

SITE REFERENCE DATA:

- 1.) REFERENCE PLAN: SURVEY AND TOPOGRAPHIC INFORMATION TAKEN FROM MAP TITLED "SURVEY AND TOPOGRAPHIC CONTOURS, LANDS OF MICHAEL R. AND RICHARD MESSINA", DATED: 2/12/09
PREPARED BY: DANIEL P. YANOSH, L.S.
P.O. BOX 520
CIRCLEVILLE, N.Y. 10919
- 2.) APPLICANT: CHESTNUT PETROLEUM DISTRIBUTORS, INC.
556 MAIN STREET
NEW PALTZ, N.Y. 12561
- 3.) OWNERS: CHESTNUT PETROLEUM DISTRIBUTORS, INC.
556 MAIN STREET
NEW PALTZ, N.Y. 12561
- 4.) ARCHITECT: CIRO INTERRANTE ARCHITECT
85 MARKET ST.
POUGHKEEPSIE, N.Y. 12601
(845) 479-7572
- 5.) ZONING DATA: SECT. 109.1, BLK 4, LOT 14

DATA TABLE			
ZONE	HD	REQUIRED	EXISTING
LOT AREA (MIN.)		2.0 AC.	1.93 AC. (83,952 S.F.)
LOT WIDTH (MIN.)		200 FT.	394 FT. AT WIDEST POINT
LOT DEPTH (MIN.)		200 FT.	256 FT.
YARDS (MIN.)	HD		
FRONT		75 FT.	24 FT.
SIDE		25 FT. / 50 FT.	210 FT. / 111 FT.
REAR		75 FT.	104 FT.
BUILDING HEIGHT (MAX.)		2 1/2 STY. / 30 FT.	1 STY. / 24 FT.
BUILDING AREA			2,358 SF
BUILDING COVERAGE		30% MAX	2.8%
PARKING RETAIL 1/300 SQ. FT.			3,400 S.F.=11.3 SPACES
PARKING RESTAURANT 1/3 SEATS			32 SEATS=10.6 SPACES
TOTAL PARKING		22 PARKING SPACES REQ'D	25 SPACES

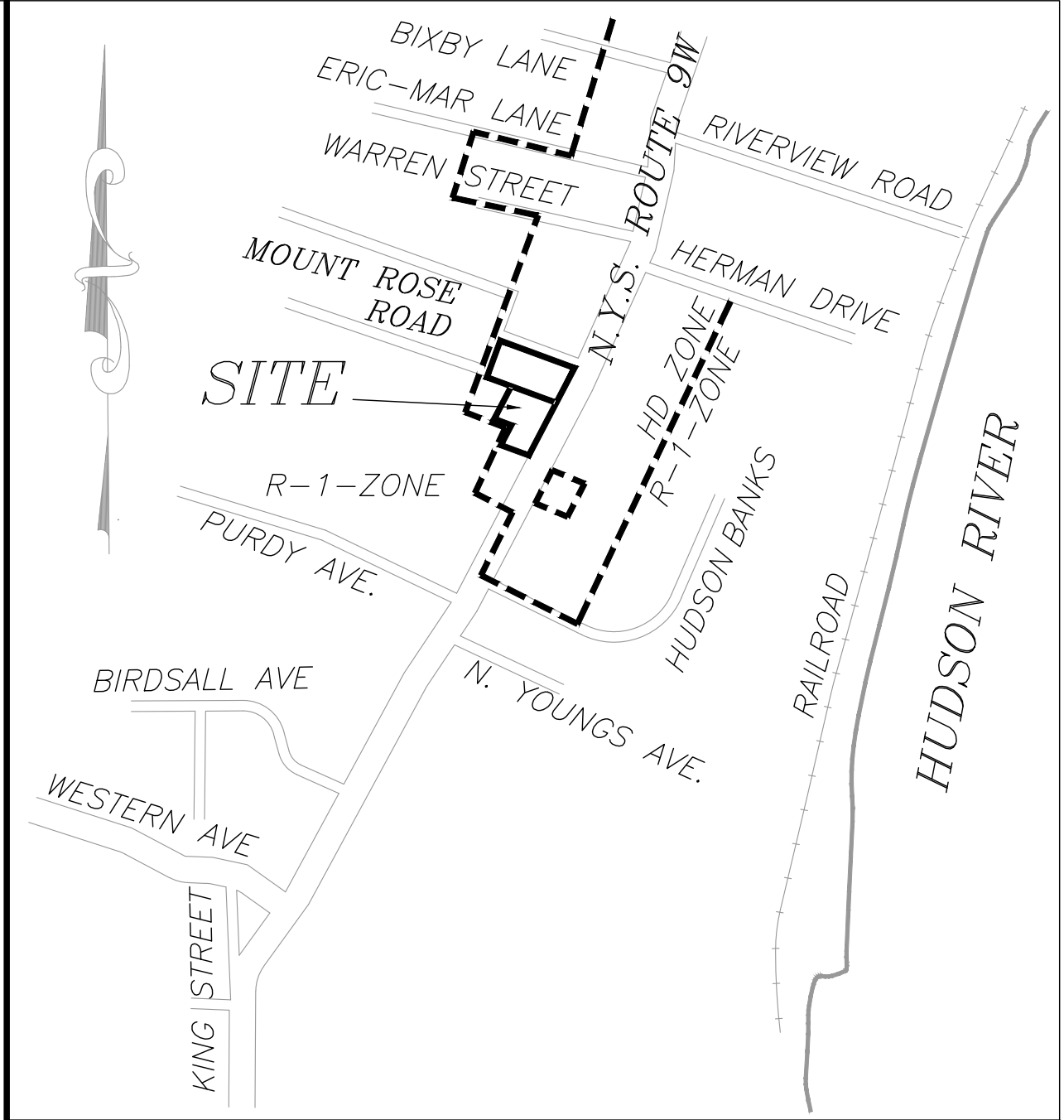
NOTE: * = VARIANCE GRANTED

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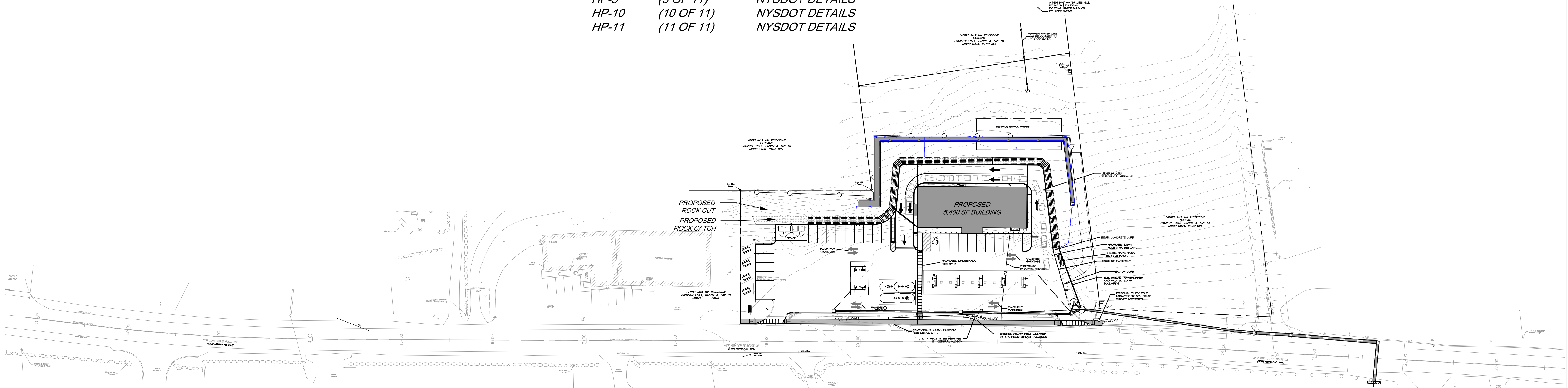
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GD-1	(3 OF 12)	GRADING & DRAINAGE PLAN
GD-2	(4 OF 12)	CANOPY DRAINAGE PLAN
ES-1	(5 OF 12)	EROSION & SEDIMENT CONTROL PLAN
LS-1	(6 OF 12)	LANDSCAPING PLAN
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DT-3	(9 OF 12)	STORMWATER DETAILS
DT-4	(10 OF 12)	GRADING & EROSION CONTROL DETAILS
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HP-7	(7 OF 11)	NYSDOT DETAILS
HP-8	(8 OF 11)	NYSDOT DETAILS
HP-9	(9 OF 11)	NYSDOT DETAILS
HP-10	(10 OF 11)	NYSDOT DETAILS
HP-11	(11 OF 11)	NYSDOT DETAILS



LOCATION MAP
SCALE 1" = 1,000 FT. ±



OVERALL SITE PLAN

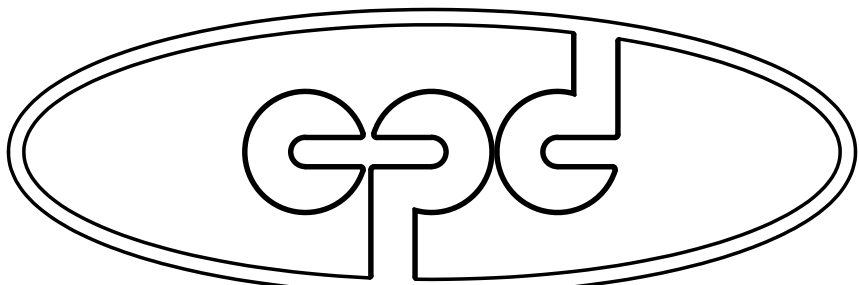
SCALE: 1" = 50'

SIDEWALK EASEMENT NOTE:

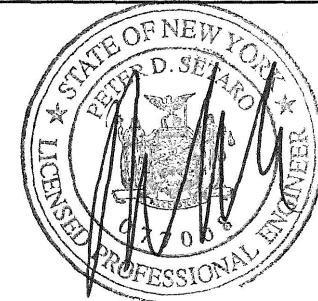
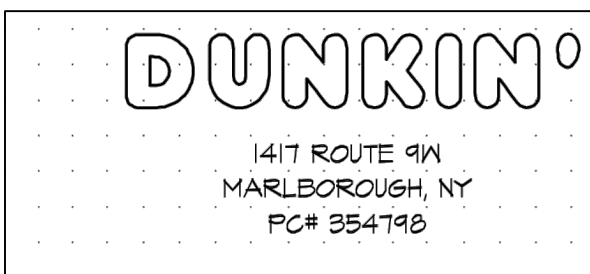
A PERMANENT EASEMENT SHALL BE GRANTED TO BOTH THE NYSDOT AND TOWN OF MARLBOROUGH FOR ANY PORTION OF THE PROPOSED SIDEWALK ALONG ROUTE 9W THAT WILL EXIST WITHIN THE APPLICANT'S PRIVATE PROPERTY.

LEGEND

- PROPOSED ADA ACCESSIBLE PARKING
PROPOSED SINGLE POLE SIGN
PROPOSED BOLLARD
PROPOSED CONCRETE



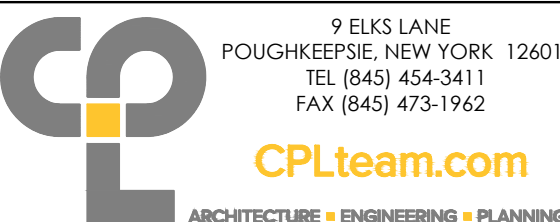
CPD ENERGY CORP.



