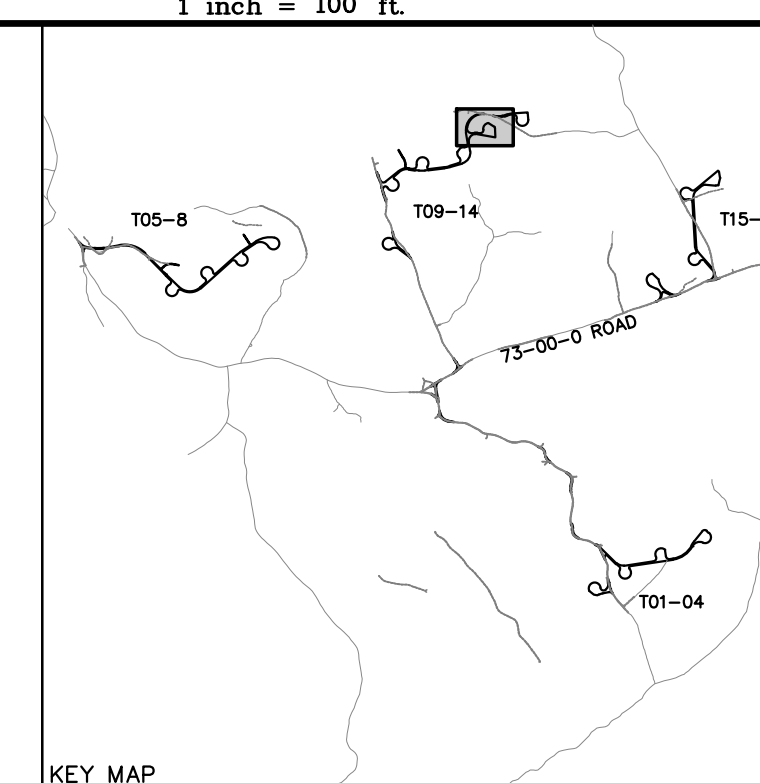
Project No.	83429E
Phase	PERMIT
Sheet No.	24
Project Name	HANCOCK WIND PROJECT HANCOCK WIND, LLC
Project Location	129 MIDDLE STREET PORTLAND, ME
Drawing Description	T22 MD & T16 MD, MAINE SCHOPPE RIDGE NORTH CRANE PATH STA. 3060+00 - 3075+00
Scale	H: 1" = 100' V: 1" = 50'
Drawn By	JCH
Designated By	JCH/JMT
Date	01/03/2013
Checked	JMT
Approved	BCH
Professional Seal	
Notes	AN INTEGRATED TEAM OF GEOSPATIAL ENGINEERING, SURVEYING AND NATURAL RESOURCE CONSULTANTS JAMES W. SEWALL COMPANY Since 1880 SEWALL.COM 800.618.7424

PRELIMINARY NOT FOR CONSTRUCTION





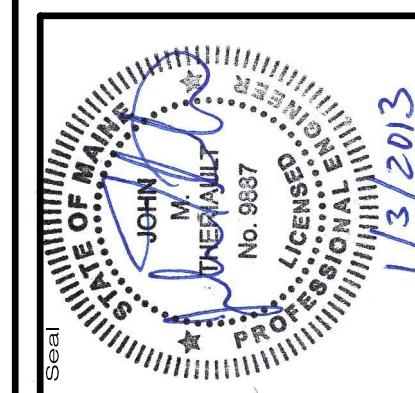
**SCHOPPE RIDGE NORTH CRANE PATH T13 STUB**  
(405+00 - 414+00 CRANE PATH)



Rev. #	Drawn By	Description

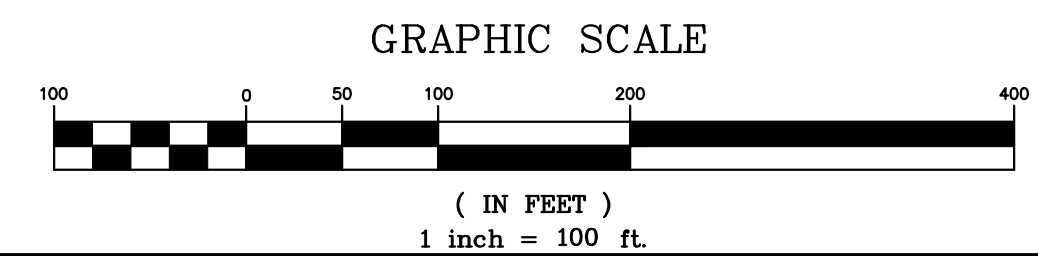
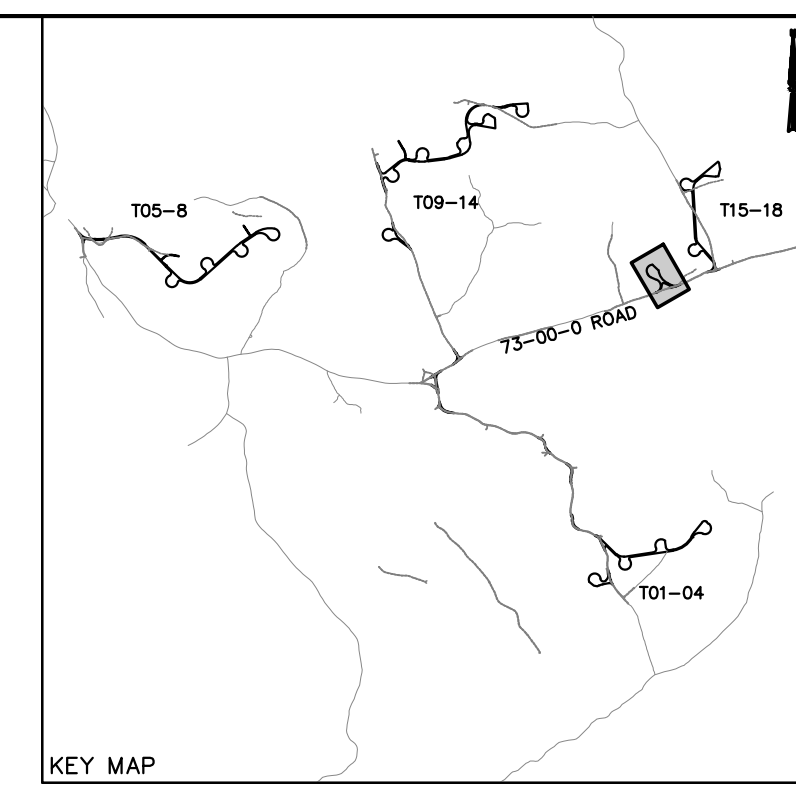
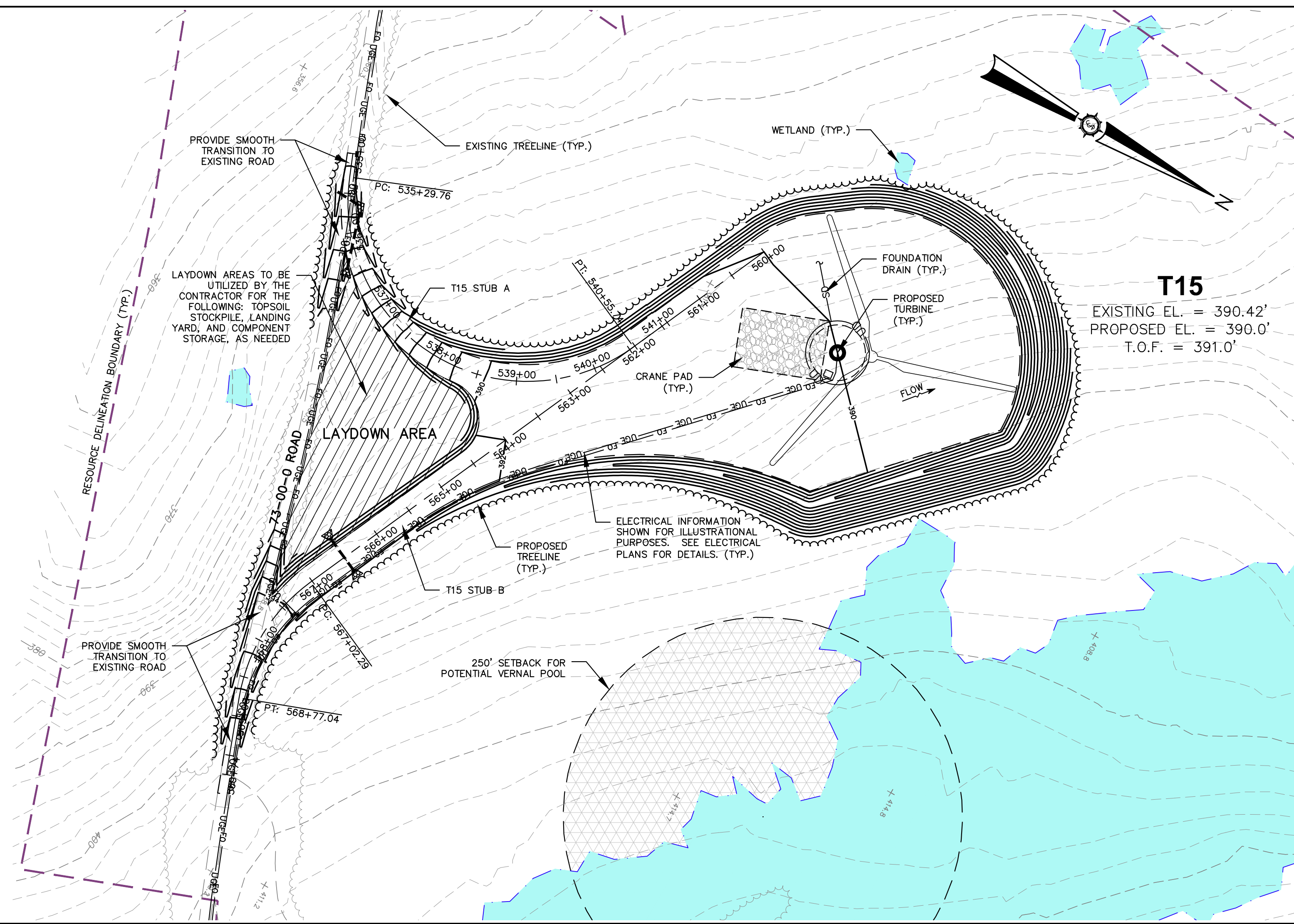
Drawn By: JCH  
 Designated By: JCH/JMT  
 Date: 01/03/2013  
 Scale: H: 1"=100 V: 1"=50'  
 Checked: JMT  
 BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 PORTLAND, ME  
 Project Location:  
 T22 MD & T16 MD, MAINE  
 Drawing Description:  
**SCHOPPE RIDGE NORTH CRANE PATH STUB**  
**STA. 405+00 - 414+00**



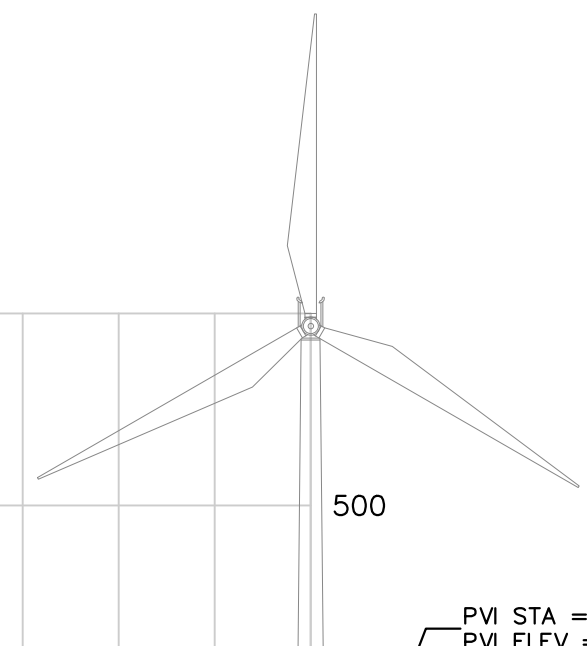
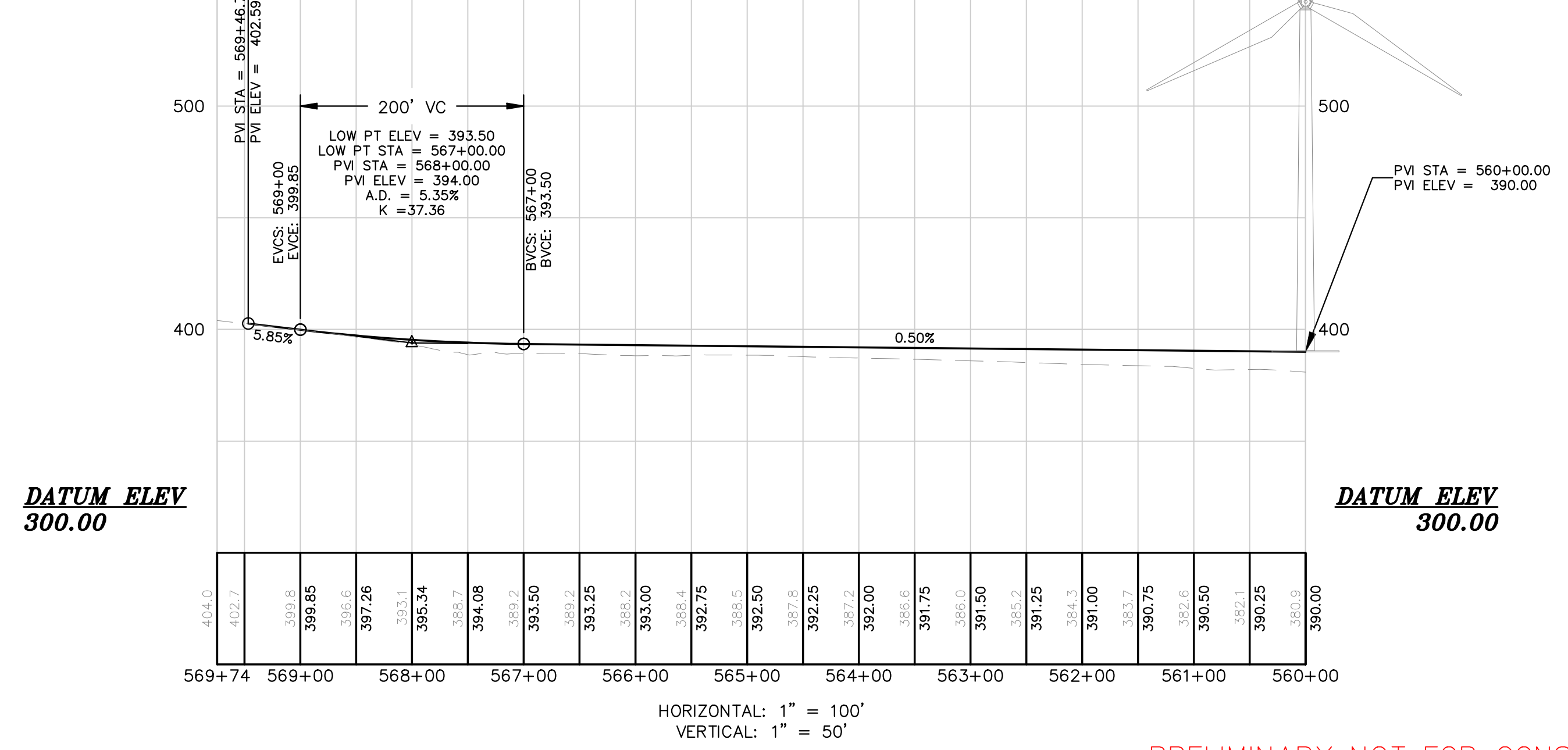
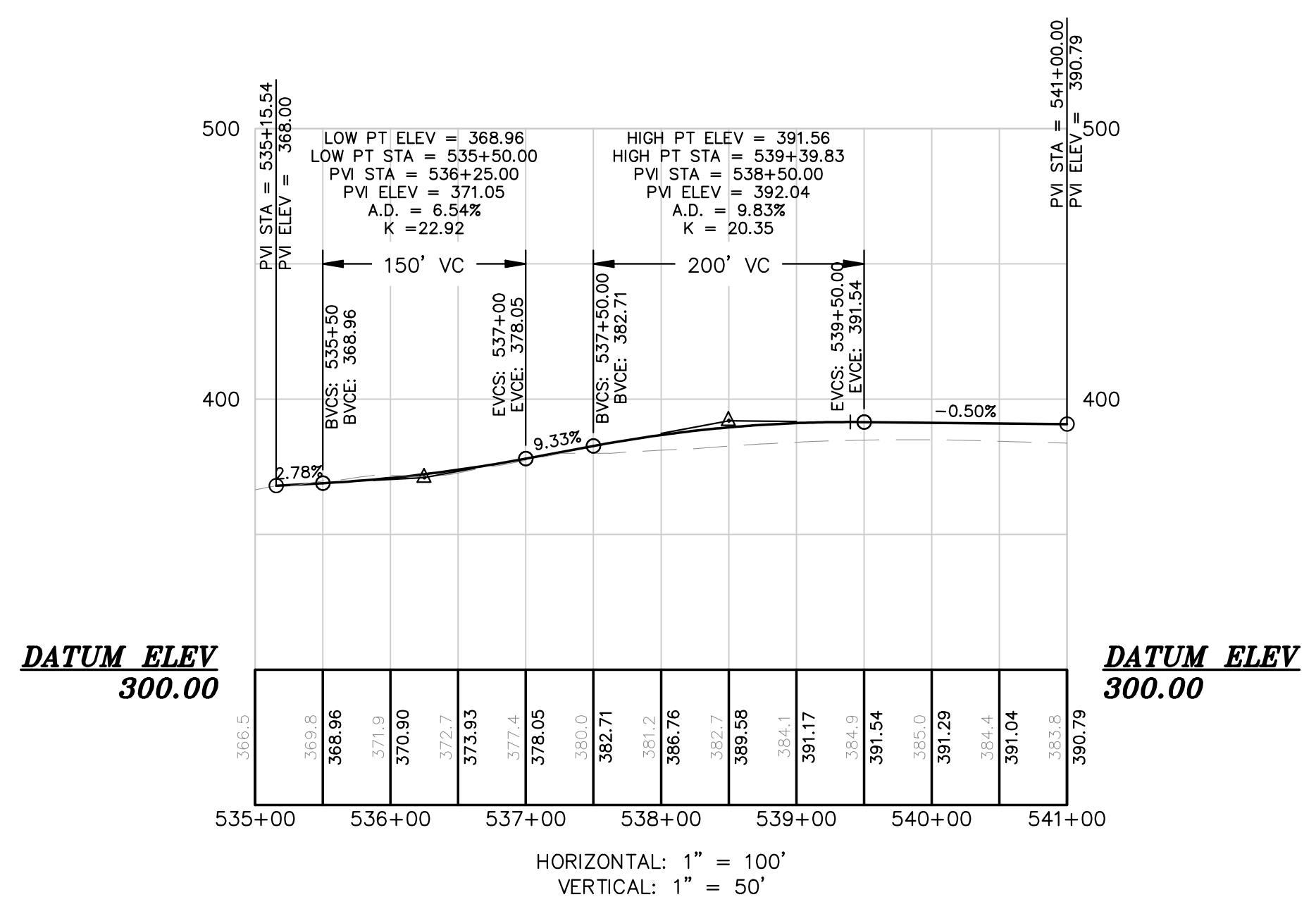
**83429E**  
**SEWALL**  
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 SURVEYING AND NATURAL  
 RESOURCE CONSULTANTS  
 JAMES W. SEWALL COMPANY Since 1880  
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PRELIMINARY NOT FOR CONSTRUCTION



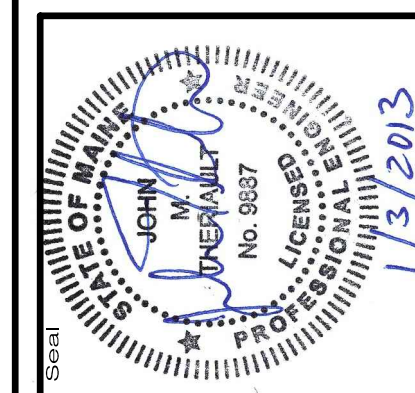
**SCHOPPE RIDGE SOUTH T15 CRANE PATH STUB A**  
(535+00 - 541+00 CRANE PATH)

**SCHOPPE RIDGE SOUTH T15 CRANE PATH STUB B**  
(560+00 - 569+74 CRANE PATH)



Rev. #	Drawn By	Description	Date

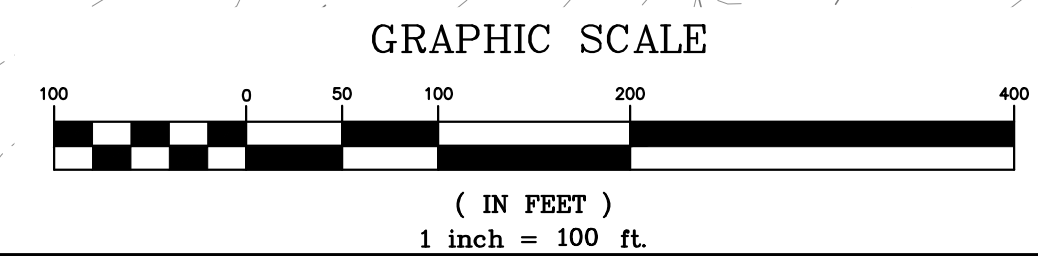
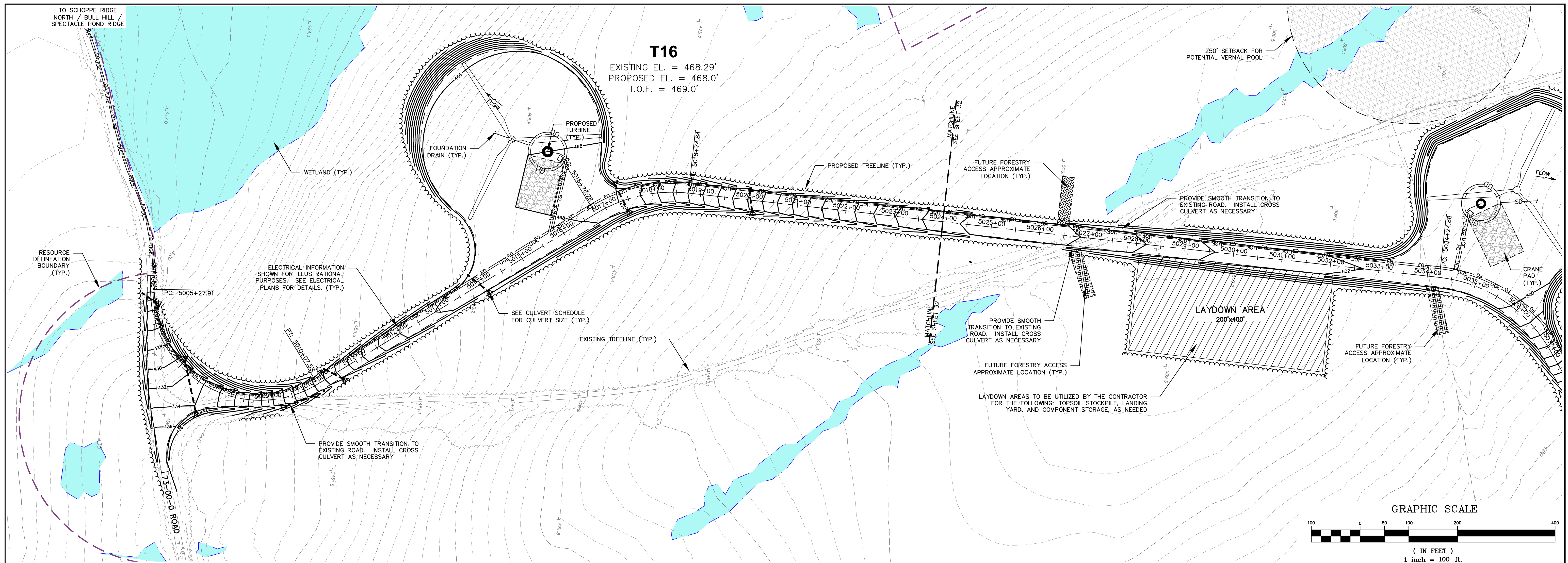
**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE  
Scale: H: 1"=100 V: 1"=50  
Approved: JMT  
Checked: BCH



