McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS D.P.C.

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TOWN OF NEWBURGH
PLANNING BOARD
REVIEW COMMENTS

PROJECT:	**BRITAIN PLAZA**
PROJECT NO.:	**13-13**
PROJECT LOCATION:	**SECTION 97, BLOCK 3, LOTS 1 & 2**
PROJECT REPRESENTATIVE:	**LANC & TULLY, PC**
REVIEW DATE:	**10 JULY 2014**
MEETING DATE:	**17 JULY 2014**

1. Information pertaining to the previous "DOT taking for right turn lane (2008)" should be addressed. If this area is a taking, the lot line should be appropriately revised.

2. Highway Superintendent's comments on the re-grading and removal/replacement of existing shoulder should be received.

3. A sidewalk is proposed along the Union Avenue frontage which contains a jog to the east from the proposed Crystal Run sidewalk onto what appears to be the subject property. Input from NYSDOT regarding this sidewalk should be received. Sidewalk apparently terminates at a traffic signal box on the north end of the sidewalk. Handicap accessibility as well as pedestrian accessibility at this location should be evaluated.

4. Water supply for fire flow line must be set up such that valving terminates potable water to the structure if water supply to the fire flow service is terminated.

5. The Applicants have stated the dumpster enclosure must remain at the previously identified location. Dumpster is located within front yard setback near the intersection of the project access road off of Old Little Britain Road. It appears dumpster could be relocated to the opposite side of the lot near the access drive to the project.

6. The discharge pipe at flared end section #1 requires pretreatment prior to discharge to a bio-retention treatment system.

7. The location of any proposed signage should be depicted on the site plan.

8. Comment 2 from the 5 June meeting requested compliance with design guidelines be documented. Any waivers of those should be requested including parking in front yards.

9. Site lighting should be addressed on the plans.

Respectfully submitted,

McGoey, Hauser and Edsall
Consulting Engineers, D.P.C.

_____
Patrick J. Hines
Associate

Engineers Planners Surveyors Landscape Architects Environmental Scientists

MASER CONSULTING P. A.

Traffic Impact Study

FILE COPY

Britain Plaza

NYS Route 300, Town of Newburgh,
Orange County, New York

June 26, 2014

Prepared For

Tony Danza
The Old Britain Group, LLC
104 Garden Court
Franklin Lakes, NJ 07417

Prepared By

Maser Consulting P.A.
11 Bradhurst Avenue
Hawthorne, NY 10532
914.347.7500

Philip J. Grealy, Ph.D., P.E., Principal Engineer
License No. 59858

Richard G. D'Andrea, P.E., PTOE, Project Engineer
License No. 090241

MC Project No. 13002110A

I. Introduction

A. PROJECT DESCRIPTION AND LOCATION (Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed 8,688 square foot Britain Plaza development, which is planned to consist of a 2,344 square foot bank with drive-through, 2,000 square feet of retail space, a 2,000 square foot restaurant, and a 2,344 square foot Dunkin Donuts. The site is proposed to be developed on property located on the southeast corner of the NYS Route 300 and Old Little Britain Road intersection in the Town of Newburgh, New York. The location of the site is shown on Figure No. 1, which also indicates that the site is proposed to be accessed via a combined driveway connection to Old Little Britain Road, which is planned to be constructed as part of the Crystal Run Healthcare development.

A Design Year of 2023 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

B. SCOPE OF STUDY

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the proposed Britain Plaza development.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Maser Consulting, P.A.. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT). Together these data were utilized to establish the Year 2013 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The Year 2013 Existing Traffic Volumes were then projected to the 2023 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2023 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-C for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the Year 2023 No-Build Traffic Volumes resulting in the Year 2023 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.

II. EXISTING ROADWAY AND TRAFFIC DESCRIPTIONS

A. DESCRIPTION OF EXISTING ROADWAYS

As shown on Figure No. 1, the proposed Britain Plaza development will be accessed from Old Little Britain Road. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

1. NYS Route 300

   NYS Route 300 is classified as a minor arterial under the jurisdiction of the NYSDOT and generally traverses in a north/south direction in the vicinity of the site. The roadway generally consists of two lanes in each direction with additional auxiliary turning lanes at area intersections. It has signalized intersections with NYS Route 207, the Walmart driveway, Old Little Britain Road/Orr Avenue and also with NYS Route 17K north of the site. NYS Route 300 has a posted speed limit of 45 mph

2. NYS Route 207

   NYS Route 207 is a state highway classified as a minor arterial, which runs generally in a northeast/southwest direction through the area. The roadway originates at an intersection with NYS Route 17K in the City of Newburgh and continues in a southwesterly direction and intersecting with other local roads including Old Little Britain Road. The roadway continues in a southwesterly direction and intersects with NYS Route 300 at a signalized intersection. The roadway consists of one lane in each direction with additional auxiliary turning lanes at area intersections. NYS Route 207 has a posted speed limit of 45 mph.

3. Old Little Britain Road

   Old Little Britain Road is a two lane town roadway classified as a major collector, which originates at a stop sign control "T" intersection with NYS Route 207. The roadway continues in a westerly direction intersecting with other roads including D'Alfonso Road, Unity Place and the access driveways to Kohls and Home Depot. It terminates at a signalized intersection with NYS Route 300 opposite Orr Avenue. The roadway has a speed limit of 30 mph.

B. YEAR 2013 EXISTING TRAFFIC VOLUMES (Figures No. 2 and 3)

Manual traffic counts were collected by representatives of Maser Consulting, P.A. during August, September and November of 2013 to determine the existing traffic volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 300 Corridor and also to adjust for seasonal variations. Based on this information, the Year 2013 Existing Traffic Volumes were established for the Weekday Peak PM Weekend Peak Saturday Hours at the following study area intersections.

- NYS Route 300 and Old Little Britain Road/Orr Avenue
- NYS Route 300 and Walmart Access Drive
- NYS Route 300 and NYS Route 207
- Old Little Britain Road and Proposed Site Access Driveway

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

▪ Weekday Peak PM Hour	5:00 PM – 6:00 PM
▪ Saturday Peak Hour	12:00 PM – 1:00 PM

The resulting Year 2013 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak PM Hour and Weekend Peak Saturday Hour, respectively.

C. ACCIDENT DATA (Table A and Appendix E)

Accident data for the NYS Route 300 corridor between NYS Route 207 and Old Little Britain Road has been obtained from the New York State Department of Transportation for the three year period as available between February 27, 2010 and August 20, 2013. This information, which is provided in Appendix "E", has been summarized in Table A also contained in Appendix "E". Based on a review of this accident data and the accident which occurred at the study area intersections, indicates that the most common accident type is rear end type accidents. The majority of these rear end type accidents were either a result of wet/slippery pavement and/or vehicles following too closely.

Land Use Code – 820 – Shopping Center, Land Use Code – 923 – High Turnover Sit-Down Restaurant and Lane Use Code – 936 – Coffee/Donut Shop without Drive-Through. Table No. 1 summarizes the trip generation rates and corresponding site generated traffic volumes for the Weekday Peak PM and Weekend Peak Saturday Hours.

It should be noted that in order to account for trips that may visit more than one land use within the development within the same trip, a 15% internal trip credit was applied to the trip generation estimates for each land use. In addition, to account for trips that may be attracted from the existing traffic streams along NYS Route 300 and Old Little Britain Road and therefore are not new to the roadway system, a 25% pass-by/diverted link trip credit was also applied to these volumes for the Bank, Retail and Restaurant Land Uses, while a 35% pass-by/diverted link trip credit was applied for the Dunkin Donuts portion of the site.

D. ARRIVAL/DEPARTURE DISTRIBUTION (Figures No. 10 and 11)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. The anticipated arrival and departure distributions are shown on Figures No. 10 and 11, respectively. It should be noted that it is anticipated that as much as 10% of the trips generated by the site will be destined to from the Crystal Run Healthcare Medical Office Building, which is currently under construction. These trips are likely to be pedestrian trips due to the proximity of the two developments and therefore would not be present on the roadway system.

E. 2023 BUILD CONDITIONS TRAFFIC VOLUMES (Figures No. 12 through 15)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 12 and 13 for each of the peak hours, respectively. The site generated traffic volumes were then added to the Year 2023 No-Build Traffic Volumes to obtain the Year 2023 Build Traffic Volumes. The resulting Year 2023 Build Traffic Volumes are shown on Figures No. 14 and 15 for the Weekday Peak PM and Weekend Peak Saturday Hours, respectively.

F. DESCRIPTION OF ANALYSIS PROCEDURES

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

- Signalized Intersection Capacity Analysis
  The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the *2010 Highway Capacity Manual*, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

- Unsignalized Intersection Capacity Analysis
  The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the *2010 Highway Capacity Manual*. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "C" of this report.

G. RESULTS OF ANALYSIS (Table No. 2)

Capacity analyses using the Synchro 8 analysis software, which takes into considerati appropriate truck percentages, pedestrian activity, roadway grades and other factors w performed at the study area intersections utilizing the procedures described above determine the Levels of Service and average vehicle delays. Summarized below ar description of the existing geometrics, traffic control and a summary of the existing a future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2013 Existing, 2(No-Build and 2023 Build Conditions. Appendix "C" contains copies of the capac analysis which also indicate the existing geometrics (including lane widths) and ot characteristics for each of the individual intersections studied.

1. NYS Route 300 and Old Little Britain Road/Orr Avenue

   NYS Route 300 intersects with Old Little Britain Road/Orr Avenue at a signali full movement intersection. The NYS Route 300 approaches consist of a sepa left turn lane, one through lane and one through/right turn lane. The Old Li Britain Road approach consists of two lanes while the Orr Avenue appro consists of one wide lane. The intersection is controlled by a traffic signal.

   The capacity analysis conducted at this intersection utilizing the Existing Tra Volumes indicates that the intersection currently operates at an overall Leve Service "C" or better. Under future conditions, the intersection is expecte operate at an overall Level of Service of "D".

2. NYS Route 300 and Wal-Mart Driveway/Proposed Crystal Run Healthcare Acc

   Under existing conditions, this signalized intersection contains a separate left lane and two through lanes on the northbound approach and a separate left lane, two through lanes and a separate right turn lane on the southbound appro The Wal-Mart driveway consists of a separate left turn lane and a sh through/right turn lane. Note that the proposed Crystal Run Healthcare currently has an existing entering and exiting driveway in this vicinity and exiting movements are controlled by the traffic signal. This driveway is b reconstructed and the signal replaced and upgraded as part of that development.

   Under existing conditions the intersection currently operates at an overall Lev Service "C" during the PM Peak Hour and at an overall Level of Service "C" du the Saturday Peak hour.

Under future No-Build conditions with the provision of a full movement driveway to the proposed Crystal Run Healthcare Development opposite the Wal-Mart driveway, signal upgrades and the construction of a the two lane exit from the proposed Crystal Run Healthcare site including a separate left turn lane and a shared through/right turn lane will be completed. With these improvements the intersection is expected to operate at an overall Level of Service "B" during the PM Peak hour and at an overall Level of Service "C during the Saturday Peak hour. The intersection was also analyzed with the 2023 Build Traffic Volumes, which indicates that similar Levels of Service would be experienced.

3. NYS Route 207 and NYS Route 300

NYS Route 207 and NYS Route 300 currently intersect at a "T" shaped signalized intersection. The eastbound approach consists of a separate left turn lane and a through lane. The westbound approach consists of a through lane and a separate right turn lane. The southbound NYS Route 300 approach consists of two left turn lanes and a separate right turn lane.

The capacity analysis conducted for this intersection utilizing the Existing Traffic Volumes, indicates that an overall Level of Service "C" is currently experienced during each of the peak hours.

The intersection was re-evaluated under future No-Build and Build conditions which indicate that the intersection will operate at an overall Level of Service "D" during each of the Peak Hours.

4. Old Little Britain Road and Proposed Crystal Run Healthcare Access Driveway/Site Access

A new driveway connection to the proposed Crystal Run Healthcare development is being provided via Old Little Britain Road. This newly formed intersection will be an unsignalized "T" shaped intersection with the eastbound and westbound Old Little Britain approaches consisting of a single lane. The northbound site access driveway approach will consist of separate left and right turn lanes and will be controlled by a "stop" sign. This driveway connection will be used by the Britain Plaza development for access to Old Little Britain Road.

Capacity analysis conducted utilizing the 2023 No-Build and Build Traffic Volumes indicates that this intersection will operate at a Level of Service "C" or better during both the PM and Saturday Peak Hours.

H. CONSIDERATION OF POTENTIAL SHOPPES AT UNION SQUARE (Figures No. 6A, 7A, 8A, 9A, 14A and 15A and Table No. 2A)

As indicated in Section III.A above, the Shoppes at Union Square is another potential development project in the area of the proposed Britain Plaza site. The Shoppes at Union Square was previously proposed to be developed on property located on the west side of NYS Route 300 and north of Orr Avenue. The project was planned to consist of approximately 62,500 square feet of new retail and restaurant space and would also incorporate the existing Cosimo's Restaurant. It is unknown at this time whether the remaining portions of this project will be proceeding or what the timetable could be. Therefore, to account for the traffic generated by this potential future development, a separate analysis was undertaken and the results of the analysis are summarized in Table No. 2A.