6	REVISED PER TOWN ENGINEER & PB COMMENTS	01/24/20	ZS
5	REVISED FOR SUBMISSION	01/08/20	ZS
4	REVISED FOR SUBMISSION	05/22/19	ZS
3	REVISED PARKING PER ZONING COMMENT	03/13/2017	THH
2	REVISED FOR P.B. SUBMISSION	01/30/2017	THH
1	REVISED FOR P.B. SUBMISSION	12/14/2016	THH
REV. No.	DESCRIPTION	DATE	BY

CHESTNUT MART OF MARLBOROUGH
CHESTNUT PETROLEUM DISTRIBUTORS, INC.
TOWN OF MARLBOROUGH
ULSTER COUNTY, NY

OVERALL
SITE PLAN



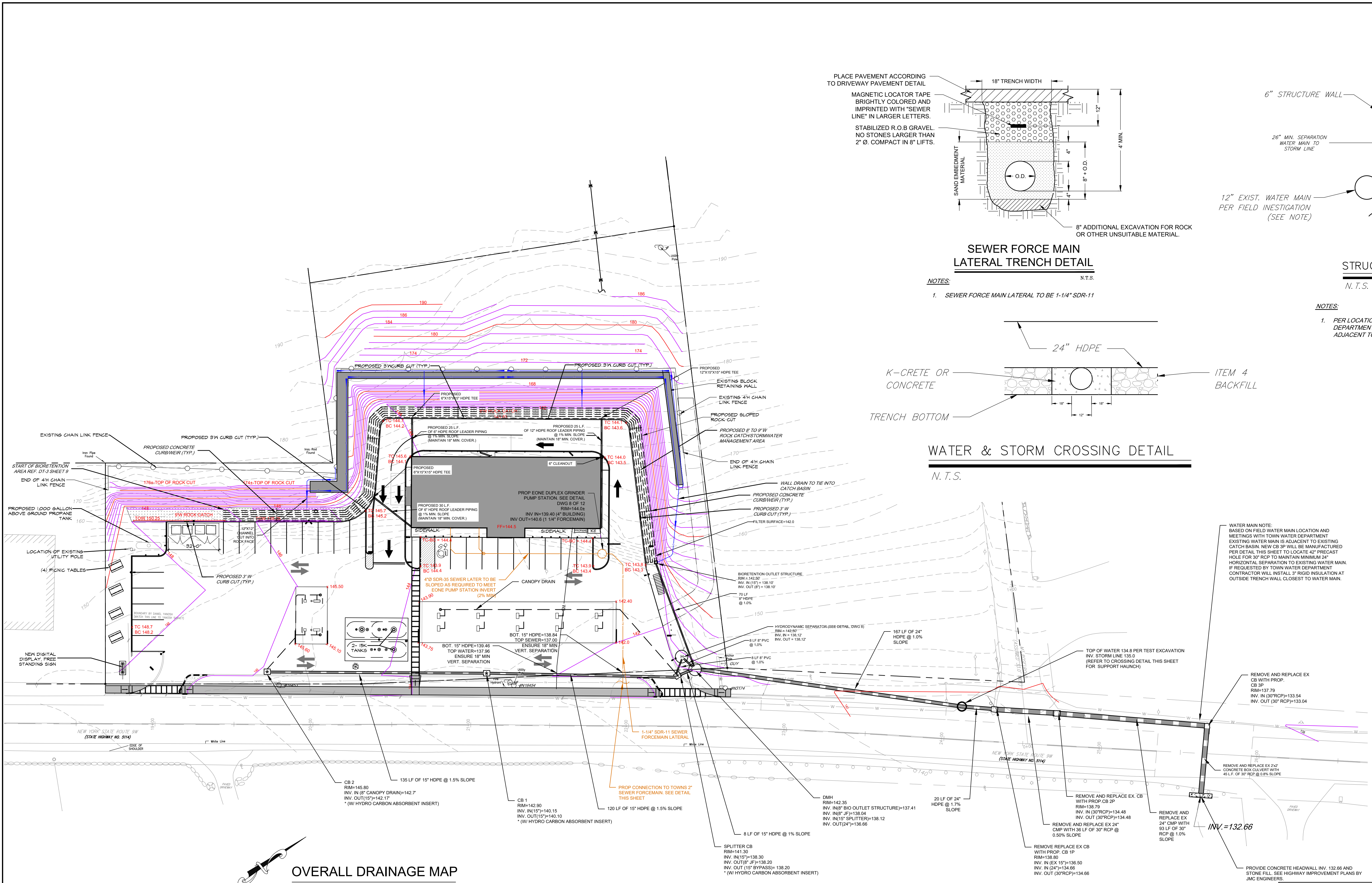
ARCHITECTURE • ENGINEERING • PLANNING

SP-1

DATE	SCALE	DESIGNED BY	FILE No.	DRAWING No.
11/22/16	1"=50'	THH	215016	1 of 12
		THH		
		PDS		

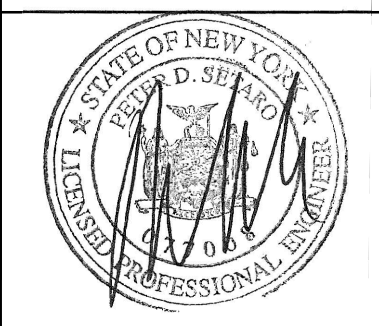
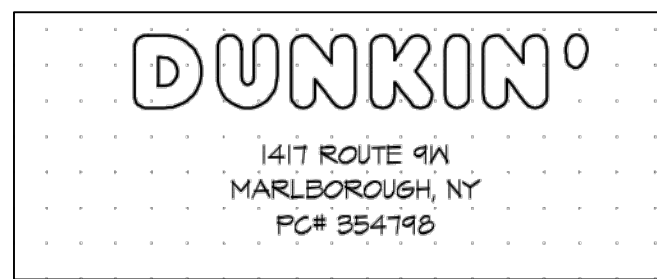
- NOTES:
- BASE MAPPING SHOWN IS FROM SURVEYS BY DANIEL P. YANOSH, NYSLs FROM 2003 AND ENGINEERING + SURVEYING PROPERTIES FOR THE 2015 HIGHWAY RIGHT OF WAY AND TOPOGRAPHIC SURVEY.
 - REFER TO DRAWINGS BY CIRO INTERRANTE ARCHITECT, P.C. FOR BUILDING LAYOUTS AND WASTEWATER DISPOSAL AND WATER SUPPLY PLANS.
 - REFER TO HIGHWAY REALIGNMENT PLANS BY JMC SITE DEVELOPMENT CONSULTANTS.
 - ROCK CUTS AND CATCH DETAILS WERE DEVELOPED FROM A GEOTECHNICAL ANALYSIS PERFORMED BY RAYMOND P. JENEIRO, P.E. OF GEODESIGN INC. P.C.

NOTE:
BEFORE ANY DIGGING ON THE SITE TAKES PLACE, THE CONTRACTOR MUST FIRST CALL THE UNDERGROUND FACILITIES PROTECTION ORGANIZATION (UFO) AT 1-800-862-7462 TO IDENTIFY AND LOCATE ALL UNDERGROUND FACILITIES.



- NOTES:
1. BASE MAPPING SHOWN IS FROM SURVEYS BY DANIEL P. YANOSH, NYSLS FROM 2003 AND ENGINEERING + SURVEYING PROPERTIES FOR THE 2015 HIGHWAY RIGHT OF WAY AND TOPOGRAPHIC SURVEY.
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- LEGEND
- PROPOSED ADA ACCESSIBLE PARKING
 - PROPOSED SINGLE POLE SIGN
 - PROPOSED BOLLARD
 - PROPOSED CONCRETE



12	REVISED PER TOWN ENGINEER & PB COMMENTS	01/24/20	ZS
11	REVISED FOR SUBMISSION	01/08/20	ZS
10	REVISED PER NYSOT COMMENTS	10/03/19	KS
9	REVISED BLOCK WALL CONCEPT GRADING	7/26/2018	THH
8	REVISED BLOCK WALL CONCEPT GRADING	4/24/2018	THH/AM
7	UPDATED FOR HIGHWAY DESIGN	3/15/2018	THH/AM
6	REVISED FOR P.B. SUBMISSION	01/30/2017	THH
5	REVISED FOR P.B. SUBMISSION	12/14/2016	THH
4	REVISED FOR P.B. SUBMISSION	12/02/2016	THH
3	REVISED PER HIGHWAY DESIGN REVISIONS	09/09/2016	THH
2	REVISED PER REVIEW COMMENTS	12/11/2015	THH
1	REVISED TO SHOW SITE SECTIONS	11/20/2015	THH
REV. No.	DESCRIPTION	DATE	BY

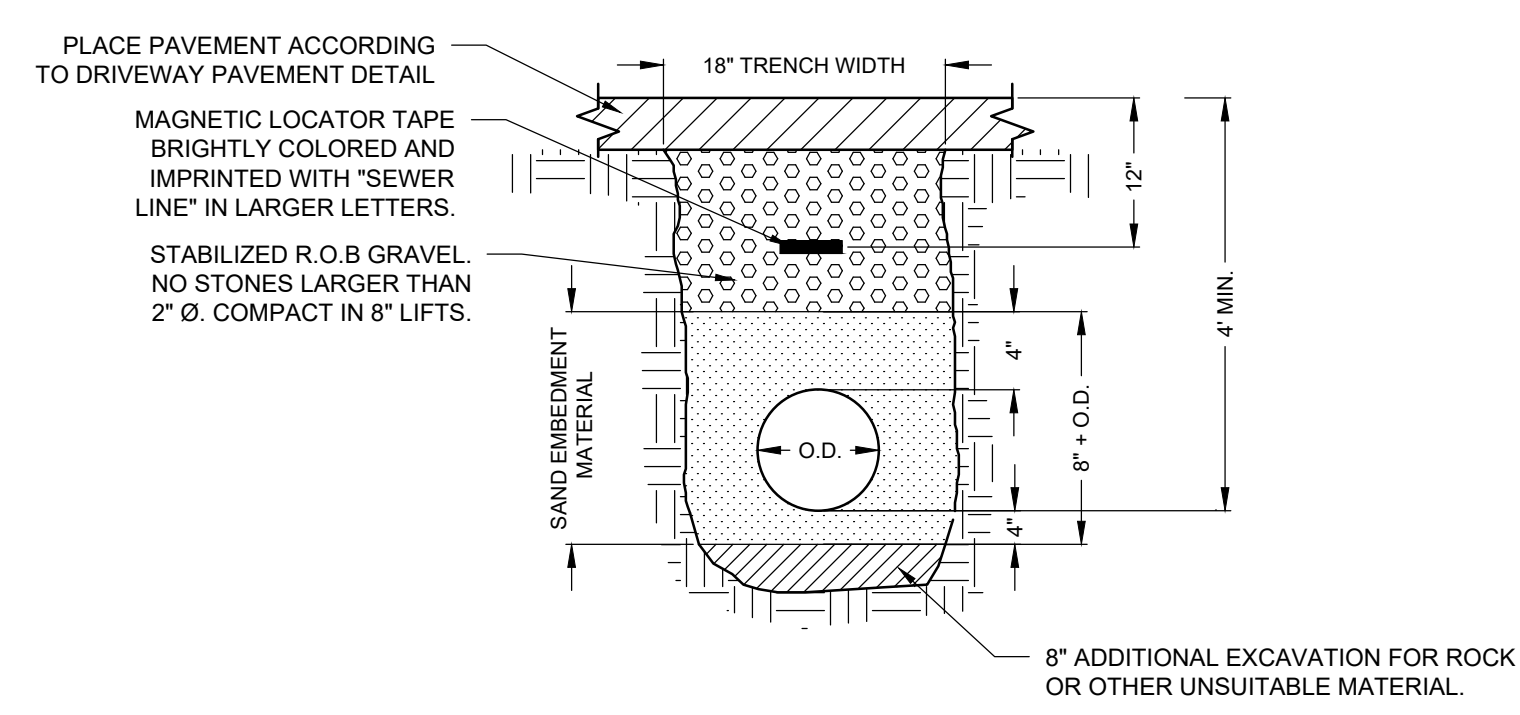
CHESTNUT MART OF MARLBOROUGH
CHESTNUT PETROLEUM DISTRIBUTORS, INC.
TOWN OF MARLBOROUGH
GRADING & DRAINAGE PLAN

9 ELKS LANE
POUGHKEEPSIE, NEW YORK 12601
TEL (845) 454-3411
FAX (845) 473-1962
CPLteam.com
ARCHITECTURE • ENGINEERING • PLANNING