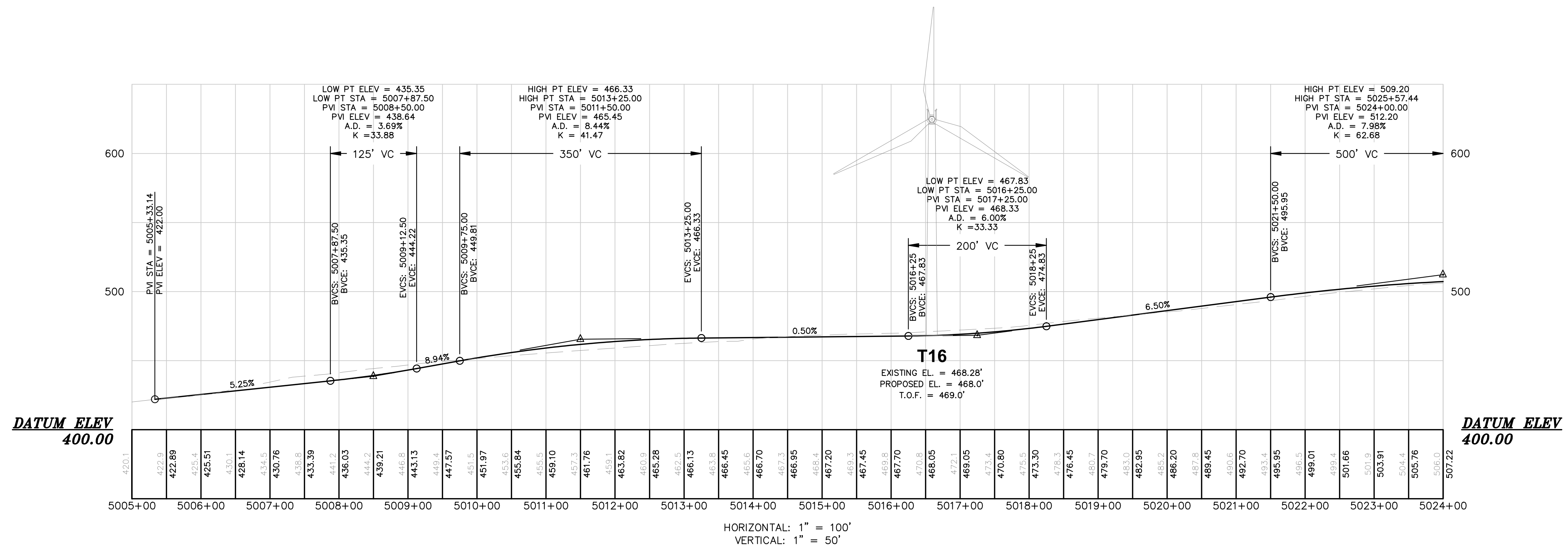
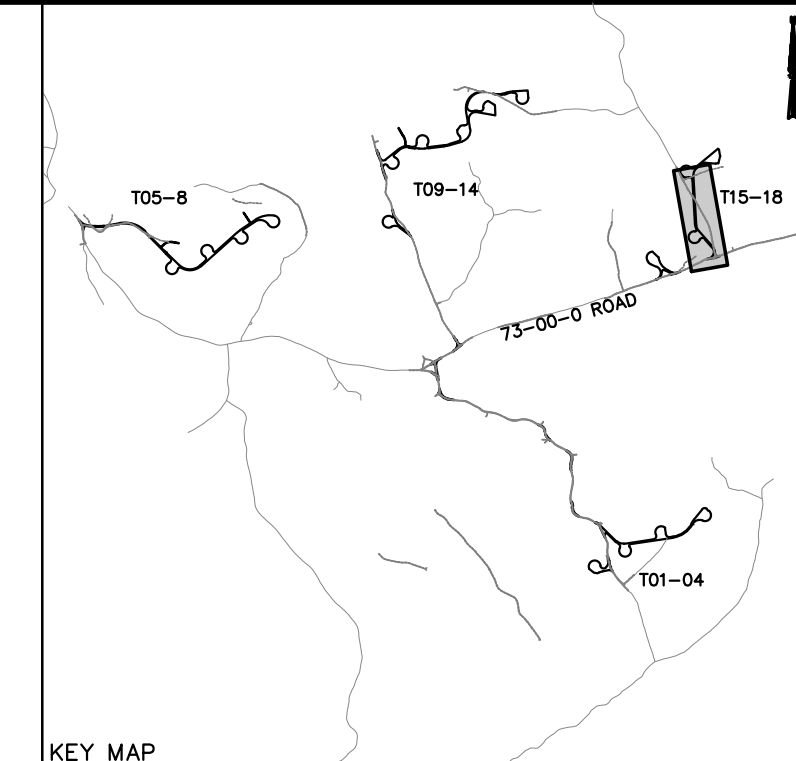
**83429E**  
**SEWALL**  
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GEOSPATIAL ENGINEERING,  
SURVEYING AND NATURAL  
RESOURCE CONSULTANTS  
JAMES W. SEWALL COMPANY Since 1880  
806 Rte 74-2E  
SEWALL, ME

Project No. PERMIT  
Sheet No. **30**

PRELIMINARY NOT FOR CONSTRUCTION



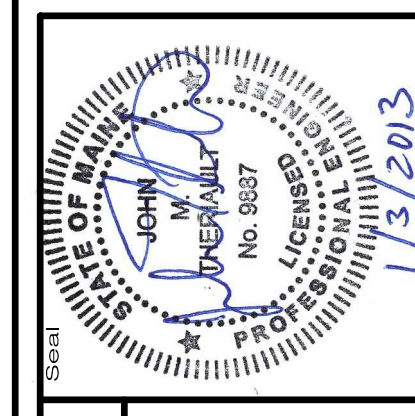
**SCHOPPE RIDGE SOUTH CRANE PATH**  
(5005+00 - 5024+00 SOUTH CRANE PATH)



Drawn By	JCH
Checked By	JMT
Designated By	JCH/JMT
Date	01/03/2013
Scale	H: 1"=100' V: 1"=50'
Project Location	PORTLAND, ME
Project Name	HANCOCK WIND PROJECT
Drawing Description	SCHOPPE RIDGE SOUTH EAST ACCESS ROAD
Stationing	STA. 5005+00 - 5024+00

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE  
STA. 5005+00 - 5024+00

Approved by: JMT  
Checked by: JCH



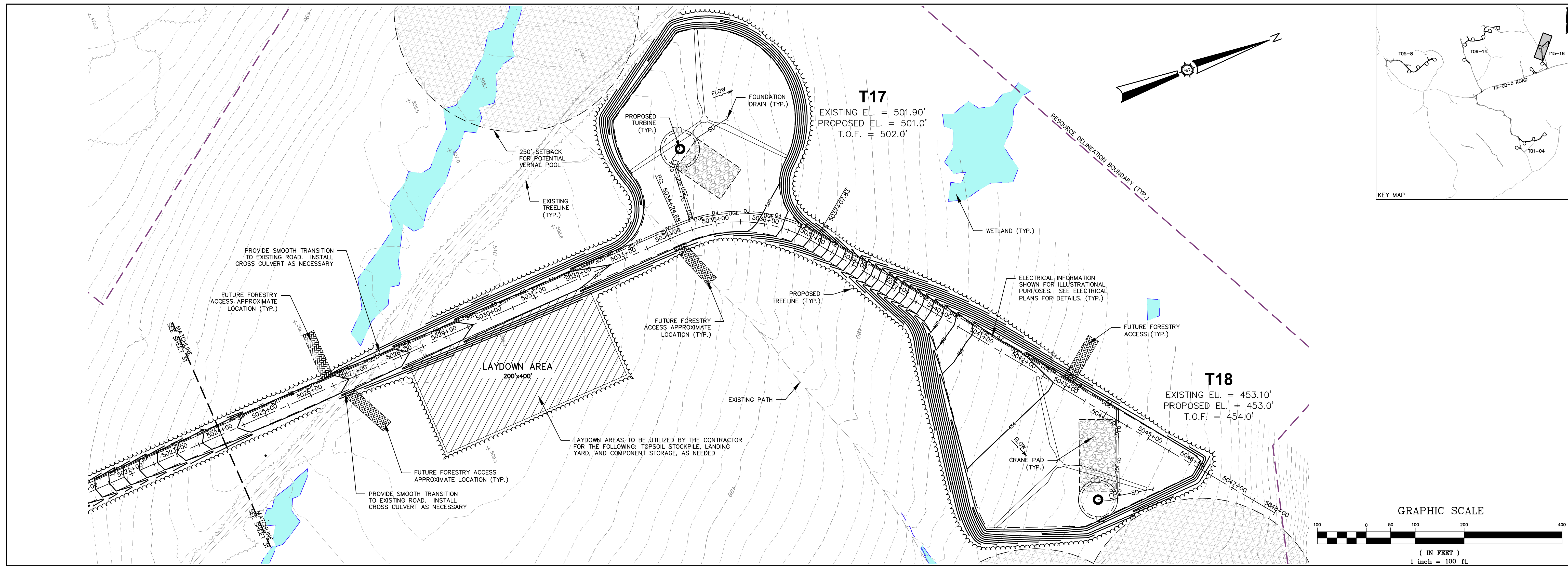
83429E

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SURVEYING AND NATURAL  
RESOURCE CONSULTANTS  
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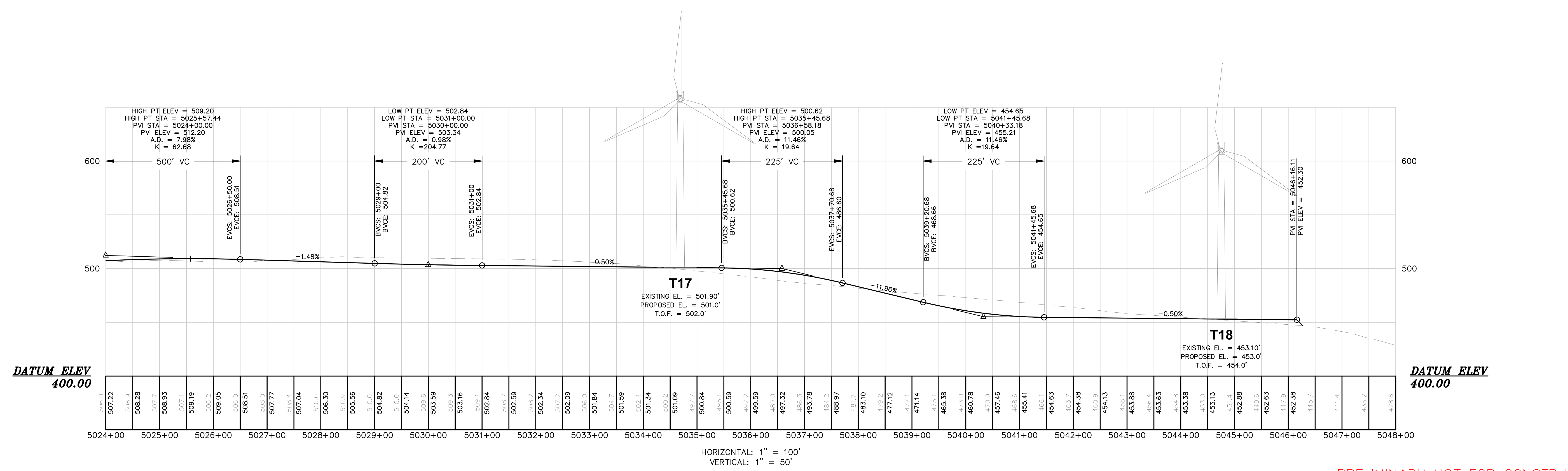
PHASE  
**PERMIT**

Sheet No.  
**31**

PRELIMINARY NOT FOR CONSTRUCTION



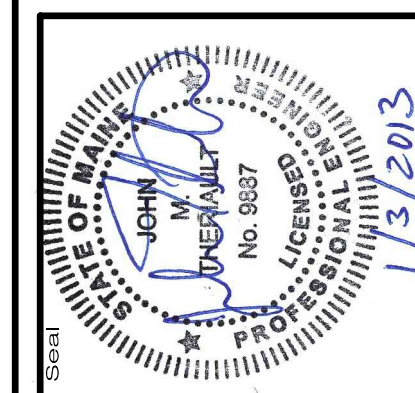
**SCHOPPE RIDGE SOUTH CRANE PATH**  
(5024+00 - 5048+00 SOUTH CRANE PATH)



Drawn By	JCH
Designed By	JCH/JMT
Date	01/03/2013
Scale	H: 1"=100 V: 1"=50'
Checked	JMT
BOH	

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE

**SCHOPPE RIDGE SOUTH EAST ACCESS ROAD**  
STA. 5024+00 - 5028+00



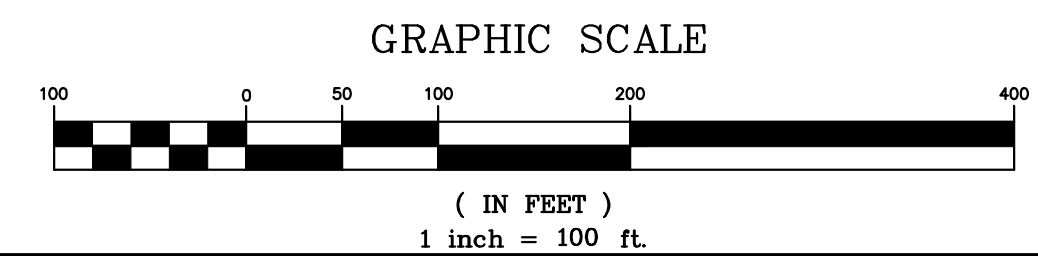
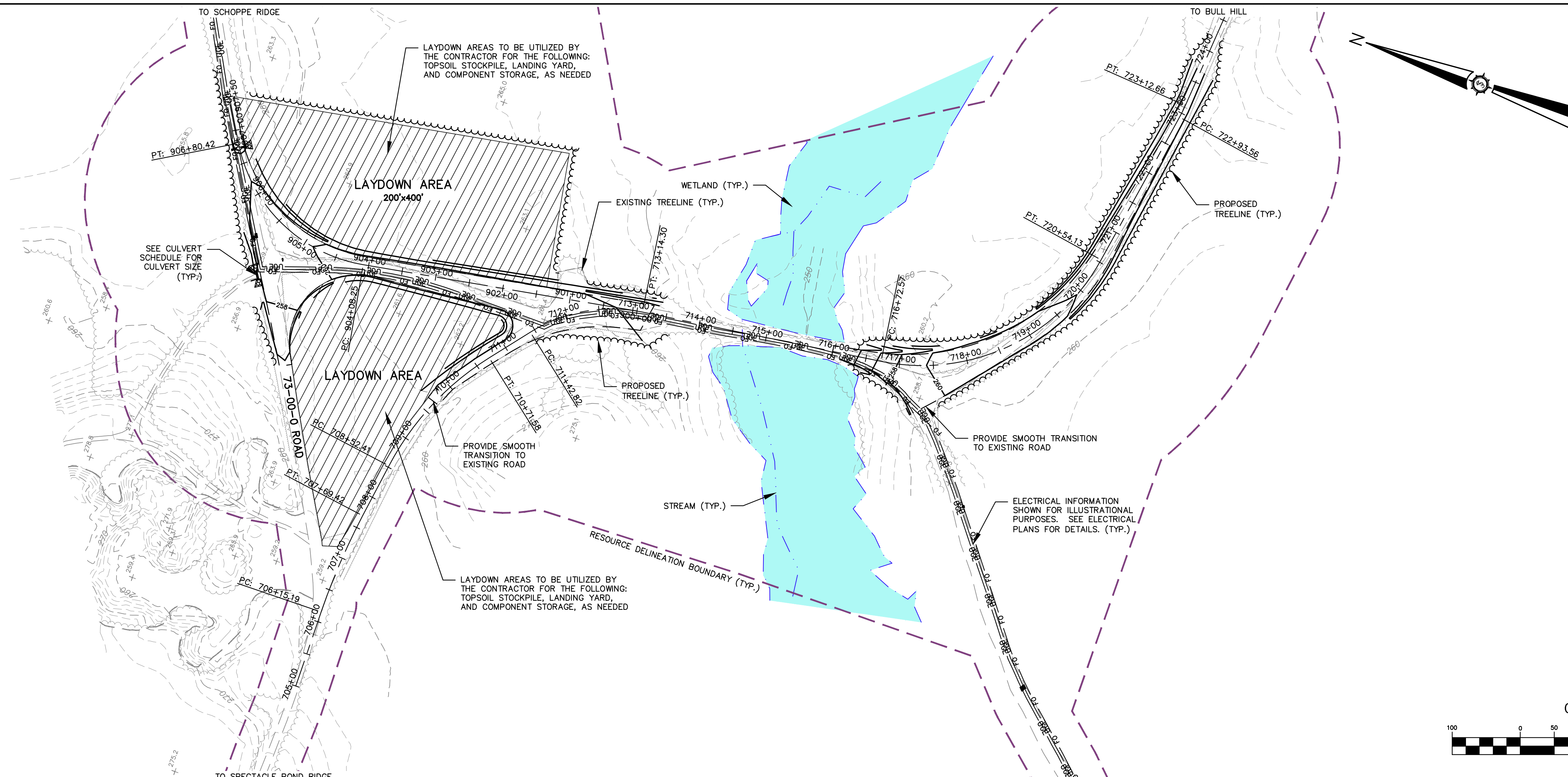
**83429E**

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SURVEYING AND NATURAL  
RESOURCE CONSULTANTS  
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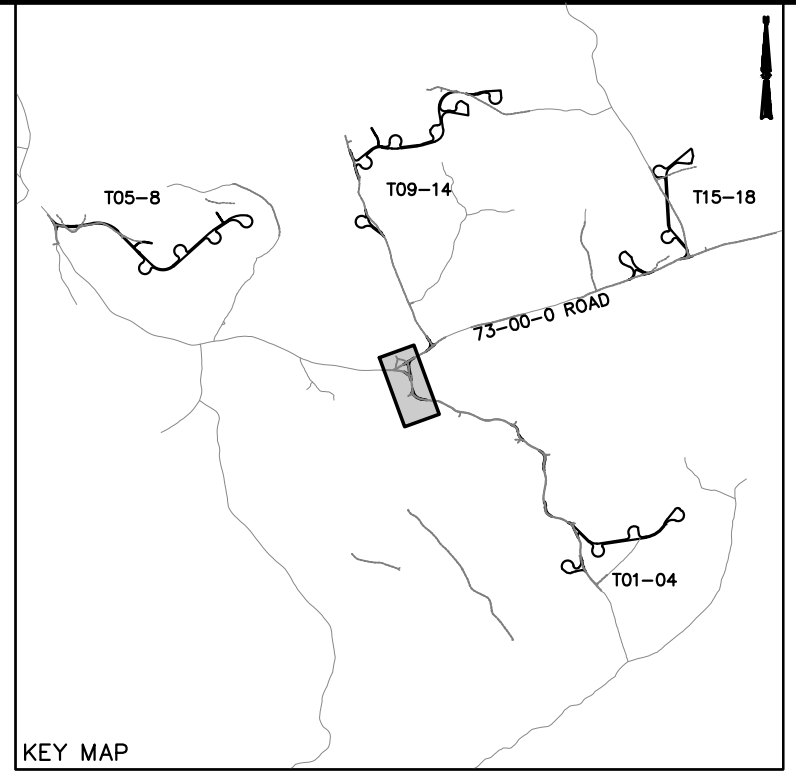
PERMIT

Sheet No. **32**

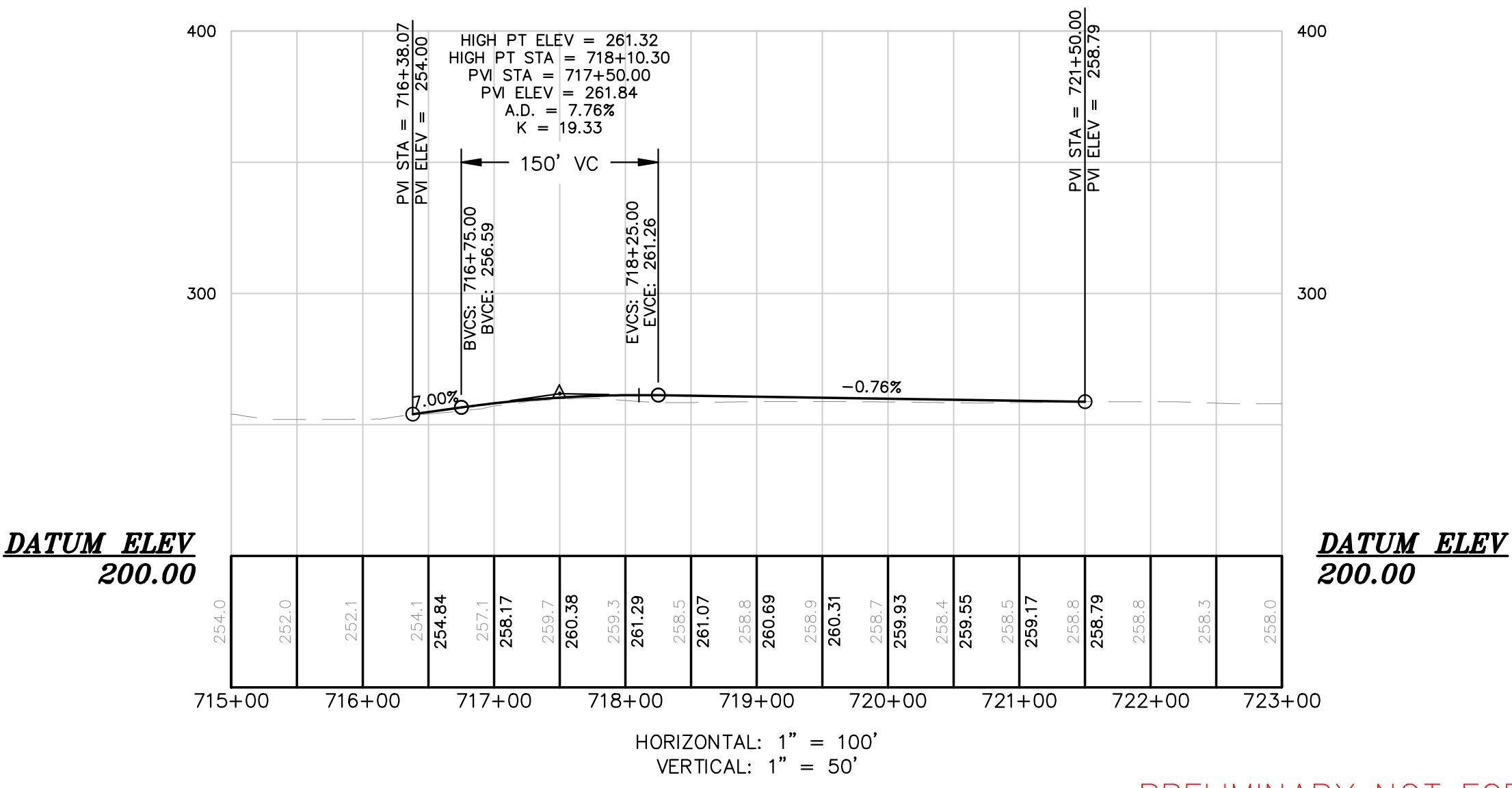
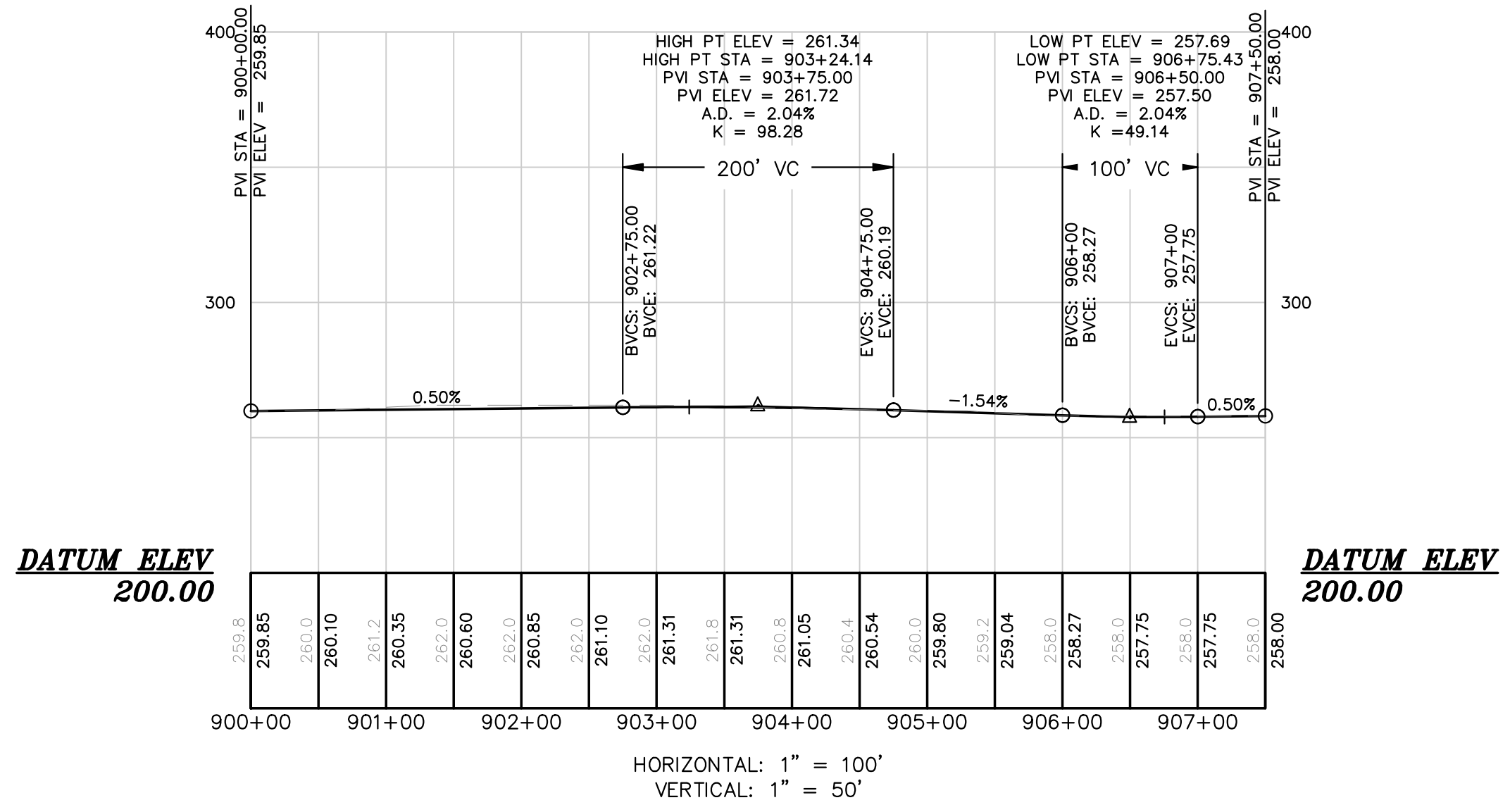
PRELIMINARY NOT FOR CONSTRUCTION