The site generated traffic volumes associated with the Shoppes at Union Square Development are shown on Figures No. 6A and 7A for the PM and Saturday Peak Hours, respectively. These volumes were added to the 2023 Projected Traffic Volumes along with the traffic volumes from the three other developments listed above to obtain the 2023 No-Build Traffic Volumes with the Shoppes at Union Square, which are shown on Figures No. 8A and 9A. The site generated traffic volumes for the proposed Britian Plaza development were then added to the 2023 No-Build Traffic Volumes with the Shoppes at Union Square to obtain the 2023 Build Traffic Volumes with the Shoppes at Union Square, which are shown on Figures No. 14A and 15A for each of the Peak Hours.

It should be noted that geometric improvements to the Orr Avenue approach to NYS Route 300 were previously recommended as part of the Shoppes at Union Square project. This would include the construction of a separate left turn lane and modifications to the traffic signal at this intersection to accommodate these geometric improvements. These improvements were considered in the analysis of future conditions with this potential project.

Based on the analysis results summarized in Table No. 2A, area intersections are expected to operate at similar Levels of Service with the Shoppes at Union Square development under No-Build and Build conditions with the exception of the NYS Route 300/NYS Route 207 intersection, which is expected to operate at an overall Level of Service "E" during each of the peak hours.

A separate analysis was also conducted under build conditions, which analyzes the intersection of NYS Route 300 & Old Little Britain Road/Orr Avenue with a potential northbound right turn lane. The construction of a northbound right turn lane would provide additional capacity for the northbound approach and would allow for traffic signal timing modifications to better accommodate westbound traffic exiting Old Little Britain Road. As shown on the site plans for the proposed Britain Plaza development, it is anticipated that the Applicant will provide a land dedication to accommodate this potential future northbound right turn lane. The construction of a northbound right turn lane, which is not proposed by the Applicant for Britain Plaza, would be subject to NYSDOT approval.

IV. SUMMARY AND CONCLUSION

Based on the analysis contained herein, with the completion of appropriate traffic signal timing improvements at area intersections the proposed Britain Plaza development will not result in a significant negative impact on the traffic conditions in the surrounding area. As indicated the Applicant for Britain Plaza will provide a land dedication along the NYS Route 300 site frontage to accommodate a potential future northbound right turn lane at the intersection of NYS Route 300 and Old Little Britain Road/Orr Avenue. The Applicant should also provide a sidewalk along the NYS Route 300 site frontage connecting to the sidewalk to be constructed by the Crystal Run Healthcare development and continuing to the corner of the NYS Route 300 and Old Little Britain Road intersection. The sidewalk should be set back from the existing curb lane to accommodate the potential future construction of the northbound right turn lane.

Steven M. Neuhaus
County Executive

Orange County Department of Planning

124 Main Street
Goshen, NY 10924-2124
Tel: (845) 615-3840
Fax: (845) 291-2533

David E. Church, AICP
Commissioner
www.orangecountygov.com/planning
planning@orangecountygov.com

FILE COPY

June 24, 2014

Mr. John P. Ewasutyn, Chairman
Planning Board
Town of Newburgh
308 Gardenertown Road
Newburgh, New York 12550

Re: Britain Plaza

Dear Chairman Ewasutyn:

Our office is in receipt of the Revised Lead Agency coordination request related to the above mentioned Project. Based upon the additional information, County Planning has no interest in assuming Lead Agency with regard to this project, but we would like the opportunity to review any additional SEQRA information that is provided by the Applicant. Since the Applicant is currently petitioning the Town Board in order to authorize banks as a permitted use in the IB Zoning District, the Planning Board should coordinate Lead Agency with the Town Board.

This site currently drains to Washington Lake, a surface water drinking reservoir owned and operated by the City of Newburgh. Our office in coordination with the City and Town of Newburgh, Town of New Windsor, Town of Plattekill, Ulster County Planning Department, and the NYS Department of State are in the process of finalizing a Watershed Management Plan for the Quassaick Creek, which includes Washington Lake. Therefore, any development related to this site is going require detailed review in order to limit potential impacts on Washington Lake.

Thank you for giving our office the opportunity to respond to your request. County Planning looks forward to reviewing the application when it is referred to us for comment under the General Municipal Law and our office recommends that the Site Plans be referred early in the process in order to have identified concerns adequately evaluated by the Board and the Applicant. The Planner from our office that will be reviewing this project is Chad M. Wade, R.L.A.; questions, comments, or additional information should be directed to him.

Sincerely,

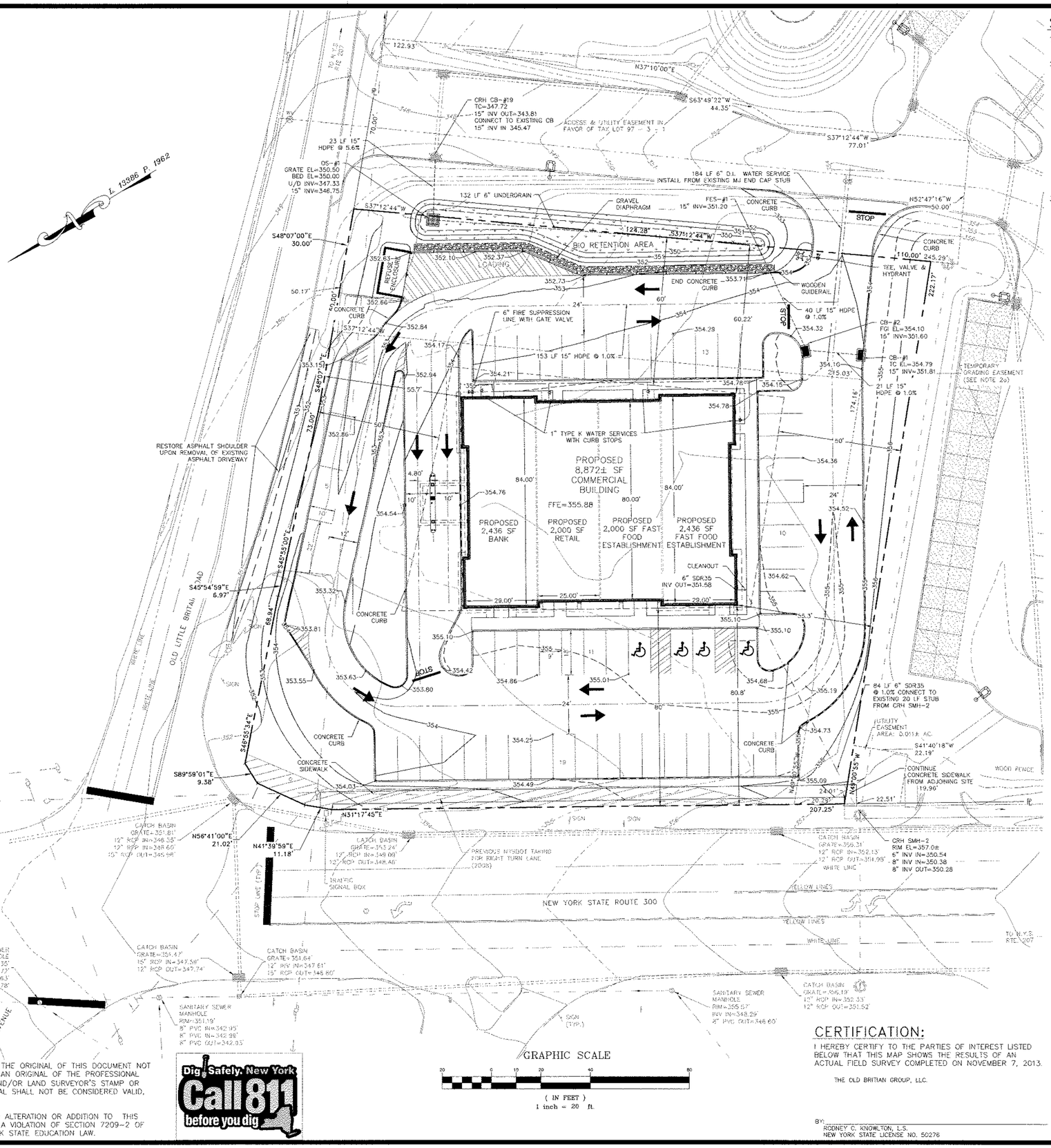
David E. Church, AICP
Commissioner

BRITAIN PLAZA - CONCEPTUAL RENDERING

DEGRAW & DEHAAN ARCHITECTS

DATE: JULY 1, 2014

DANZA GROUP



GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

SURVEY NOTES:

1. SUBSURFACE STRUCTURES AND UTILITIES NOT VISIBLE AT THE TIME OF SURVEY HAVE NOT BEEN SHOWN.
2. REFERENCES:
   a. MAP ENTITLED "LOT LINE CHANGE AND CONSOLIDATION MAP PREPARED FOR CRH REALTY VIII, LLC., TOWN OF NEWBURGH, TOWN OF NEW WINDSOR, ORANGE COUNTY, NEW YORK," DATED SEPTEMBER 17, 2013, LAST REVISED FEBRUARY 12, 2014, AS PREPARED BY LANC & TULLY ENGINEERING AND SURVEYING, P.C.
   b. MAP ENTITLED "COMPOSITE SITE PLAN, SOUTH UNION PLAZA, TOWN OF NEWBURGH, NEW YORK, DATED OCTOBER 16, 2007, LAST REVISED OCTOBER 29, 2008 AS PREPARED BY SHAW ENGINEERING, CONSULTING ENGINEERS.
   c. TITLE REPORT NUMBER 730-0-2497, PREPARED BY HARDENBURGH TITLE AGENCY, DATED AUGUST 30, 2013.
3. THIS MAP DEPICTS A PARCEL OF LAND BEING TAX LOT 97 - 3 - 1, AS SHOWN ON A MAP ENTITLED, "LOT LINE CHANGE AND CONSOLIDATION MAP PREPARED FOR CRH REALTY VIII, LLC., TOWN OF NEWBURGH, TOWN OF NEW WINDSOR, ORANGE COUNTY, NEW YORK," DATED SEPTEMBER 17, 2013, LAST REVISED FEBRUARY 12, 2014, AS PREPARED BY LANC & TULLY ENGINEERING AND SURVEYING, P.C. AND FILED WITH THE ORANGE COUNTY CLERK ON JUNE 6, 2014 AS MAP NO. 149-14.

LOCATION PLAN

1 INCH = 2000 FEET

GENERAL NOTES:

1. PROPOSED 8,872± MIXED USE COMMERCIAL BUILDING.
2. PROPOSED USES:
   - BANK – 2,436 SF
   - RETAIL – 2,000 SF
   - FAST FOOD ESTABLISHMENT – 2,000 SF (600 SF SEATING AREA)
   - FAST FOOD ESTABLISHMENT – 2,436 SF (800 SF SEATING AREA)
3. INGRESS / EGRESS FOR BRITAIN PLAZA TO BE VIA CRH REALTY VIII, LLC., ACCESS DRIVE FROM OLD LITTLE BRITAIN ROAD. WATER SERVICE AND SANITARY SEWER SERVICE TO BE CONNECTED TO RESPECTIVE INFRASTRUCTURE CONSTRUCTED BY CRH REALTY VIII, LLC., SITE. AGREEMENTS BETWEEN CRH REALTY VIII., LLC AND THE OLD BRITAIN GROUP ARE FILED WITH THE ORANGE COUNTY CLERK.
4. STORMWATER FACILITIES TO BE CONSTRUCTED AND DISCHARGED TO CRH REALTY VIII, LLC, STORMWATER FACILITIES IN ACCORDANCE WITH STORMWATER POLLUTION PREVENTION PLAN (SWPPP) FOR CRH REALTY VIII, LLC / BRITAIN PLAZA, DATED DECEMBER 10, 2013 AND LAST REVISED MARCH 14, 2014. AGREEMENT BETWEEN CRH REALTY VIII., LLC AND THE OLD BRITAIN GROUP ARE FILED WITH THE ORANGE COUNTY CLERK.

TABLE OF PARKING REQUIREMENTS:

PROPOSED USE	PARKING REQUIRED	PARKING PROVIDED
BANK/OFFICE (2,436 SF) 1/200 SF GFA	12.0	
RETAIL (2,000 SF) 1/150 SF GLFA	13.3	
FAST FOOD ESTABLISHMENT (2,000 SF) 1/40 SF SEATING AREA (600 SF)	15.0	
FAST FOOD ESTABLISHMENT (2,436 SF) 1/40 SF SEATING AREA (600 SF)	15.0	
TOTAL PARKING PROVIDED	55.3	58*

* INCLUDES 4 HC SPACES

TABLE OF ZONING REQUIREMENTS

IB DISTRICT (INTERCHANGE BUSINESS)

MINIMUM	REQUIRED	PROVIDED
LOT AREA	40,000 S.F.	55,495± S.F.
LOT DEPTH	150 FT.	222.2 FT.
LOT WIDTH	150 FT.	237.9 FT.
FRONT YARD (UNION AVE)*	80 FT.	80.8 FT.
FRONT YARD	50 FT.	55.7 FT.
SIDE YARD (ONE)	50 FT.	55.3 FT.
SIDE YARD (BOTH)	100 FT.	N/A
REAR YARD	60 FT.	60.2 FT.