DATE 11/2/15
SCALE 1"=30'
DESIGNED BY THH
DRAWN BY THH
CHECKED BY PDS

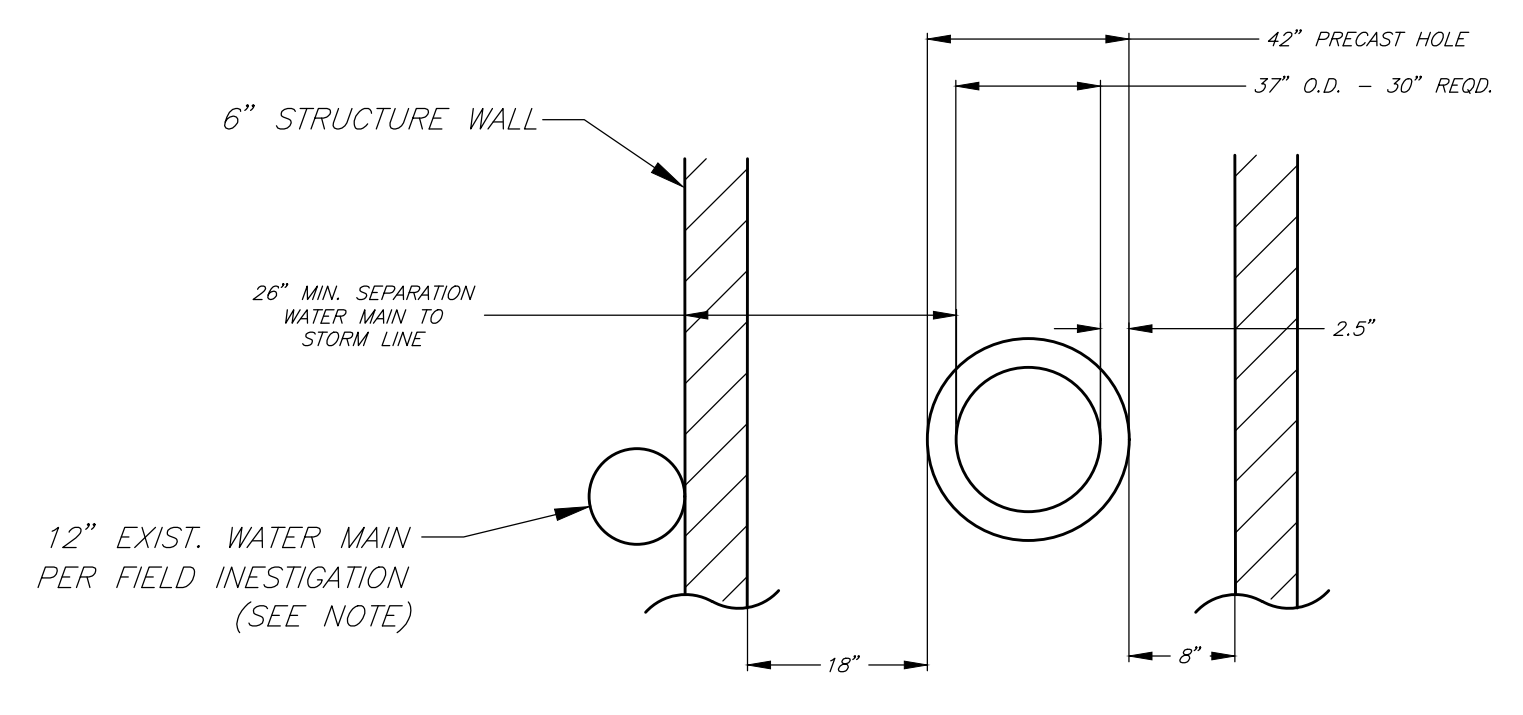
FILE No. 215016
DRAWING No. 3 of 12

GD-1



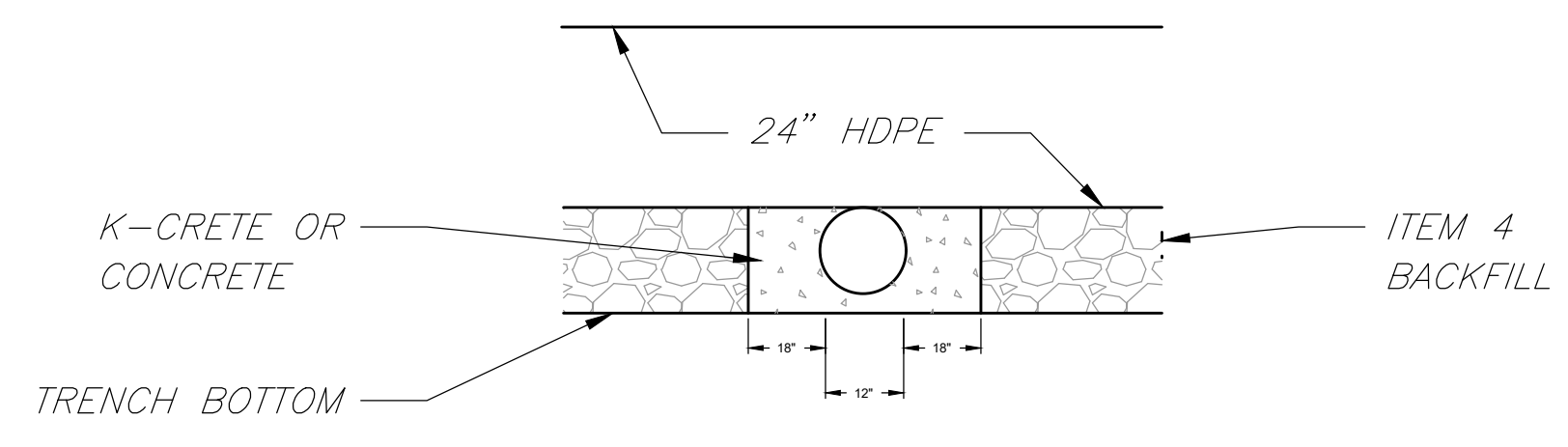
SEWER FORCE MAIN
LATERAL TRENCH DETAIL

- NOTES:
1. SEWER FORCE MAIN LATERAL TO BE 1-1/4" SDR-11



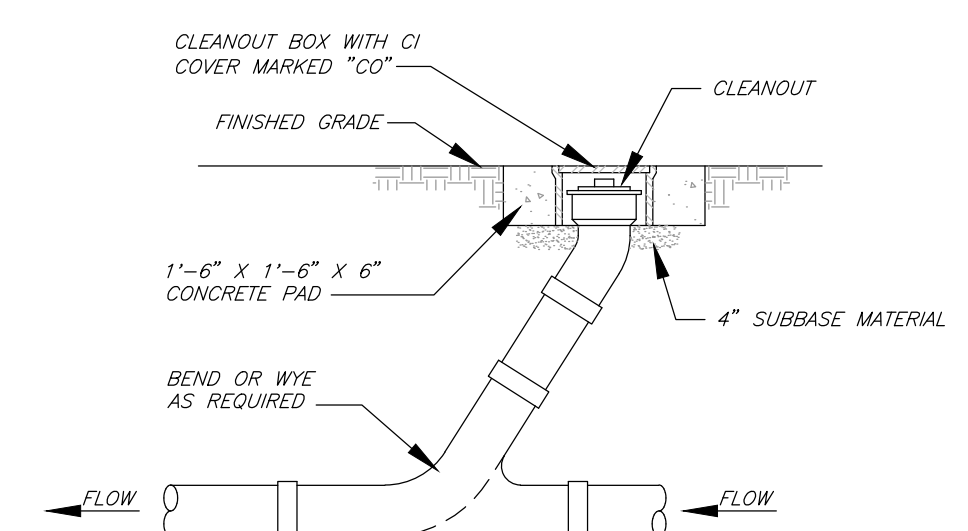
STRUCTURE 3P CROSS SECTION DETAIL

- NOTES:
1. PER LOCATION MARKOUT AND MEETING WITH WATER DEPARTMENT, WATER MAIN APPEARS TO BE INSTALLED ADJACENT TO OUTSIDE WALL OF CATCH BASIN.



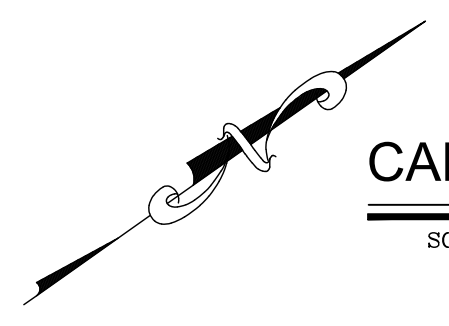
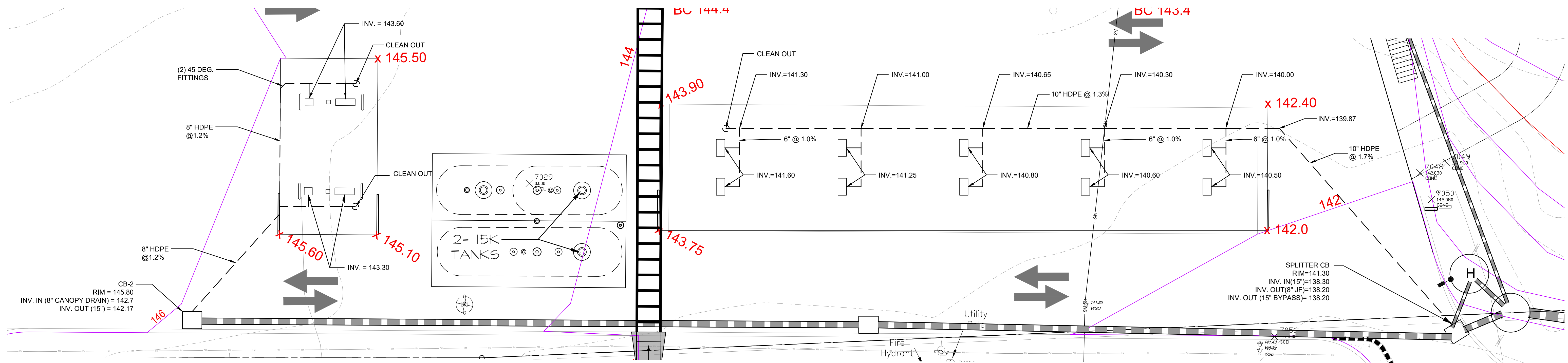
WATER & STORM CROSSING DETAIL

N.T.S.



CLEANOUT DETAIL

N.T.S.

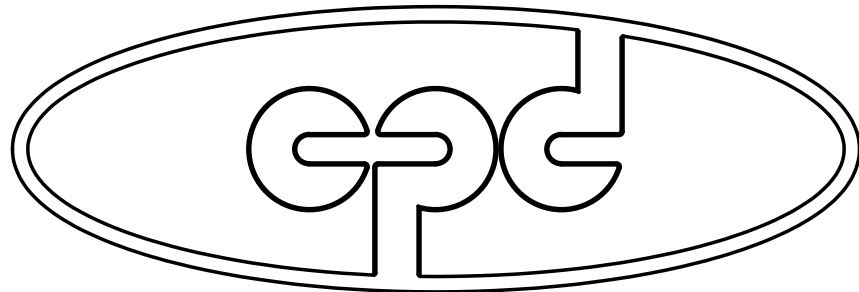


CANOPY DRAINAGE MAP

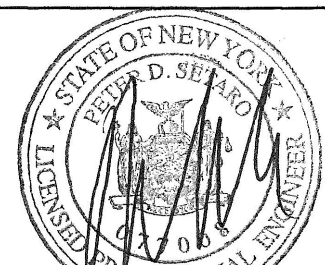
SCALE: 1"= 10'

LEGEND

- PROPOSED ADA ACCESSIBLE PARKING
- PROPOSED SINGLE POLE SIGN
- PROPOSED BOLLARD
- PROPOSED CONCRETE



CPD ENERGY CORP.



1	REVISED FOR SUBMISSION	01/08/20	ZS
REV. No.	DESCRIPTION	DATE	BY

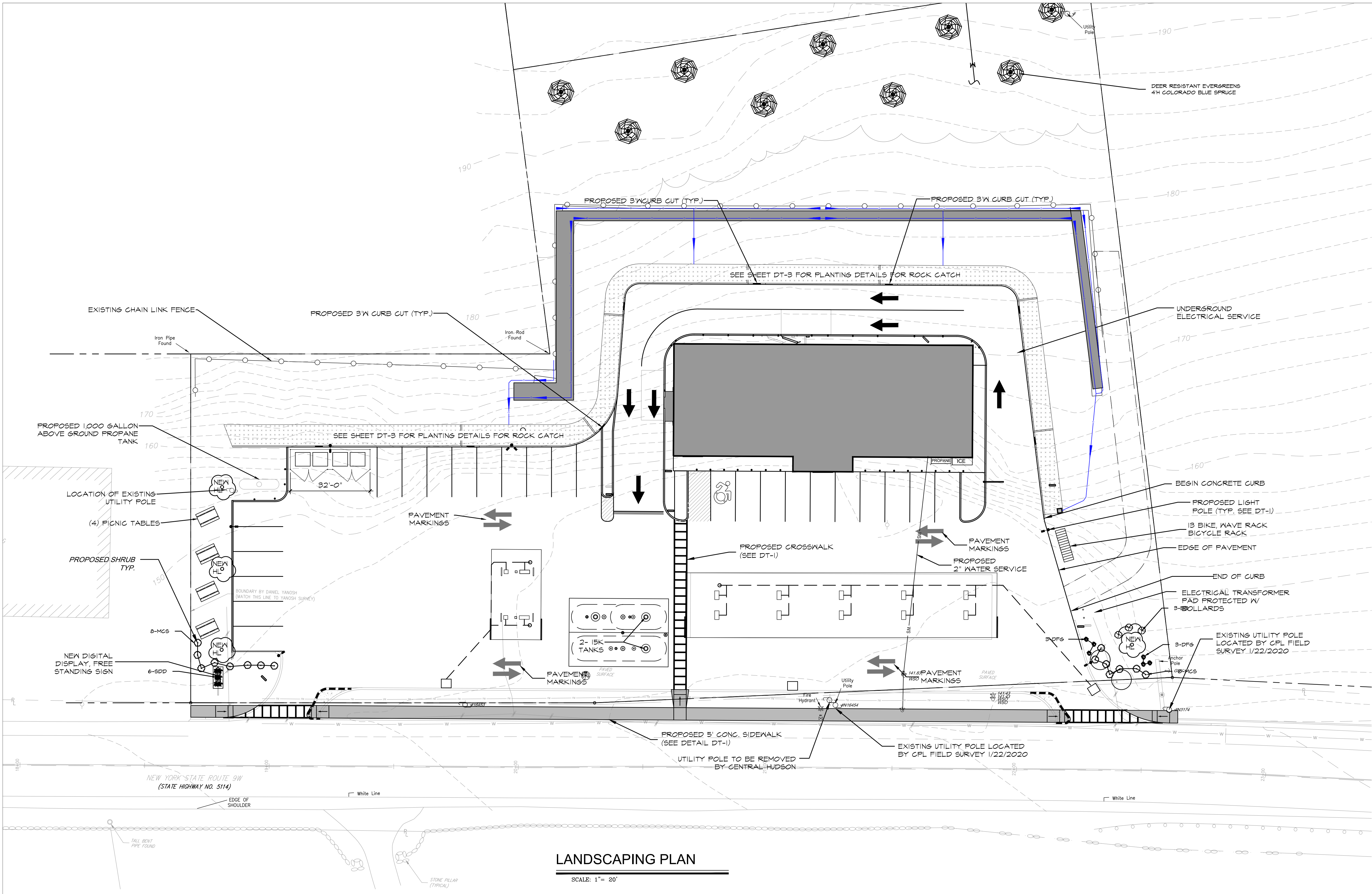
CHESTNUT MART OF MARLBOROUGH
CHESTNUT PETROLEUM DISTRIBUTORS, INC.
TOWN OF MARLBOROUGH ULSTER COUNTY, NY