**BULL HILL ACCESS ROAD**  
(900+00 - 907+50 ACCESS ROAD)



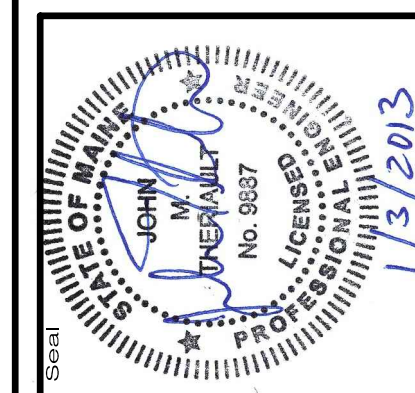
**BULL HILL ACCESS ROAD**  
(716+00 - 721+50 ACCESS ROAD)



Drawn By	JCH
Designed By	JCH/JMT
Date	01/03/2013
Scale	H: 1"=100 V: 1"=50
Checked	JMT
Approved	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE

**BULL HILL ACCESS RD STA. 900+00 - 907+50**  
**BULL HILL ACCESS RD STA. 716+00 - 721+50**

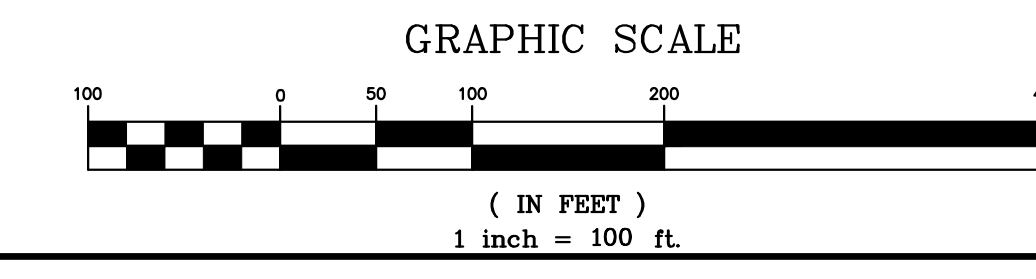
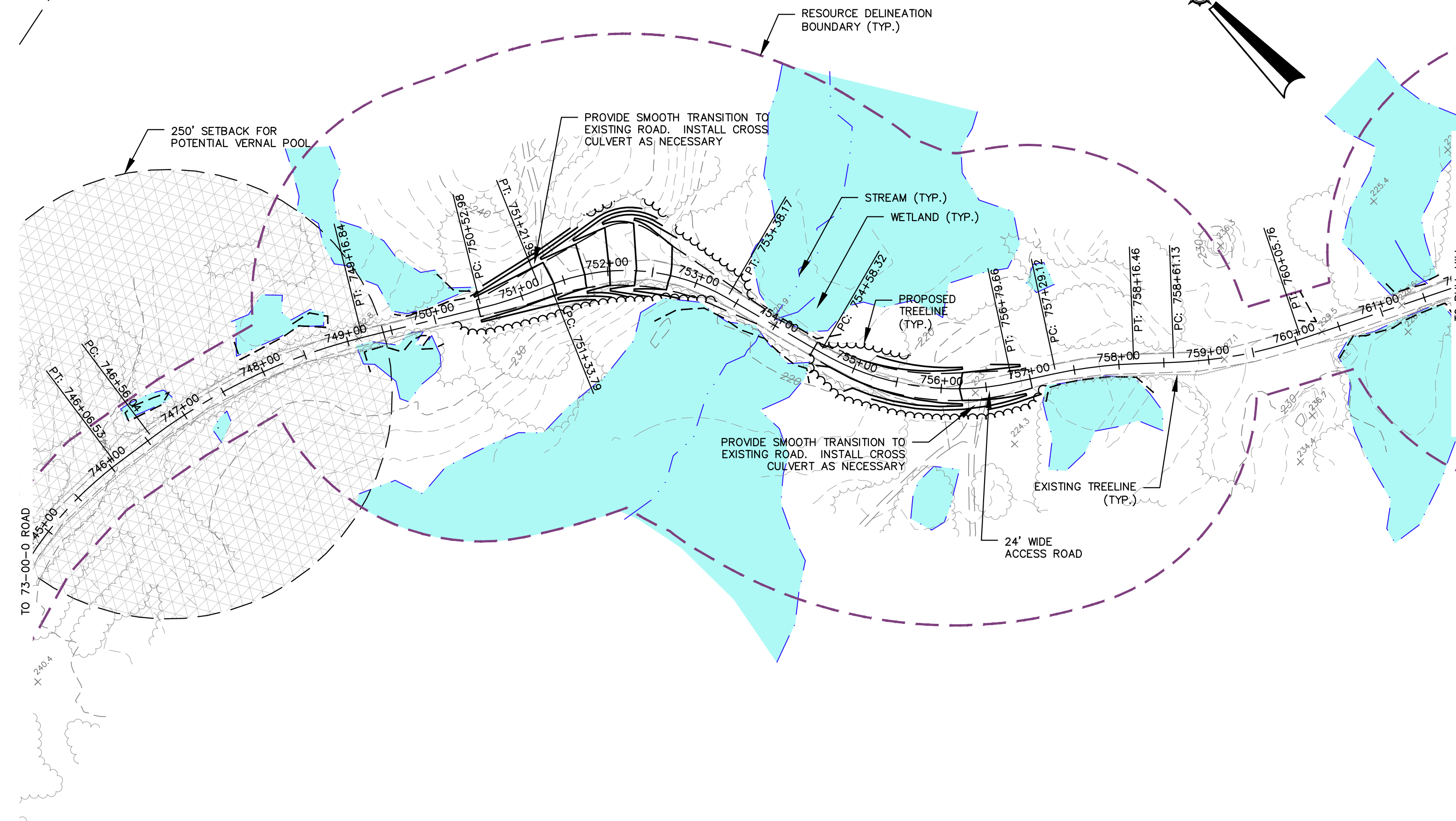


**83429E**

**SEWALL**  
 JAMES W. SEWALL COMPANY Since 1880  
 800 Rte 74-2E  
 SEWALLCON

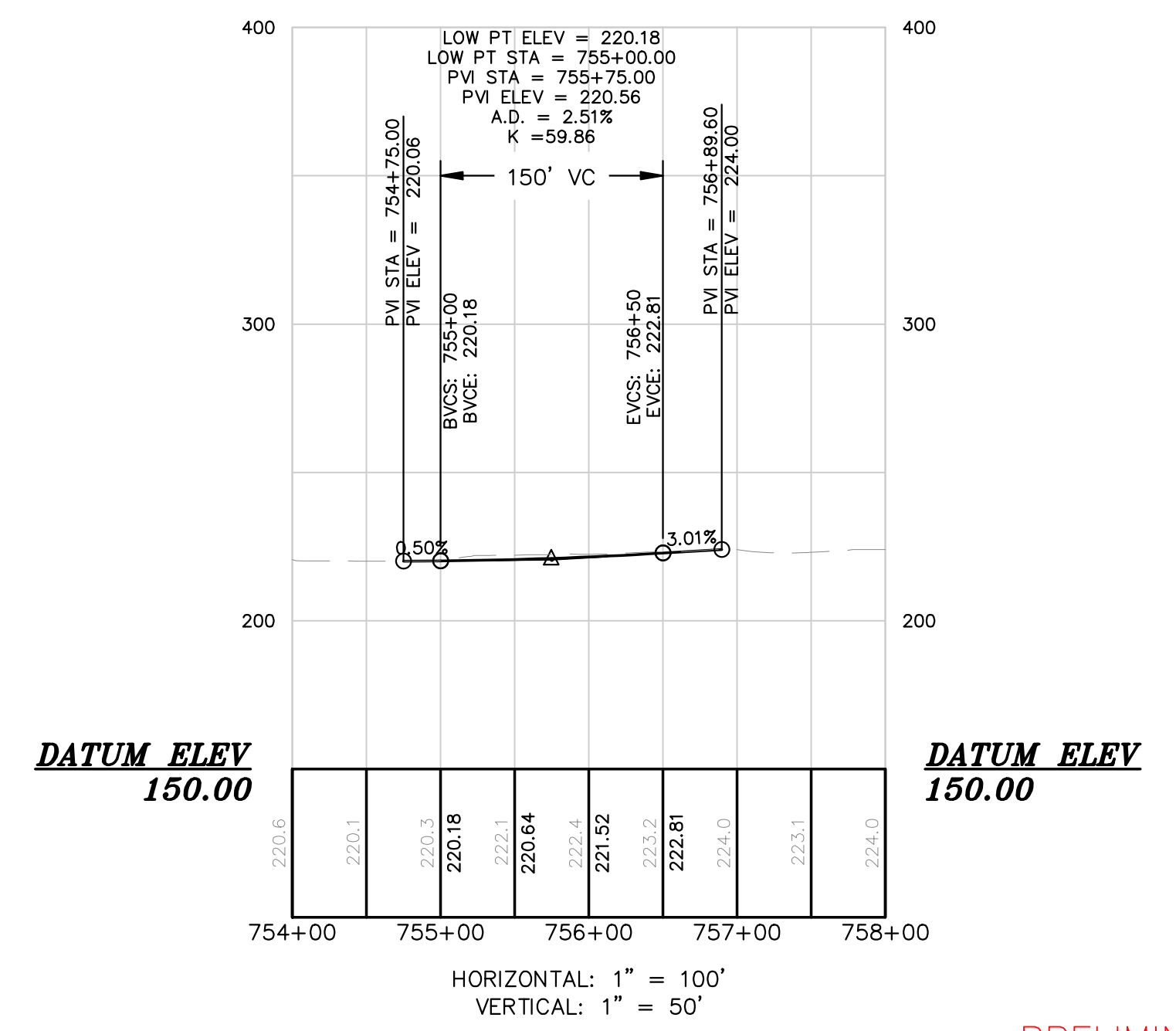
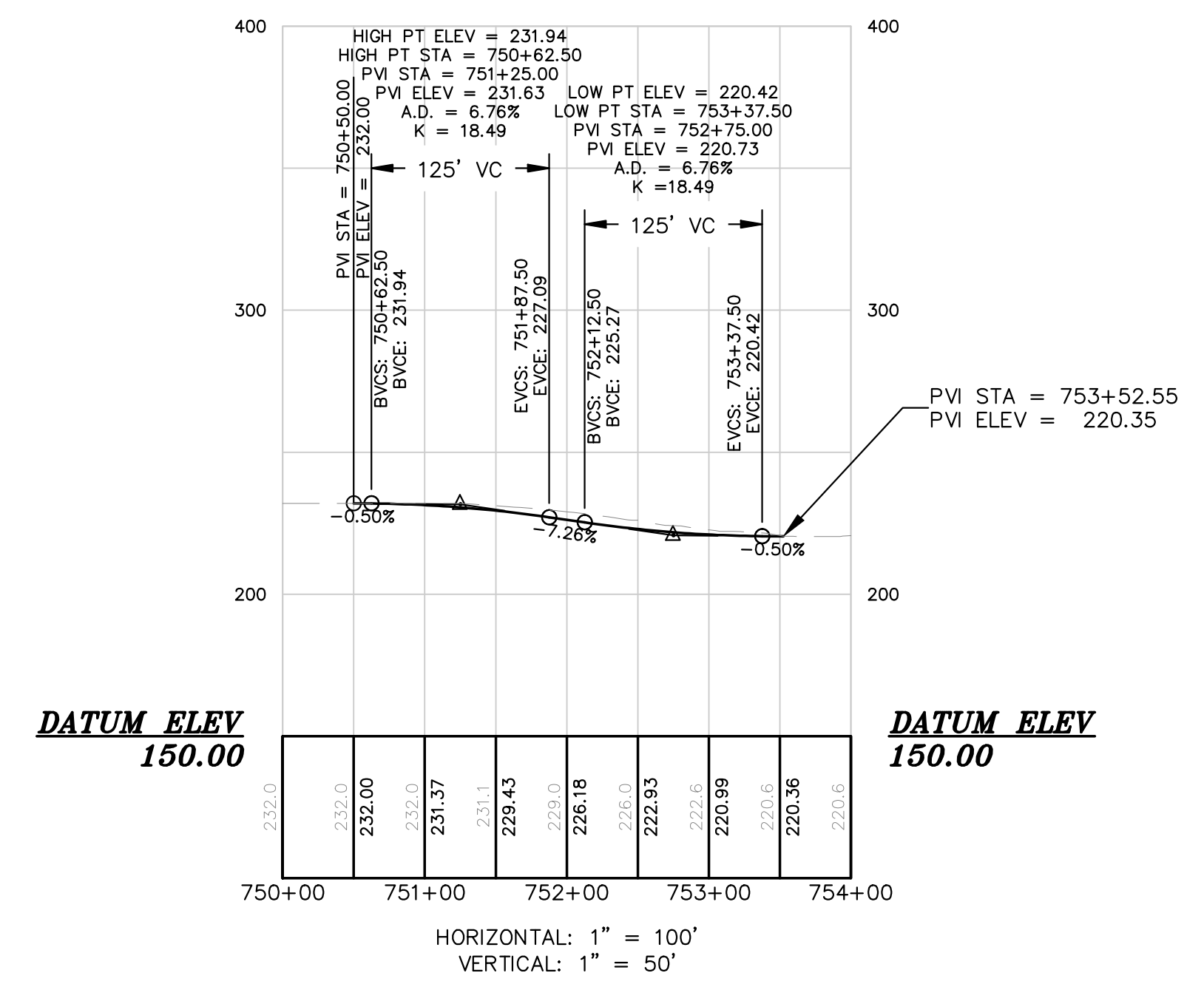
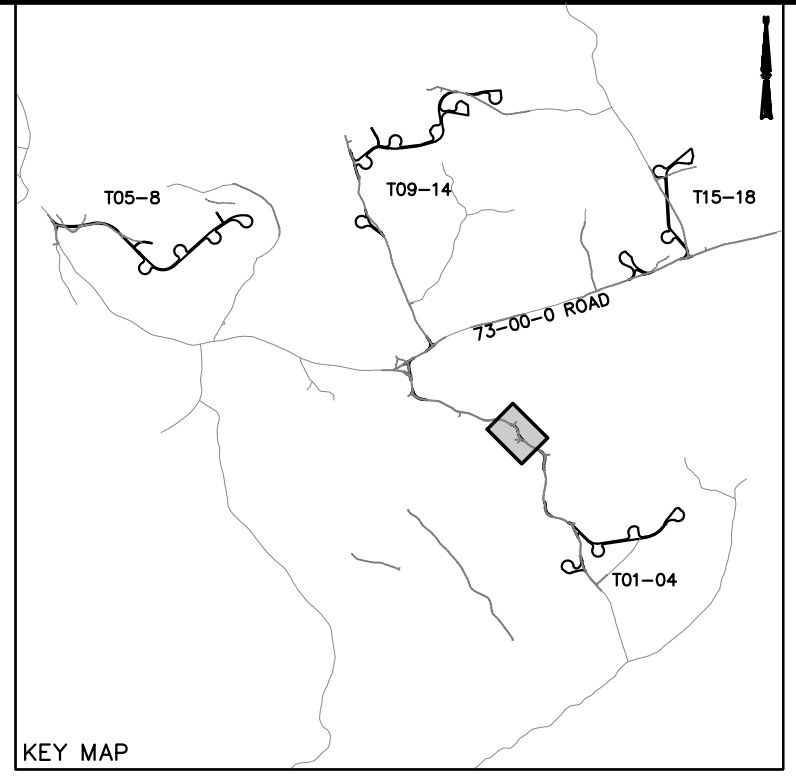
AN INTEGRATED TEAM OF  
 GEOSPATIAL ENGINEERING,  
 SURVEYING AND NATURAL  
 RESOURCE CONSULTANTS

PRELIMINARY NOT FOR CONSTRUCTION



**BULL HILL ACCESS ROAD**  
(750+50 - 753+50 ACCESS ROAD)

**BULL HILL ACCESS ROAD**  
(754+50 - 757+00 ACCESS ROAD)



Rev. #	Drawn By	Description	Date

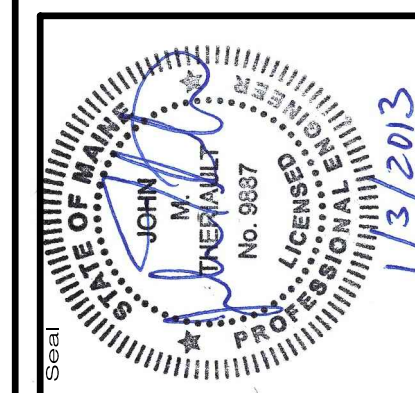
**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME

Project Location  
T22 MD & T16 MD, MAINE

Scale  
H: 1"=100 V: 1"=50

Approved  
JMT

Checked  
BCH



**83429E**

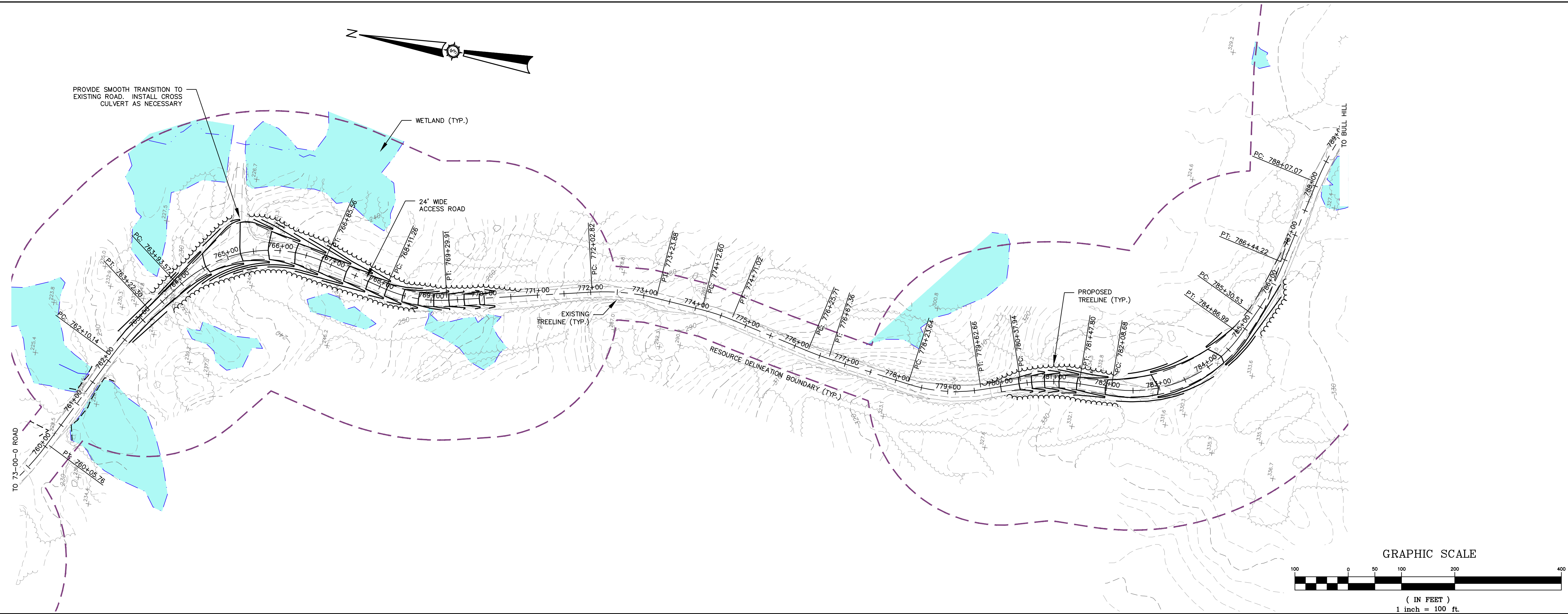
**SEWALL**  
AN INTEGRATED TEAM OF  
GEOSPATIAL ENGINEERING,  
SURVEYING AND NATURAL  
RESOURCE CONSULTANTS

JAMES W. SEWALL COMPANY Since 1880  
800.618.7432  
SEWALL.COM

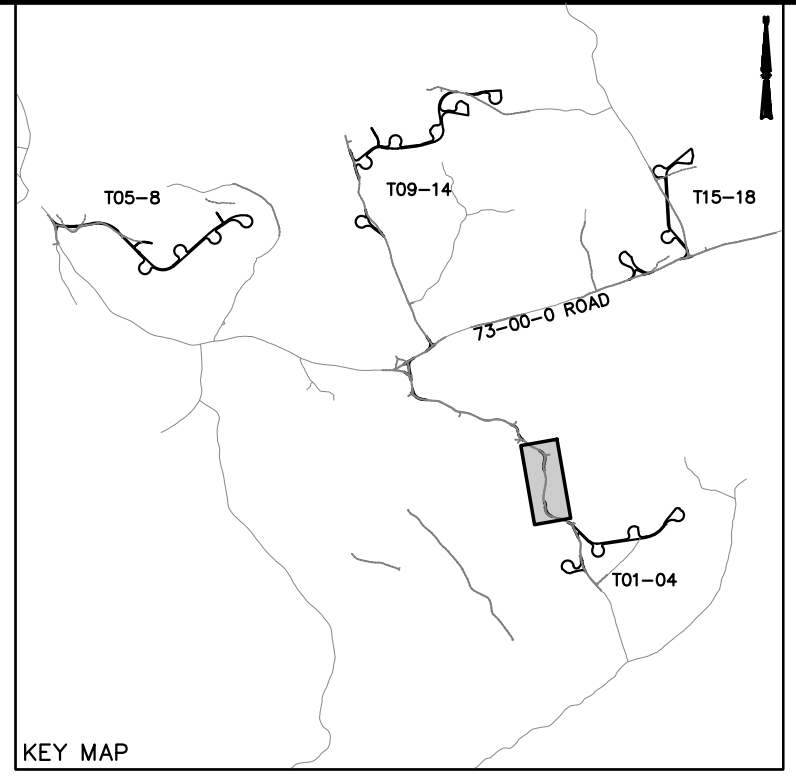
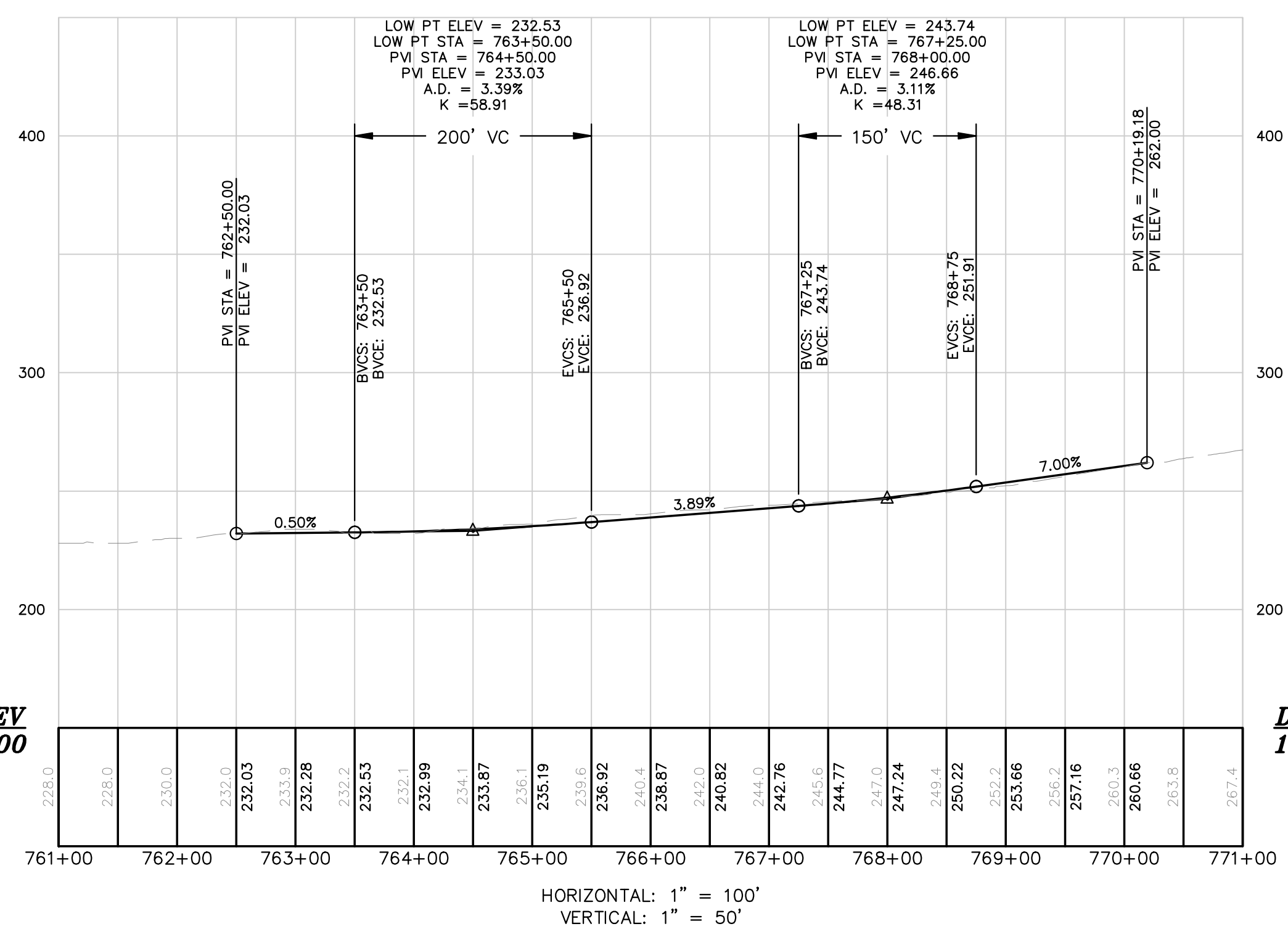
Phase  
**PERMIT**

