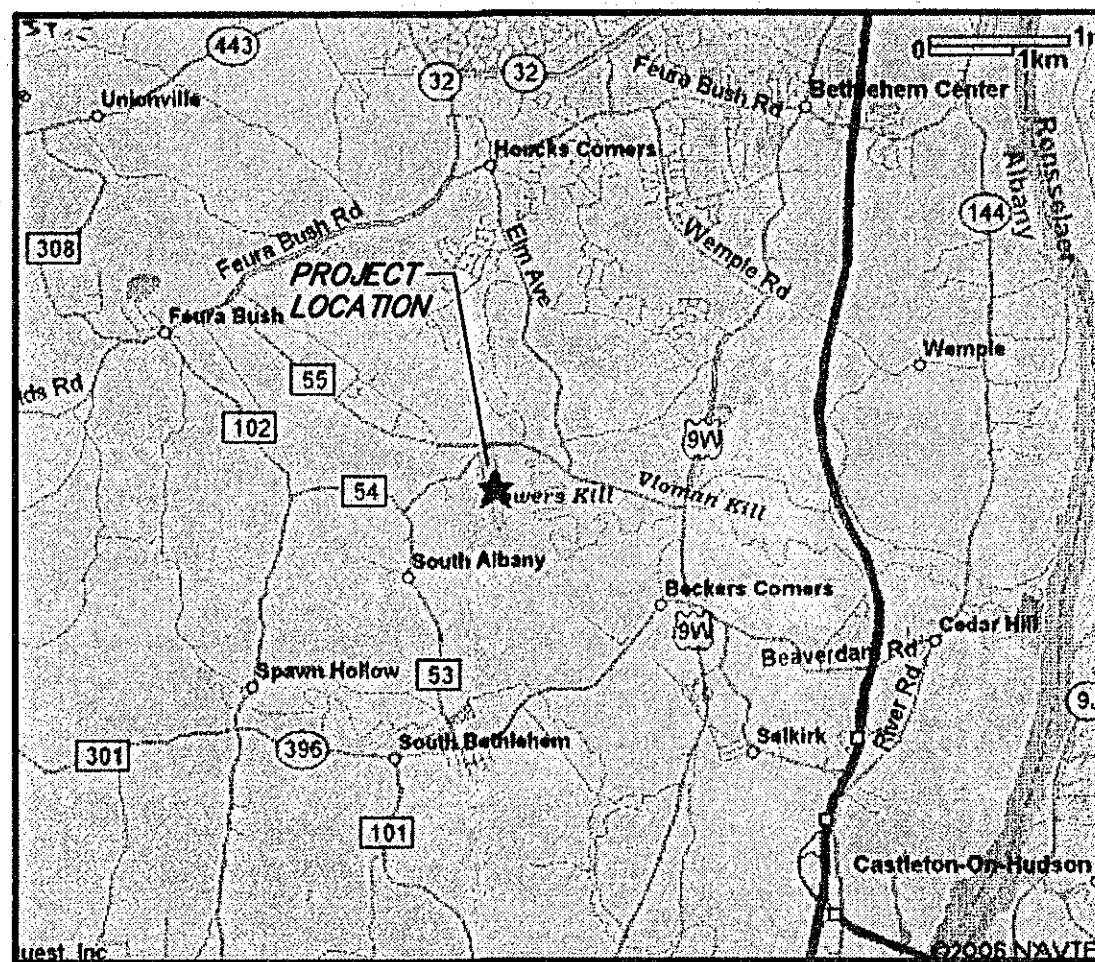


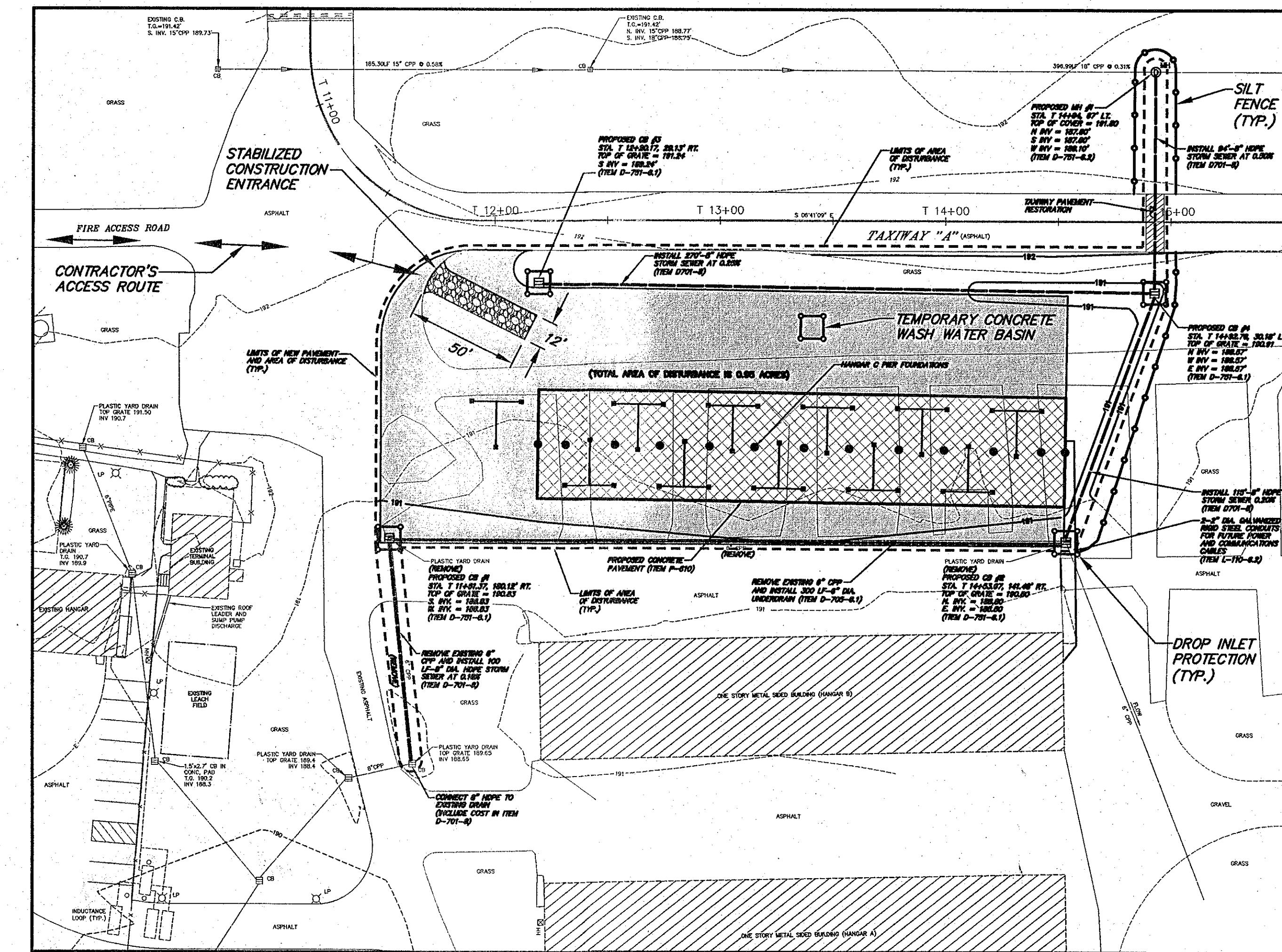


Passero Associates
ENGINEERING • ARCHITECTURE



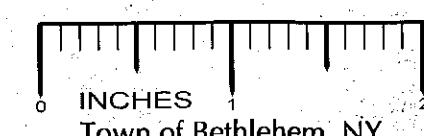
LOCATION MAP

NOT TO SCALE



PLAN - EROSION AND SEDIMENT CONTROL

SCALE: 1"=40'



SOIL EROSION CONTROL NOTES:

1. THE SOIL EROSION AND WATER POLLUTION CONTROL PLANS AND DETAILS AS SHOWN ARE INTENDED TO REFLECT THE MINIMUM REQUIREMENTS TO SATISFY ITEM P-156.
2. ALL NECESSARY PRECAUTIONS SHALL BE TAKEN TO PREVENT CONTAMINATION OF ANY EXISTING ADJACENT STREAMS BY SILT, SEDIMENT, FUELS, SOLVENTS, LUBRICANTS, EPOXY COATINGS, CONCRETE LEACHATE, OR ANY OTHER POLLUTANT ASSOCIATED WITH CONSTRUCTION AND CONSTRUCTION PROCEDURES.
3. DURING CONSTRUCTION, NO WET OR FRESH CONCRETE OR LEACHATE SHALL BE ALLOWED TO ESCAPE INTO THE WATERS OF NEW YORK STATE NOR SHALL WASHINGS FROM CONCRETE TRUCKS, MIXERS, OR OTHER DEVICES BE ALLOWED TO ENTER ANY WETLAND OR WATERS.
4. ANY DEBRIS OR EXCESS MATERIALS FROM CONSTRUCTION OF THIS PROJECT SHALL BE IMMEDIATELY AND COMPLETELY REMOVED FROM THE BED AND BANKS OF ALL WATER AREAS TO AN APPROPRIATE UPLAND AREA FOR DISPOSAL.
5. ALL EXCAVATED MATERIAL SHALL BE DISPOSED OF ON-SITE AND SHALL BE SUITABLY STABILIZED SO THAT IT CANNOT EASILY RE-ENTER ANY WATER BODY OR WETLAND AREA.
6. THE STAKES SHALL BE DRIVEN INTO THE GROUND IN SUCH A MANNER THAT THE STRAW BALES ARE FORCED TOGETHER AND SECURED IN PLACE.
7. PERIODIC CLEANING AND MAINTENANCE OF TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES MAY BE NECESSARY AND WILL BE REQUIRED AS DETERMINED BY THE ENGINEER.
8. EROSION CONTROLS SHALL BE PLACED AS DIRECTED BY THE ENGINEER PRIOR TO STARTING EARTHWORK OPERATIONS AND SHALL REMAIN IN PLACE UNTIL THE NEW WORKS ARE STABILIZED WITH SEEDING AND/OR SLOPE PROTECTION AND PERMANENT VEGETATION IS AT LEAST 2' HIGH.
9. IN THE EVENT DEWATERING OPERATIONS BECOME NECESSARY, A SETTING BASIN WILL BE REQUIRED UNLESS THE PUMP DISCHARGE IS AS CLEAR AND FREE OF SEDIMENT AS ADJACENT FLOWING STREAMS.
10. THE COST OF INSTALLING, CLEANING, MAINTAINING & REMOVING TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL DEVICES SHALL BE PAID FOR UNDER ITEM P-156.

CONSTRUCTION SCHEDULE

1. Obtain plan approval and building permit.
2. Set up contractor staging area and engineer's office.
3. Set up maintenance and protection of traffic measures as specified on plans.
4. Install stabilized construction entrance, silt fence and other erosion control measures as specified on plans.
5. Strip and stockpile topsoil.
6. Demolition of existing bituminous pavement and aircraft tie-down anchors.
7. Excavation for building foundation.
8. Form and pour footings and piers.
9. Backfill and compact subgrade, install building slab.
10. Erect building structure.
11. Installation of storm sewers, and underdrain. Install filter fabric drop inlet protection.
12. Stabilize disturbed areas and stockpiles within 14 days of last construction activity in that area.
13. Place subbase material and pavement structure.
14. When pavement structure is complete, install final pavement markings.
15. Final grading, seeding, and mulching of all disturbed areas.
16. When all work areas are complete and the entire area is stabilized, remove the erosion control and maintenance and protection of traffic measures.
17. Estimated time to complete work - 4 months.