CANOPY DRAINAGE PLAN



DATE 09/25/19	SCALE 1"=10'	DESIGNED BY PDS	FILE No. 215016	DRAWING No. 4 of 12
		DRAWN BY ZS		
		CHECKED BY PDS		

GD-2



LANDSCAPING SCHEDULE					
TYPE	SYMBOL	QUANTITY	COMMON NAME	SIZE	COND.
TREES	HL	4	HONEYLOCUST	2 1/2" CAL.	B+B
	CB5	4	COLORADO BLUE SPRUCE	4H	
SHRUBS	BB	3	BURNING BUSH	24"-30"	B+B
	MCS	16	MAGIC CARPET SPIREA	1'-6"	
GRASS/ FLOWER	SDD	6	STELLA D'ORO DAYLILLY	16"	
	DFG	6	DWARF FOUNTAIN GRASS (HAMELI)	2' - 3'	

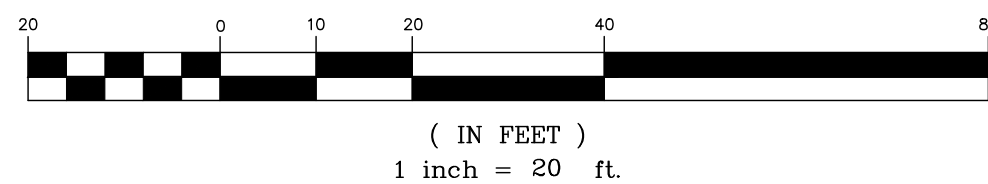
SOIL NOTE:
A. PLANTING PITS SHALL BE DUG WITH LEVEL BOTTOMS, WITH THE WIDTH TWICE THE DIAMETER OF THE ROOT BALL. THE ROOT BALL SHALL REST ON UNDISTURBED GRADE. EACH PLANT PIT SHALL BE BACK FILLED WITH THE FOLLOWING PREPARED SOIL MIXED THOROUGHLY:
1 PART PEAT MOSS
1 PART COW MANURE BY VOLUME
3 PARTS TOPSOIL BY VOLUME
2) GRAM 'AGRIFORM' PLANTING TABLETS AS FOLLOWS:
2 TABLETS PER 1 GAL. PLANT
3 TABLETS PER 5 GAL. PLANT
4 TABLETS PER 15 GAL. PLANT
LARGER PLANTS (2) TWO TABLETS PER 1/2" D.I.A. OF TRUNK CALIPER

PLANTING NOTES:
1. ALL PLANT MATERIAL SHALL BE OF QUALITY & SIZE STANDARDS DESIGNATED BY THE AMERICAN ASSOCIATION OF NURSERYMEN.
2. IMPROVED TOPSOIL FOR PLANT PITS: ONE C.Y. TOPSOIL, 10 LBS. BONEMEAL & 4 C.F. PEAT MOSS THOROUGHLY MIXED.
3. UNLESS OTHERWISE SPECIFIED, ALL SHRUB BEDS SHALL BE MULCHED WITH BARK NUGGETS - MEDIUM, 3" DEEP.
4. NEW LAWN AREAS SHALL HAVE 4" TOPSOIL, RAKED SMOOTH TO FINISHED GRADES - FERTILIZED WITH 5-10-5 AT A RATE OF 30 LBS/100 S.F.
5. LAWN SEED MIX: 50% KENTUCKY BLUEGRASS, 30% RED FESCUE, 20% ANNUAL RYE - SOW AT A RATE OF 5 LBS/1000 S.F. PROTECT WITH STRAW MULCH.
6. ALL TREES ARE TO HAVE 2 1/2" MIN. CALIBER AT 4'-0" ABOVE GRADE.
7. ADDITIONAL SOIL AMENDMENTS TO BE PLACED IN ALL HOLES FOR PLANTING TREES AND SHRUBS TO A DEPTH OF AT LEAST 18" AND AT LEAST 18" AROUND ROOT BALL.

LANDSCAPING PLAN

SCALE: 1"= 20'

GRAPHIC SCALE



LEGEND

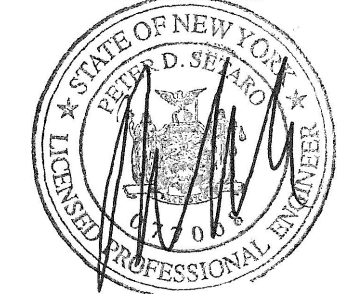
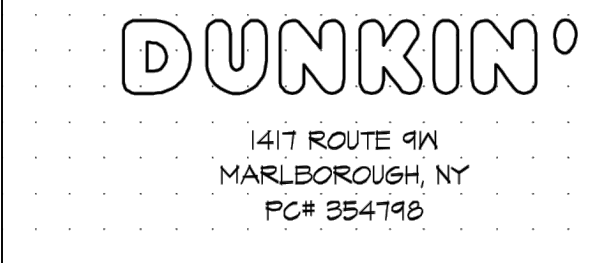
- PROPOSED HANDICAP PARKING
- PROPOSED SINGLE POLE SIGN
- PROPOSED BOLLARD
- PROPOSED CONCRETE

TAX MAP DESIGNATION
SECTION 109.1, BLOCK 4, LOT 14

DEED REFERENCE
LIBER 2694 PAGE 275

ACREAGE
83,952 SQ. FT.
1.93 ± ACRES

- NOTES:
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 - REFER TO DRAWINGS BY CIRO INTERRANTE ARCHITECT, P.C. FOR BUILDING LAYOUTS AND WASTEWATER DISPOSAL AND WATER SUPPLY PLANS.
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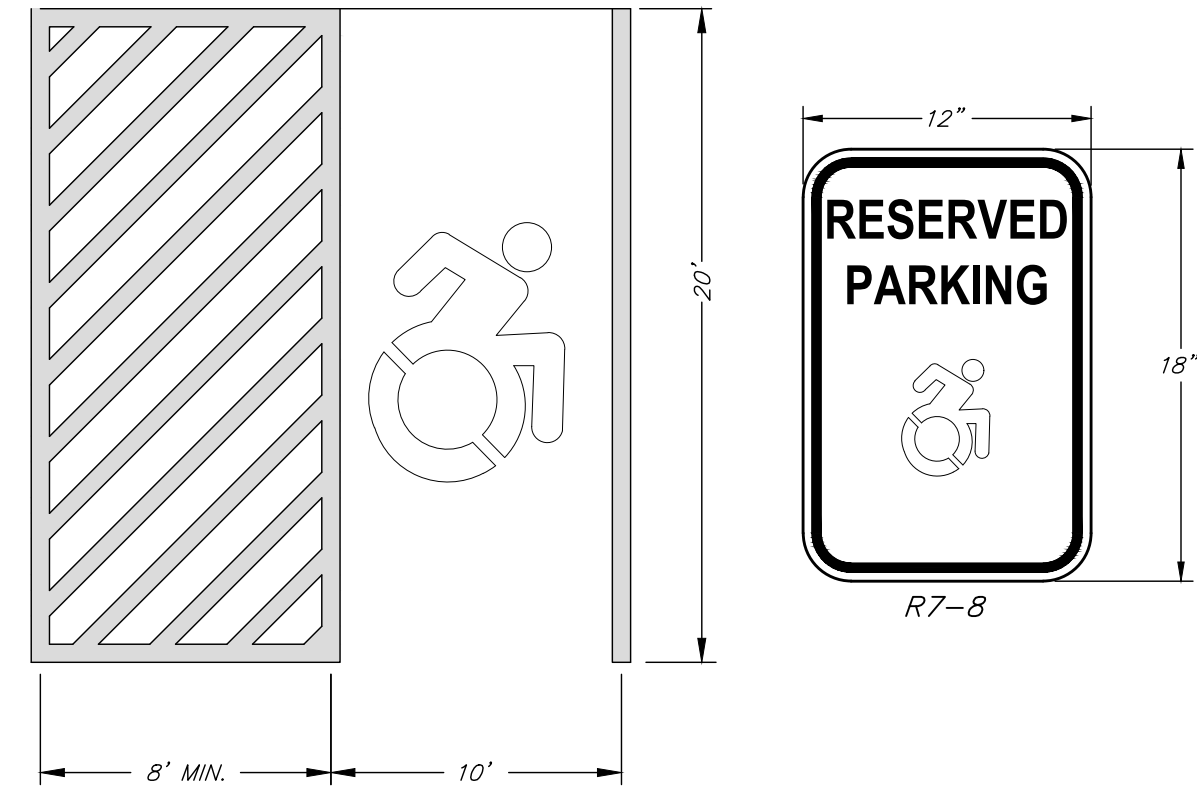
4	REVISED PER TOWN ENGINEER & PB COMMENTS	01/24/20	ZS
3	REVISED FOR SUBMISSION	01/08/20	ZS
2	REVISED FOR SUBMISSION	05/22/19	ZS
1	REVISED FOR P.B. SUBMISSION	12/14/2016	THH
REV. No.	DESCRIPTION	DATE	BY

CHESTNUT MART OF MARLBOROUGH
CHESTNUT PETROLEUM DISTRIBUTORS, INC.
TOWN OF MARLBOROUGH
ULSTER COUNTY, NY

LANDSCAPING PLAN



DATE 11/22/16	SCALE 1"=20'	DESIGNED BY THH	FILE No. 215016	DRAWING No. 6 of 12
		DRAWN BY THH		
		CHECKED BY PDS		

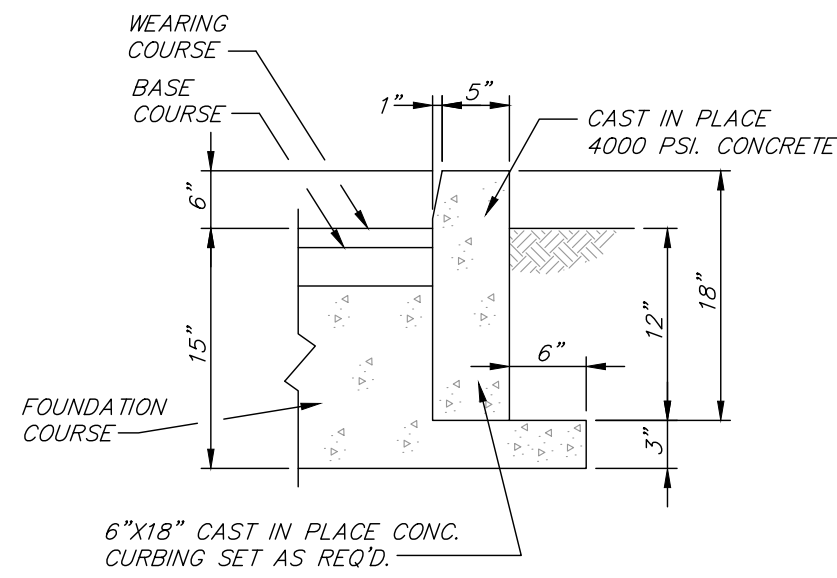


A.D.A. ACCESSIBLE STALL DETAIL

NOTES: N.T.S.

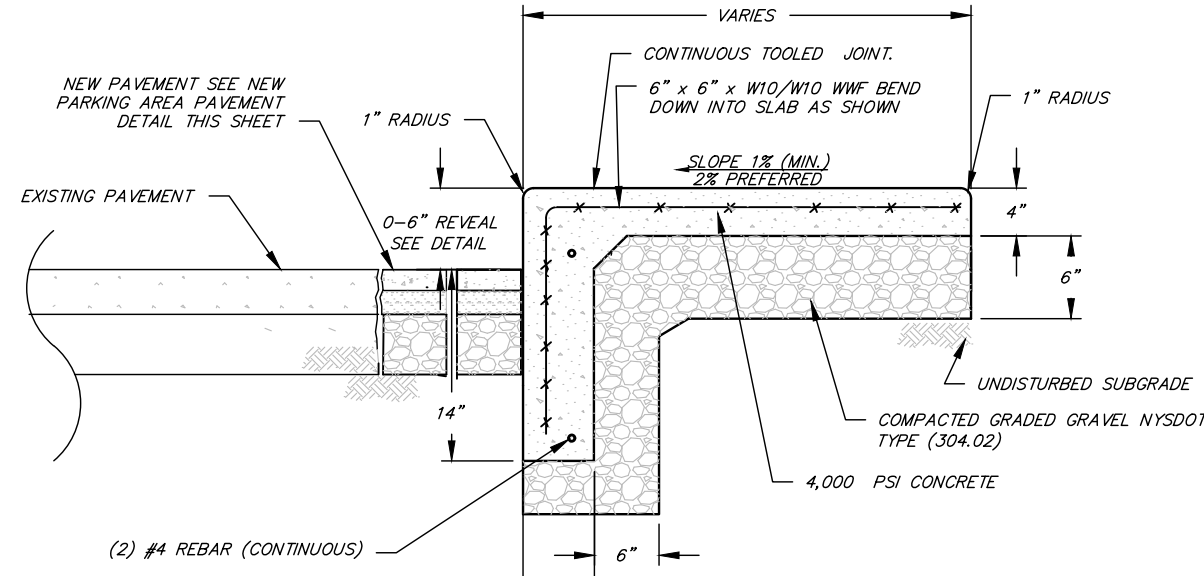
THE R7-8 SIGN SHALL HAVE GREEN LEGEND, EXCEPT THAT THE DISABLED PERSON SYMBOL SHALL HAVE WHITE LEGEND ON A BLUE BACKGROUND. SIGNAGE SHALL CONFORM TO NYS DYNAMIC ACCESSIBILITY SYMBOL LAW.