Sheet No.  
**41**

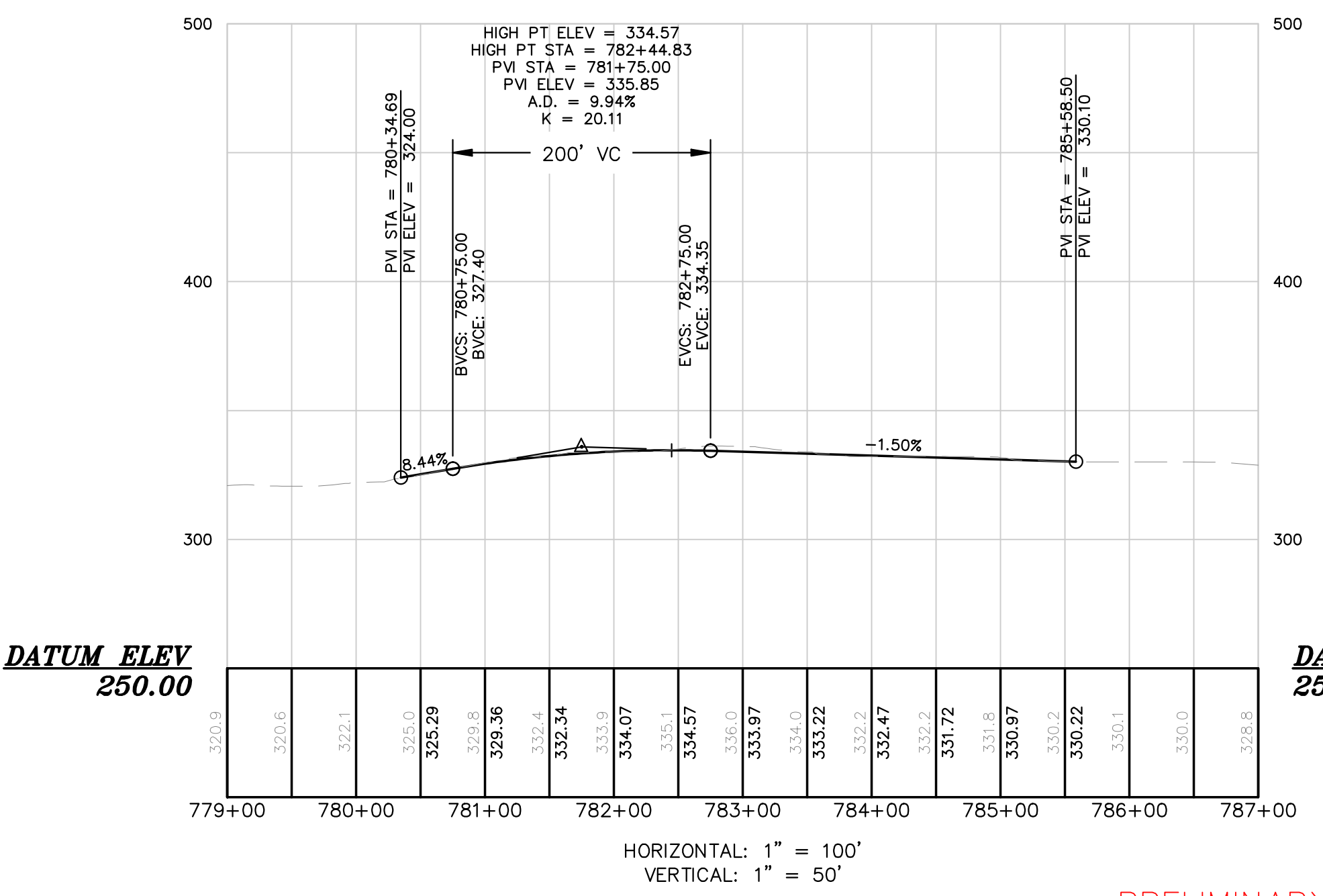
PRELIMINARY NOT FOR CONSTRUCTION



**BULL HILL ACCESS ROAD**  
(763+00 - 770+00 ACCESS ROAD)



**BULL HILL ACCESS ROAD**  
(780+50 - 785+00 ACCESS ROAD)



PRELIMINARY NOT FOR CONSTRUCTION

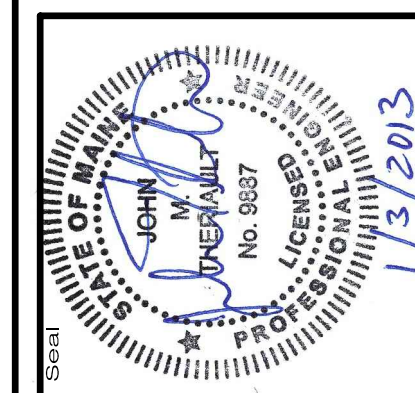
Rev. #	Drawn By	Description	Date

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE

Designed By: JCH/JMT  
Date: 01/03/2013  
Scale: H: 1"=100' V: 1"=50'

Drawn By: JCH  
Checked: JMT  
Approved: JMT

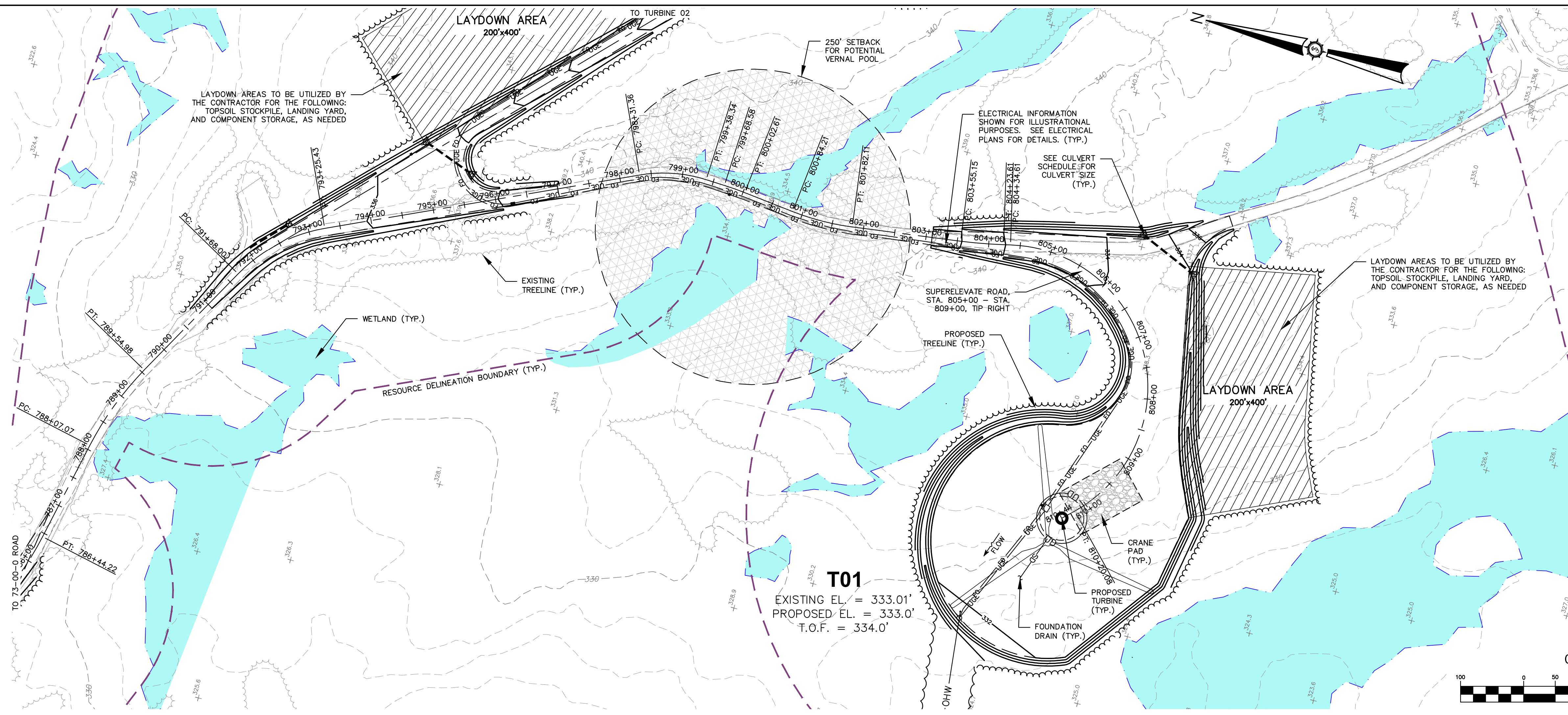
**BULL HILL ACCESS RD STA. 763+00 - 770+00**  
**BULL HILL ACCESS RD STA. 780+50 - 785+00**



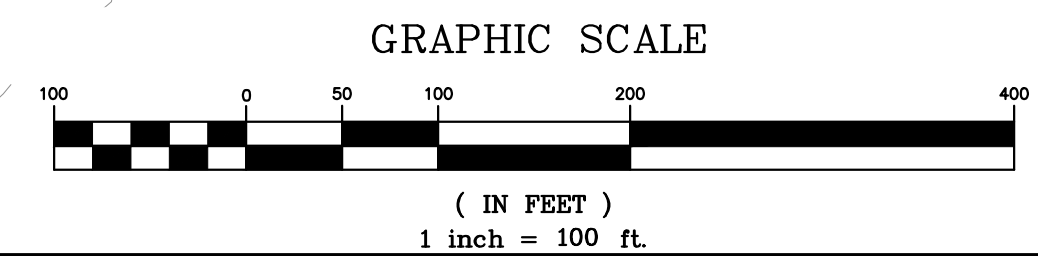
**83429E**

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SURVEYING AND NATURAL  
RESOURCE CONSULTANTS  
JAMES W. SEWALL COMPANY Since 1880  
806 618 7432  
SEWALL.COM

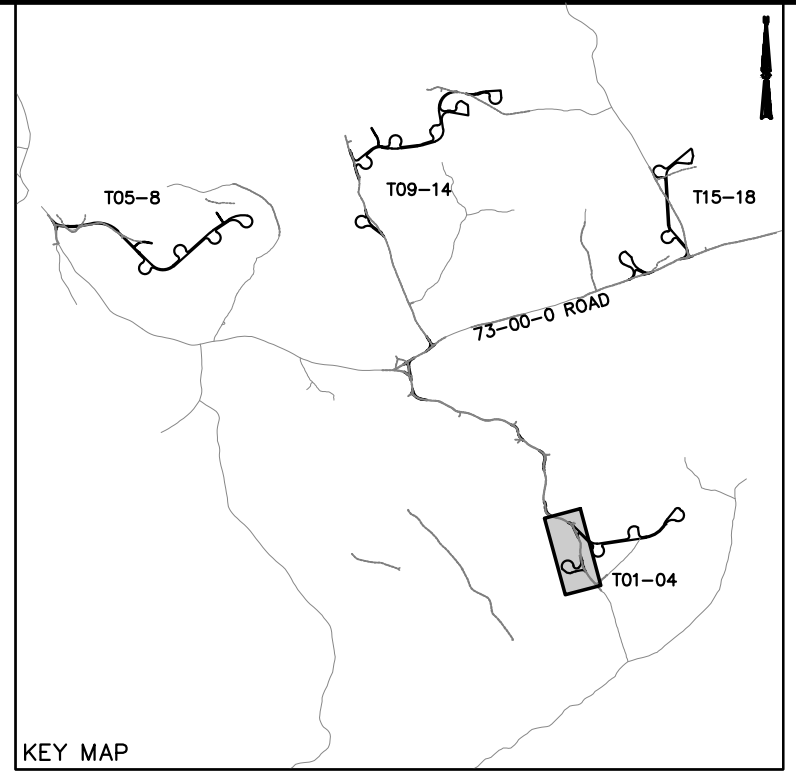
Project No. 83429E  
Phase **PERMIT**  
Sheet No. **42**



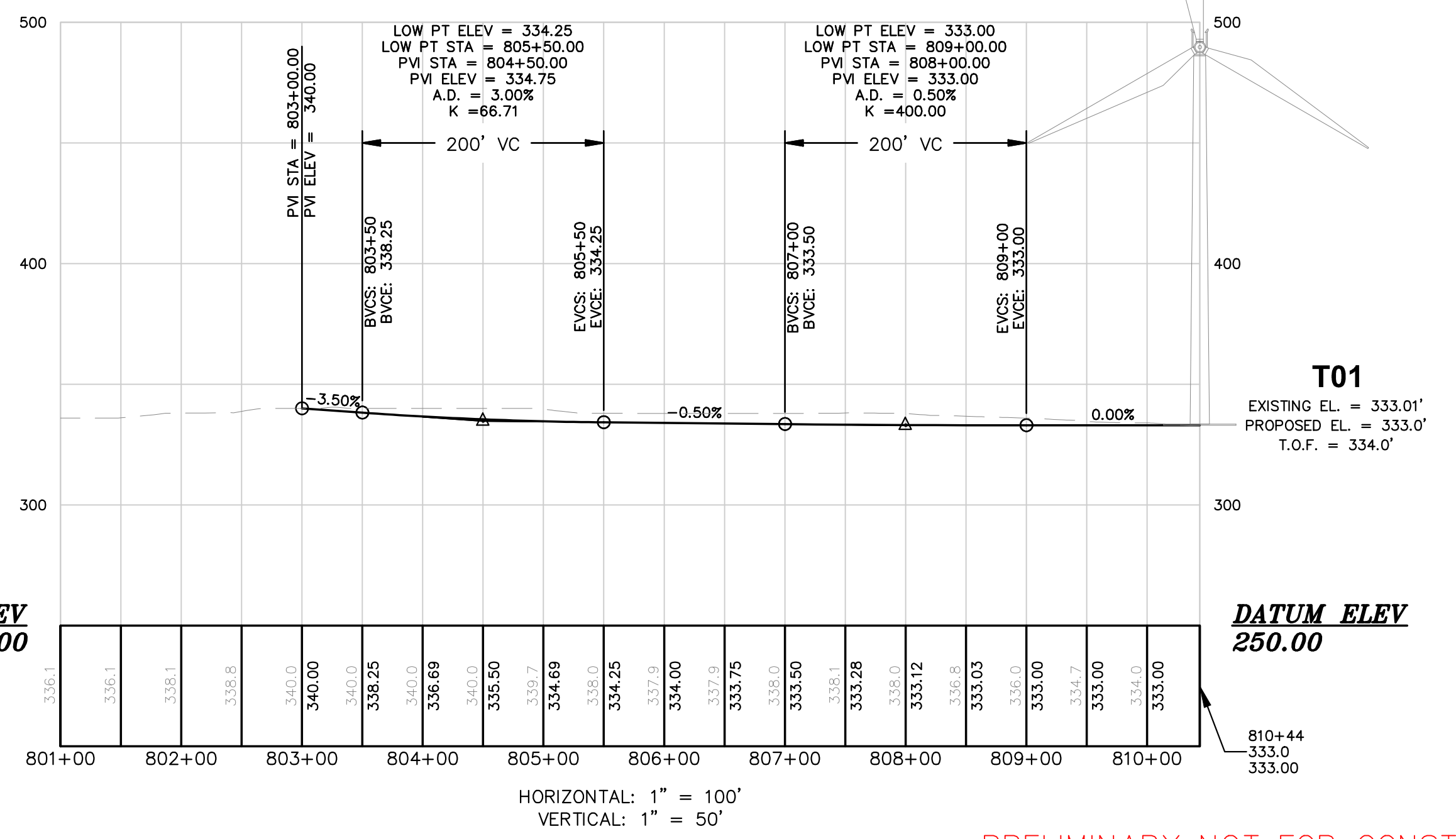
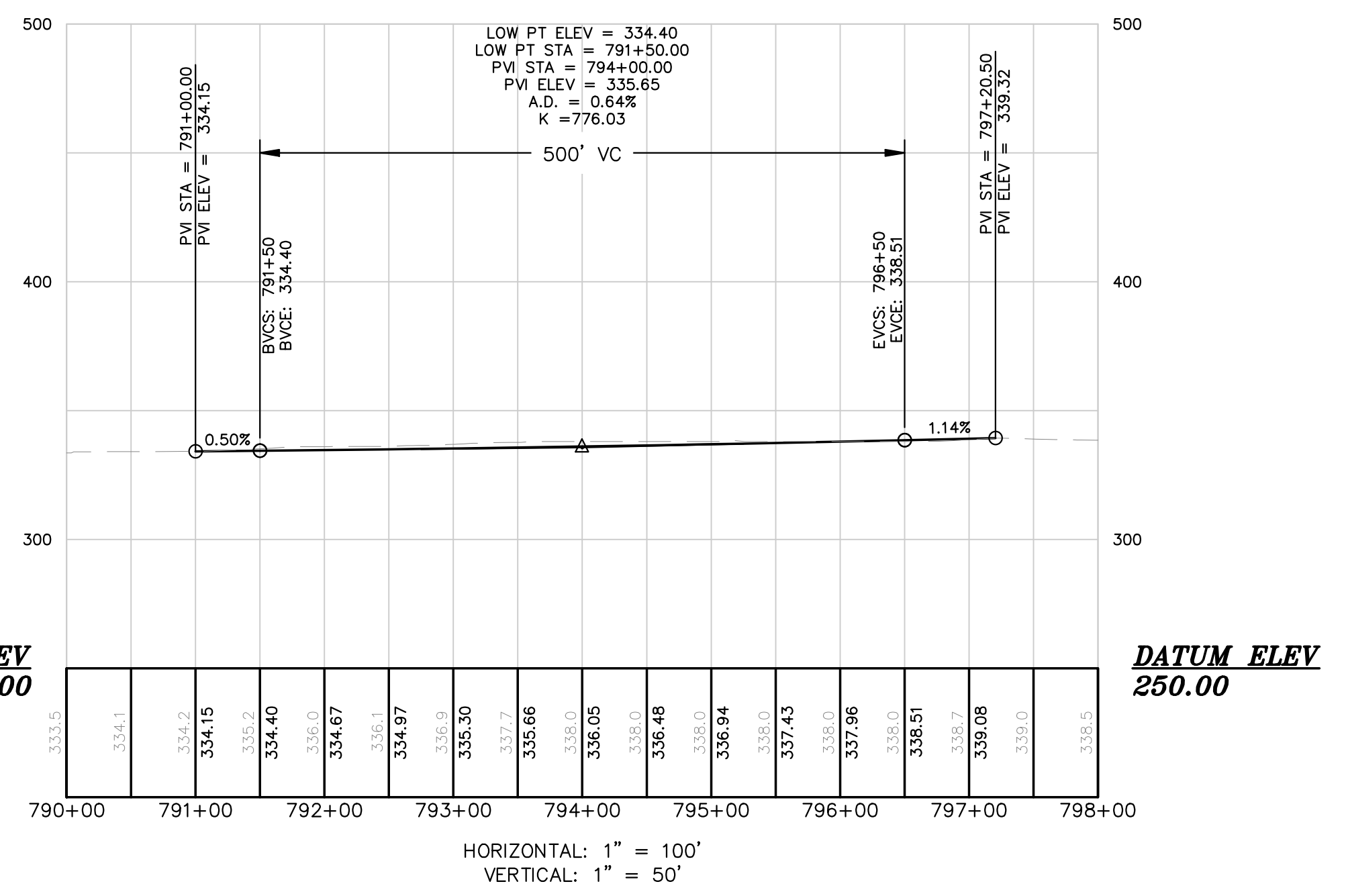
**T01**  
 EXISTING EL. = 333.01'  
 PROPOSED EL. = 333.0'  
 T.O.F. = 334.0'



**BULL HILL ACCESS ROAD**  
 (791+00 - 797+00 ACCESS ROAD)

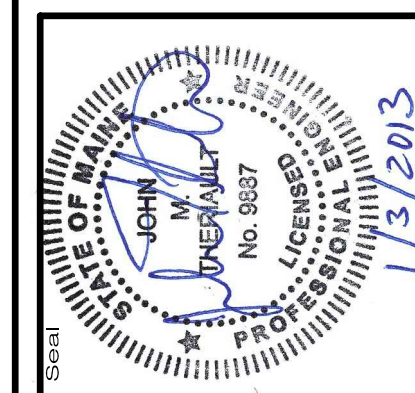


**BULL HILL ACCESS ROAD**  
 (802+00 - 810+44 ACCESS ROAD)



Drawn By	JCH
Designed By	JCH/JMT
Date	01/03/2013
Scale	H: 1"=100' V: 1"=50'
Checked	JMT
Appr'd	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE  
 BULL HILL ACCESS ROAD STA. 791+00 - 797+00  
 BULL HILL ACCESS ROAD STA. 802+00 - 810+44