Planned Erosion and Sediment Control Practices

Temporary Stabilized Construction Entrance

A temporary stabilized construction entrance will be installed at the northeast corner of the construction site where construction vehicle will enter on to the existing asphalt pavement access route. The entrance will be constructed according to the details shown on the plans and the New York Standards and Specifications for Erosion and Sediment Control.

Drop Inlet Protection

Drop inlet protection will be installed at four proposed catch basin structures located at the corners of the site. The devices will be constructed according to the details shown on the plans.

Siltation Fence

A siltation barrier constructed according to the details shown on the plans will be installed adjacent to the storm drain pipe excavation and across the south portion of the construction site where sediment has the potential to migrate across undisturbed land. The remaining boundaries of the site are adjacent to existing pavements where silt fence would be inappropriate.

Surface Stabilization

Temporary Stabilization - Disturbed portions of the site where construction activity temporarily ceases for at least 21 days will be stabilized with temporary seed and mulch no later than 14 days from the last construction activity in that area. The temporary seed shall be Rye (grain) applied at the rate of 120 pounds per acre. Prior to seeding, 2,000 pounds per acre of ground agricultural limestone and 1,000 pounds per acre of 10-10-10 fertilizer shall be applied. Areas of the site which are to be paved will be temporarily stabilized by applying geotextile and stone sub-base until bituminous pavement can be installed.

Narrative

Project Description

The project will consist of constructing a 10 bay open T-hangar with an approximately 234' x 48' concrete slab and approximately 24,000 square feet of asphalt pavement, including installation of drainage improvements and pavement markings. Soil disturbing activities will include grading, clearing, installation of catch basins and storm drains, construction of both flexible and rigid pavement, and preparation of disturbed areas for topsoil and seeding. The total area of disturbance is 0.99 acres.

Site Description

The area of proposed development is currently used as an aircraft tie-down area. The new hangar location is between an existing T-hangar building and the parallel taxiway "Taxiway A". The topography is flat with slopes less than 2% in any direction. The ground cover in the area is a mix of asphalt pavement and turf.

Adjacent Property

Adjacent parcels are zoned Rural Light Industrial (RL), Heavy Industrial (I) and Residential A (RA). Residences are located to the north and west of the site. The CSX Transportation rail yards are located to the south and west. Parcels to the east are primarily agricultural.

Soils

Soils on the site are Rhinebeck silty clay loam, 0 to 3 percent slopes (RHA) according to USDA Natural Resources Conservation Service National Cooperative Soil Survey for Albany County, New York. This nearly level soil is very deep and somewhat poorly drained. The seasonal high water table in this soil is typically at a depth of 1/2 foot to 1 1/2 feet. Depth to bedrock is more than 60 inches. Permeability is moderately slow in the surface and subsurface layers and slow below. The available water capacity is moderate and runoff is slow.

TOWN OF BETHLEHEM PLANNING BOARD APPROVAL

PLANNING BOARD
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK
This Site Plan Approved.
George Lien
Title CHAIRMAN
SAP 156 SUP 10
Date 8-10-09

Client:
South Albany Airport Corporation
6 Old School Road
Selkirk, New York 12158
(518) 767-9189

Passero Associates

100 Liberty Pole Way
Rochester, New York 14609
(585) 325-1000
Fax: (585) 325-1691

Principal-In-Charge Wayne F. Wegman, P.E.
Project Manager Shawn R. Bray P.E.
Designed by SRB, MAS



Revisions

No.	Date	By	Description
			UNAUTHORIZED ALTERATIONS OR ADDITIONS TO THIS DRAWING IS IN VIOLATION OF STATE EDUCATION LAW ARTICLE 145 SECTION 7209 AND ARTICLE 147 SECTION 7307. THESE PLANS ARE COPYRIGHT PROTECTED ©

Erosion and Sediment Control Plan

Transient Aircraft
Parking Apron & T-Hangar
South Albany Airport

Town/City: Bethlehem State: New York

Project No. 25247.05

Drawing No. 6.0 Sheet No.

Scale: 1" = 40'

Date July, 2009