THE NO PARKING SIGN SHALL BE MOUNTED ON THE BUILDING IN FRONT OF THE PROPOSED ACCESSIBLE PARKING SPACE



TYPICAL CAST IN PLACE CONCRETE CURB DETAIL

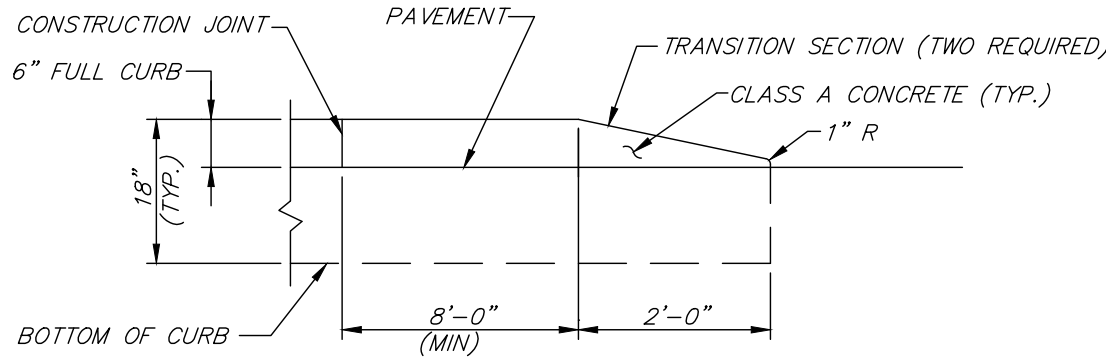
N.T.S.



COMBINATION CURB AND WALK DETAIL

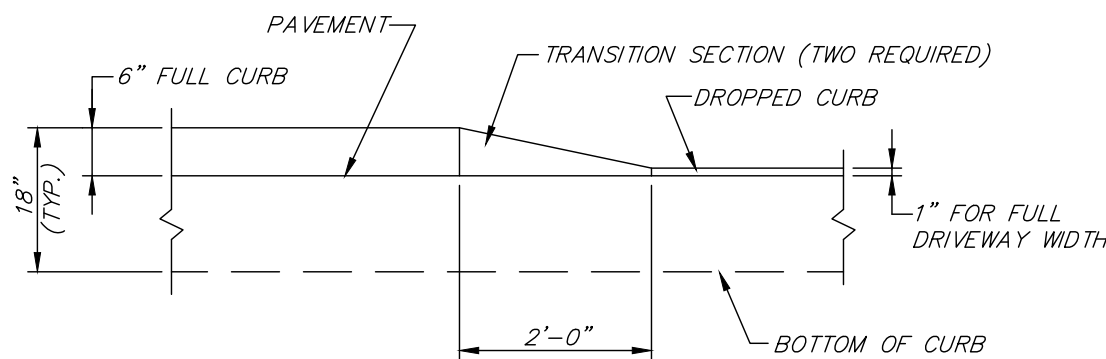
N.T.S.

NOTE: PROVIDE TOOLED JOINTS AT 48" ON CENTER (FROM TOOLED CURB JOINT TO LANY SIDE OF SIDEWALK) PROVIDE 1/2" EXP. JOINT MATERIAL AT 12" ON CENTER (THROUGH CURB AND SIDEWALK)



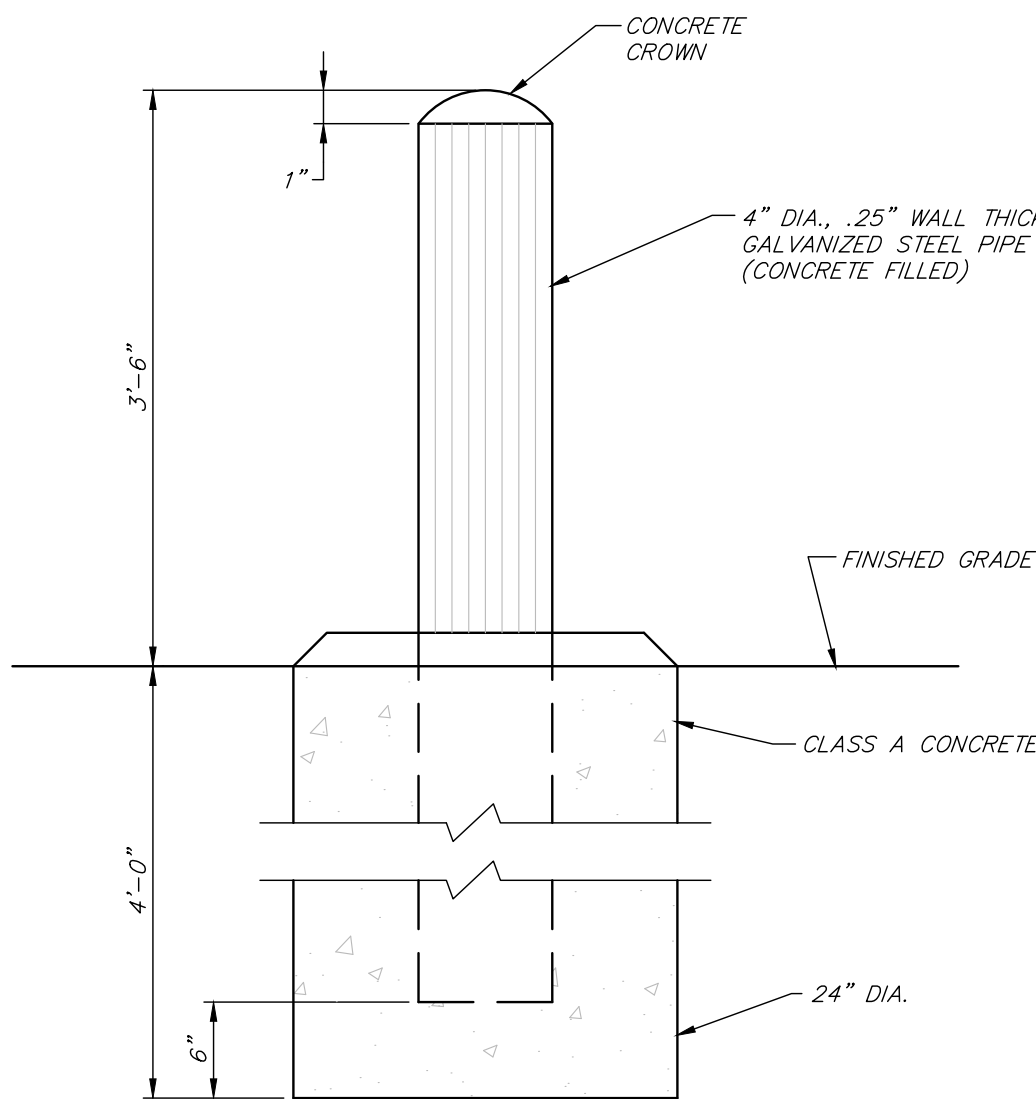
TYPICAL CONCRETE CURB END TAPER

N.T.S.



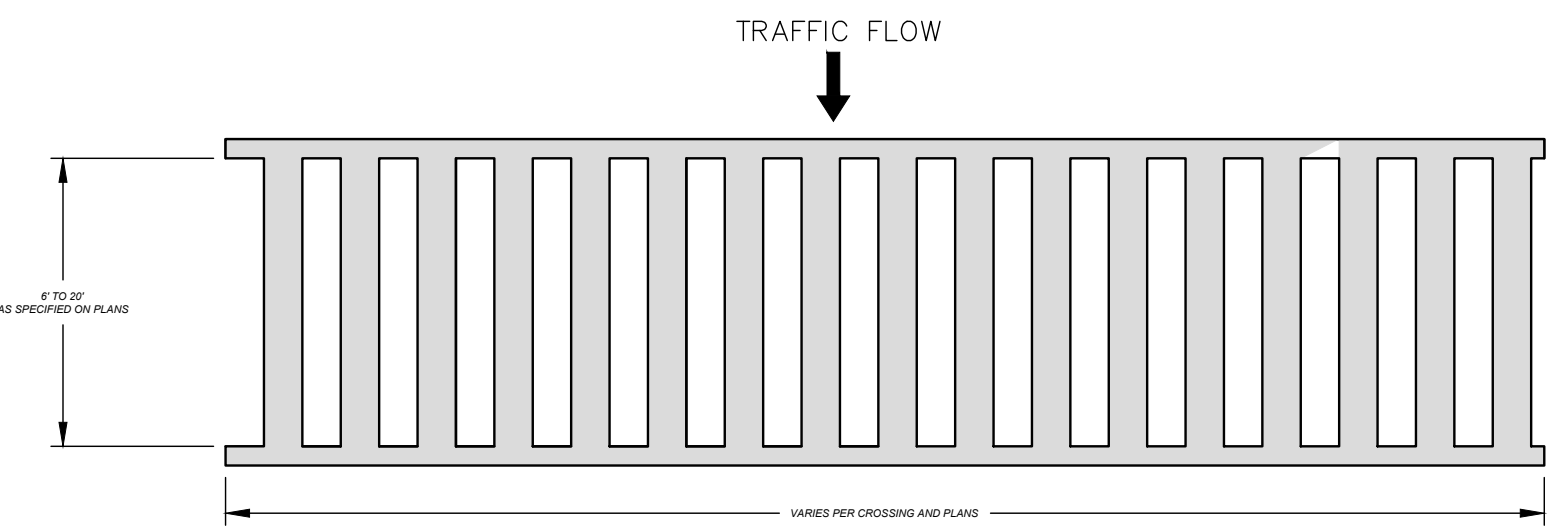
TYPICAL CURB CUT TRANSITION DETAIL

N.T.S.



TYPICAL BOLLARD DETAIL

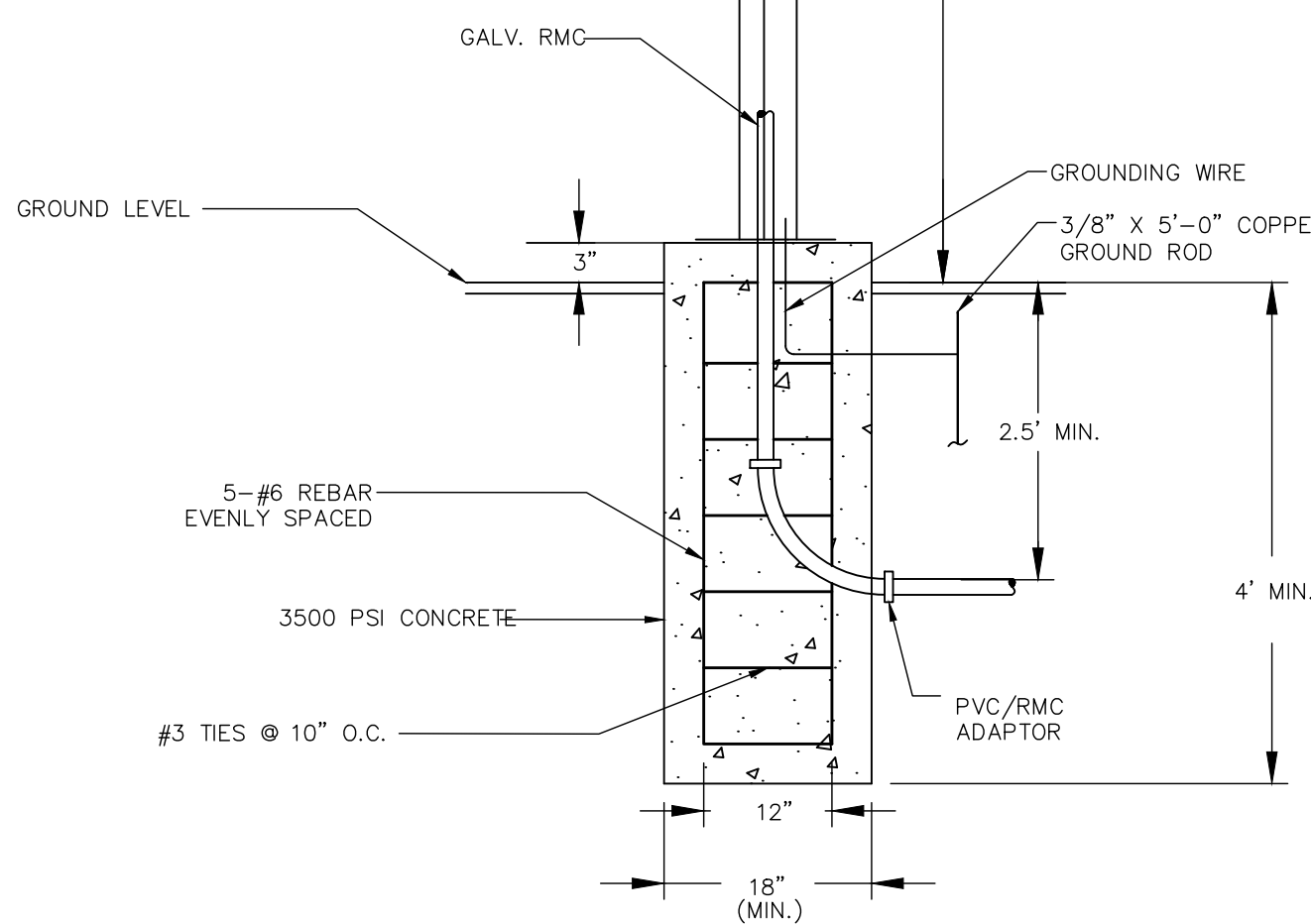
N.T.S.