MAXIMUM	PERMITTED	PROPOSED
LOT BUILDING COVERAGE	40%	16.2±%
LOT SURFACE COVERAGE	80%	73.4±%
BUILDING HEIGHT	35 FT.	<35 FT.

LEGEND:

- PROPERTY LINE
- REQUIRED BUILDING SETBACK
- EXISTING EASEMENT
- EXISTING MINOR CONTOUR
- EXISTING MAJOR CONTOUR
- EXISTING EDGE OF PAVEMENT
- EXISTING CONCRETE CURB
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CONCRETE CURB
- PROPOSED WOODED GUIDERAIL
- PROPOSED SIDEWALK
- PROPOSED 6" D.I. WATER SERVICE
- PROPOSED WATER VALVE
- PROPOSED HYDRANT
- PROPOSED 1" TYPE K WATER SERVICE
- PROPOSED 6" SDR35 SEWER SERVICE
- PROPOSED HDPE DRAINAGE PIPE

RECORD OWNER:

THE OLD BRITAIN GROUP, LLC
104 GARDEN COURT
FRANKLIN LAKES, NJ 07417

97 - 3 - 1
L. 13482 P. 370

LOT AREA:

1.274± AC.

CERTIFICATION:

I HEREBY CERTIFY TO THE PARTIES OF INTEREST LISTED BELOW THAT THIS MAP SHOWS THE RESULTS OF AN ACTUAL FIELD SURVEY COMPLETED ON NOVEMBER 7, 2013.

THE OLD BRITIAN GROUP, LLC.

BY:
RODNEY C. KNOWLTON, L.S.
NEW YORK STATE LICENSE NO. 50276

TOWN OF NEWBURGH
PLANNING BOARD NO. 2013-13

LANC & TULLY
ENGINEERING AND SURVEYING, P.C.
P.O. Box 687, Rt. 207
Goshen, N.Y. 10924
(845) 294-3700

COMMERCIAL SITE PLAN

BRITAIN PLAZA

TOWN OF NEWBURGH
ORANGE COUNTY, NEW YORK

Date: JUNE 30, 2014
Revisions:
CAD File: 13082-site plan.dwg
Layout: PLAN
Sheet No.: 1 OF 5
Drawing No.: C3D
B - 13 - 0082 - 01

Drawn By:	Checked By:	Scale:	Tax Map No.:
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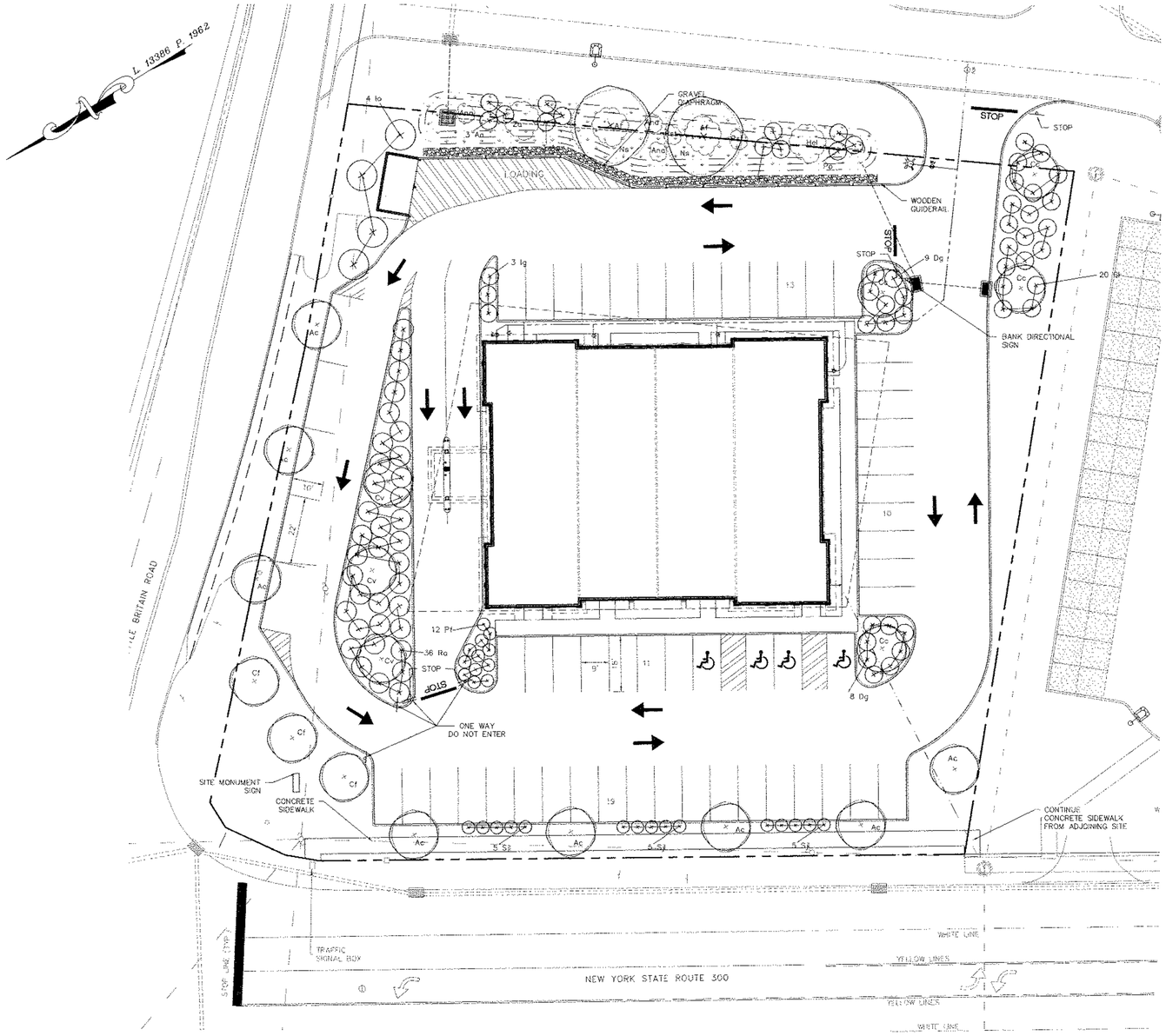
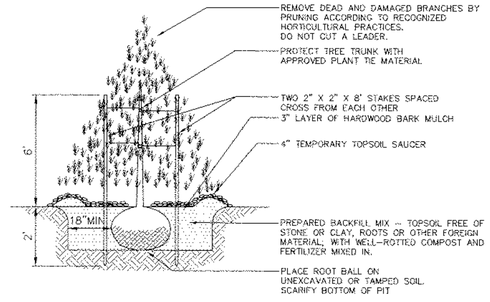
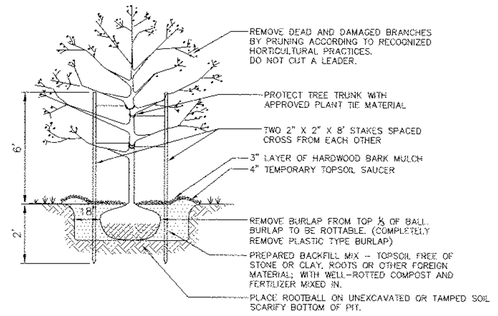




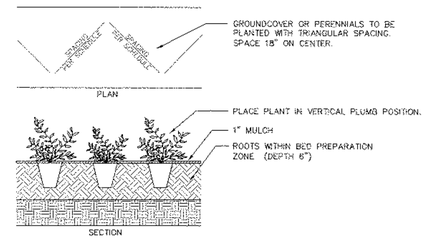
EVERGREEN TREE PLANTING DETAIL

NOT TO SCALE



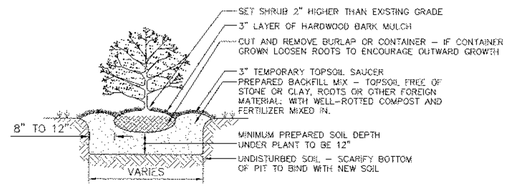
DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



GROUNDCOVER/PERENNIAL PLANTING DETAIL

NOT TO SCALE



SHRUB PLANTING DETAIL

NOT TO SCALE

SITE PLANT SCHEDULE

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE, NOTES
DECIDUOUS TREES				
Ac	8	ACER CAMPESTRE	HEDGE MAPLE	1-3/4"-2" CAL. B&B
Cc	4	CERCIS CANADENSIS	AMERICAN REDBUD	1-3/4"-2" CAL. B&B
Cv	3	CRATAEGUS VIRIDIS	WINTER KING HAWTHORNE	1-3/4"-2" CAL. B&B
Cf	3	CORNUS FLORIDA 'CLOUD 9'	CLOUD NINE FLOWERING DOGWOOD	1-3/4"-2" CAL. B&B
Ns	2	NYSSA SYLVATICA	BLACK GUM	2.5" CAL MIN. B&B
SHRUBS				
Ig	3	ILEX GLABRA	INKBERRY	18"-24" DIA. CONTAINER
Io	4	ILEX OPACA	AMERICAN HOLLY	24"-30" DIA. CONTAINER
Pf	12	POTENTILLA FRUTICOSA	SHRUBBY CINQUEFOIL	18"-24" DIA. CONTAINER
Sjl	15	SPIRAEA JAPONICA LITTLE PRINCESS	LITTLE PRINCESS SPIRAEA	18"-24" DIA. CONTAINER
WOODY GROUNDCOVERS				
Dg	17	DEUTZIA GRACILLIS 'NIKKO'	SLENDER DEUTZIA	3 GAL CONTAINER
Gl	20	GENISTA LYDIA	LYDIAN BROOM	3 GAL CONTAINER
Ra	36	RHUS AROMATICA GRO LOW	FRAGRANT SUMAC	3 GAL CONTAINER
SHRUBS (BIORETENTION AREA)				
Aa	6	ARONIA ARBUTIFOLIA	RED CHOKEBERRY	3 GAL CONTAINER
Po	6	PHYSOCARPUS OPULIFOLIUS	NINEBARK	3 GAL CONTAINER
PERENNIALS (BIORETENTION AREA/RAIN GARDEN)				
Ana	15	ASTER NOVAE ANGLIAE	NEW ENGLAND ASTER	1 GAL CONTAINER
Af	10	ATHYRIUM FLIX FEMINA	LADY FERN	1 GAL CONTAINER
Hel	12	HELENIUM AUTUMNALE	COMMON SNEEZEWEED	1 GAL CONTAINER
Pst	6	PHLOX STOLONIFERA 'BLUE RIDGE'	BLUE RIDGE CREEPING PHLOX	1 GAL CONTAINER
Za	12	ZIZIA AUREA	GOLDEN ALEXANDERS	1 GAL CONTAINER
PERENNIALS				
La	50	LAVANDULA ANGUSTIFOLIA	LAVENDER	3 GAL CONTAINER
Pa	30	PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	3 GAL CONTAINER

GENERAL LANDSCAPING NOTES:

1. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE TO LOCATE AND VERIFY LOCATION OF ALL UTILITIES ON SITE PRIOR TO CONSTRUCTION OR INSTALLATION.
2. ALL PLANT MATERIAL SHALL BE NURSERY GROWN AND SHALL CONFORM TO THE STANDARDS OF AMERICAN STANDARD FOR NURSERY STOCK, THE AMERICAN ASSOCIATION OF NURSERYMEN, LATEST EDITION.
3. ALL PLANTS AND WORKMANSHIP SHALL BE UNCONDITIONALLY GUARANTEED FOR 2 CALENDAR YEARS. CONTRACTOR SHALL REMOVE STAKING AND GUYING AT END OF GUARANTEE PERIOD.
4. ALL LANDSCAPE INSTALLATIONS SHALL BE MAINTAINED ON A REGULAR BASIS, AND SHALL NOT BE ALLOWED TO TAKE ON AN UNSIGHTLY APPEARANCE (EXCEPT FOR NATURAL AREAS WHICH SHALL BE ALLOWED TO GROW NATURALLY WITH A MINIMUM OF MAINTENANCE).
5. CONTRACTOR SHALL FIELD STAKE THE LOCATIONS OF ALL PLANT MATERIAL PRIOR TO INITIATING INSTALLATION FOR THE REVIEW AND APPROVAL OF THE OWNER'S REPRESENTATIVE.
6. ALL LANDSCAPING PLANT MATERIALS – TREES, SHRUBS, GROUNDCOVERS AND PERENNIALS SHALL BE PLANTED AS SHOWN IN DETAILS. BACKFILL MIX FOR PLANTING BEDS SHALL BE A MIX OF TOPSOIL, WELL-ROTTED COMPOST AND FERTILIZER. PROVIDE PLANTING PITS AS INDICATED ON PLANTING DETAILS. IF WET SOIL CONDITIONS EXIST THEN PLANTING PITS SHALL BE EXCAVATED AN ADDITIONAL 12" AND FILLED WITH CRUSHED STONE.
7. ALL PLANTS SHALL BEAR THE SAME RELATIONSHIP TO FINISHED GRADE AS THAT WHICH EXISTED IN THE NURSERY.
8. ALL PLANTS SHALL BE ORIENTED AT THEIR PROPOSED LOCATION TO PRESENT THEIR BEST SIDE.
9. NEWLY INSTALLED PLANT MATERIAL SHALL BE WATERED AT THE TIME OF INSTALLATION. REGULAR WATERING SHALL BE PROVIDED TO ENSURE THE ESTABLISHMENT, GROWTH AND SURVIVAL ALL PLANTS.
10. ALL LAWN/GRASSED AREAS ARE TO BE TOPSOILED TO A DEPTH OF 4" AND SEEDED AS PER THE PERMANENT SEEDING RATE. A MINIMUM OF 12" OF TOPSOIL IN ALL PLANTING AREAS. IF POOR SOILS OR ROCK ARE ENCOUNTERED IN AREAS OF CUT, PROPOSED TREES SHALL BE PLANTED IN A MINIMUM OF 18" TOPSOIL COMPOST MIX.
11. MULCH ALL PLANTING BEDS AND TREES WITH A 3 INCH MINIMUM DEPTH OF HARDWOOD BARK MULCH. NO MULCH SHALL BE PLACED AGAINST THE ROOT COLLAR OF THE PLANTINGS. ALL TREES PLANTED IN LAWN AREAS SHALL RECEIVE A 3' DIAMETER MULCH RING OR TO THE LIMIT OF THE ADJACENT LAWN AREA.
12. SHRUB AND PERENNIAL PLANTINGS ARE MASS PLANTING BEDS AND SHALL BE MULCHED CONTINUOUSLY.

LANDSCAPING SEEDING SCHEDULE

TEMPORARY SEEDING DISTURBED AREAS

SEASON	TYPE OF COVER & SPECIES OF MIXTURES	SEEDING RATES IN LBS. 1,000 SF	LBS. PER ACRE
SPRING/SUMMER/EARLY FALL	ANNUAL RYEGRASS	0.7	30
LATE FALL/EARLY WINTER	AROOSTOOK WINTER RYE	2.5	100

MULCH WITH HAY OR STRAW AT 2 TONS/ACRE OR 90 LBS. PER 1,000 SF

PERMANENT LAWN SEEDING RATES

PERMANENT LAWN SEEDING SHALL CONSIST OF 30% CREEPING RED FESCUE, 50% KENTUCKY BLUE GRASS, 10% ANNUAL RYEGRASS, AND 10% PERENNIAL RYEGRASS – ERNST 531 CONSERVATION MIX (ERNST-114) OR APPROVED EQUAL – AT A RATE OF 200 POUNDS PER ACRE OR 5 POUNDS PER 1,000 SQ. FT.

NOTES:
1. TOPSOIL SURFACE SHALL BE FINELY GRADED AND LOOSENED BY MECHANICAL RAKES TO ENSURE SEED ACCEPTANCE AND SEED TO SOIL CONTACT.
2. SEEDING AREA TO BE PREPARED WITH THE APPLICATION OF LIMESTONE AT THE RATE OF 800 LBS. PER 1,000 SY AND FERTILIZED WITH 10-20-20 AT THE RATE OF 140 LBS. PER 1,000 SY AFTER SEEDING, HAY MULCH IS TO BE APPLIED AT A RATE OF 2½ TO 3 TONS PER ACRE.

PLANTING SCHEDULE

	SPRING PLANTING	FALL PLANTING
TREES AND SHRUBS:		
EVERGREEN	APRIL 1 – JUNE 30	SEPT. 1 – OCT. 15
DECIDUOUS	MARCH 1 – JUNE 30	OCT. 1 – DEC. 1
SEEDING:	APRIL 1 – MAY 31	SEPT. 1 – OCT. 15

STORMWATER AREA AND PERIMETER SEEDING

A. NORTHEASTERN U.S. ROADSIDE NATIVE MIX (ERNST 105 OR APPROVED EQUAL) SHALL BE BROADCAST OVER DISTURBED AREA AROUND STORMWATER PONDS AND OTHER AREAS AS NOTED ON THE PLANS AT A RATE OF 20 POUNDS PER ACRE OR 1/2 POUND PER 1,000 SQ. FT.

B. RAIN GARDEN MIX (ERNMX-180 OR APPROVED EQUAL) SHALL BE BROADCAST ABOVE THE PERMANENT POOL ELEVATION IN STORMWATER PONDS AT A RATE OF 15 LB PER ACRE, OR 1/2 POUND PER 1,000 SQ. FT.

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LANDSCAPING PLAN AND DETAILS

BRITAIN PLAZA

TOWN OF NEWBURGH
ORANGE COUNTY, NEW YORK

Date: JUNE 30, 2014
Revisions:
CAD File: 13008Z landscape.dwg
Layout: PLAN
Sheet No.: 2 OF 5
Drawing No.: C30
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Drawn By: dmk
Checked By:
Scale: AS NOTED
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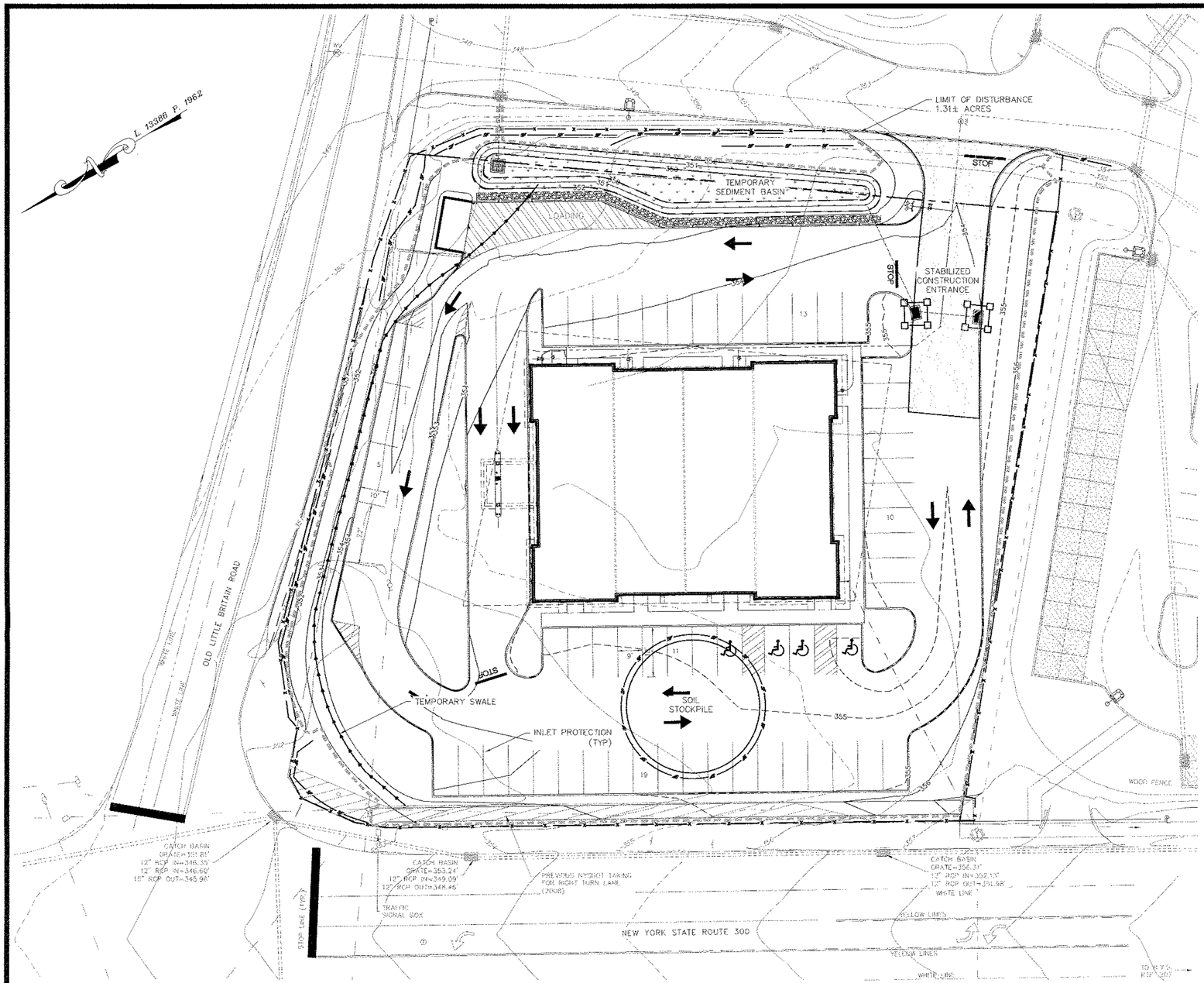

EROSION AND SEDIMENT CONTROL NOTES AND SPECIFICATIONS

1. ALL GRADED OR DISTURBED AREAS INCLUDING SLOPES SHALL BE PROTECTED DURING CLEARING AND CONSTRUCTION IN ACCORDANCE WITH THE APPROVED SEDIMENT CONTROL PLAN UNTIL THEY ARE PERMANENTLY STABILIZED.
2. ALL SEDIMENT CONTROL PRACTICES AND MEASURES SHALL BE CONSTRUCTED, APPLIED AND MAINTAINED IN ACCORDANCE WITH THE APPROVED SEDIMENT CONTROL PLAN AND THE "NEW YORK STATE STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL."
3. THE OWNER OR OPERATOR SHALL HAVE A QUALIFIED INSPECTOR CONDUCT A SITE INSPECTION IN ACCORDANCE WITH PART IV.C. EVERY SEVEN (7) CALENDAR DAYS.
4. TOPSOIL REQUIRED FOR THE ESTABLISHMENT OF VEGETATION SHALL BE STOCKPILED IN AMOUNT NECESSARY TO COMPLETE FINISHED GRADING OF ALL EXPOSED AREAS.
5. AREAS TO BE FILLED SHALL BE CLEARED, GRUBBED, AND STRIPPED OF TOPSOIL TO REMOVE TREES, VEGETATION, ROOTS OR OTHER OBJECTIONABLE MATERIAL.
6. AREAS WHICH ARE TO BE TOPSOILED SHALL BE SCARIFIED TO A MINIMUM DEPTH OF FOUR INCHES PRIOR TO PLACEMENT OF TOPSOIL.
7. ALL FILLS SHALL BE COMPACTED AS REQUIRED TO REDUCE EROSION, SLIPPAGE, SETTLEMENT, SUBSIDENCE OR OTHER RELATED PROBLEMS. FILL INTENDED TO SUPPORT BUILDINGS, STRUCTURES AND CONDUITS, ETC. SHALL BE COMPACTED IN ACCORDANCE WITH LOCAL REQUIREMENTS OR CODES.
8. ALL FILL TO BE PLACED AND COMPACTED IN LAYERS NOT TO EXCEED 9 INCHES IN THICKNESS.
9. EXCEPT FOR APPROVED LANDFILLS, FILL MATERIAL SHALL BE FREE OF FROZEN PARTICLES, BRUSH, ROOTS, SOD, OR OTHER FOREIGN OR OTHER OBJECTIONABLE MATERIALS THAT WOULD INTERFERE WITH OR PREVENT CONSTRUCTION OF SATISFACTORY FILLS.
10. FROZEN MATERIALS OR SOFT, MUCKY OR HIGHLY COMPRESSIBLE MATERIALS SHALL NOT BE INCORPORATED IN FILLS.
11. FILL SHALL NOT BE PLACED ON SATURATED OR FROZEN SURFACES.
12. ALL BENCHES SHALL BE KEPT FREE OF SEDIMENT DURING ALL PHASES OF DEVELOPMENT.
13. SEEPS OR SPRINGS ENCOUNTERED DURING CONSTRUCTION SHALL BE HANDLED IN ACCORDANCE WITH THE STANDARD AND SPECIFICATION FOR SUBSURFACE DRAIN OR OTHER APPROVED METHOD.
14. ALL GRADED AREAS SHALL BE PERMANENTLY STABILIZED IMMEDIATELY FOLLOWING FINISHED GRADING.
15. STOCKPILES, BORROW AREAS AND SPOIL AREAS SHALL BE SHOWN ON THE PLANS AND SHALL BE SUBJECT TO THE PROVISIONS OF THIS STANDARD AND SPECIFICATION.
16. SEED ALL DISTURBED AREAS WHICH WILL REMAIN UNDISTURBED FOR A PERIOD OF 7 DAYS OR MORE AND WHICH WILL NOT BE UNDER CONSTRUCTION WITHIN 7 DAYS WITH TEMPORARY RYEGRASS COVER, AS FOLLOWS (METHOD OF SEEDING IS OPTIONAL):
    A. LOOSEN SEEDBED BY DISCING TO A 4" DEPTH.
    B. SEED WITH SUMMER – PERENNIAL OR ANNUAL RYEGRASS AT 30 LBS PER ACRE
    FALL/WINTER – AROOSTOOK WINTER RYE AT 100 LBS PER ACRE
    C. MULCH WITH 2 TONS PER ACRE OF BLOWN AND CHOPPED HAY.
    D. WHERE NOTED ON THE PLAN, AND ON SLOPES GREATER THAN OR EQUAL TO 3:1, PROVIDE SOIL STABILIZATION MATTING.
17. AFTER COMPLETION OF SITE CONSTRUCTION, FINE GRADE AND SPREAD TOPSOIL ON ALL LAWN AREAS AND SEED WITH PERMANENT LAWN MIX AS FOLLOWS (SEE LANDSCAPE PLAN FOR OTHER PLANTING INFORMATION):
    A. LIME TOPSOIL TO pH 6.0.
    B. FERTILIZE WITH 600 LBS PER ACRE OF 5–10–10.
    C. SEED REQUIREMENTS – SEE LANDSCAPING PLAN.
    D. MULCH AS DESCRIBED FOR TEMPORARY SEEDING (NOTE 15C ABOVE).
18. DURING THE PROGRESS OF CONSTRUCTION, AND ESPECIALLY AFTER RAIN EVENTS, MAINTAIN ALL SEDIMENT TRAPS, BARRIERS, AND FILTERS AS NECESSARY TO PREVENT THEIR BEING CLOGGED WITH SEDIMENT. RE–STABILIZE ANY AREAS THAT MAY HAVE ERODED.
19. MAINTAIN ALL SEEDED AND PLANTED AREAS TO INSURE A VIABLE STABILIZED VEGETATIVE COVER.
20. MAINTAIN COPIES OF THE CONSTRUCTION LOGBOOK, STORMWATER POLLUTION PREVENTATION PLAN (SWPPP), NOTICE OF INTENT (NOI), PERMITS, AND SITE PLANS ON–SITE AT ALL TIMES DURING CONSTRUCTION.