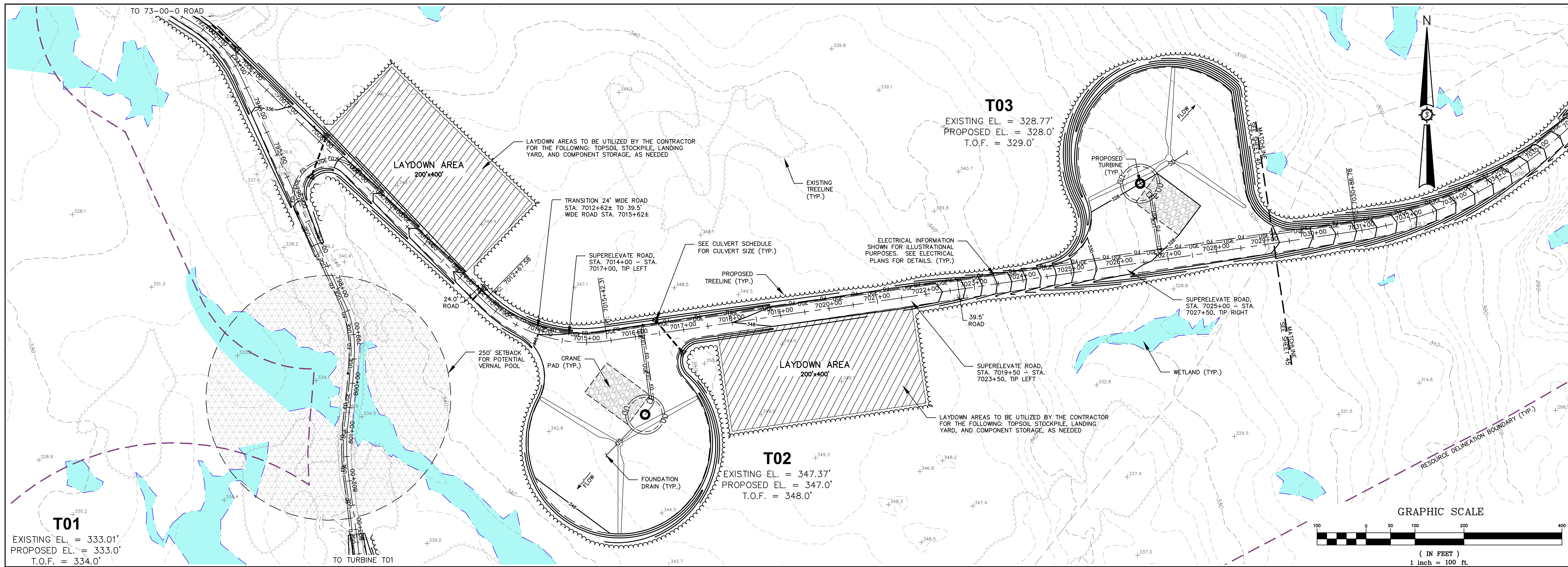


**83429E**  
**SEWALL**  
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 SURVEYING AND NATURAL  
 RESOURCE CONSULTANTS  
 JAMES W. SEWALL COMPANY (Since 1880)  
 SEWALL.COM  
 800.618.7432

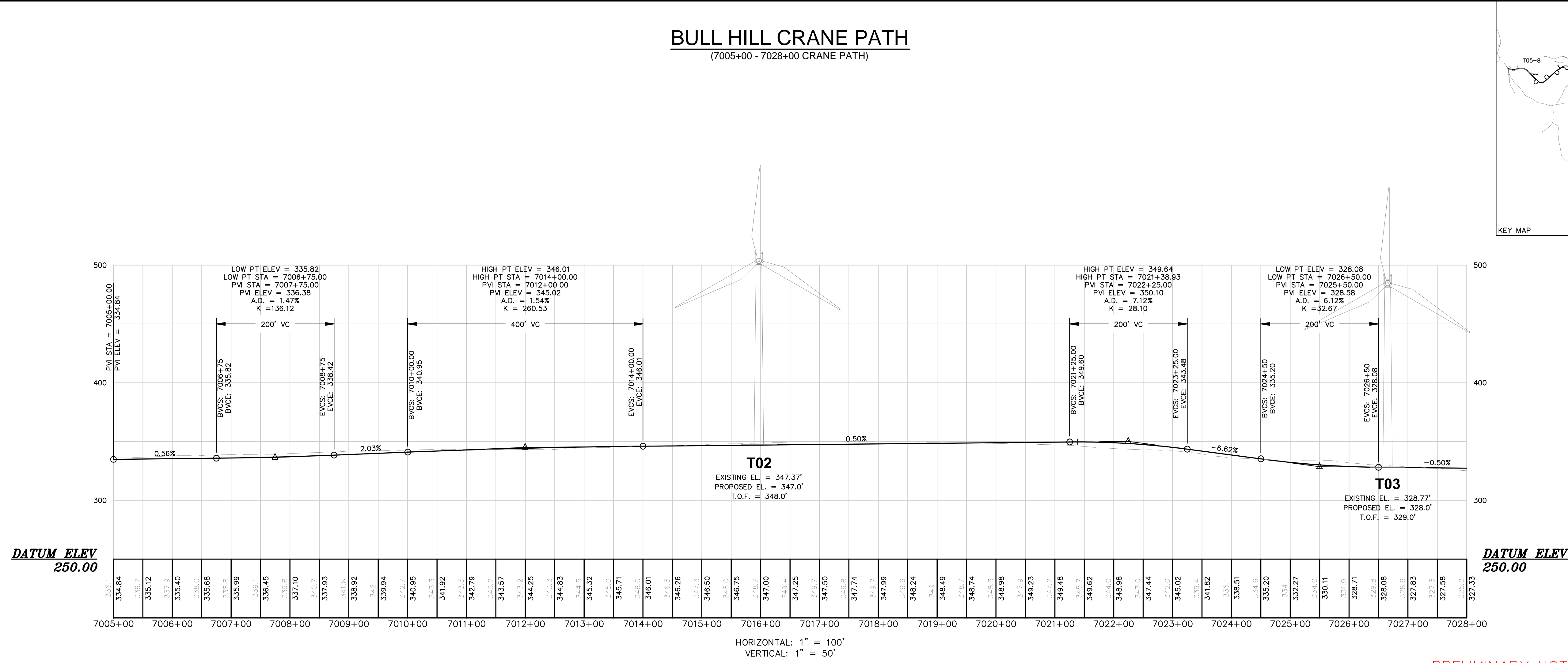
PERMIT  
 Sheet No. **43**

PRELIMINARY NOT FOR CONSTRUCTION





**BULL HILL CRANE PATH**  
(7005+00 - 7028+00 CRANE PATH)



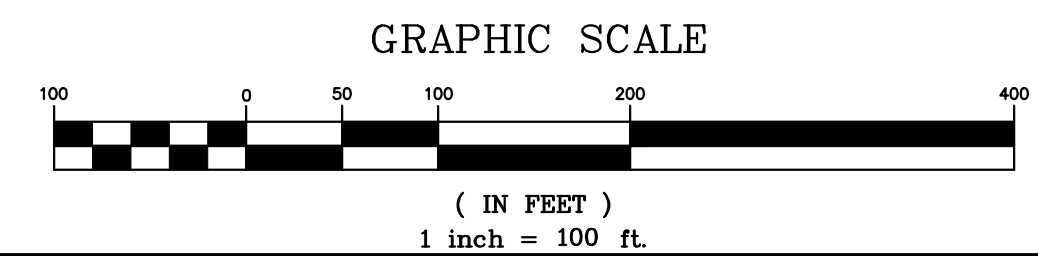
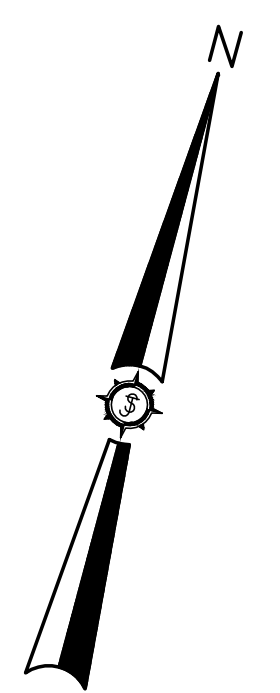
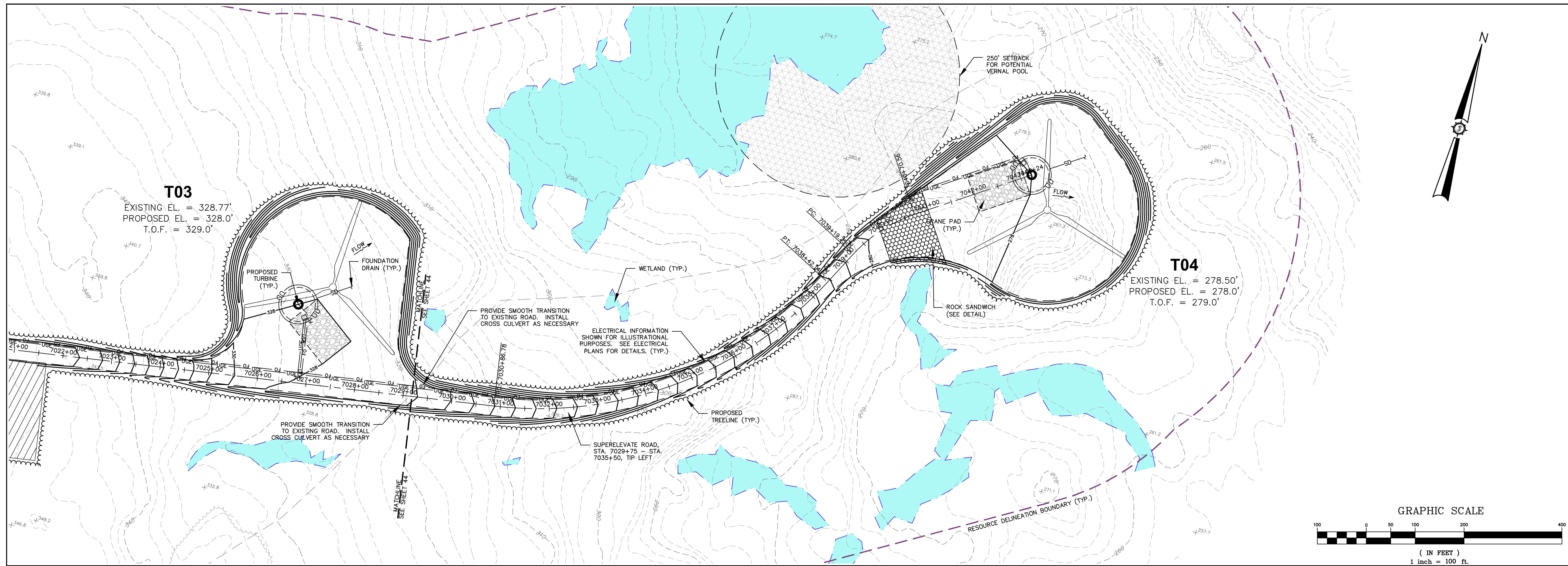
Project No.	83429E
Phase	PERMIT
Sheet No.	44
Drawn By	JCH
Checked	BCH
Date	01/03/2013
Scale	H: 1"=100 V: 1"=50
Project Location	PORTLAND, ME
Drawing Description	T22 MD & T16 MD, MAINE
Client	HANCOCK WIND PROJECT
Contractor	HANCOCK WIND, LLC
Stationing	BULL HILL CRANE PATH STA. 7005+00 - 7028+00

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RESOURCE CONSULTANTS

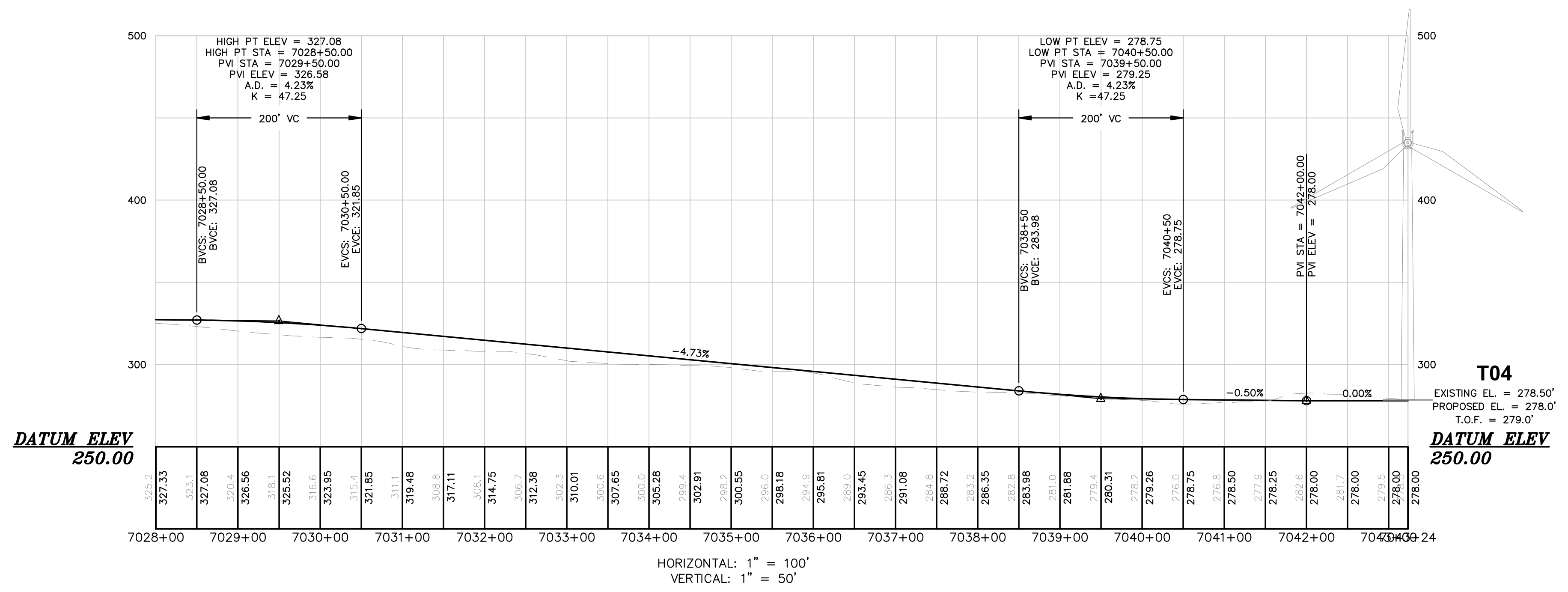
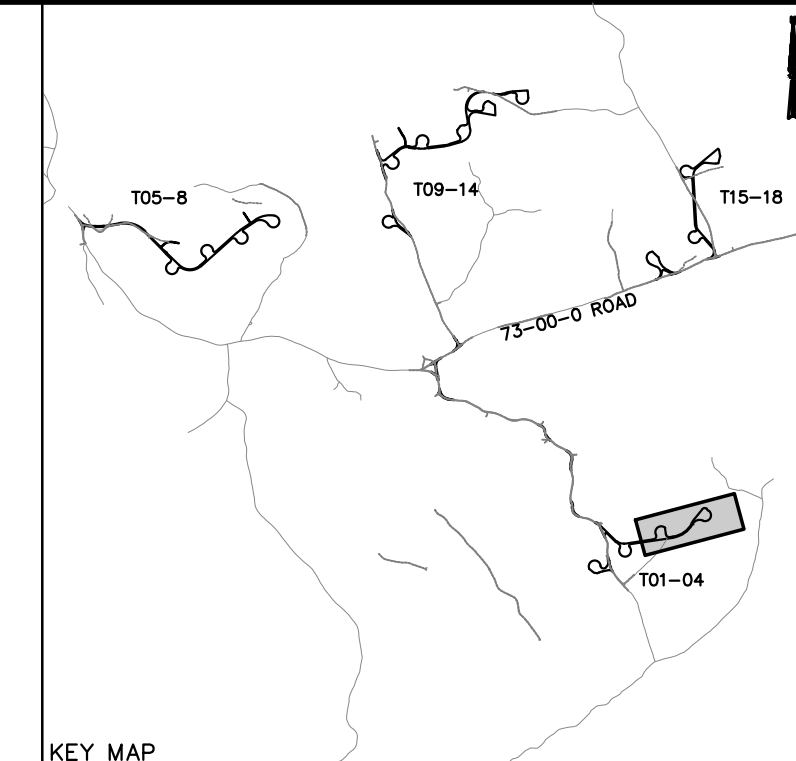
**SEWALL**  
JAMES W. SEWALL COMPANY Since 1880  
SEWALL.COM 603.638.7432

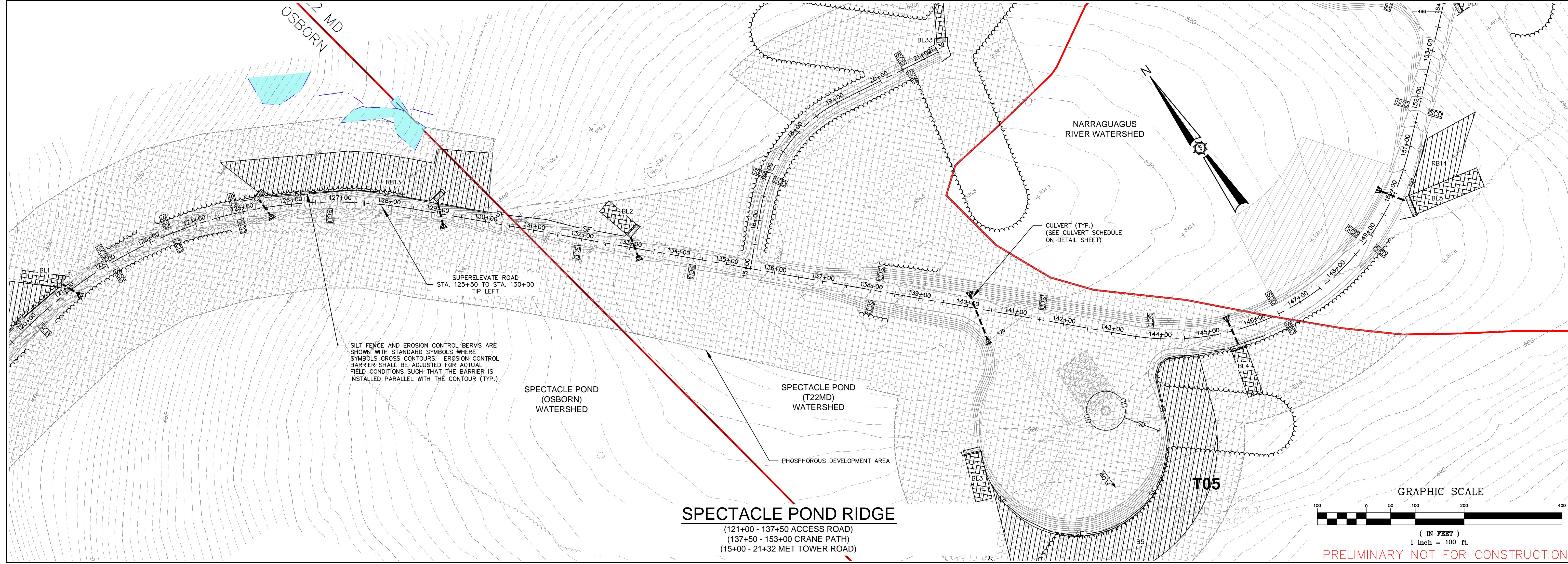
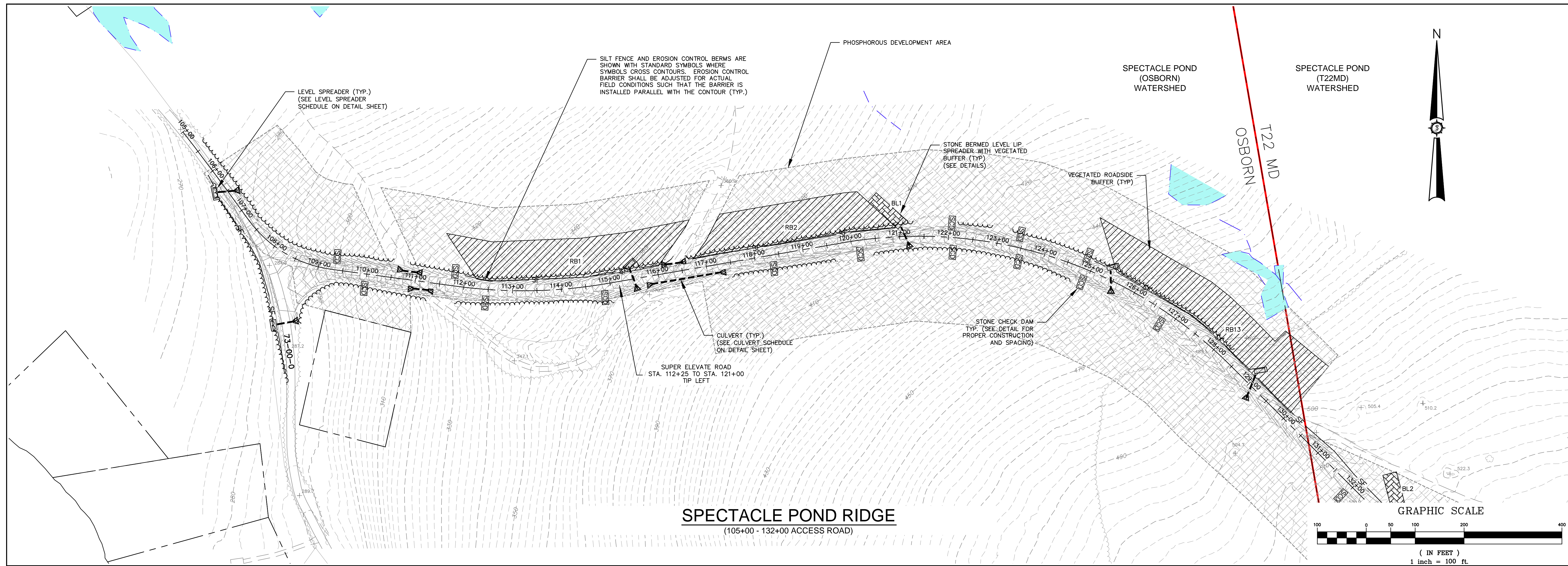
Professional Seal: JOHN W. SEWALL, No. 8837, License No. 113/2013

PRELIMINARY NOT FOR CONSTRUCTION



**BULL HILL CRANE PATH**  
 (7028+00 - 7043+24 CRANE PATH)





Drawn By	JCH
Designed By	JMT
Date	01/03/2013
Scale	1" = 100'
Checked	JMT
Approved	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE  
**SPECTACLE POND RIDGE**  
**STA. 105+00 - 153+00**



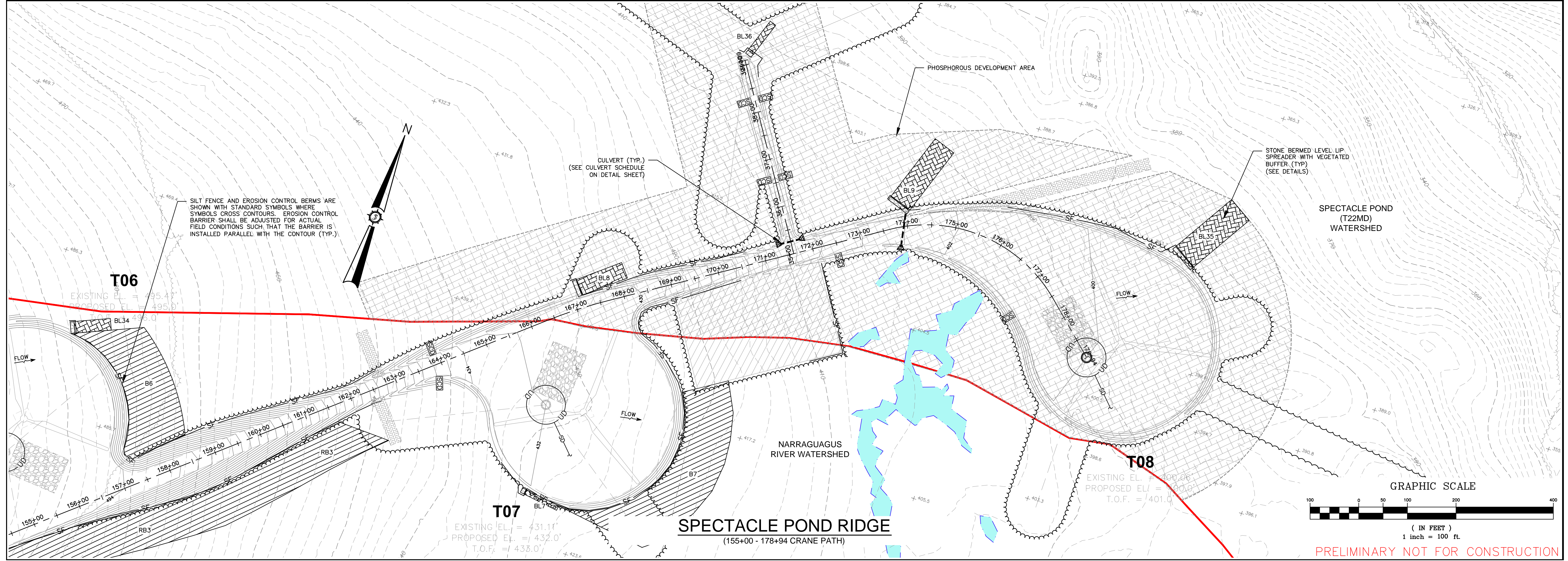
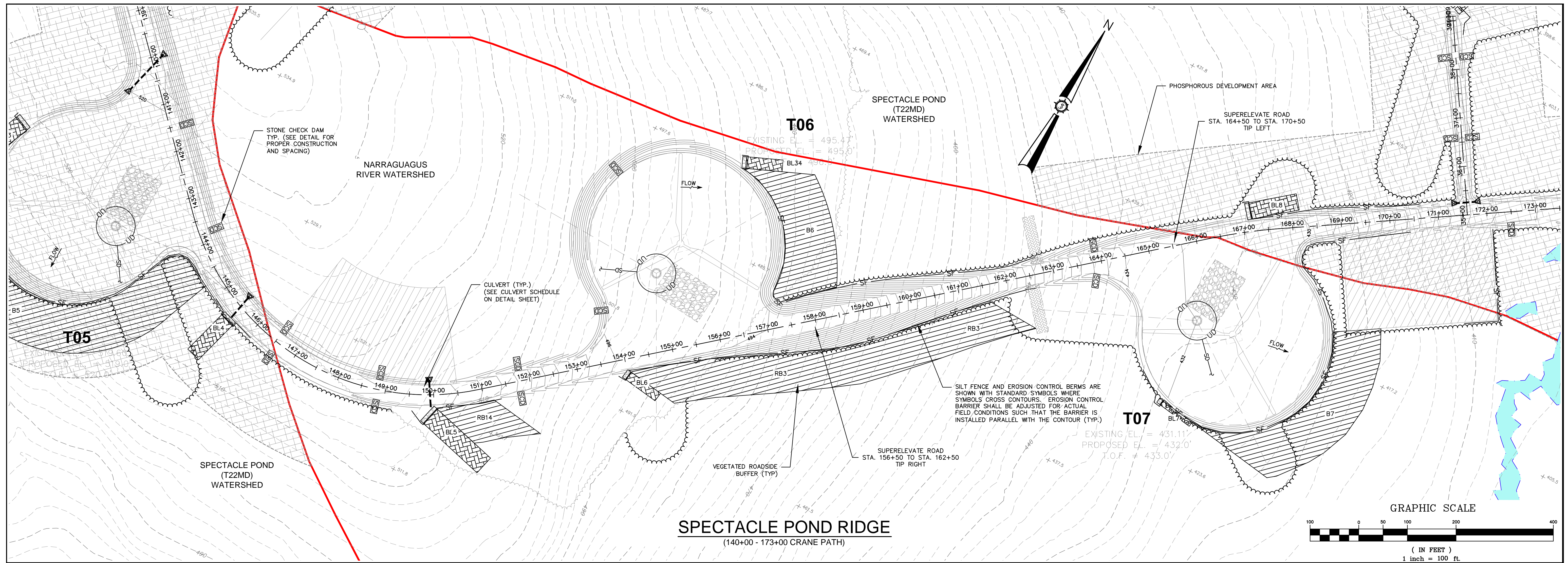
**83429E**