TYPICAL CROSSWALK DETAIL

NOTES:

- CROSSWALK LINES SHALL BE WHITE IN COLOR.
- CROSSWALKS SHALL BE A MINIMUM OF 6' TO 20' WIDE, EXCEPT WHERE UNUSUAL CONDITIONS APPLY.
- PARALLEL CROSSWALK LINES SHALL BE A MINIMUM OF 6" WIDE BUT NOT MORE THAN 12" WIDE UNLESS OTHERWISE SPECIFIED.
- LONGITUDINAL LINES SHALL BE ORIENTED IN THE DIRECTION OF VEHICULAR TRAFFIC FLOW. THEY SHALL BE 12" TO 24" WIDE, AND SHALL BE SEPARATED BY SPACES 12" TO 24" WIDE.



PARKINGLOT LIGHTING ASSEMBLY DETAIL

N.T.S.

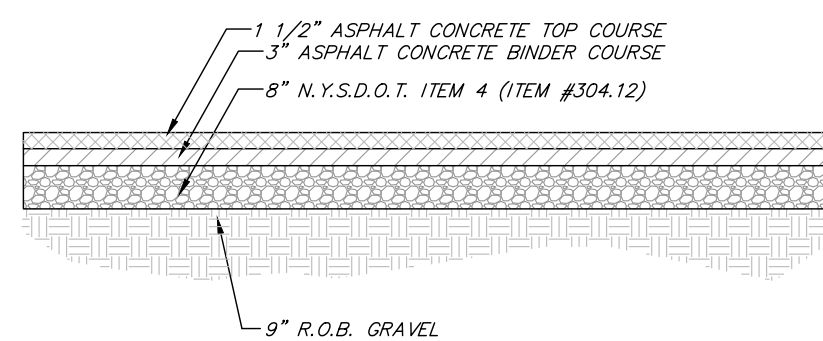
NOTES:

- PROVIDE 3" OF CONCRETE COVER BETWEEN OUTSIDE EDGE AND ANY REBAR.
- INSTALL POLE PER MANUFACTURER'S RECOMMENDATIONS.
- THE MOUNTING HEIGHT SHALL BE MEASURED FROM THE LIGHT CENTER OF THE LUMINAIRE TO THE FINISHED GRADE AT THE GROUND.
- ALL ELECTRICAL WORK SHALL CONFORM TO THE LATEST NEC CODE.

NOTE: DEPTH VARIES TO MEET EXISTING GRADE

DRIVEWAY PAVEMENT DETAIL

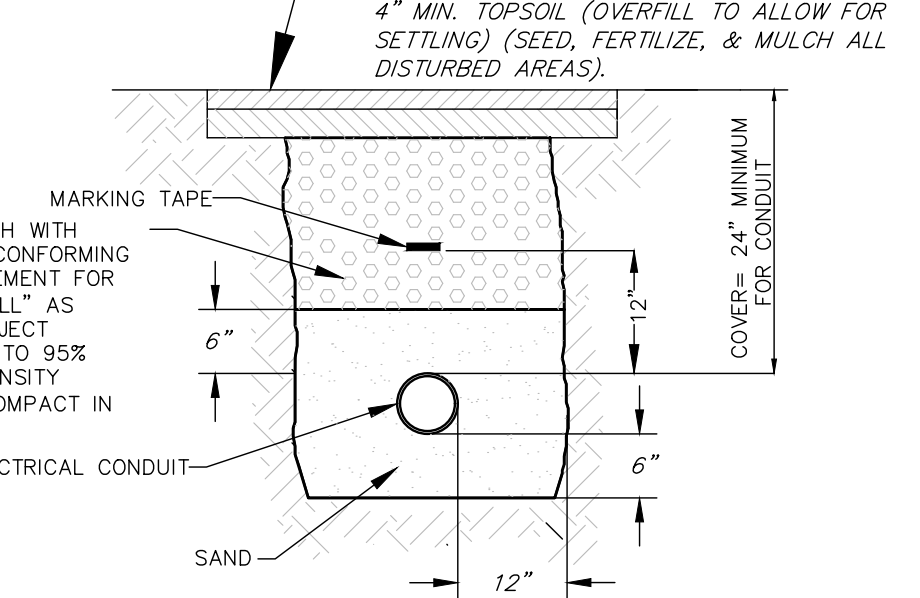
N.T.S.



NOTE: EXCAVATING OVER 5' REQUIRES SHEETING/SHORING OR OVER EXCAVATION OF TRENCH SIDE WALLS PER OSHA.

ELECTRICAL TRENCH DETAIL

N.T.S.



GENERAL NOTES:

- THESE SHEETS ARE IN ACCORDANCE WITH THE AMERICAN WITH DISABILITIES ACT (ADA) AND THE ACCESSIBILITY PLUS (ADA) (2010) ACCESSIBILITY GUIDELINES FOR PUBLIC AND COMMERCIAL BUILDINGS.
- CONCRETE SHOWN IN THE DETAILS AS MINIMUMS AND MAXIMUMS ARE THE LIMITS FOR DESIGN AND FIELD LAYOUT. FACILITIES SHALL NOT BE CONSTRUCTED WITH VALUES OUTSIDE THE LIMITS FOR WORK ACCEPTANCE. THE "MINIMUM ELEMENT TOLERANCES" CURB RAMP AND SIDEWALK SHALL BE A MINIMUM OF 1/2" FOR DESIGN AND FIELD LAYOUT. ANY ACCEPTANCE OF PEDESTRIAN FACILITIES AVAILABLE ON THE NEW YORK HIGHWAY DESIGN MANUAL, CHAPTER 10, SHALL BE USED.
- A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING ALL TOLERANCES AND RECORDING THE RESULTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING THE RESULTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING THE RESULTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECORDING THE RESULTS.
- NOT ALL FACILITIES CAN BE CONSTRUCTED TO MEET THE DESIGN STANDARDS. FACILITIES THAT CANNOT BE CONSTRUCTED TO MEET THE DESIGN STANDARDS SHALL BE JUSTIFIED PER HIGHWAY DESIGN MANUAL, CHAPTER 2, SUBSECTION 2.04.
- TO CHECK FIELD LAYOUT AND TO VERIFY WORK ACCEPTANCE, ALL SLOPES AND GRADES WILL BE MEASURED WITH A 4' SPIRIT LEVEL. MEASUREMENTS SHALL BE TAKEN AT THE MIDPOINT OF THE MEASUREMENT. THE MEASUREMENTS WILL BE AVERAGED. GRADE RUNNING SLOPES WILL BE MEASURED ALONG THE CENTERLINE AND SPACES 12' TO 24' FROM THE CENTERLINE. CROSS SLOPES WILL BE MEASURED PERPENDICULAR TO CENTERLINE AT 9' TO 10' INTERVALS.
- GRADES RUNNING SLOPES ARE MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL. CROSS SLOPES ARE MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.
- JOINTS BETWEEN SIDEWALKS, CURB RAMP, TURNING SPACES AND DRIVEWAYS SHALL BE 1/2" AND 1/2" FROM ADJACENT VERTICAL CHANGES GREATER THAN 1/2". VERTICAL SURFACE DISCONTINUITIES BETWEEN (A) AND (B) SHALL BE REVEALED WITH A SLOPE NOT STEEPER THAN 1/2". THE REVEAL SHALL BE APPLIED ACROSS THE ENTIRE JOINT. SEE DETAIL ON SHEET 2 OF 9.
- SIDEWALKS ARE CONNECTED TO DRIVEWAYS BY EITHER BLENDED TRANSITIONS OR CURB RAMP. BLENDED TRANSITIONS ARE CONNECTIONS BETWEEN THE SIDEWALK LEVEL AND THE DRIVEWAY LEVEL THAT HAVE A MAXIMUM GRADE RUNNING SLOPE OF 2% AND TRANSITIONS GREATER THAN 2% ARE CONSIDERED CURB RAMP.
- CURB RAMP AND BLENDED TRANSITIONS MAY REQUIRE THE INSTALLATION OF DETECTABLE WARNING. SEE DETAIL ON SHEET 2 OF 9 FOR DETAIL. DETECTABLE WARNING SHALL BE PROVIDED AT A MAXIMUM OF 1/2" FROM THE DETECTABLE WARNING. SEE DETAIL ON SHEET 2 OF 9 FOR DETAIL.
- VERTICAL ALIGNMENT SHALL BE GENERALLY PLANNED. GRADE BREAKS WITHIN THE DETECTABLE WARNING SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL AND SHALL NOT BE REVEALED.
- VERTICAL ALIGNMENT SHALL BE GENERALLY PLANNED. GRADE BREAKS WITHIN THE DETECTABLE WARNING SHALL BE PERPENDICULAR TO THE DIRECTION OF TRAVEL AND SHALL NOT BE REVEALED.
- THE CROSS SLOPE OF PEDESTRIAN ACCESS ROUTES SHALL BE 1/2% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE. THE FOLLOWING EXCEPTIONS ARE ALLOWED:
 - A. WHERE PEDESTRIAN STREET CROSSINGS ARE PROVIDED AT INTERSECTIONS WITHOUT TRAFFIC STOP CONTROL, OR WHERE THERE IS NO TRAFFIC STOP CONTROL, THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A STREET CROSSING SHALL BE 1/2% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE.
 - B. WHERE MEDIAN CROSSING PEDESTRIAN STREET CROSSINGS ARE PROVIDED, THE CROSS SLOPE OF A PEDESTRIAN ACCESS ROUTE CONTAINED WITHIN A MEDIAN CROSSING SHALL BE 1/2% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE.
- THE MINIMUM CLEAR WIDTH FOR PEDESTRIAN ACCESS ROUTES IS 4'-0", EXCLUSIVE OF THE CURB AND MEDIAN. THE MINIMUM CLEAR WIDTH FOR PEDESTRIAN ACCESS ROUTES IS 4'-0", EXCLUSIVE OF THE CURB AND MEDIAN. THE MINIMUM CLEAR WIDTH FOR PEDESTRIAN ACCESS ROUTES IS 4'-0", EXCLUSIVE OF THE CURB AND MEDIAN.
- THE BUFFER ZONE IS A PHYSICAL DISTANCE SEPARATING THE PEDESTRIAN ACCESS ROUTE FROM THE TRAFFIC TRAVELING WAY. THE BUFFER ZONE MAY BE PLANTED OR PAVED. THE BUFFER ZONE SHALL BE 4'-0" MIN. TO 6'-0" MAX. THE BUFFER ZONE SHALL BE 4'-0" MIN. TO 6'-0" MAX. THE BUFFER ZONE SHALL BE 4'-0" MIN. TO 6'-0" MAX.
- THE MAXIMUM RECOMMENDED CROSS SLOPE OF A TYPICAL BUFFER ZONE OR SLOPE TRANSITION BEYOND SIDEWALK IS 2% BUFFER ZONE WITH A CROSS SLOPE GREATER THAN 2% SHOULD BE PAVED, PLANTED OR CONSTRUCTED WITH HARDSCAPE MATERIALS.
- WHEN CONSIDERING INTERFERENCE, THE WORK SHALL BE IN CONFORMANCE WITH STANDARD SHEET 608-02.
- FOR PEDESTRIAN SIGNALS AND PEDESTRIAN PUSH BUTTONS, REFER TO STANDARD SHEET 601-07 FOR DETAILS.
- WHERE EXISTING DRIVEWAYS ARE SUBJECT TO INSTALL CURBING AND/OR SIDEWALK, THE EXISTING DRIVEWAY SHALL BE SUBJECT TO INSTALL CURBING AND/OR SIDEWALK. THE EXISTING DRIVEWAY SHALL BE SUBJECT TO INSTALL CURBING AND/OR SIDEWALK.

