

REVISIONS		
NO.	DATE	DESCRIPTION
1	4/17/89	
2	12/19/89	STORM SEWER STRUCTURES REVISED
3	1/30/90	SA. LOWERED IN SECTION 3
4	2/26/90	REVISED RIMS AND INVS
5	3/8/90	FINAL REVISIONS SECTION THREE
6	11/8/91	PER TOWN ENG. DEPT.
7	5/21/92	PER TOWN ENG. DEPT.
8	10/5/92	MISC. REVISION PER TOWN ENG. DEPT.
9	11/15/92	BURIED STUMP NOTE ADDED
10	1/20/93	PER TOWN ENG. DEPT.
11	03/17/93	PER TOWN ENG. DEPT.
12	07/08/93	NOTE # 9, LIMIT OF DEBRIS

- NOTES**
1. BENCHMARK: TOP OF NUT AT POINT OF ARROW ON HYDRANT AT INTERSECTION OF FEURA BUSH ROAD AND MURRAY DRIVE EL. 85.28 USGS DATUM (town of Beth. bn. #71)
 2. CONTOUR INTERVAL 2 FEET
 3. PROPOSED FINISHED GRADE SHOWN THUS: 179.00
 4. ALL STREET CROSSINGS 30.00' - 12" CMP @ 1.00% GRADE UNLESS OTHERWISE SHOWN
 5. LOCATION AND ELEVATION OF STORM SEWER INLET AND/OR OUTLET LINE OR LINES TO BE APPROVED IN FIELD BY THE TOWN ENGINEERS BEFORE CONSTRUCTION
 6. SEE STREET AND EASEMENT PROFILES, GENERAL NOTES AND TOWN OF BETHLEHEM - STORM DRAINAGE AND HIGHWAY DETAILS, WATER DISTRIBUTION DETAILS, AND SANITARY SEWER DETAILS FOR COMPLETE DESIGN.
 7. CONSTRUCTION ON LOTS USING AN EXCESS OF 2% GRADE SHALL REQUIRE A SOILS REPORT WITH APPLICATION FOR A BUILDING PERMIT
 8. DESIRABLE AND HEALTHY TREES TO BE PRESERVED ALONG PERIMETER AND WITHIN SITE WHERE POSSIBLE.
 9. MURRAY DRIVE IS NOT TO BE USED FOR CONSTRUCTION TRAFFIC