CONSTRUCTION SEQUENCE

1. PRE–CONSTRUCTION MEETING: BEFORE CONSTRUCTION ACTIVITIES AN EVALUATION OF THE SITE WILL BE PERFORMED WITH THE SITE CONTRACTOR, TOWN PERSONNEL, AND SITE DESIGN ENGINEER TO DISCUSS GENERAL CONSTRUCTION PROCEDURES AND SEQUENCING.
2. DELINEATE TOTAL SITE DISTURBANCE LIMITS: PLACEMENT OF ORANGE CONSTRUCTION FENCING ALONG THE LIMIT OF DISTURBANCE THROUGHOUT THE SITE.
3. PROTECT EXISTING BUFFERS: PLACE EROSION CONTROL DEVICES (SILT FENCING, DIVERSION BERMS, ETC.) UPSTREAM OF ANY EXISTING WATERCOURSE WITHIN OR OUTSIDE OF CONSTRUCTION AREAS PRIOR TO THE START OF ANY CONSTRUCTION.
4. THE OWNER OR OPERATOR SHALL HAVE A QUALIFIED INSPECTOR CONDUCT A SITE INSPECTION IN ACCORDANCE WITH PART IV.C. EVERY SEVEN (7) CALENDAR DAYS.
5. CONSTRUCTION ENTRANCES/SILTATION CONTROLS: A TEMPORARY CONSTRUCTION ENTRANCE WILL BE INSTALLED AT THE ENTRANCE TO THE SITE AS SHOWN ON THE SITE PLANS. IN ADDITION, ANY OTHER SILTATION CONTROL DEVICES, AS SHOWN ON THE EROSION CONTROL PLAN ARE TO BE INSTALLED ADJACENT TO THE TEMPORARY ENTRANCE AND STAGING AREA.
6. CONSTRUCTION OF TEMPORARY SEDIMENT TRAP: CONSTRUCTION OF THE TEMPORARY SEDIMENT TRAP PRIOR TO THE START OF ANY MAJOR EARTHWORK MOVEMENT OR SITE CONSTRUCTION.
7. CONSTRUCTION OF TEMPORARY DIVERSION SWALE: THE INSTALLATION OF TEMPORARY DIVERSION SWALE TO BE USED TO CONVEY STORMWATER TO THE SEDIMENT TRAP SHALL BE COMPLETED.
8. STAGING AREA: THE STAGING AREA WILL BE GRADED FOR STORAGE OF EQUIPMENT.
9. STRIP TOPSOIL: TOPSOIL WILL BE STRIPPED FROM THE ACTIVE WORK AREAS AND WILL BE STOCKPILED FOR LATER REUSE.
10. LAND GRADING: BULK SOIL GRADING WILL COMMENCE. AT THIS TIME, TEMPORARY STOCKPILE AREAS SHOULD BE UTILIZED. THE PROPOSED BUILDING PAD WILL BE GRADED AND STONE BASE WILL BE SPREAD.
11. BUILDING FOUNDATION CONSTRUCTION: UPON COMPLETION OF GRADING IN BUILDING FOOTPRINT AREA, BUILDING FOUNDATION CONSTRUCTION WILL COMMENCE.
12. UTILITY INSTALLATION: INSTALL WATER, SEWER, AND STORMWATER THROUGHOUT THE PROJECT. INLET PROTECTION WILL BE INSTALLED AT ALL STORMWATER CATCH BASINS.
13. STORMWATER INSTALLATION: INSTALL BIO–RETENTION AREA WHEN ALL CONTRIBUTING AREAS HAVE BEEN STABILIZED. CONVERT SEDIMENT TRAP TO BIO–RETENTION AREA AND INSTALL OUTLET STRUCTURE AND CONNECTION TO EXISTING CATCH BASIN.
14. PAVEMENT CONSTRUCTION: CONSTRUCT PAVED PARKING AND ACCESS AREAS.
15. EROSION CONTROL PRACTICE REMOVAL: REMOVE ANY REMAINING EROSION CONTROL PRACTICES INCLUDING INLET PROTECTION AND TEMPORARY DIVERSIONS SWALES WHEN AREAS HAVE BEEN TEMPORARILY STABILIZED.
16. LANDSCAPING AND FINAL STABILIZATION: ALL OPEN AREAS TO BE STABILIZED WITH TOPSOIL AND SEEDED AS PER THE SEEDING SCHEDULE SPECIFIED ON THE EROSION AND SEDIMENT CONTROL PLANS. REMOVAL OF ALL TEMPORARY MEASURES, FLUSHING/CLEANING OF ALL CATCH BASINS AND PIPE, AND REMOVAL AND DISPOSAL OF ALL TRAPPED SEDIMENT ON SITE SHALL BE COMPLETED.
17. FINAL SITE INSPECTION AND CERTIFICATION: AT THE END OF CONSTRUCTION A SITE EVALUATION OF THE SITE WILL BE PERFORMED WITH SITE CONTRACTOR, TOWN PERSONNEL, AND SITE ENGINEER TO ENSURE THAT ALL STORMWATER FACILITIES WERE CONSTRUCTED AS PER THE SWPPP DESIGN AND THAT THE SITE HAS BEEN STABILIZED. A NOTICE OF TERMINATION WILL BE SUBMITTED TO THE NYSDEC.

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

LEGEND:

PROPERTY LINE
REQUIRED BUILDING SETBACK
EXISTING EASEMENT
EXISTING MINOR CONTOUR
EXISTING MAJOR CONTOUR
EXISTING EDGE OF PAVEMENT
EXISTING CONCRETE CURB

PROPOSED EDGE OF PAVEMENT
PROPOSED CONCRETE CURB
PROPOSED WOODED GUIDERAIL
PRPOSED SIDEWALK
PROPOSED 6" D.I. WATER SERVICE
PROPOSED WATER VALVE
PROPOSED HYDRANT
PROPOSED 1" TYPE K WATER SERVICE
PROPOSED 6" SDR35 SEWER SERVICE
PROPOSED HDPE DRAINAGE PIPE

PROPOSED SILT FENCE
PROPOSED TEMPORARY BASIN
PROPOSED TEMPORARY SWALE
PROPOSED CONSTRUCTION FENCE

PROPOSED INLET PROTECTION

LIMIT OF DISTURBANCE

SOIL RESTORATION REQUIREMENTS:

1. ALL DISTURBED AREAS WHERE ONLY TOPSOIL STRIPPING HAS OCCURRED REQUIRE AERATION OF THE SUBGRADE BEFORE SPREADING TOPSOIL.
2. ALL DISTURBED ARES WHERE CUT AND FILL OPERATIONS OCCURRED REQUIRE FULL SOIL RESTORATION AS SPECIFIED IN NYSDEC MANUAL PUBLICATION ENTITLED "DEEP RIPPING AND DE–COMPACTION."

NOTE: DUE TO SENSITIVITY OF DOWNSTREAM WATER SUPPLY, NO TURBID WATER IS ACCEPTABLE TO LEAVE THE SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING THE EROSION CONTROL MEASURES AND METHODS AS NEEDED TO ENSURE NO TURBID WATER LEAVES THE SITE. ALTERNATIVE METHODS INCLUDING BUT NOT LIMITED TO TEMPORARY HAY/MULCH, WATTLES, USE OF RUMBLE TRACK(S), OR FILTER BAGS MAY BE REQUIRED.

Dig Safely. New York Call 811 before you dig

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EROSION AND SEDIMENT CONTROL PLAN

BRITAIN PLAZA

TOWN OF NEWBURGH
ORANGE COUNTY, NEW YORK

Date: JUNE 30, 2014
Revisions:
CAD File: 130082 – erosion control plan.dwg
Layout: PLAN
Sheet No.: 3 OF 5
Drawing No.: C3D
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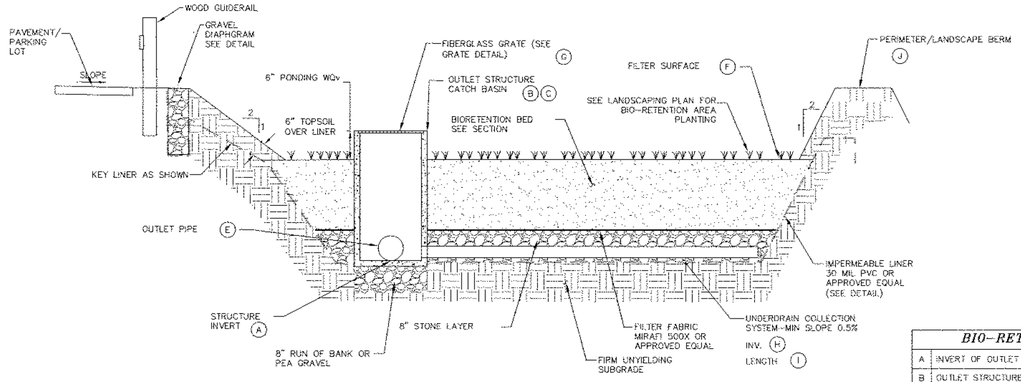


SECTION

BIO-RETENTION AREA MAINTENANCE REQUIREMENTS:

INSPECTION SHALL BE MADE WEEKLY BY A LICENSED PROFESSIONAL AND AFTER EVERY ½" RAINFALL EVENT BY THE OWNER OR CONTRACTOR DURING CONSTRUCTION. DURING THE FIRST GROWING SEASON INSPECTIONS SHALL BE CONDUCTED MONTHLY AND BI ANNUALLY THEREAFTER. THE FOLLOWING TASKS SHALL BE PERFORMED AS NEEDED:

1. REMOVAL OF ACCUMULATED SEDIMENT AND CLEANING AND/OR RESTORATION OF THE FILTER BED AREAS WHENEVER ACCUMULATED SEDIMENT REACHES A DEPTH OF 1 INCH.
2. RESTORATION OF ANY DISTURBED PLANT MATERIAL AND ANY ERODED EMBANKMENTS. REPLACEMENT OF PROPOSED PLANTS SHALL OCCUR IF MORE THEN 50% OF THE COVERAGE OF THE FACILITY IS NOT ACHIEVED.
3. REMOVAL OF ACCUMULATED DEBRIS WITHIN THE FILTER BED AREAS AND AT ALL INLET AND OUTFALL STRUCTURES.
4. ANNUAL MOWING (EARLY WINTER) OF THE BASINS. TRIMMING AND PRUNING OF BUSHES. REMOVAL OF ANY FALLEN TREES OR LIMBS.
5. WHEN THE FILTERING CAPACITY OF THE FILTER DIMINISHES SUBSTANTIALLY (I.E., WHEN WATER PONDS ON THE SURFACE OF THE FILTER BED FOR MORE THAN 48 HOURS), THE TOP FEW INCHES OF DISCOLORED MATERIAL SHALL BE REMOVED AND SHALL BE REPLACED WITH FRESH MATERIAL. THE REMOVED SEDIMENTS SHALL BE DISPOSED IN AN ACCEPTABLE MANNER (I.E., LANDFILL).
6. REFER TO LANDSCAPING PLANS FOR PLANTING REQUIREMENTS. IF FOR ANY REASON A CONFLICT OF PLANT MATERIAL OR PLANT MAINTENANCE SHOULD OCCUR, THE LANDSCAPE PLANS ARE TO TAKE PRECEDENCE.