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 RESOURCE CONSULTANTS  
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**PERMIT**

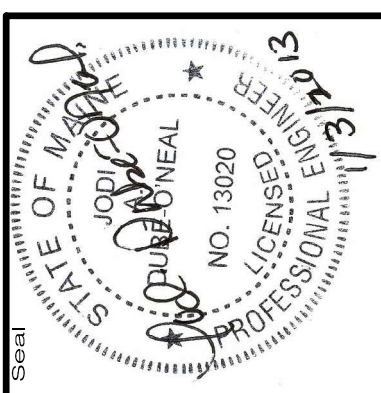
Sheet No. **50**

PRELIMINARY NOT FOR CONSTRUCTION



Drawn By	JCH
Designed By	JMT
Date	01/03/2013
Scale	1" = 100'
Project Location	PORTLAND, ME
Project Name	T22 MD & T16 MD, MAINE
Checked	BCH
Approved	JMT

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE  
**SPECTACLE POND RIDGE**  
**STA. 140+00 - 178+94**



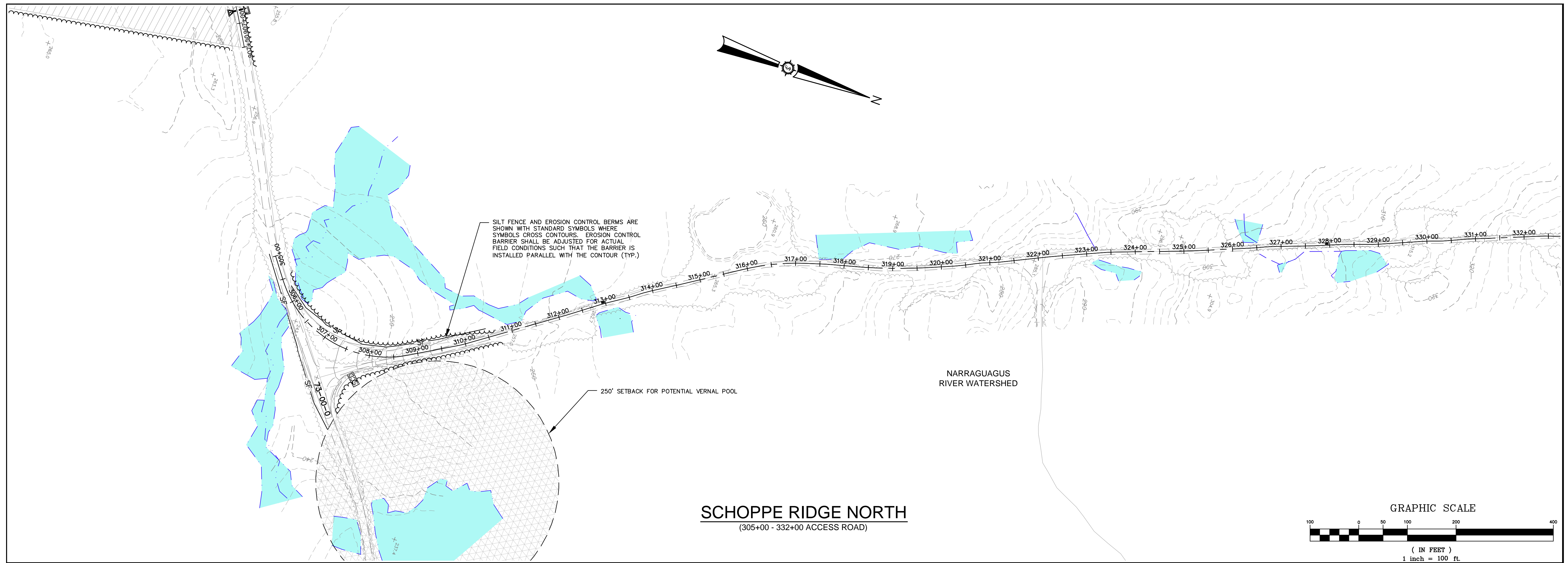
**83429E**

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 SURVEYING AND NATURAL  
 RESOURCE CONSULTANTS  
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 SEWALL.COM

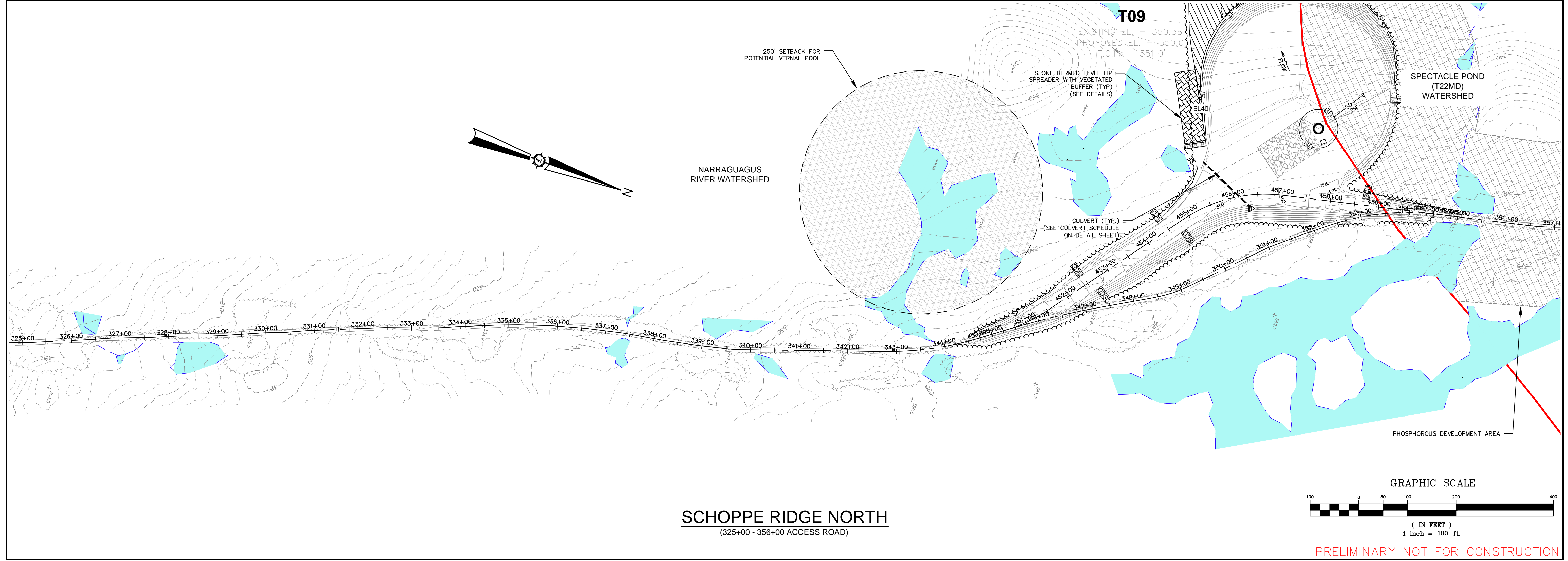
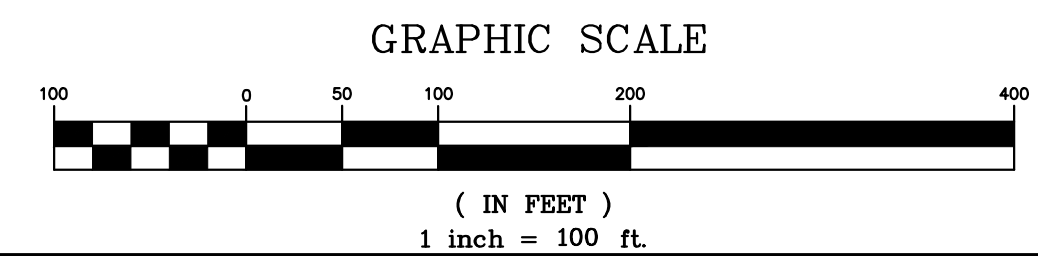
PHASE  
**PERMIT**

Sheet No.  
**51**

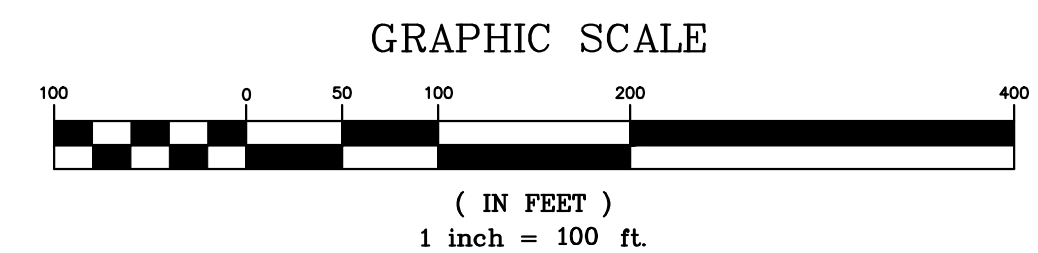
PRELIMINARY NOT FOR CONSTRUCTION



**SCHOPPE RIDGE NORTH**  
(305+00 - 332+00 ACCESS ROAD)



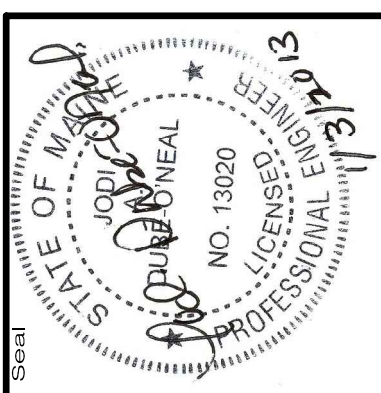
**SCHOPPE RIDGE NORTH**  
(325+00 - 356+00 ACCESS ROAD)



Drawn By	JCH
Designed By	JMT
Date	01/03/2013
Scale	1" = 100'
Checked	JMT
Approved	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MAINE

Project Location  
Scale  
Approved  
Checked



**83429E**

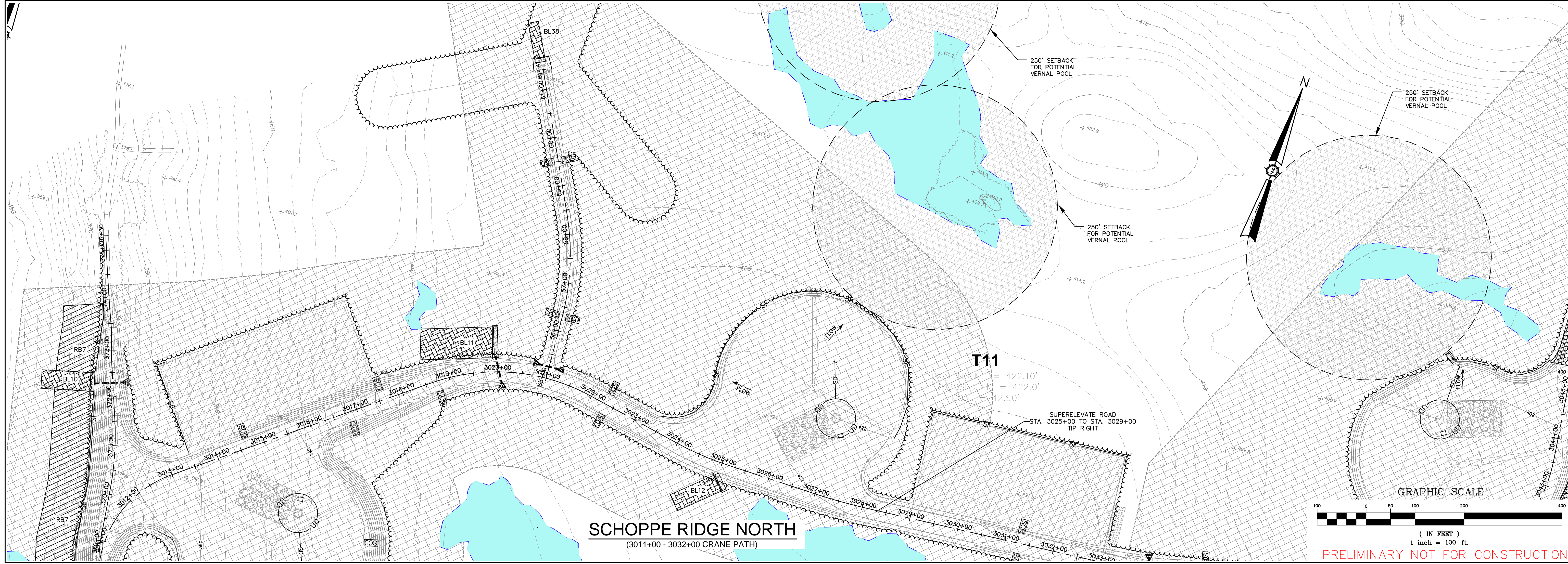
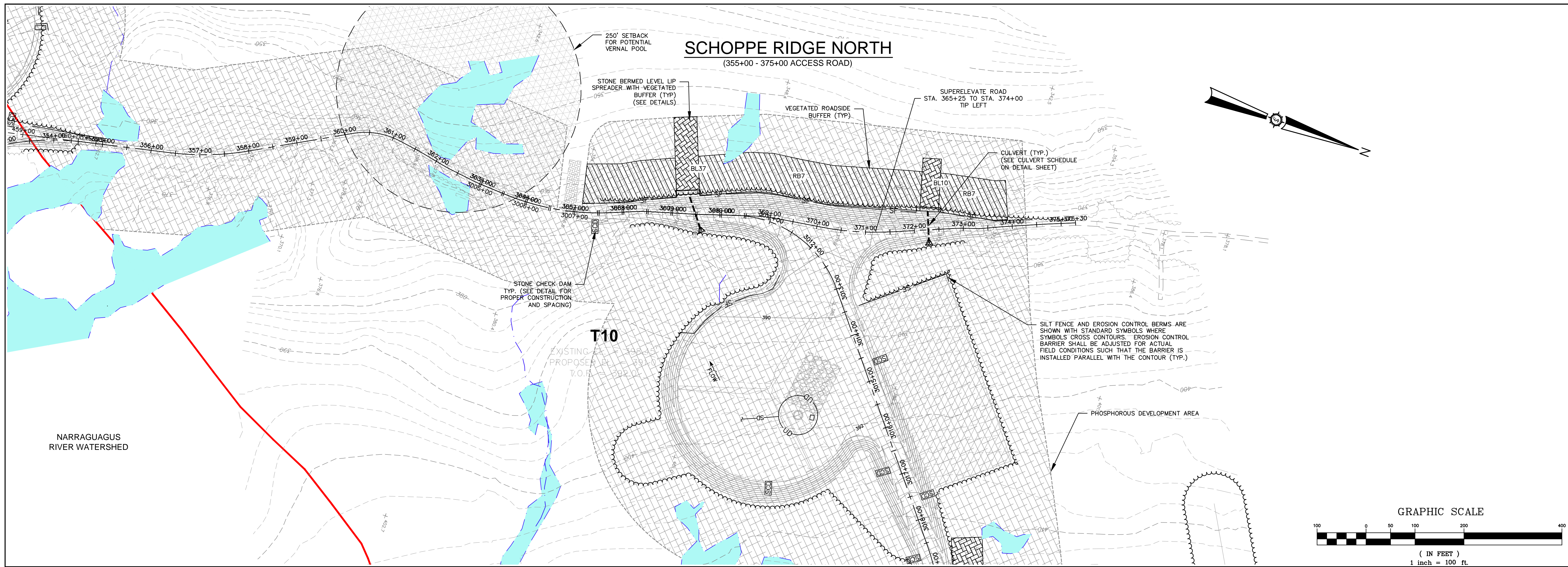
**SEWALL**  
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RESOURCE CONSULTANTS  
JAMES W. SEWALL COMPANY Since 1880  
SEWALL.COM 800.618.7432

Project No.  
Phase  
Sheet No.

**PERMIT**

**60**

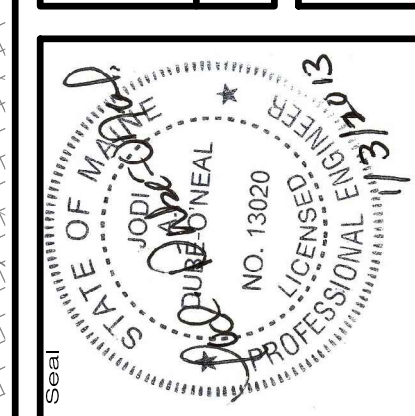
PRELIMINARY NOT FOR CONSTRUCTION



Drawn By	JCH
Designed By	JMT
Date	01/03/2013
Scale	1" = 100'
Approved	JMT
Checked	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MAINE  
 PROJECT LOCATION

**SCHOPPE RIDGE NORTH ACCESS ROAD**  
 STA. XXXX - XXXX



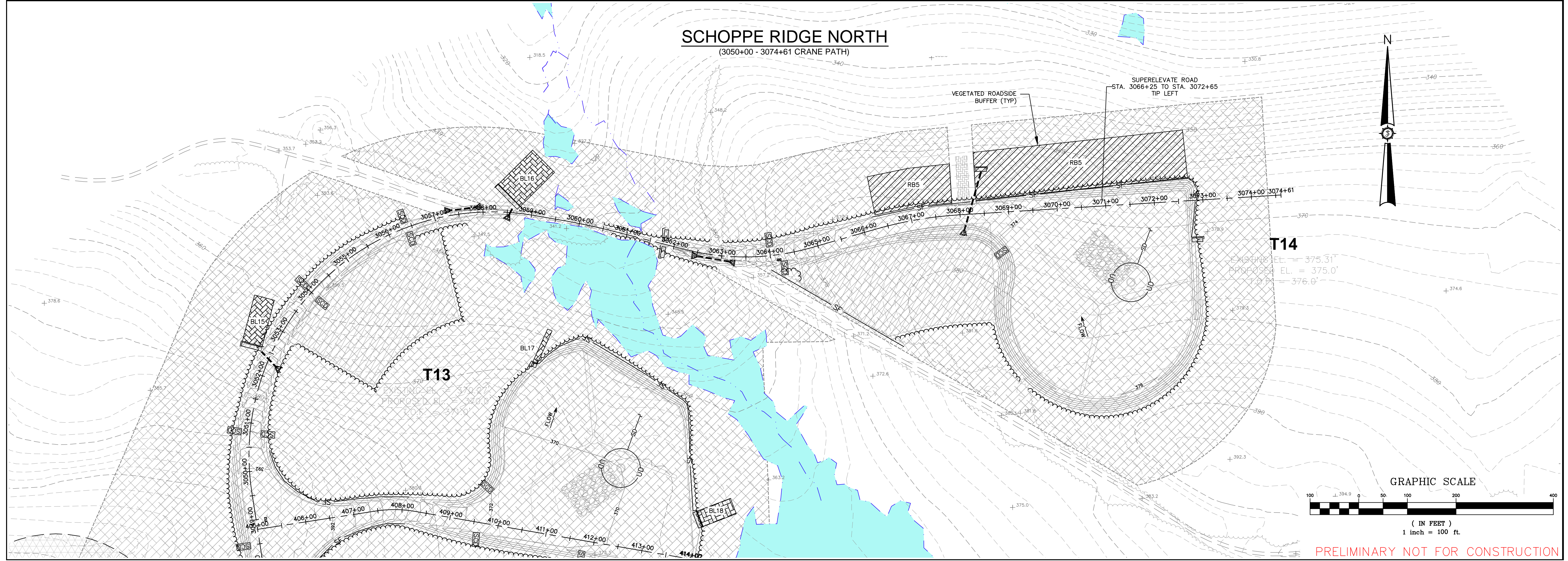
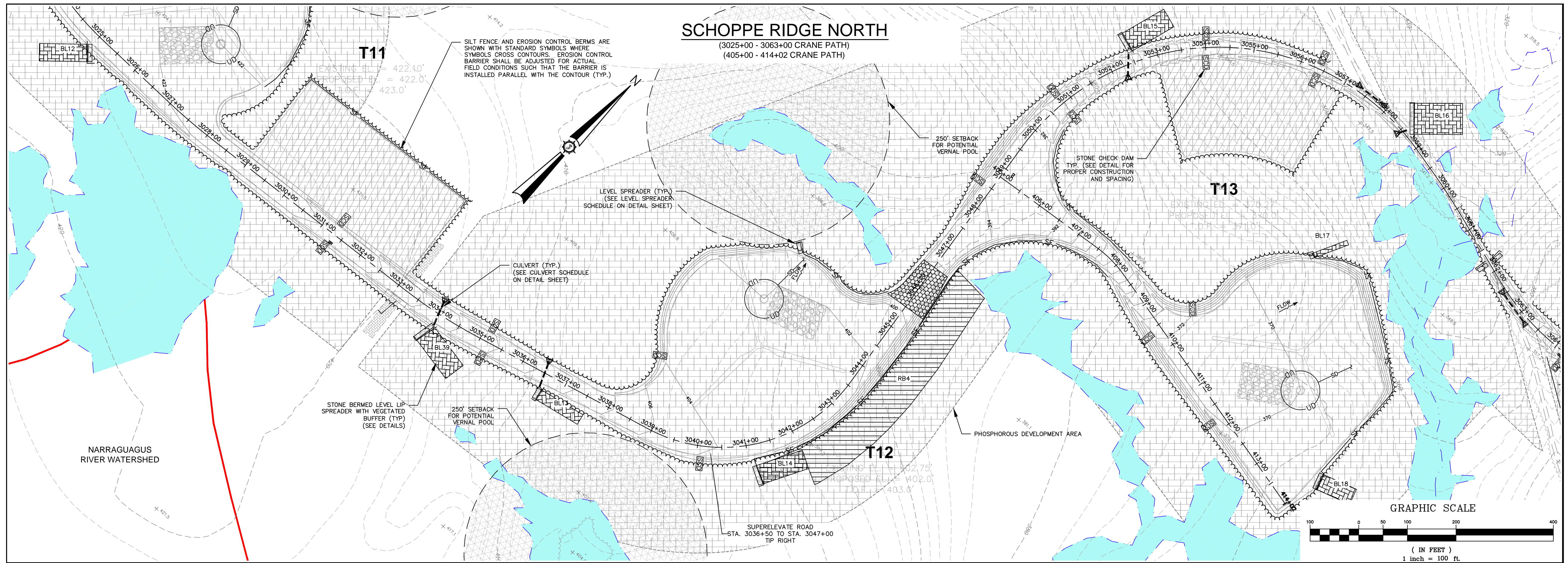
**83429E**

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**PERMIT**

Sheet No. **61**

PRELIMINARY NOT FOR CONSTRUCTION



Drawn By	JCH
Designated By	JMT
Date	01/03/2013
Scale	1" = 100'
Checked	JMT
Approved	BCH