CURB RAMP NOTES:

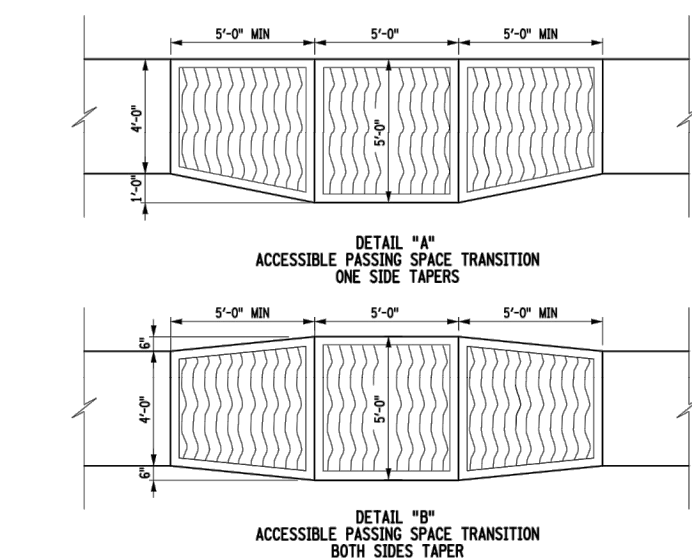
- THE MINIMUM WIDTH OF A CURB RAMP SHALL BE 4'-0".
- THE GRADE RUNNING SLOPE OF A CURB RAMP SHALL BE A MAXIMUM OF 2% FOR DESIGN AND FIELD LAYOUT. ANY ACCEPTANCE OF PEDESTRIAN FACILITIES AVAILABLE ON THE NEW YORK HIGHWAY DESIGN MANUAL, CHAPTER 10, SHALL BE USED.
- WHERE EXISTING CONDITIONS DO NOT ALLOW THE CONSTRUCTION OF A CURB RAMP WITH A GRADE RUNNING SLOPE OF 2% OR LESS, THE CURB RAMP SHALL BE CONSTRUCTED TO EXCEED 2% FOR DESIGN AND FIELD LAYOUT. THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 2' FOR WORK ACCEPTANCE.
- RAMP SIDE SLOPES ARE REVEALED ON SHEET 2 OF 9 FOR THE BUFFER ZONE. THE RAMP SIDE SLOPES ARE REVEALED ON SHEET 2 OF 9 FOR THE BUFFER ZONE. THE RAMP SIDE SLOPES ARE REVEALED ON SHEET 2 OF 9 FOR THE BUFFER ZONE.
- THE CROSS SLOPE OF THE CURB RAMP SHALL BE AS FLAT AS POSSIBLE AND SHALL BE 1/2% MAXIMUM FOR DESIGN AND LAYOUT, AND 2% MAXIMUM FOR WORK ACCEPTANCE. SEE NOTE 12 FOR EXCEPTIONS. WHERE THE EXISTING GRADE IS 2% OR GREATER, THE CURB RAMP MAY BE WARPED ACCORDING TO THE DETAIL ON SHEET 8 OF 9 TO BRIDGE THE DROP CURB.
- RAMP SIDE SLOPES ARE REVEALED ON SHEET 2 OF 9 FOR THE BUFFER ZONE. THE RAMP SIDE SLOPES ARE REVEALED ON SHEET 2 OF 9 FOR THE BUFFER ZONE. THE RAMP SIDE SLOPES ARE REVEALED ON SHEET 2 OF 9 FOR THE BUFFER ZONE.
- THE BACKSLOPE OF A PARALLEL RAMP SHOULD BE GRADUALLY TO A MAXIMUM SLOPE OF 2% TO MATCH EXISTING TERRAIN. WHERE THE BACKSLOPE OF A PARALLEL RAMP IS 2% OR GREATER, THE BACKSLOPE OF A PARALLEL RAMP SHOULD BE GRADUALLY TO A MAXIMUM SLOPE OF 2% TO MATCH EXISTING TERRAIN.
- WHERE GRADING IS NOT FEASIBLE DUE TO LIMITED ROW OR PHYSICAL CONSTRAINTS, A BACK CURB MAY BE INSTALLED. SEE DETAIL ON SHEET 1 OF 9 AND SHEET 9 OF 9.
- SEPARATION PREFERENCE IS TO INSTALL TWO CURB RAMP AT A STREET CORNER THAT SERVES BOTH CROSSINGS. A CURB RAMP FROM BEING INSTALLED AT A STREET CORNER THAT SERVES BOTH CROSSINGS, A CURB RAMP FROM BEING INSTALLED AT A STREET CORNER THAT SERVES BOTH CROSSINGS.

TURNING SPACE AND CLEAR SPACE NOTES:

- WHERE A CHANGE IN DIRECTION IS REQUIRED TO UTILIZE A CURB RAMP, A TURNING SPACE SHALL BE PROVIDED AT THE BASE OF THE CURB RAMP AS APPLICABLE. TURNING SPACES SHALL BE PERMITTED TO OVERLAP CLEAR SPACES.
- WHERE THERE ARE NO VERTICAL CONSTRAINTS AT THE BACK OF SIDEWALK, E.G., VERTICAL CURB, BELINDERS, ETC., THE TURNING SPACE DIMENSIONS SHALL BE 4'-0" X 4'-0" MINIMUM. WHERE THERE ARE VERTICAL CONSTRAINTS AT THE BACK OF SIDEWALK, THE TURNING SPACE SHALL BE 4'-0" X 4'-0" MINIMUM. THE 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE PARALLEL TO SIDEWALK. THE 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE PARALLEL TO SIDEWALK.
- TURNING SPACES SHALL NOT BE DESIGNED WITH CROSS SLOPES GREATER THAN 1/2% IN ANY DIRECTION, WHILE PROVIDING POSITIVE DRAINAGE. THE MAXIMUM CROSS SLOPE FOR TURNING SPACES SHALL BE 1/2% MAX. THE MAXIMUM CROSS SLOPE FOR TURNING SPACES SHALL BE 1/2% MAX. THE MAXIMUM CROSS SLOPE FOR TURNING SPACES SHALL BE 1/2% MAX.
- ANY DETECTION OF TURNING SPACE SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE PARALLEL TO SIDEWALK. THE 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE PARALLEL TO SIDEWALK.

DETECTABLE WARNING NOTES:

- DETECTABLE WARNING SURFACES SHALL BE PROVIDED AT THE FOLLOWING LOCATIONS ON PEDESTRIAN ACCESS ROUTES:
 - A. CURB RAMP AND BLENDED TRANSITIONS AT PEDESTRIAN STREET CROSSINGS.
 - B. PEDESTRIAN REFUGE ISLANDS WHERE THE LENGTH OF THE PEDESTRIAN ACCESS ROUTE EXCEEDS THE REFUGE ISLAND IS GREATER THAN OR EQUAL TO 8 FEET.
 - C. PEDESTRIAN AT-GRADE RAIL CROSSINGS NOT LOCATED WITHIN A STREET OR HIGHWAY.
- DETECTABLE WARNING SURFACES SHALL BE PROVIDED WHERE THE PEDESTRIAN ACCESS ROUTE CROSSES DRIVEWAYS WITH SIGNAL, TRAFFIC STOP CONTROL, DETECTABLE WARNING SURFACES SHALL NOT BE PROVIDED AT CROSSINGS OF UNCONTROLLED DRIVEWAY APPROACH.
- SOME DETECTABLE WARNING PRODUCTS REQUIRE A CONCRETE BINDER FOR PROPER INSTALLATION. IF REQUIRED, THE BINDER SHALL NOT EXCEED 1/2" WHERE THE BACK OF CURB IS 1/2" OR GREATER. THE BINDER SHALL NOT EXCEED 1/2" WHERE THE BACK OF CURB IS 1/2" OR GREATER. THE BINDER SHALL NOT EXCEED 1/2" WHERE THE BACK OF CURB IS 1/2" OR GREATER.
- ON SLOPES OF 2% OR GREATER, THE BINDER OF BINDER SHALL BE ALLOWED TO BE PERMITTED ON A RAMP. THE BINDER SHALL NOT EXCEED 1/2" WHERE THE BACK OF CURB IS 1/2" OR GREATER. THE BINDER SHALL NOT EXCEED 1/2" WHERE THE BACK OF CURB IS 1/2" OR GREATER.
- THE DETECTABLE WARNING FIELD SHALL BE THE COLOR SPECIFIED IN THE CONTRACT DOCUMENTS. THE DETECTABLE WARNING FIELD SHALL BE THE COLOR SPECIFIED IN THE CONTRACT DOCUMENTS. THE DETECTABLE WARNING FIELD SHALL BE THE COLOR SPECIFIED IN THE CONTRACT DOCUMENTS.



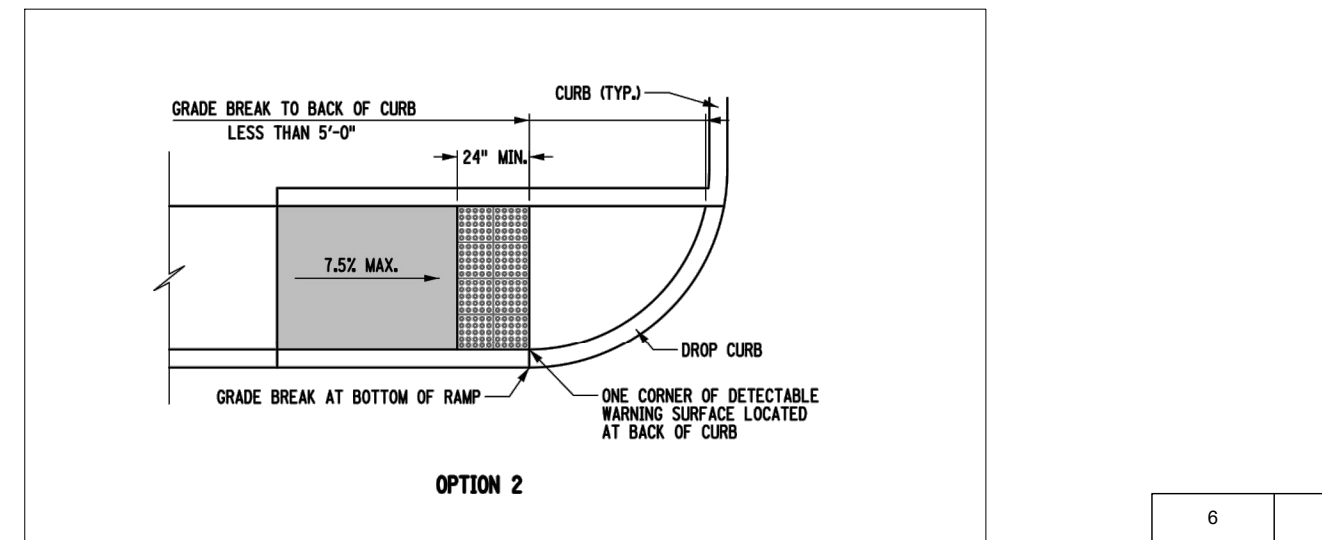
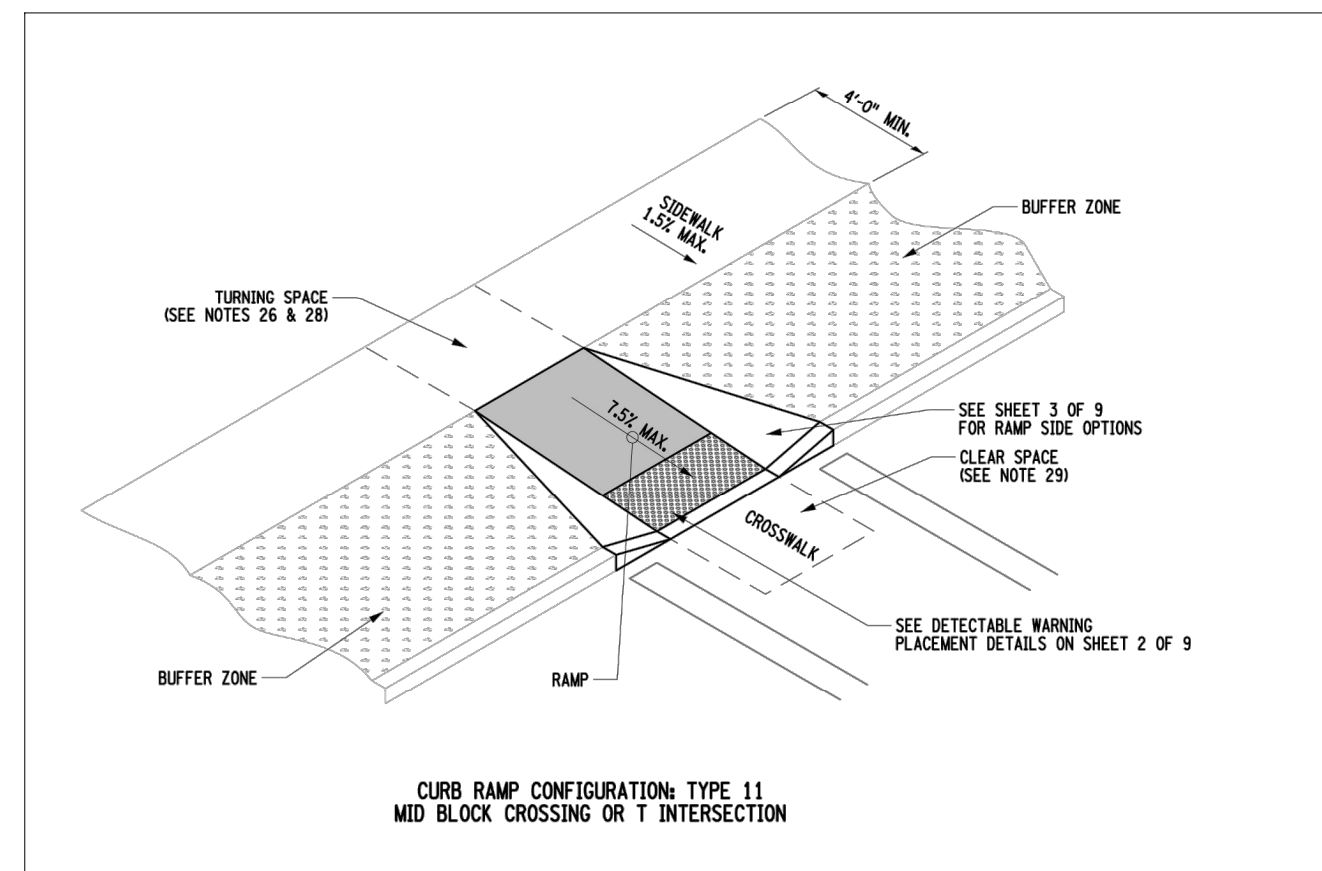
DETAIL: 1/4" ACCESSIBLE PASSING SPACE TRANSITION ONE SIDE TAPER