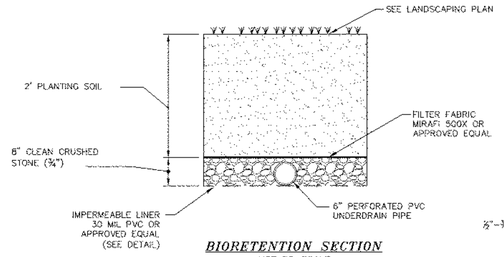
NOTE:

THE PLANTING SOIL SHOULD BE A SANDY LOAM, LOAMY SAND, LOAM (USDA), OR A LOAM/SAND MIX (SHOULD CONTAIN A MINIMUM 35 TO 60% SAND, BY VOLUME). THE CLAY CONTENT FOR THESE SOILS SHOULD BY LESS THAN 25% BY VOLUME. SOILS SHOULD FALL WITHIN THE SM, OR ML CLASSIFICATIONS OF THE UNIFIED SOIL CLASSIFICATION SYSTEM (USCS). A PERMEABILITY OF AT LEAST 1.0 FEET PER DAY (0.5"/HR) IS REQUIRED (A CONSERVATIVE VALUE OF 0.5 FEET PER DAY IS USED FOR DESIGN). THE SOIL SHOULD BE FREE OF STONES, STUMPS, ROOTS, OR OTHER WOODY MATERIAL OVER 1" IN DIAMETER. BRUSH OR SEEDS FROM NOXIOUS WEEDS. PLACEMENT OF THE PLANTING SOIL SHOULD BE IN LIFTS OF 12 TO 18", LOOSELY COMPACTED (TAMPED LIGHTLY WITH A DOZER OR BACKHOE BUCKET).

BIO-RETENTION AREA DATA		
A	INVERT OF OUTLET STRUCTURE	346.75
B	OUTLET STRUCTURE DIMENSIONS (OUTSIDE)	48"x48"
C	TOP OF STRUCTURE ELEVATION	350.50
D	BOTTOM OF STRUCTURE ELEVATION	346.08
E	CULVERT: DIAMETER/INVERT ELEVATION	15" / 346.75
F	FILTER SURFACE ELEVATION	350.00
G	FIBERGLASS GRATE DIMENSION	42"x42"
H	UNDERDRAIN INVERT ELEVATION	347.33
I	UNDERDRAIN SYSTEM LENGTH	132'
J	TOP OF PERIMETER BERM	352.60

BIO-RETENTION AREA DETAIL

NOT TO SCALE



BIORETENTION SECTION

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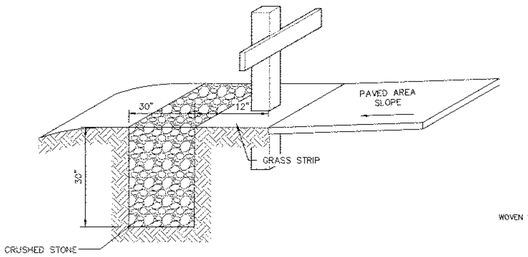
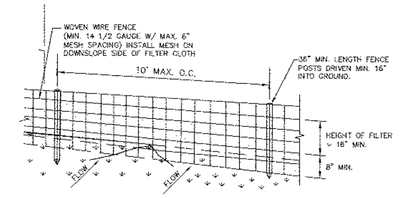


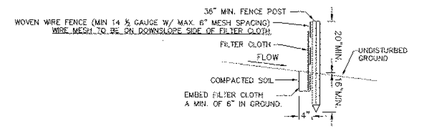
NOTE: TO BE UTILIZED IN AREA WHERE SHEET FLOW TO BIORETENTION ARES IS PROPOSED.

ROAD EDGE AND GRAVEL DIAPHRAGM DETAIL

NOT TO SCALE



PERSPECTIVE VIEW



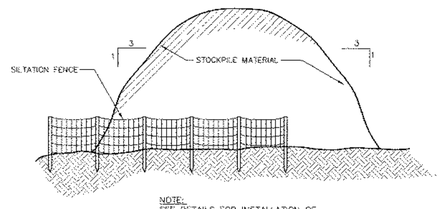
SECTION VIEW

CONSTRUCTION SPECIFICATIONS

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES. POSTS SHALL BE STEEL EITHER "T" OR "U" TYPE OR HARDWOOD.
2. FILTER CLOTH TO BE TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WOVEN WIRE, 12 1/2 GAUGE, 6" MAXIMUM MESH OPENING.
3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER X, MIRAFI 100X, STABILINKA T140N, OR APPROVED EQUIVALENT.
4. PREFABRICATED UNITS SHALL BE GEOFAB, ENVIROFENCE, OR APPROVED EQUIVALENT.
5. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

SILTATION FENCE

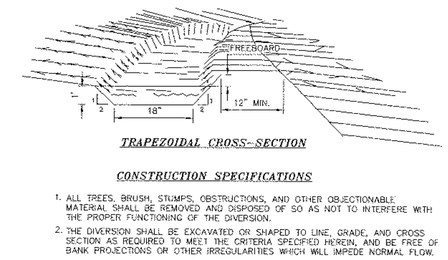
NOT TO SCALE



NOTE:
SEE DETAILS FOR INSTALLATION OF SILTATION FENCE

TYPICAL STOCKPILE DETAIL

NOT TO SCALE



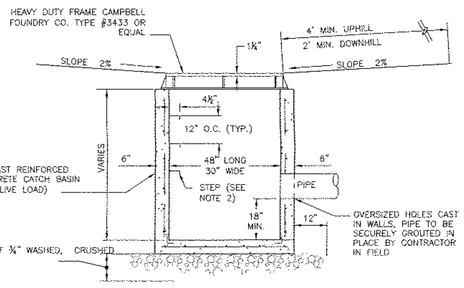
TRAPEZOIDAL CROSS-SECTION

CONSTRUCTION SPECIFICATIONS

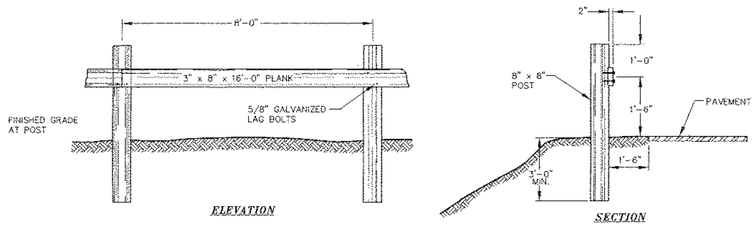
1. ALL TREES, BRUSH, STUMPS, OBSTRUCTIONS, AND OTHER OBJECTIONABLE MATERIAL SHALL BE REMOVED AND DISPOSED OF SO AS NOT TO INTERFERE WITH THE PROPER FUNCTIONING OF THE DIVERSION.
2. THE DIVERSION SHALL BE EXCAVATED OR SHAPED TO LINE, GRADE, AND CROSS SECTION AS REQUIRED TO MEET THE CRITERIA SPECIFIED HEREIN, AND BE FREE OF BANK PROJECTIONS OR OTHER IRREGULARITIES WHICH WILL IMPEDE NORMAL FLOW.
3. FILLS SHALL BE COMPACTED AS NEEDED TO PREVENT UNEQUAL SETTLEMENT THAT WOULD CAUSE DAMAGE IN THE COMPLETE DIVERSION.
4. ALL EARTH REMOVED AND NOT NEEDED IN CONSTRUCTION SHALL BE STOCKPILED FOR RESTORATION OF THE AREA SO THAT IT WILL NOT INTERFERE WITH THE FUNCTIONING OF THE DIVERSION.
5. STABILIZATION SHALL BE DONE ACCORDING TO THE APPROPRIATE STANDARD AND SPECIFICATIONS FOR VEGETATIVE PRACTICES.
   A. FOR DESIGN VELOCITIES OF MORE THAN 3.5 FT. PER. SEC., THE DIVERSION SHALL BE STABILIZED WITH SOD, WITH SEEDING PROTECTED BY JUTE OR EXCELSIOR MATTING OR WITH SEEDING AND MULCHING INCLUDING TEMPORARY DIVERSION OF THE WATER UNTIL THE VEGETATION IS ESTABLISHED.

TEMPORARY DIVERSION SWALE

NOT TO SCALE



FLAT TOP CATCH BASIN



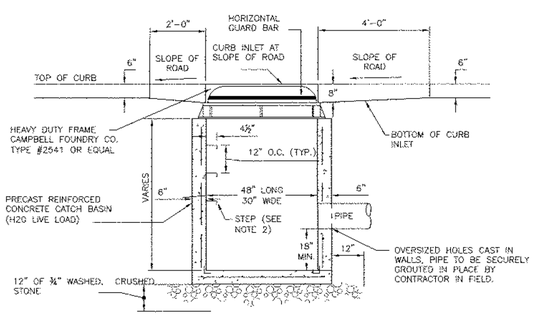
ELEVATION

SECTION

NOTE:
ALL WOOD TO BE PRESSURE TREATED

WOOD GUIDE RAIL

NOT TO SCALE



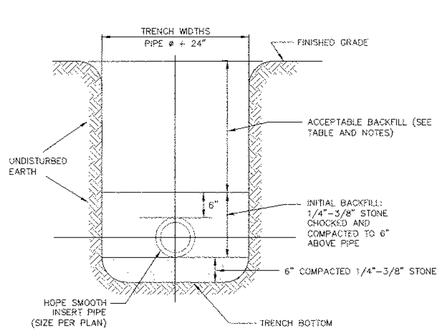
CURB TOP CATCH BASIN

NOTES:

1. CONCRETE STRENGTH: 4000 P.S.I. @ 28 DAYS.
2. STEPS TO BE COPOLYMER POLYPROPYLENE PLASTIC WITH 1/2" GRADE 60 STEEL REINFORCEMENT
3. THE ENDS OF ALL PIPES SHALL BE CUT OFF FLUSH WITH THE INSIDE SURFACE OF THE CATCH BASIN.

CATCH BASIN DETAILS

NOT TO SCALE



ACCEPTABLE BACKFILL MATERIAL & COMPACTION REQUIREMENTS				
DESCRIPTION	SOIL CLASSIFICATION ASTM D2321	ASTM D2487	AASHTO M43	MINIMUM STANDARD PROCTOR DENSITY %
GRADED OR CRUSHED, CRUSHED STONE, GRAVEL	CLASS I	–	5 56	DUMPED
SAND, GRAVELS AND GRAVEL/SAND MIXTURES; LITTLE OR NO FINES	CLASS II	GW GP SW SP	57 6	85%
SILTY OR CLAYEY GRAVELS, GRAVEL/SAND/SILT OR GRAVEL AND CLAY MIXTURES; SILTY OR CLAYEY SANDS, SAND/CLAY OR SAND/SILT MIXTURES	CLASS III	GM GC SM SC	GRAVEL AND SAND (<10% FINES)	90%

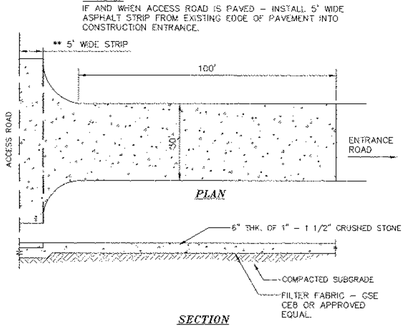
NOTE: INORGANIC SILTS, CLAYS, AND OTHER CLASS IV MATERIAL SHALL NOT PERMITTED.

NOTES:

1. BACKFILL TO BE COMPACTED IN 8" LIFTS AND SHALL CONTAIN NO STONES OVER 6" IN ANY DIMENSION.
2. BACKFILL UNDER ALL PAVED AREAS SHALL BE FULL DEPTH RUN OF BANK, ITEM #4 OR APPROVED EQUAL.

STORM SEWER TRENCH CROSS SECTION

NOT TO SCALE



** NOTE:
IF AND WHEN ACCESS ROAD IS PAVED - INSTALL 5' WIDE ASPHALT STRIP FROM EXISTING EDGE OF PAVEMENT INTO CONSTRUCTION ENTRANCE.

PLAN

SECTION

NOTE:
ENTRANCE SHALL BE MAINTAINED AS CONDITIONS DEMAND TO PREVENT TRACKING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY.