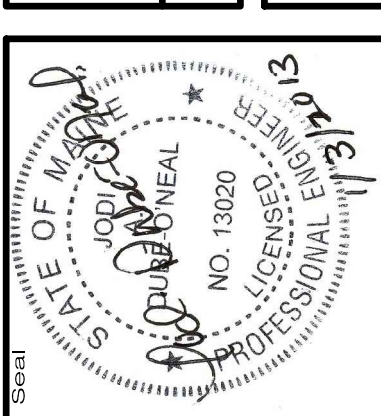
**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE

Project Location  
 T22 MD & T16 MD, MAINE

Scale  
 1" = 100'

Checked  
 JMT

Approved  
 BCH



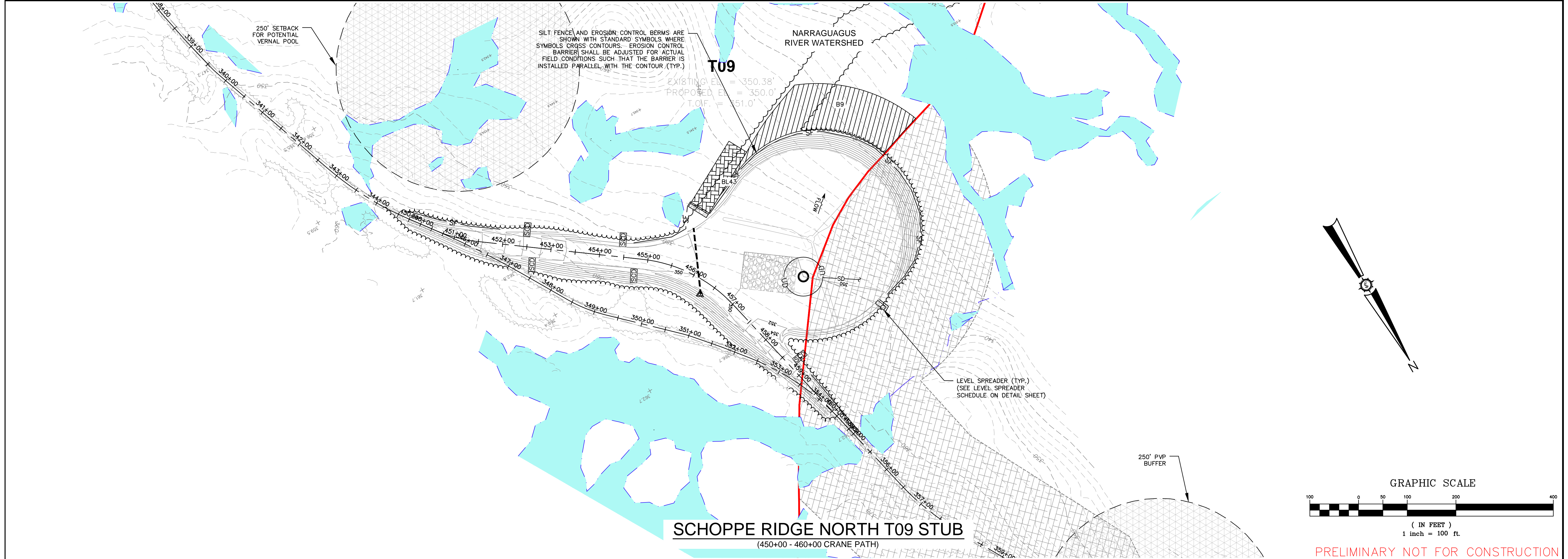
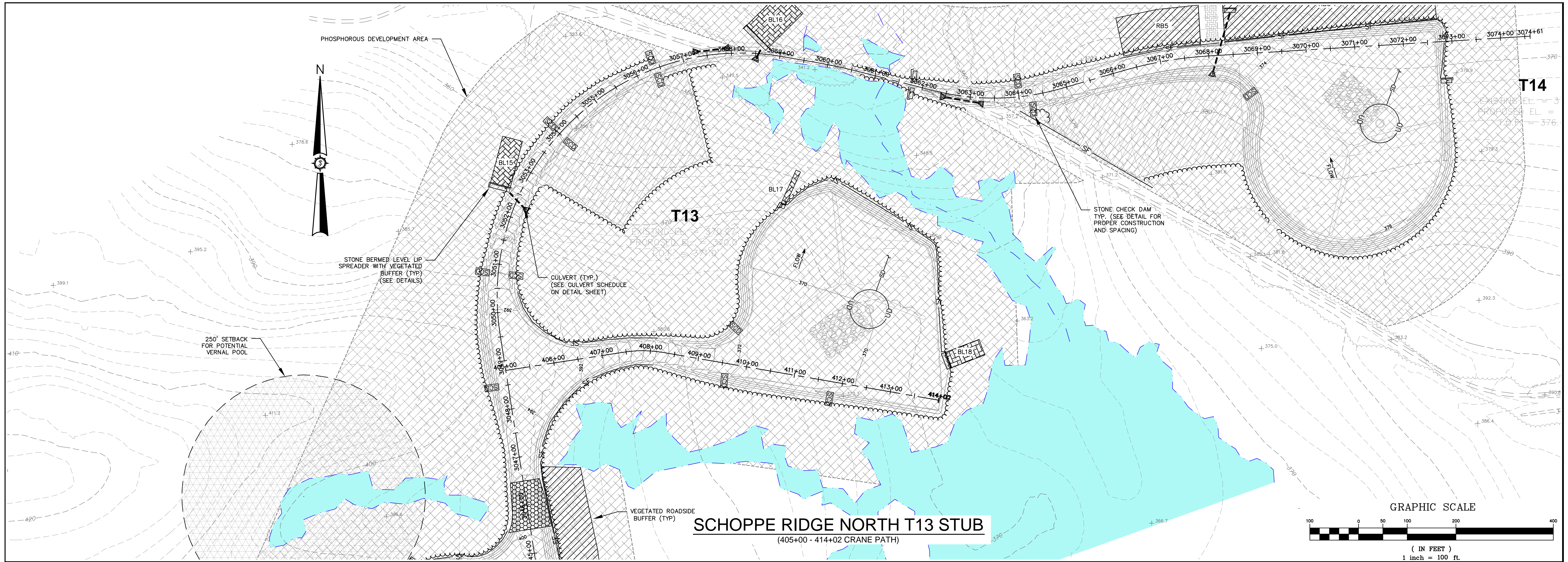
**83429E**

**SEWALL**  
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 SURVEYING AND NATURAL  
 RESOURCE CONSULTANTS  
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Project No.  
**PERMIT**

Sheet No.  
**62**

PRELIMINARY NOT FOR CONSTRUCTION



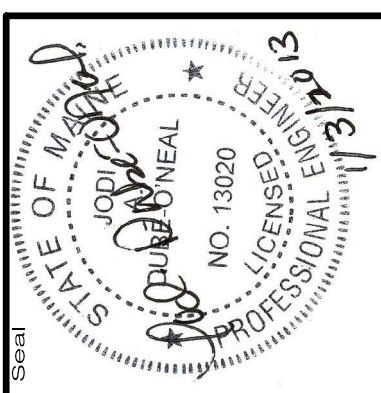
Drawn By	JCH
Designed By	JMT
Date	01/03/2013
Scale	1" = 100'
Checked	JMT
Approved	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE

Project Location

Drawing Description

**SCHOPPE RIDGE NORTH CRANE PATH STUB**  
**STA. XXXX - XXXX**



Project No. **83429E**

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 SURVEYING AND NATURAL  
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PERMIT

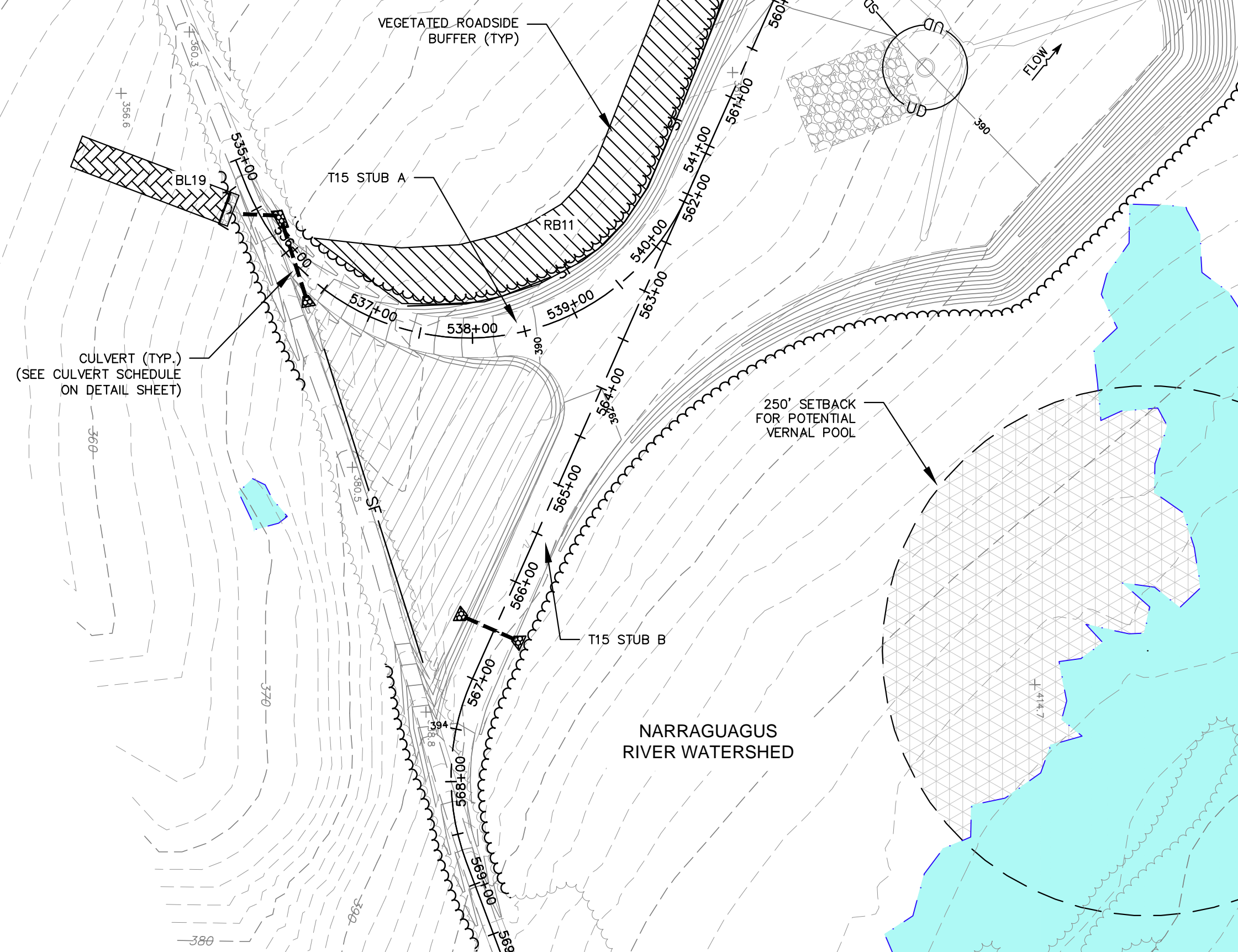
Sheet No. **63**

PRELIMINARY NOT FOR CONSTRUCTION

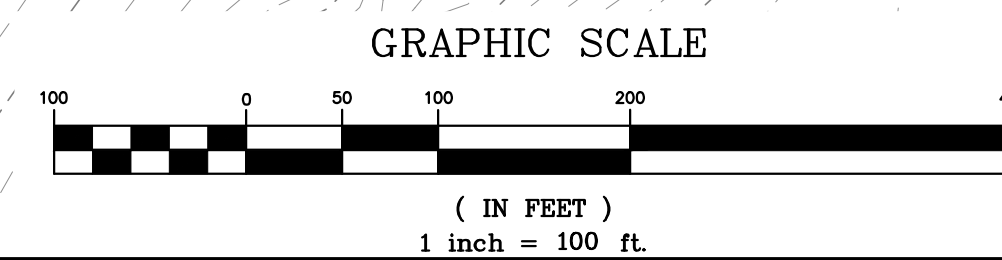


**SCHOPPE RIDGE SOUTH**

(T15 STUB A)  
(T15 STUB B)

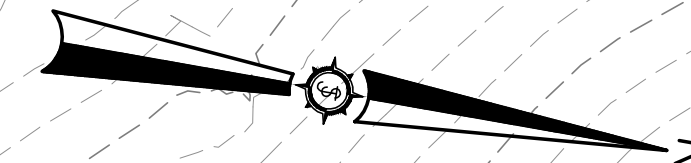


EXISTING EL. = 390.42'  
PROPOSED EL. = 390.0'  
T.O.F. = 391.0'



**T16**

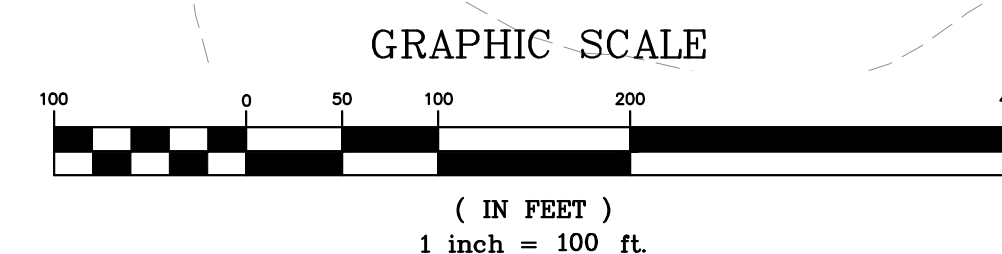
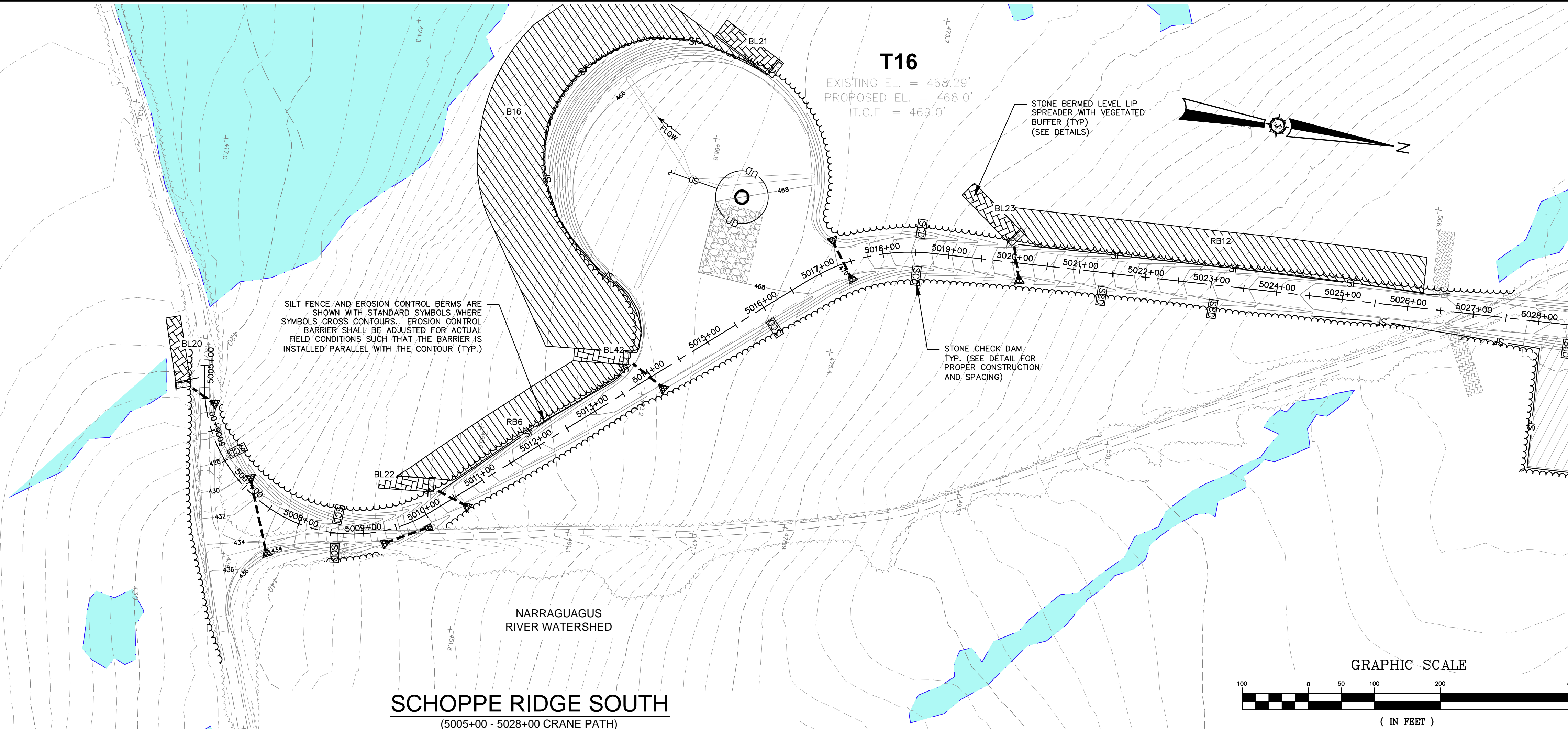
EXISTING EL. = 468.29'  
PROPOSED EL. = 468.0'  
T.O.F. = 469.0'



SILT FENCE AND EROSION CONTROL BERMS ARE SHOWN WITH STANDARD SYMBOLS WHERE SYMBOLS CROSS CONTOURS. EROSION CONTROL BARRIER SHALL BE ADJUSTED FOR ACTUAL FIELD CONDITIONS SUCH THAT THE BARRIER IS INSTALLED PARALLEL WITH THE CONTOUR (TYP.)

STONE CHECK DAM TYP. (SEE DETAIL FOR PROPER CONSTRUCTION AND SPACING)

STONE BERMED LEVEL LIP SPREADER WITH VEGETATED BUFFER (TYP) (SEE DETAILS)



Rev. #	Drawn By	Description	Date

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE

Designed By: JCH  
Drawn By: JCH  
Date: 01/03/2013  
Scale: 1"=100'

Approved: JMT  
Checked: BCH

**SCHOPPE RIDGE SOUTH, T15 STUB A AND B**  
**STA. 5005+00 - 5028+00**

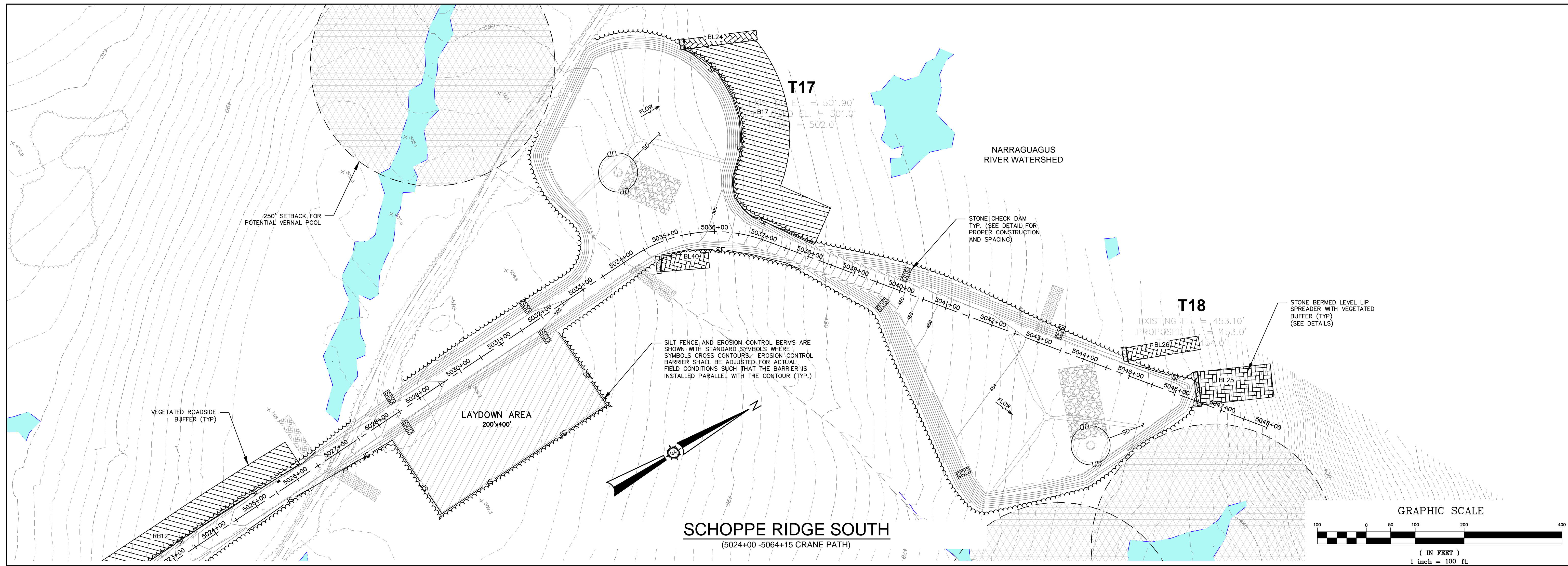


**83429E**

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Project No. PERMIT  
Sheet No. 70

PRELIMINARY NOT FOR CONSTRUCTION



Drawn By	JCH
Designed By	JMT
Date	01/03/2013
Scale	1"=100'
Checked	JMT
Checked	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE

Project Location

Drawing Description

**SCHOPPE RIDGE SOUTH**  
**STA. 5024+00 - 5046+15**



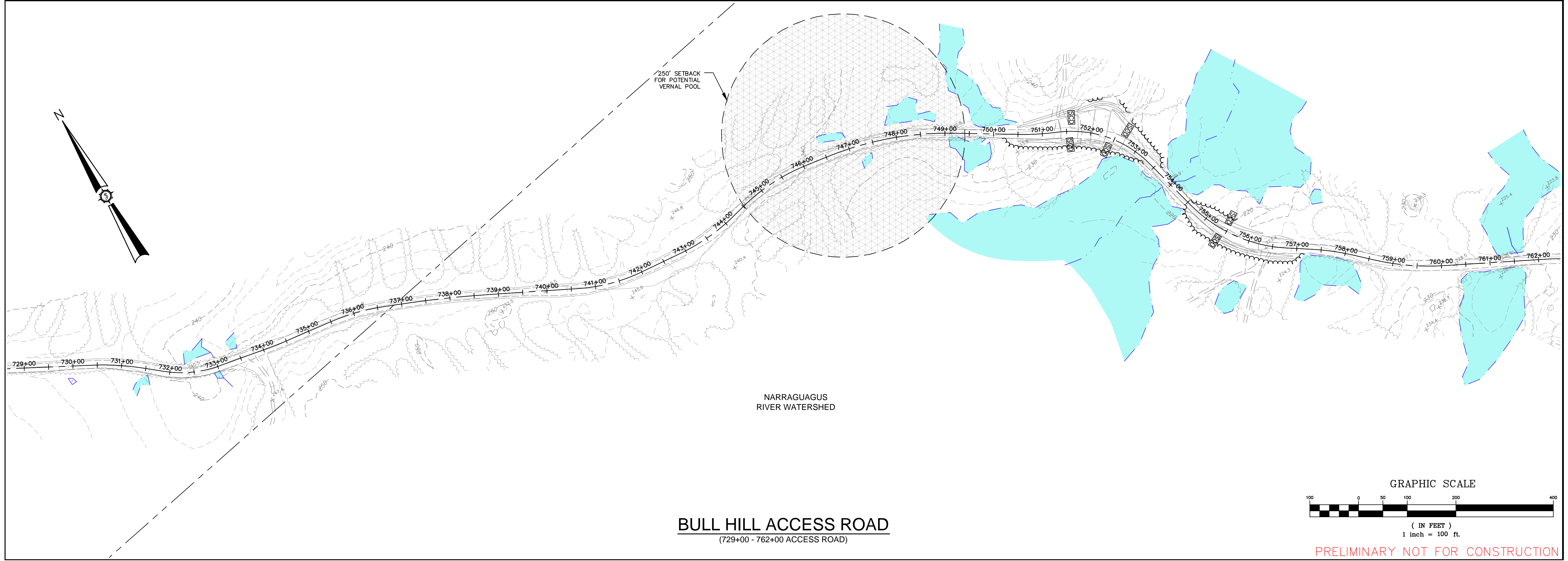
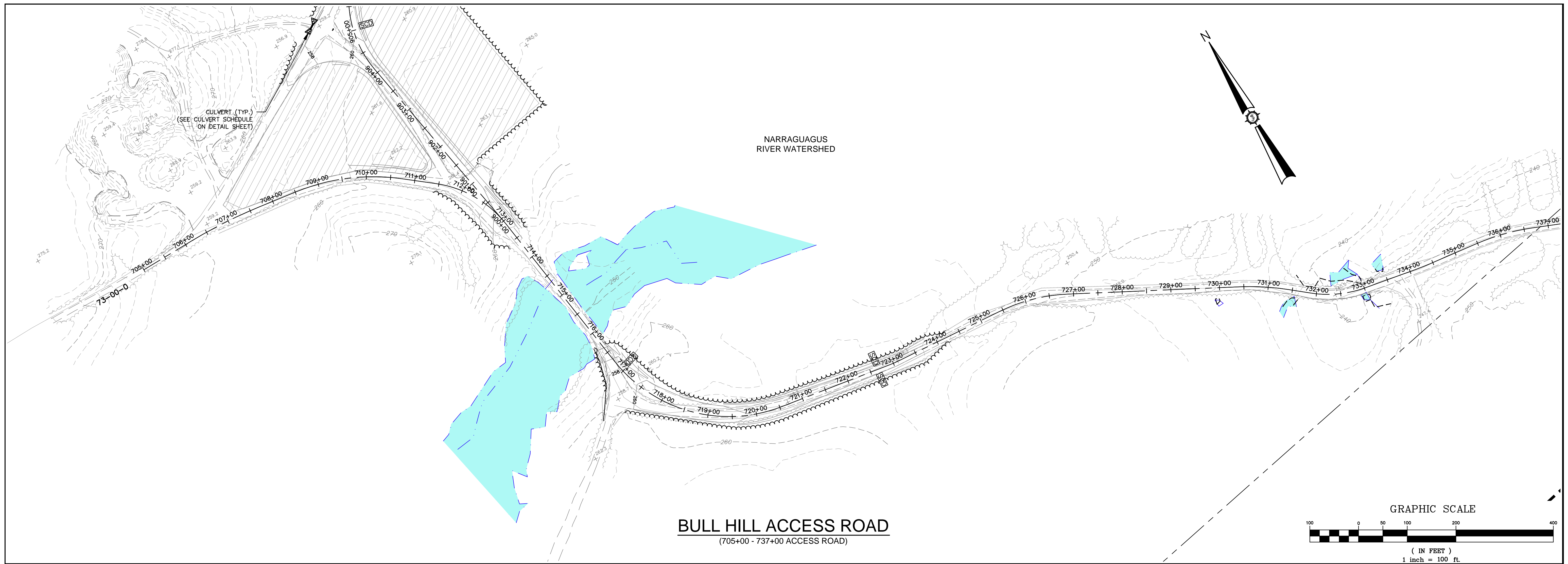
**83429E**