SOIL EROSION AND SEDIMENT CONTROL MEASURES: NOTES

- GENERAL MEASURES:**
1. DAMAGE TO SURFACE WATERS RESULTING FROM EROSION AND SEDIMENTATION SHALL BE MINIMIZED BY STABILIZING EXPOSED AREAS AND BY REMOVING SEDIMENT FROM CONSTRUCTION SITE DISCHARGES.
 2. "INsofar as PRACTICABLE, EXISTING VEGETATION SHALL BE PRESERVED."
 3. SITE PREPARATION ACTIVITIES SHALL BE PLANNED TO MINIMIZE THE LOSS AND DRAINAGE OF SOIL DURING CONSTRUCTION.
 4. PERMANENT EROSION CONTROL MEASURES SHALL BE ESTABLISHED AND PROTECTED TO PREVENT EROSION DURING CONSTRUCTION.
 5. CONSTRUCTION TRAFFIC SHALL NOT CROSS STREAMS OR DITCHES EXCEPT AT CROSSINGS WHICH HAVE BEEN PROTECTED TO PREVENT EROSION AND SEDIMENTATION. EXCESSIVE TRAFFIC SHALL BE LIMITED TO THE NEAREST ROAD OR BRIDGE.
 6. CONSTRUCTION TRAFFIC SHALL NOT BE ALLOWED TO OPERATE UNNECESSARILY NEAR WATERBODIES OR BRIDGE STRUCTURES.
- PARTICULAR MEASURES:**
1. STORM DRAIN INLET BAY AREA FILTERS: IMMEDIATELY FOLLOWING CONSTRUCTION OF STORM DRAIN INLET BAY AREA FILTERS SHALL BE CONSTRUCTED. THE FILTERS SHALL BE CONSTRUCTED TO PREVENT SEDIMENT ENTRANCE TO THE STORM DRAIN. THEY SHALL BE MAINTAINED IN GOOD CONDITION UNTIL FINAL VEGETATIVE COVER IS WELL ESTABLISHED.
 2. DRAINAGE DITCH SEDIMENT FILTERS: UNTIL SUCH TIME AS FINAL SITE STABILIZATION IS COMPLETED, DITCHES SHALL RECEIVE SEDIMENT WITH APPROPRIATE SEDIMENT FILTERS OR AS TO EFFECTIVELY TRAP SEDIMENT AND MINIMIZE ITS RELEASE OFFSITE. AN APPROPRIATE FILTER SHALL BE CONSTRUCTED WITHIN EACH DITCH AT ITS DOWNSTREAM TERMINUS. ADDITIONAL FILTERS SHALL BE CONSTRUCTED AS ARE DEEMED NECESSARY BY THE TOWN ENGINEER.
 3. AGRO-SCREENS FOR FILTER CONSTRUCTION SHALL CONSIST OF FULL-LENGTH STONE BARRIERS UP TO 1-1/2 INCHES IN DIAMETER. FULL-LENGTH FILTERS SHALL BE COVERED SO AS TO PREVENT THE DITCH CROSS SECTION FROM BEING EXPOSED TO THE PUBLIC. THROUGH FILTERS SHALL BE MAINTAINED OVER THE EXPOSED FILTERS TO BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND UNTIL SUCH TIME AS FINAL STABILIZATION OF THE UPSTREAM AREAS CONTRIBUTING TO THE DITCH IS COMPLETED. THE DEVELOPER SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT FROM SEDIMENT FILTERS. NOTE: IN THE EVENT OF THE DEVELOPER'S STABILIZATION OF UPSTREAM AREAS, THE FILTERS SHALL BE REMOVED.
 4. HAY BALE BARRIERS: HAY BALE BARRIERS SHALL BE CONSTRUCTED AROUND ALL STOCKPILES OF FILL, TOPSOIL, AND EXCAVATED OVERBURDEN THAT ARE TO BE REMOVED OR STOCKPILED FOR PERIODS LESS THAN 30 DAYS. HAY BALE BARRIERS SHALL BE ANCHORED AND MAINTAINED IN GOOD CONDITION UNTIL SUCH TIME AS ALL STOCKPILES ARE REMOVED AND STOCKPILED AREAS ARE BROUGHT TO FINAL GRADE AND PERMANENTLY STABILIZED.
 5. TOPSOIL AND FILL: TOPSOIL TO BE REMOVED OR STOCKPILED ON-SITE FOR PERIODS GREATER THAN 30 DAYS SHALL BE STABILIZED BY COVERING WITH TOPSOIL OR THE EQUIV. COVERING SHALL BE MAINTAINED UNTIL THE STOCKPILED MATERIAL SHALL BE GRADED, RESEED, AND FERTILIZED TO PERMIT THE USE OF CONSTRUCTION EQUIPMENT AND SEDIMENT PREPARATION SEEDING, MULCH APPLICATION, AND MULCH MACHINERY.
 6. IN NO CASE SHALL EROSION MATERIAL BE STOCKPILED WITHIN 10 FEET OF ANY DITCH, STREAM, OR OTHER SURFACE WATER BODY.
 7. PERMANENT VEGETATIVE COVER: IMMEDIATELY FOLLOWING COMPLETION OF CONSTRUCTION ACTIVITIES IN ANY PORTION OF THE SITE, PERMANENT VEGETATION SHALL BE ESTABLISHED ON ALL EXPOSED SOIL.
 8. TRAFFIC CONTROL: COORDINATE FOR THE MOVING OF CONSTRUCTION TRAFFIC BE PREPARED TO MINIMIZE LARGE DISTURBANCE. CONSTRUCTION TRAFFIC SHALL BE LIMITED TO THE NEAREST ROAD, EXCEPT AT APPROPRIATE SPECIFIC CROSSINGS.
 9. ALL HEALTHY TREES OF SIGNIFICANT SIZE ARE TO BE PROTECTED FROM DAMAGE. ALL UNNECESSARY REMOVAL OF HEALTHY TREES SHALL BE AVOIDED.



INCHES
Town of Bethlehem, NY

PLANNING BOARD
TOWN OF BETHLEHEM
ALBANY COUNTY, NEW YORK

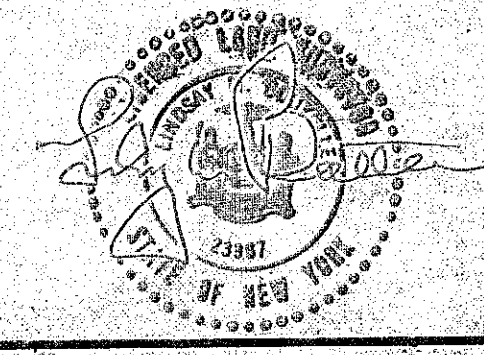
FINAL PLAT APPROVAL

When signed by the duly authorized officer of the Planning Board, this endorsement constitutes final approval of this Plat.

Signed: *Robert C. Farn*
Title: CHAIRMAN

Date: **APR - 2 1993**

See also Certificate of Approval of Final Plat No. **59-54-F**



DRAINAGE PLAN
"WOODHILL"
SECTION NO. 3-4
PROPERTY OF

VINCENT RIEMMA
TOWN OF BETHLEHEM

TOWN: BETHLEHEM COUNTY: ALBANY
STATE: NEW YORK DATE: 3/7/89
SCALE: 1" = 50' REVISION: 12

Map Prepared by
EDWARD W. BOULLETTE & SON
Civil Engineers & Surveyors
A DIVISION OF J. KENNETH FRASER AND ASSOCIATES, P.E.L.L.C.
DELMAR, N.Y.

SHEET NO. **59-54-F**