STABILIZED CONSTRUCTION ENTRANCE

NOT TO SCALE

ALL SEDIMENTATION STRUCTURES WILL BE INSPECTED AND MAINTAINED ON A REGULAR BASIS.

A CRUSHED STONE, VEHICLE WHEEL-CLEANING BLANKET WILL BE INSTALLED WHENEVER A CONSTRUCTION ACCESS ROAD INTERSECTS ANY PAVED ROADWAY. SAID BLANKET WILL BE COMPOSED OF 6" DEPTH OF 1"-1 1/2" CRUSHED STONE, WILL BE AT LEAST 30' X 100' AND SHOULD BE PLACED ON COMPACTED SUB-GRADE AND SHALL BE MAINTAINED.

ALL DRIVEWAYS MUST BE STABILIZED WITH 1" - 1½" CRUSHED STONE OR SUB-BASE PRIOR TO INDIVIDUAL HOME CONSTRUCTION.

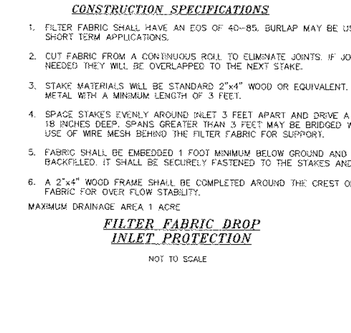
PAVED ROADWAYS MUST BE KEPT CLEAN AT ALL TIMES.

ALL CATCH BASIN INLETS WILL BE PROTECTED WITH A CRUSHED STONE OR HAYBALE FILTER (FILTER DETAILS APPEAR ON PLAN).

ALL STORM DRAINAGE OUTLETS WILL BE STABILIZED, AS REQUIRED, BEFORE DISCHARGE POINTS BECOME OPERATIONAL.

ALL SOIL EROSION AND SEDIMENT CONTROL STRUCTURES MUST BE DETAILED ON THE PLAN.

* ALTERNATIVE / ADDITIONAL USE OF RUMBLE TRACK IS PERMISSIBLE IF REQUIRED. MINIMUM 5' WIDE ASPHALT BINDER STRIP ALONG MUNICIPAL ROAD MUST BE MAINTAINED.



CONSTRUCTION SPECIFICATIONS

1. FILTER FABRIC SHALL HAVE AN EOS OF 40-85. BURLAP MAY BE USED FOR SHORT TERM APPLICATIONS.
2. CUT FABRIC FROM A CONTINUOUS ROLL TO ELIMINATE JOINTS. IF JOINTS ARE NEEDED THEY WILL BE OVERLAPPED TO THE NEXT STAKE.
3. STAKE MATERIALS WILL BE STANDARD 2"x4" WOOD OR EQUIVALENT. METAL WITH A MINIMUM LENGTH OF 3 FEET.
4. SPACE STAKES EVENLY AROUND INLET 3 FEET APART AND DRIVE A MINIMUM 18 INCHES DEEP. SPANS GREATER THAN 3 FEET MAY BE BRIDGED WITH THE USE OF WIRE MESH BEHIND THE FILTER FABRIC FOR SUPPORT.
5. FABRIC SHALL BE EMBEDDED 1 FOOT MINIMUM BELOW GROUND AND BACKFILLED. IT SHALL BE SECURELY FASTENED TO THE STAKES AND FRAME.
6. A 2"x4" WOOD FRAME SHALL BE COMPLETED AROUND THE CREST OF THE FABRIC FOR OVER FLOW STABILITY.

MAXIMUM DRAINAGE AREA 1 ACRE

FILTER FABRIC DROP INLET PROTECTION

NOT TO SCALE

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DRAINAGE AND EROSION AND SEDIMENT CONTROL DETAILS

BRITAIN PLAZA

TOWN OF NEWBURGH
ORANGE COUNTY, NEW YORK

Date: JUNE 30, 2014
Revisions:

CAD File: 130082-details.dwg
Layout: drain-esc det
Sheet No.: 4 OF 5
Drawing No.: C30
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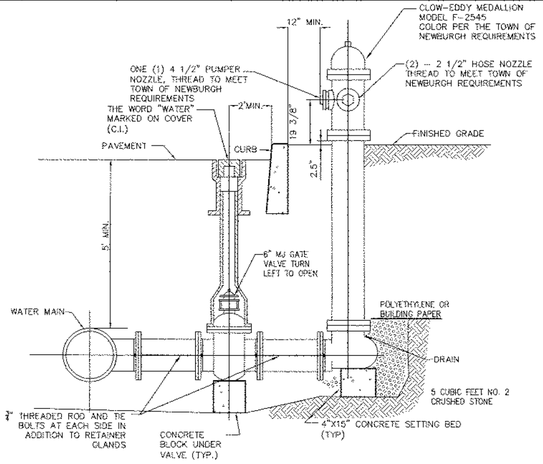
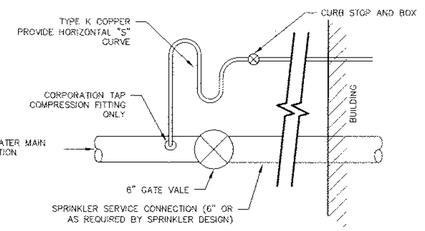
Drawn By: dmk | Checked By: | Scale: NTS | Tax Map No.: 97 - 3 - 1



NOTE: MEGA LUGS TO BE USED ON ALL MECHANICAL JOINT FITTINGS

HYDRANT DETAIL

NOT TO SCALE

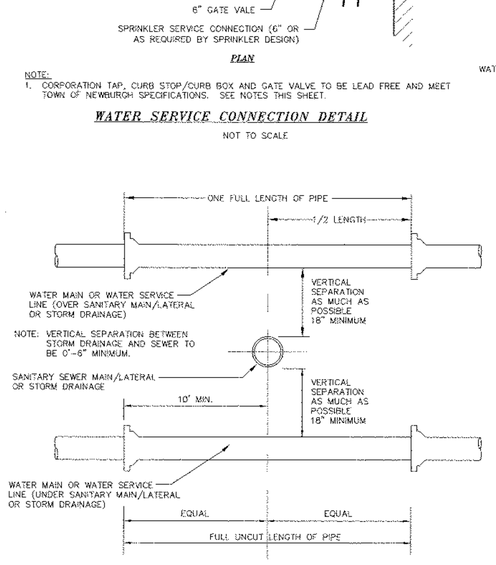


PLAN

NOTE:
1. CORPORATION TAP, CURB STOP/CURB BOX AND GATE VALVE TO BE LEAD FREE AND MEET TOWN OF NEWBURGH SPECIFICATIONS. SEE NOTES THIS SHEET.

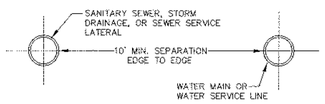
WATER SERVICE CONNECTION DETAIL

NOT TO SCALE



WATER & SEWER CROSSING DETAIL

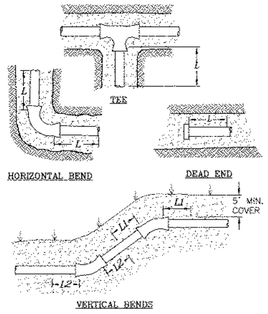
NOT TO SCALE



WATER & SEWER HORIZONTAL SEPARATION

NOT TO SCALE

NOTE: THE SEPARATION REQUIREMENT SHALL CONFORM TO CURRENT ORANGE COUNTY DEPARTMENT OF HEALTH STATUTES, CODES, RULES, REGULATIONS AND LAWS AS THEY APPLY.



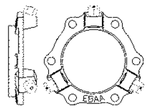
RESTRAINED JOINT TABLE	
MINIMUM LENGTH REQUIRED IN LINEAR FEET	
FITTING	LENGTH IN LINEAR FEET (L)
TEE - 6"	5'
REDUCER	12'
90° HORIZONTAL BEND - 6"	10'
45° HORIZONTAL BEND - 6"	4'
22-1/2° HORIZONTAL BEND - 6"	2'
VERTICAL BENDS - 6"	L1 =9' L2 =2'

NOTE: LENGTH OF RESTRAINED JOINTS BASED UPON,
a) 4.5' MINIMUM COVER
b) TEST PRESSURE = 150 PSI
c) TYPE 5 TRENCH
d) 1.5 TO 1 SAFETY FACTOR
e) SOIL TYPE: GW

ALL REQUIRED JOINT RESTRAINT SHALL BE MEGALUG RETAINING GLANDS AS MANUFACTURED BY EBAA IRON, OR APPROVED EQUAL.

RESTRAINED JOINT DETAILS

NOT TO SCALE

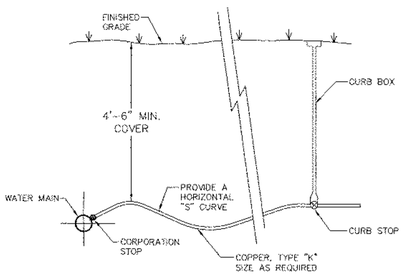


EBAA IRON
1106 MEGALUG
350 PSI RATING
(UL)
FM RATED 175 PSI
FOR USE ON DUCTILE IRON PIPE MADE IN THE USA

SEE NOTE 3 OF THE TOWN OF NEWBURGH WATER SYSTEM NOTES.

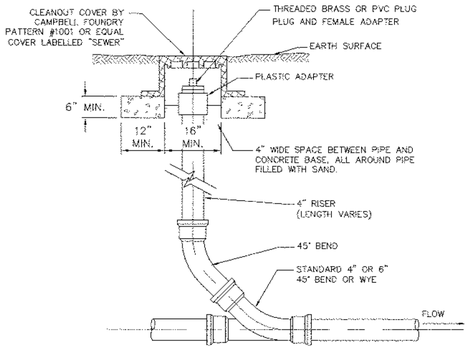
MECHANICAL JOINT RESTRAINT DETAIL

NOT TO SCALE



WATER SERVICE DETAIL

NOT TO SCALE



SEWER SERVICE CLEANOUT DETAIL

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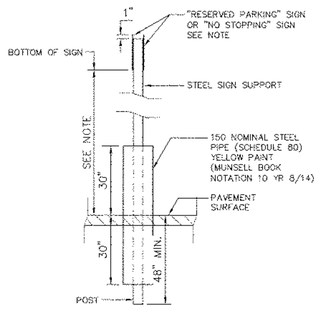
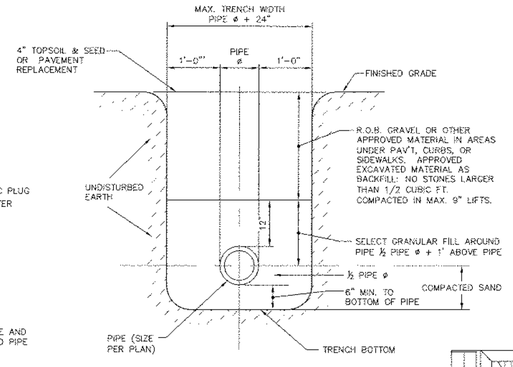


NOTE: SIGNS SHALL NOT BLOCK THE ACCESSIBLE CLEAR WIDTH OF ADJACENT WALKWAYS. SIGNS LOCATED WHERE THEY MAY BE HIT BY VEHICLES BEING PARKED SHALL BE INSTALLED AS SHOWN IN THE POST BASE DETAIL. THE BOTTOMS OF THE SIGNS LOCATED ON POSTS INSTALLED IN PAVED/ SIDEWALK AREAS SHALL BE AT LEAST 7' ABOVE THE WALKWAY SURFACE. THE BOTTOMS OF SIGNS LOCATED IN UNPAVED AREAS SHALL BE 7' ABOVE THE ADJACENT PAVEMENT SURFACE.

