



**Lockport-Batavia Line #112  
Rebuild Project**

**Appendix H**

**Agency Correspondence**

**Part 3 of 8**

**New York State Department of Agriculture  
And Markets**

**From:** Saviola, Michael (AGRICULTURE) <Michael.Saviola@agriculture.ny.gov>  
**Sent:** Tuesday, August 15, 2023 12:07 PM  
**To:** Sean Milne  
**Subject:** RE: National Grid Lockport Batavia-Temp Roads in Ag Lands Detail

Hey Sean:

Applicants have 3 options. Strip, mat or wait till conditions improve. Matting is obviously the preferred method but you are proposing temp gravel access roads in lieu of mats. While this is an acceptable topsoil resource protection measure, my intent is to caution Grid in that theres a substantial amount of work to be done post construction.

Prior to construction They have to:

1. Strip and stockpile topsoil
2. Temporarily stabilize it just like a gas pipeline with temporary rye, install breaks in the piles with V ditches on the uphill side connected to waterbars and sumps (sediment traps) on the downhill side of the waterbar (spacing dependent upon slope) lined with straw bales or filter sock at the edge of the LOD.
3. Apply geotextile fabric
4. Import crushed stone

Post Construction: Ag resto work is only done from mid May to mid October. Ag restoration requirements:

1. Mill out the crushed stone
2. Remove the geotextile fabric
3. Dispose the rock/subsoil/geotextile material mixture
4. Decompact subsoil with tractor-drawn farming equipment
5. Pick oversize rock
6. Dispose oversized rock
7. Replace topsoil
8. Decompact through the entire soil profile to alleviate compaction caused by replacement spreading
9. Disc and blend the edges even with off ROW
10. Lime, seed fertilizer in accordance with AGM Guidelines
11. pray for rain.
12. Monitor all restored areas for 2 years.
13. Implement follow-up restoration measures as necessary.

These steps will need to be performed for temp access roads within agricultural portions of the fee owned ROW, work pads, pole structures, and also wire pulling sites. Existing access paths and off ROW access in ag (established farm 2 track roads) may need to be "bolstered" to accommodate the increased construction traffic. These are the areas where the farmers are going to want the stone left behind and that's OK. I will advocate with DEC/DPS for that (if applicable).

One thing to keep in mind is in many instances Grid will run the risk of farmers falling in love with the gravel roads because (in some cases) it enhances field accessibility (farm viability). They are temporary and if the farmer wants them left behind we run into stormwater issues because DEC considers the gravel access roads to be 'impervious cover' requiring removal post construction or they have to design and implement post construction SMPs. Catch 22. However, we can explore discussions on this in the EM&CP Development Phase as this issue is currently developing on another project.

Didn't mean to write you a dissertation of sorts but if you or your client have any questions or require clarification, don't hesitate to reach out.

**Michael J. Saviola, M.P.S.**  
Associate Environmental Analyst  
Agricultural Protection Unit

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**From:** Sean Milne <[SMilne@fisherassoc.com](mailto:SMilne@fisherassoc.com)>  
**Sent:** Tuesday, August 15, 2023 11:15 AM  
**To:** Saviola, Michael (AGRICULTURE) <[Michael.Saviola@agriculture.ny.gov](mailto:Michael.Saviola@agriculture.ny.gov)>  
**Subject:** FW: National Grid Lockport Batavia-Temp Roads in Ag Lands Detail

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Hi Mike, Just following up on this from our conversation last week. Would you mind responding when you get a chance?  
Thanks,

**Sean Milne**  
Environmental Group Manager



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Rochester NY, 14607

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**From:** Sean Milne

**Sent:** Wednesday, August 9, 2023 10:33 AM

**To:** Saviola, Michael (AGRICULTURE) <[Michael.Saviola@agriculture.ny.gov](mailto:Michael.Saviola@agriculture.ny.gov)>

**Subject:** RE: National Grid Lockport Batavia-Temp Roads in Ag Lands Detail

Hi Mike, Thanks for taking the time this morning to discuss the approach of installing temporary access roads in ag lands on the National Grid Lockport Batavia 112 Rebuild Project. Per our conversation, it seems that Ag & Markets would approve of this method. Is that correct? If so, we will proceed with planning for this per the attached detail. Also, thanks for the heads up that farmers may want to keep the roads after construction is complete. I will be sure to share that with National Grid.

Is there anything I missed or misunderstood from our conversation that I should share with National Grid?

Thanks again!

**Sean Milne**

Environmental Group Manager



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**From:** Saviola, Michael (AGRICULTURE) <[Michael.Saviola@agriculture.ny.gov](mailto:Michael.Saviola@agriculture.ny.gov)>

**Sent:** Tuesday, August 8, 2023 5:19 PM

**To:** Sean Milne <[SMilne@fisherassoc.com](mailto:SMilne@fisherassoc.com)>

**Subject:** RE: National Grid Lockport Batavia-Temp Roads in Ag Lands Detail

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Sean:

Sure. Do you think this will be more cost effective than matting? I'm able to discuss whenever you get a chance. Just call my cell. If im in the middle of something ill call you back.

**Michael J. Saviola, M.P.S.**  
Associate Environmental Analyst  
Agricultural Protection Unit

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**From:** Sean Milne <[SMilne@fisherassoc.com](mailto:SMilne@fisherassoc.com)>  
**Sent:** Tuesday, August 8, 2023 1:30 PM  
**To:** Saviola, Michael (AGRICULTURE) <[Michael.Saviola@agriculture.ny.gov](mailto:Michael.Saviola@agriculture.ny.gov)>  
**Subject:** National Grid Lockport Batavia-Temp Roads in Ag Lands Detail

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Hi Mike, Long time no talk. I hope all is well.

Fisher Associates is supporting National Grid on the Lockport Batavia 112 Rebuild Project. The transmission line project goes from Lockport in Niagara County to the Town of Alabama in Genesee County. It is an Article VII project. National Grid is exploring using temporary access roads in ag lands instead of matting. Fisher developed the attached spec. Lands would be restored post-construction.

Was hoping to get your thoughts on this approach and was wondering if you are free sometime later this week to have a quick call on the topic? If so, is there a good day/time for you?

Thanks,

**Sean Milne**  
Environmental Group Manager



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