**SEWALL**  
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Phase  
**PERMIT**

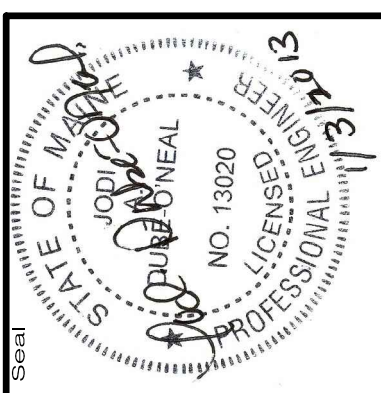
Sheet No.  
**71**



Drawn By	JCH
Designed By	JMT
Date	01/03/2013
Scale	1" = 100'
Checked	JMT
Approved	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
 129 MIDDLE STREET  
 PORTLAND, ME  
 T22 MD & T16 MD, MAINE

**BULL HILL ACCESS ROAD**  
 STA. 705+00 - 762+00



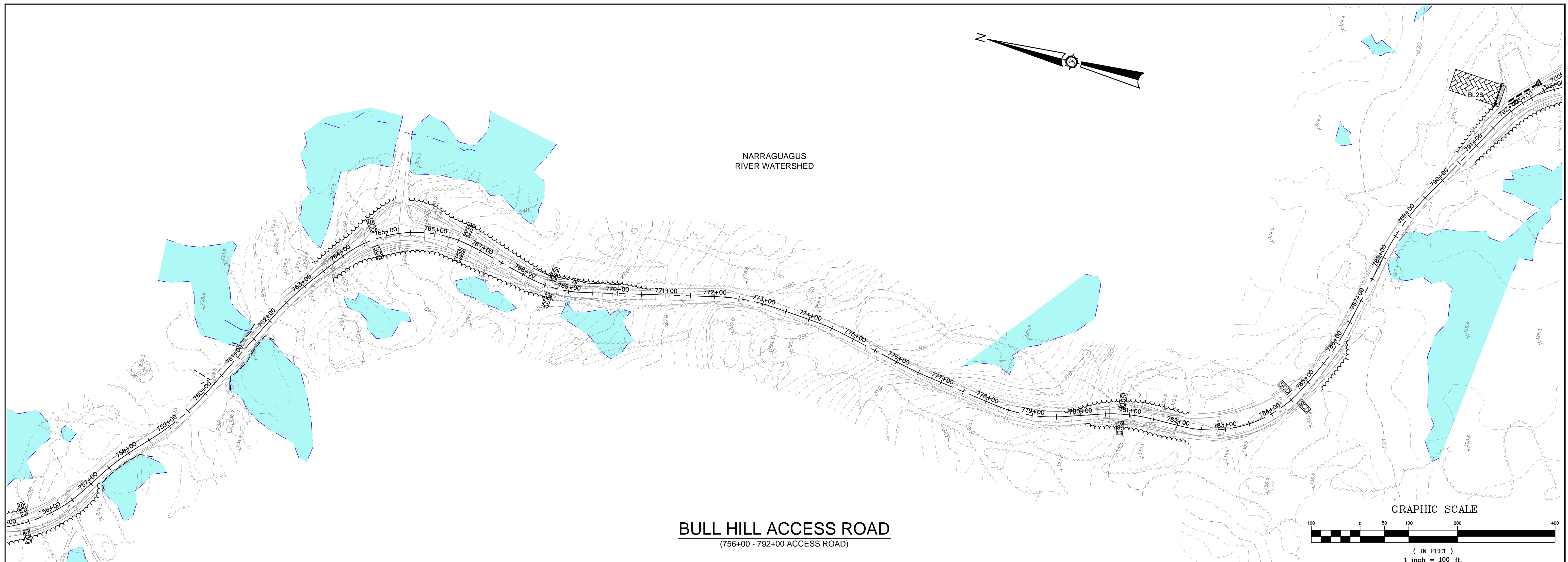
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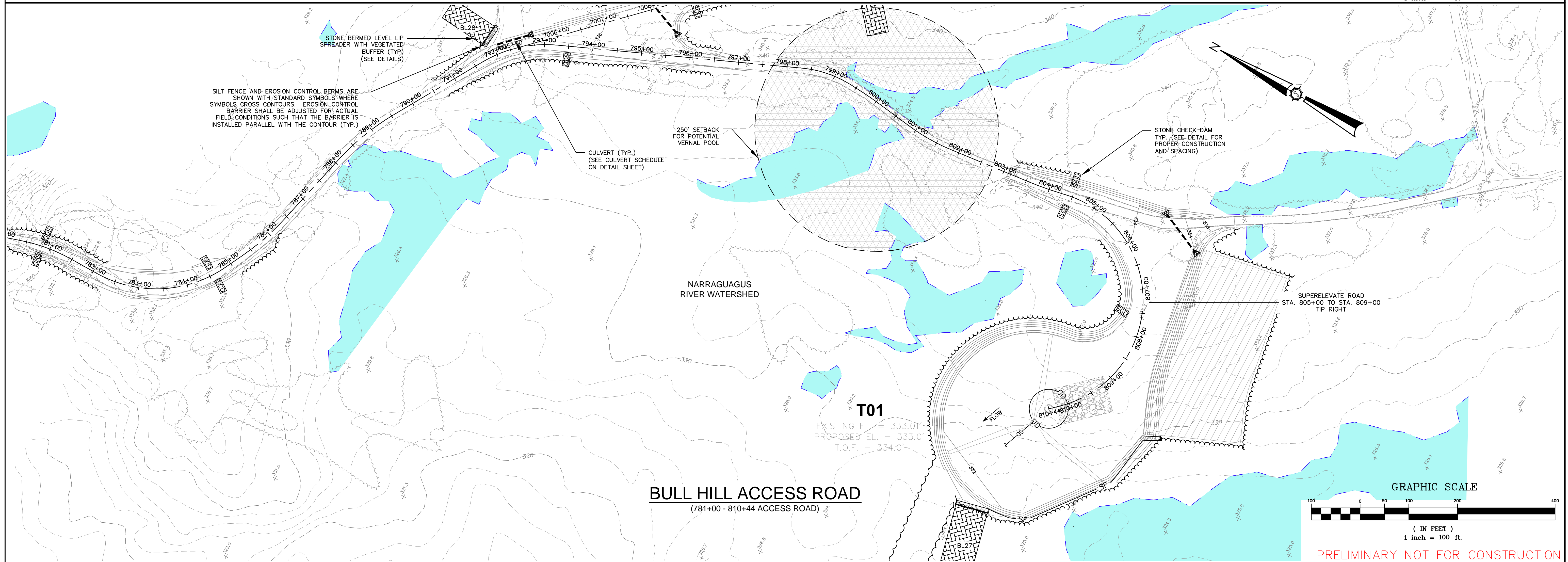
Project No. **PERMIT**

Sheet No. **80**

PRELIMINARY NOT FOR CONSTRUCTION



**BULL HILL ACCESS ROAD**  
(756+00 - 792+00 ACCESS ROAD)

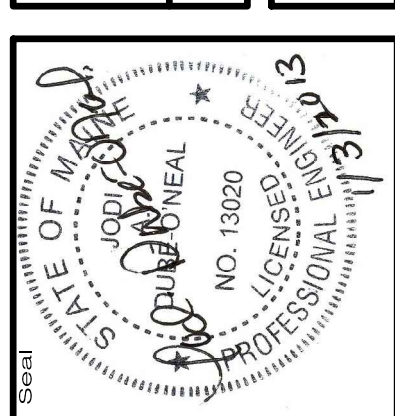


**BULL HILL ACCESS ROAD**  
(781+00 - 810+44 ACCESS ROAD)

Drawn By	JCH
Designed By	JMT
Date	01/03/2013
Scale	1" = 100'
Checked	JMT
Approved	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE

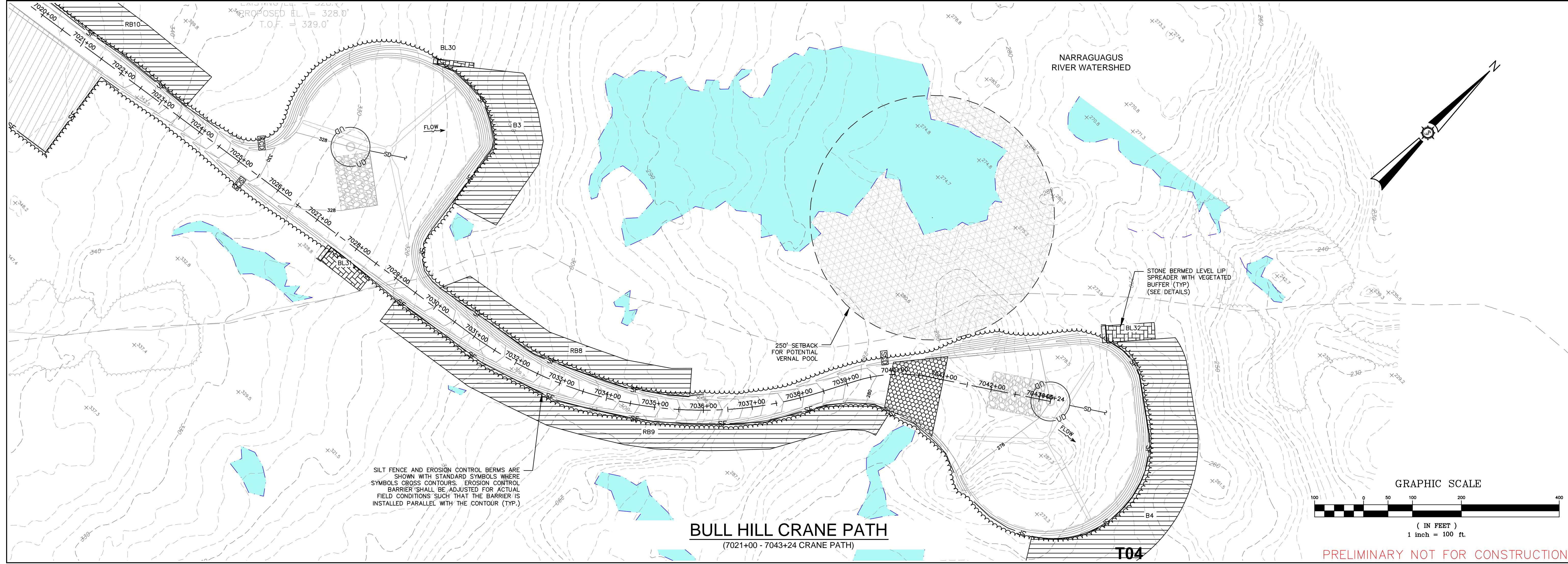
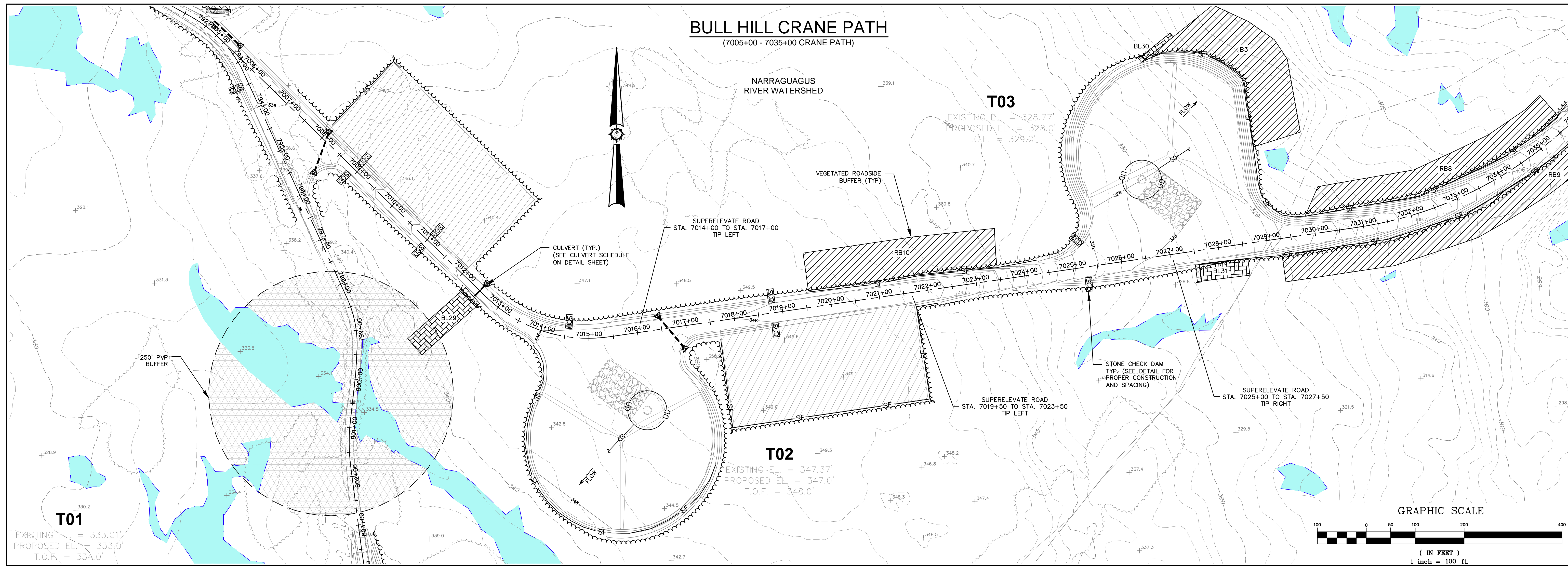
**BULL HILL ACCESS ROAD**  
STA. 756+00 - 810+44



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Project No. **83429E**  
Phase **PERMIT**  
Sheet No. **81**

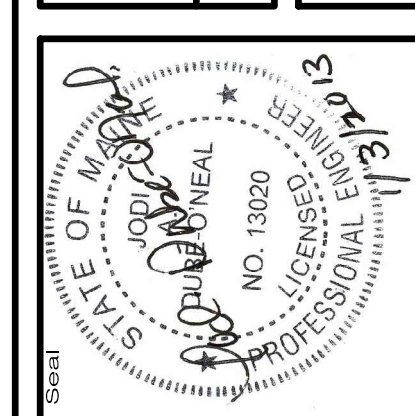
PRELIMINARY NOT FOR CONSTRUCTION



Drawn By	JCH
Designed By	JMT
Date	01/03/2013
Scale	1" = 100'
Approved	JMT
Checked	BCH

**HANCOCK WIND PROJECT**  
**HANCOCK WIND, LLC**  
129 MIDDLE STREET  
PORTLAND, ME  
T22 MD & T16 MD, MAINE

**BULL HILL CRANE PATH**  
STA. 7005+00 - 7043+24



**83429E**

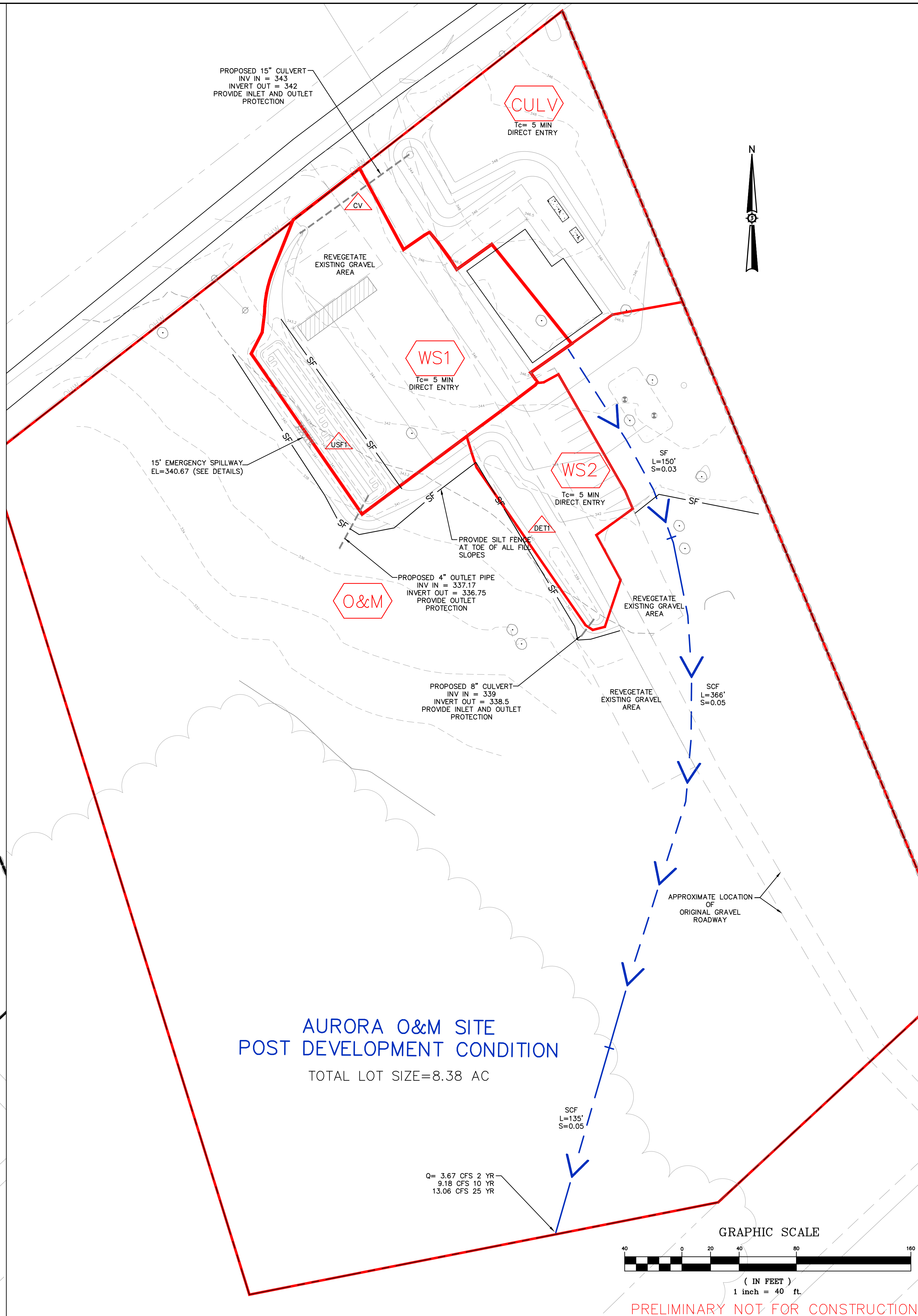
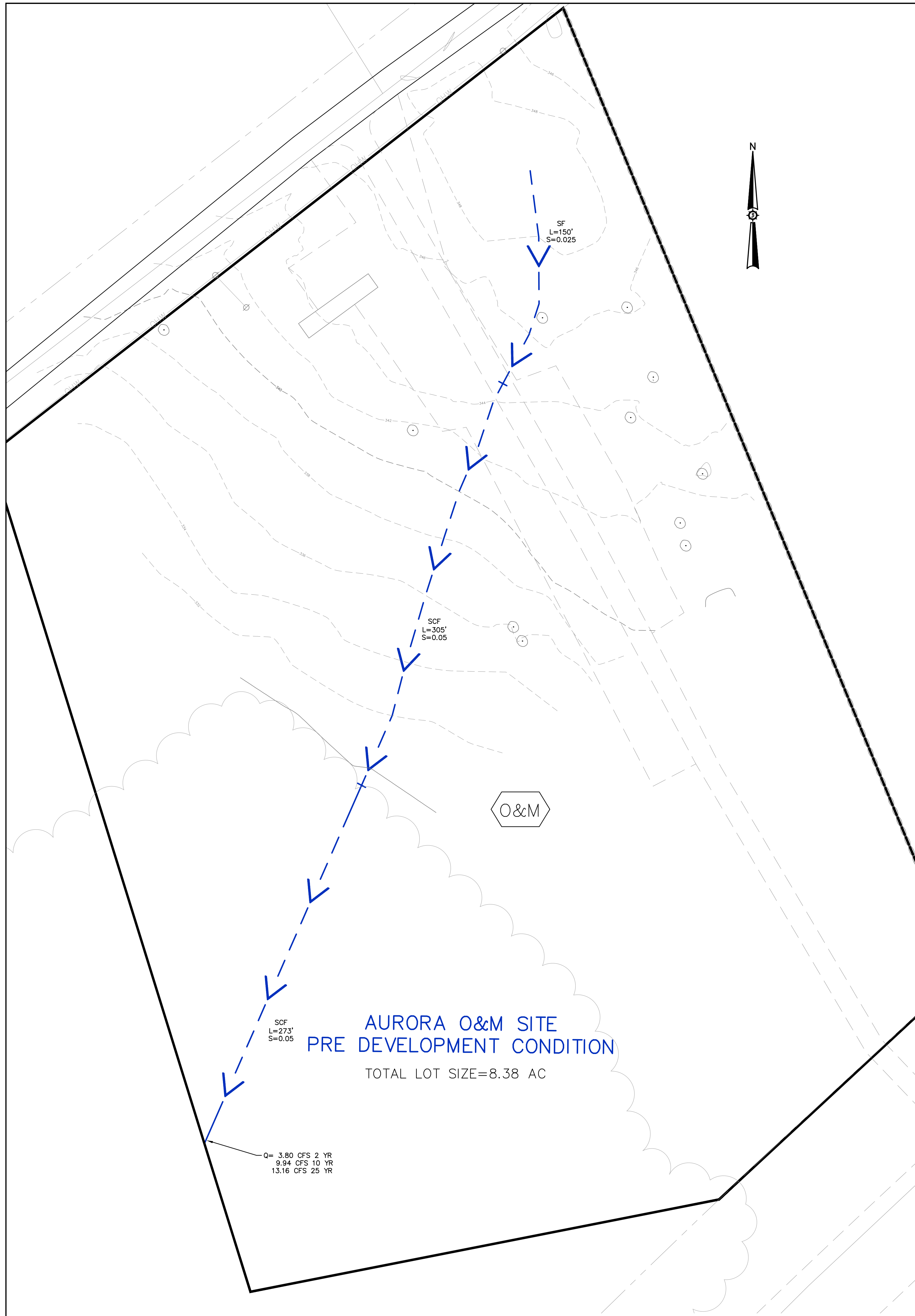
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82

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Project No.	83429E
Phase	PERMIT
Sheet No.	90
Project Name	HANCOCK WIND PROJECT
Client	HANCOCK WIND, LLC
Project Location	129 MIDDLE STREET PORTLAND, ME T22 MD & T16 MD, MAINE
Scale	1"=40'
Drawn By	JO
Checked By	JMT
Approved By	BCH
Project Description	PREDEVELOPMENT AND POST DEVELOPMENT WATERSHED PLAN

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