POST BASE DETAIL

NOT TO SCALE



TRENCH CROSS SECTION

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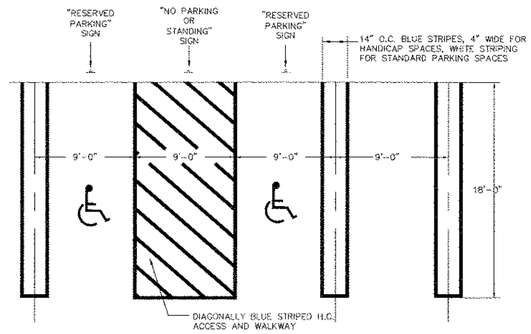
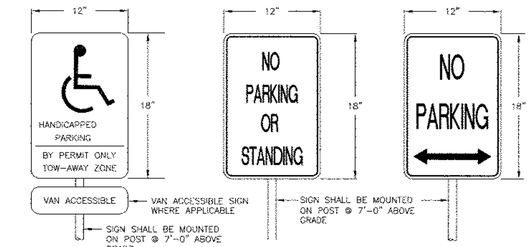


PARKING SPACE STRIPING DETAIL

NOT TO SCALE

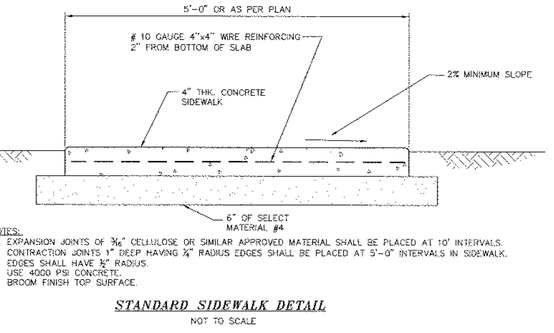


HANDICAP SIGN

NOT TO SCALE

NO PARKING SIGNS

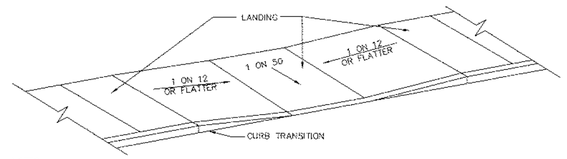
NOT TO SCALE



NOTES:
1. EXPANSION JOINTS OF 3/16" CELLULOSE OR SIMILAR APPROVED MATERIAL SHALL BE PLACED AT 10' INTERVALS.
2. CONTRACTION JOINTS 1" DEEP HAVING ¾" RADIUS EDGES SHALL BE PLACED AT 5'-0" INTERVALS IN SIDEWALK.
3. EDGES SHALL HAVE ½" RADIUS.
4. USE 4000 PSI CONCRETE.
5. BROOM FINISH TOP SURFACE.

STANDARD SIDEWALK DETAIL

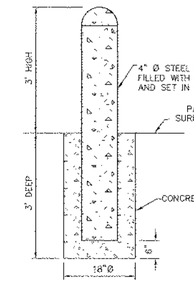
NOT TO SCALE



NOTES:
1. FIELD CONDITIONS AT INDIVIDUAL LOCATIONS MAY REQUIRE SPECIFIC DESIGNS. DESIGNS MUST BE CONSISTENT WITH THE PROVISIONS OF THIS SHEET AND AS REQUIRED BY THE AMERICAN'S WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES.
2. CROSS SLOPES: THE MAXIMUM CROSS SLOPE OF CURB RAMPS SHALL BE 2 PERCENT. CURB RAMP SURFACES SHALL GENERALLY LIE IN CONTINUOUS PLANES WITH A MINIMUM OF SURFACE WARP.
3. THE RUNNING GRADE OF CURB RAMPS SHOULD BE AS FLAT AS PRACTICABLE, THE MAXIMUM RUNNING GRADE OF ANY PORTION OF ANY CURB RAMP SHALL BE 1:12 (8.3%). CURB RAMPS ARE NOT REQUIRED TO BE LONGER THAN 15'.
4. CURB RAMPS LOCATED WHERE PEDESTRIANS MAY WALK ACROSS THE CURB RAMP SHALL HAVE FLARED SIDES. THE LENGTH OF THE FLARES SHALL BE AT LEAST TEN (10) TIMES THE CURB HEIGHT, MEASURED ALONG THE CURB LINE. WHEN INFEASIBLE OR IMPRACTICABLE TO PROVIDE A LANDING THAT IS AT LEAST 60" WIDE (MEASURED FROM THE TOP OF THE RAMP TO THE BACK OF THE SIDEWALK), THE LENGTH OF THE FLARES SHALL BE TWELVE (12) TIMES THE CURB HEIGHT MEASURED ALONG THE CURB LINE.
5. THE SURFACE OF ALL CURB RAMPS SHALL BE STABLE, FIRM AND SLIP RESISTANT. A COARSE BROOM FINISH RUNNING PERPENDICULAR TO THE SLOPE IS RECOMMENDED ON CONCRETE RAMP SURFACES.
6. RAMP TRANSITIONS BETWEEN WALKS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4" MAX.).

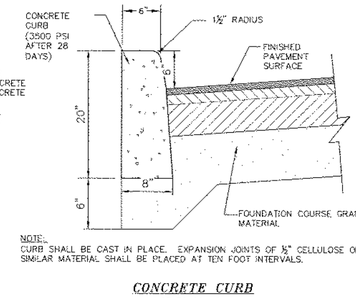
CURB RAMP DETAIL

NOT TO SCALE



BOLLARD DETAIL

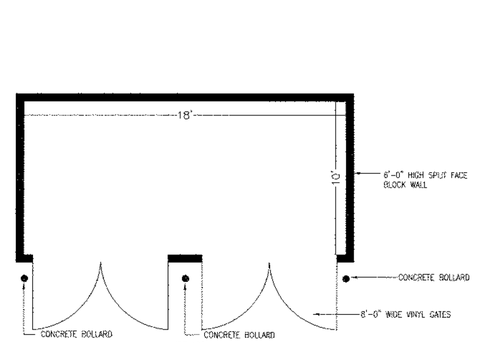
NOT TO SCALE



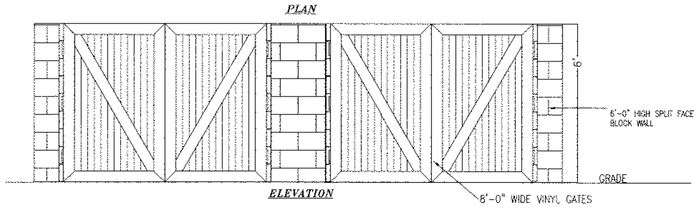
NOTE:
CURB SHALL BE CAST IN PLACE. EXPANSION JOINTS OF ½" CELLULOSE OR SIMILAR MATERIAL SHALL BE PLACED AT TEN FOOT INTERVALS.

CONCRETE CURB

NOT TO SCALE



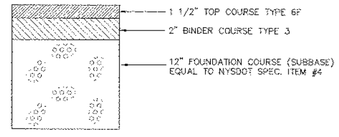
PLAN



ELEVATION

DUMPSTER ENCLOSURE DETAIL

NOT TO SCALE



NOTES:
1. SUB BASE MATERIAL TO BE DRY AND FREE OF DEBRIS COMPACTED TO 90% MODIFIED PROCTOR DENSITY.
2. PROOF ROLLING REQUIRED TO VERIFY NO MEASURABLE MOVEMENT IN SUBGRADE "PUMPING".

PAVEMENT SECTION

NOT TO SCALE

TOWN OF NEWBURGH WATER SYSTEM NOTES

1. CONSTRUCTION OF POTABLE WATER UTILITIES AND CONNECTION TO THE TOWN OF NEWBURGH WATER SYSTEM REQUIRES A PERMIT FROM THE TOWN OF NEWBURGH WATER DEPARTMENT. ALL REQUIREMENTS SHALL CONFORM TO THE REQUIREMENTS OF THE NEW YORK STATE DEPARTMENT OF HEALTH AND THE TOWN OF NEWBURGH.
2. ALL WATER SERVICES LINES FOUR (4) INCHES AND LARGER IN DIAMETER SHALL BE CEMENT LINED, CLASS 52, DUCTILE IRON PIPE CONFORMING TO ANSI/AWWA C151/A21.51-91 OR LATER REVISION FOR DUCTILE IRON PIPE JOINTS SHALL BE EITHER PUSH-ON OR MECHANICAL JOINT AS REQUIRED.
3. THRUST RESTRAINT OF THE PIPE SHALL BE THROUGH THE USE OF JOINT RESTRAINT. THRUST BLOCKS ARE NOT ACCEPTABLE. JOINT RESTRAINT SHALL BE THROUGH THE USE OF MECHANICAL JOINT PIPE WITH RETAINER GLANDS, ALL FITTINGS AND VALVES SHALL ALSO BE INSTALLED WITH RETAINER GLANDS FOR JOINT RESTRAINT. RETAINER GLANDS SHALL BE EBBA IRON MEGALUG SERIES 1100 OR APPROVED EQUAL. THE USE OF A MANUFACTURED RESTRAINED JOINT PIPE IS ACCEPTABLE WITH PRIOR APPROVAL OF THE WATER DEPARTMENT.
4. ALL FITTINGS SHALL BE CAST IRON OR DUCTILE IRON, MECHANICAL JOINT, CLASS 250 AND CONFORM TO ANSI/AWWA C110/A21.10-87 OR LATEST REVISION FOR DUCTILE AND GRAY IRON FITTINGS OR ANSI/AWWA C153/A21.53-94 FOR LATEST REVISION FOR DUCTILE IRON COMPACT FITTINGS.
5. ALL VALVES SHALL BE RESILIENT WEDGE, MECHANICAL JOINT GATE VALVES CONFORMING TO ANSI/AWWA C509 OR LATEST REVISION SUCH AS MUELLER A-2360-23 OR APPROVED EQUAL. ALL GATE VALVES SHALL OPEN LEFT (COUNTER CLOCKWISE).
6. ALL WATER SERVICE LINES TWO (2) INCHES IN DIAMETER AND SMALLER SHALL BE TYPE K COPPER TUBING. CORPORATION STOPS SHALL BE MUELLER H-15000N OR B-25000N FOR 1-1/2 OR 2 INCH SIZES. CURB VALVES SHALL BE MUELLER B-25204N FOR 1-1/2 AND 2 INCH SIZES. CURB BOXES SHALL BE MUELLER H-10310 FOR 1-1/2 AND 2 INCH SIZES.
7. ALL PIPE INSTALLATION SHALL BE SUBJECT OT INSPECTION BY THE TOWN OF NEWBURGH WATER DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL INSPECTIONS AS REQUIRED WITH THE TOWN OF NEWBURGH WATER DEPARTMENT.
8. THE WATER MAIN SHALL BE TESTED, DISINFECTED AND FLUSHED IN ACCORDANCE WITH THE TOWN OF NEWBURGH REQUIREMENTS. ALL TESTING, DISINFECTION AND FLUSHING SHALL BE COORDINATED WITH THE TOWN OF NEWBURGH WATER DEPARTMENT. PRIOR TO PUTTING THE WATER MAIN IN SERVICE, SATISFACTORY SANITARY RESULTS FROM A CERTIFIED LAB MUST BE SUBMITTED TO THE TOWN OF NEWBURGH WATER DEPARTMENT. THE TEST SAMPLES MUST BE COLLECTED BY A REPRESENTATIVE OF THE TESTING LABORATORY AND WITNESSED BY THE WATER DEPARTMENT.
9. THRUST RESTRAINT SHALL BE PROVIDED BY THE RODS AND RETAINER GLANDS. THE LENGTH OF RESTRAINED PIPE SHALL BE DETERMINED BASED UPON WORKING PRESSURES, SOIL CONDITIONS AND DEPTH OF BURY ACCORDING TO DIPRA STANDARDS.
10. PRESSURE AND LEAKAGE TESTS ARE REQUIRED AND SHALL BE DONE IN ACCORDANCE WITH AWWA C-600 STANDARDS.
11. DISINFECTION OF ALL NEW WORK SHALL BE DONE IN ACCORDANCE WITH AWWA C-651 - YEAR OF LATEST REVISION STANDARDS.
12. ALL WATER MAINS SHALL BE 6", CLASS 52, DUCTILE IRON PIPE UNLESS OTHERWISE NOTED.

TOWN OF NEWBURGH SEWER SYSTEM NOTES

1. CONSTRUCTION OF SANITARY SEWER FACILITIES AND CONNECTION TO THE TOWN OF NEWBURGH SANITARY SEWER SYSTEM REQUIRES A PERMIT FROM THE TOWN OF NEWBURGH SEWER DEPARTMENT. ALL CONSTRUCTION SHALL CONFORM TO THE REQUIREMENTS OF THE NYSDEC AND THE TOWN OF NEWBURGH.
2. ALL GRAVITY SANITARY SEWER SERVICE LINES SHALL BE 4 INCHES IN DIAMETER OR LARGER AND SHALL BE SDR-35 PVC PIPE CONFORMING TO ASTM D-3034-89. JOINTS SHALL BE PUSH-ON WITH ELASTOMERIC RING GASKET CONFORMING TO ASTM D-3212. FITTINGS SHALL BE AS MANUFACTURED BY THE PIPE SUPPLIER OR EQUAL AND SHALL HAVE A BELL AND SPIGOT CONFIGURATION COMPATIBLE WITH THE PIPE.
3. ALL PIPE INSTALLATION SHALL BE SUBJECT TO INSPECTION BY THE TOWN OF NEWBURGH SEWER DEPARTMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL INSPECTIONS AS REQUIRED WITH THE TOWN OF NEWBURGH SEWER DEPARTMENT.
4. THE SEWER MAIN SHALL BE TESTED IN ACCORDANCE WITH TOWN OF NEWBURGH REQUIREMENTS. ALL TESTING SHALL BE COORDINATED WITH THE TOWN OF NEWBURGH SEWER DEPARTMENT.

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CONSTRUCTION DETAILS

BRITAIN PLAZA

TOWN OF NEWBURGH
ORANGE COUNTY, NEW YORK

Date: JUNE 30, 2014
Revisions:
CAD File: 130282-details.dwg
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