DETAIL: 1/4" ACCESSIBLE PASSING SPACE TRANSITION BOTH SIDES TAPER

DESIGN ELEMENT TOLERANCES			
ELEMENT	DESIGN AND FIELD LIMIT	DESIGN AND FIELD LIMIT	LIMIT FOR WORK ACCEPTANCE
SIDEWALK CROSS SLOPE - SEE NOTE 12	1/2% MAX.	1/2% MAX.	2% MAX.
SIDEWALK GRADE RUNNING SLOPE - SEE NOTE 11	1/2% MAX.	1/2% MAX.	2% MAX.
CURB RAMP GRADE RUNNING SLOPE - SEE NOTE 11	1/2% MAX.	1/2% MAX.	2% MAX.
BLENDED TRANSITION GRADE RUNNING SLOPE - SEE NOTE 7	1/2% MAX.	1/2% MAX.	2% MAX.

ALL VALUES SHOWN ON THE 608-02 STANDARD SHEETS REFER TO DESIGN AND FIELD LAYOUT LIMITS. FOR ADDITIONAL REQUIREMENTS AND TOLERANCES, SEE "VERTICAL ELEMENTS FOR THE DESIGN, LAYOUT, AND CONSTRUCTION OF PEDESTRIAN FACILITIES" AVAILABLE ON THE NEW YORK HIGHWAY DESIGN MANUAL, CHAPTER 10, WEBSITE.

 NEW YORK STATE	Department of Transportation U.S. CUSTOMARY STANDARD SHEET
SIDEWALK AND CURB RAMP DETAILS (SHEET 1 OF 9)	
APPROVED MARCH 01, 2016 BY: RICHARD M. LEE, P.E. DEPUTY CHIEF ENGINEER DESIGN	ISSUED UNDER EDR 16-012 608-01



CURB RAMP & SIDEWALK DETAIL

N.T.S.

REV. No.	DESCRIPTION	DATE	BY
6	REVISED PER TOWN ENGINEER & PS COMMENTS	01/24/20	ZS
4	REVISED FOR SUBMISSION	01/08/20	ZS
3	REVISED FOR SUBMISSION	05/22/19	ZS
2	REVISED PARKING PER ZONING COMMENT	03/13/2017	THH
1	REVISED FOR P.B. SUBMISSION	01/30/2017	THH

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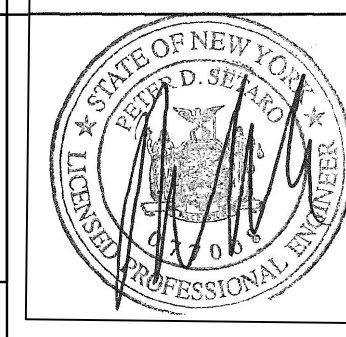
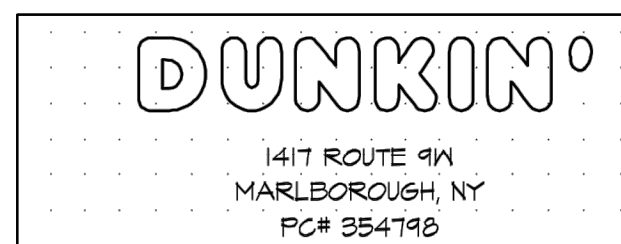
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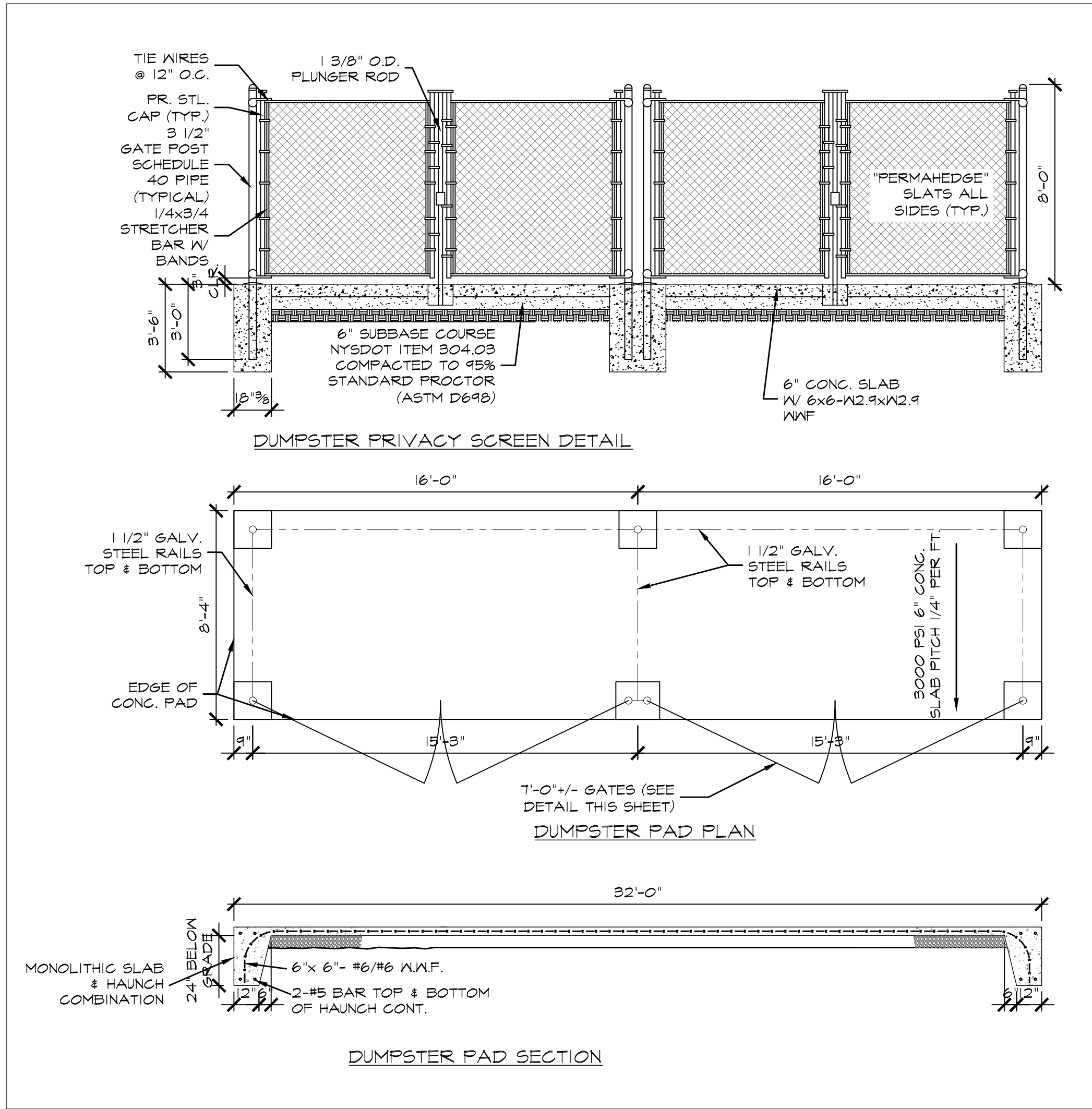
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DT-1

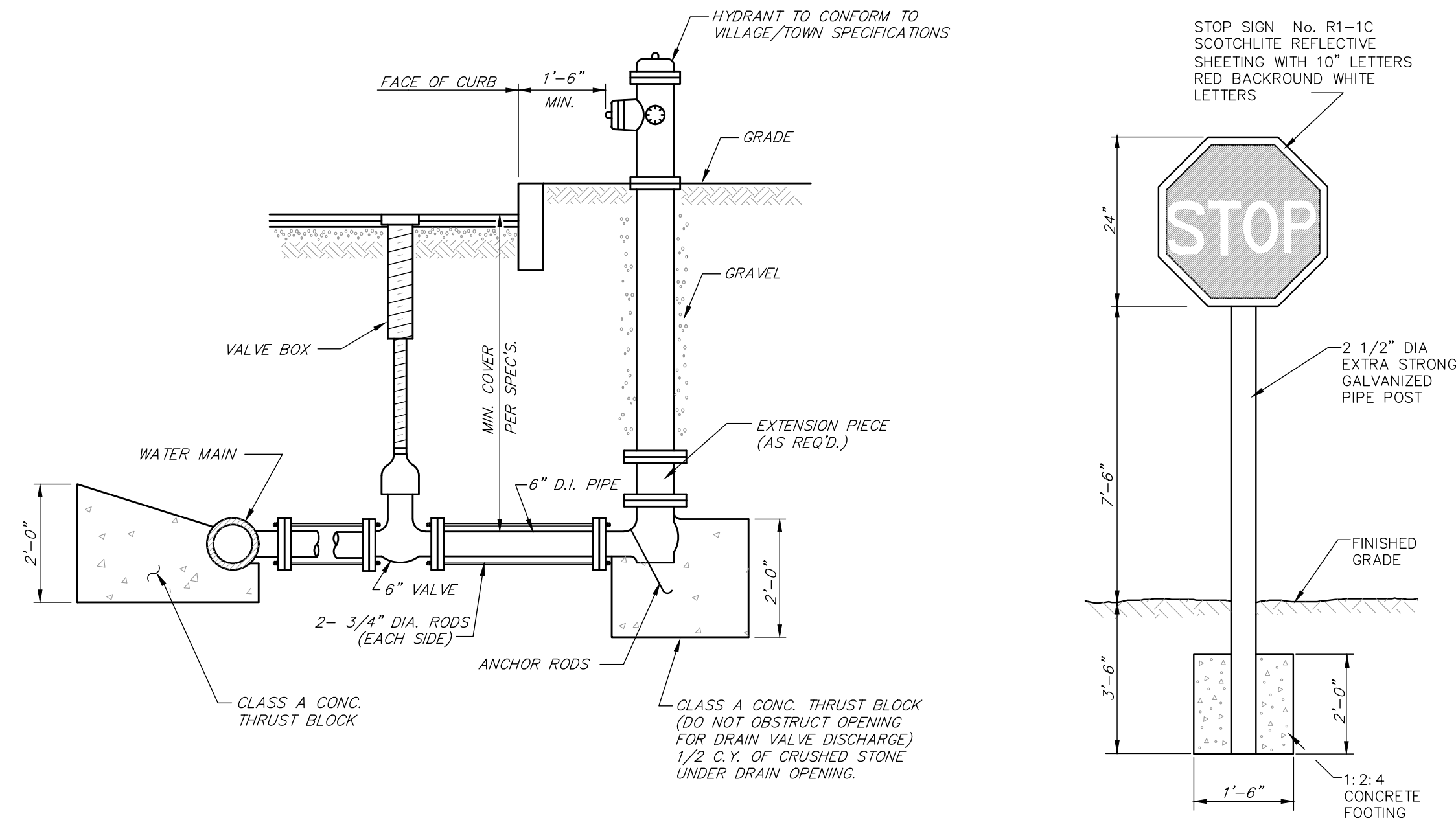
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DUMPSTER ENCLOSURE DETAIL

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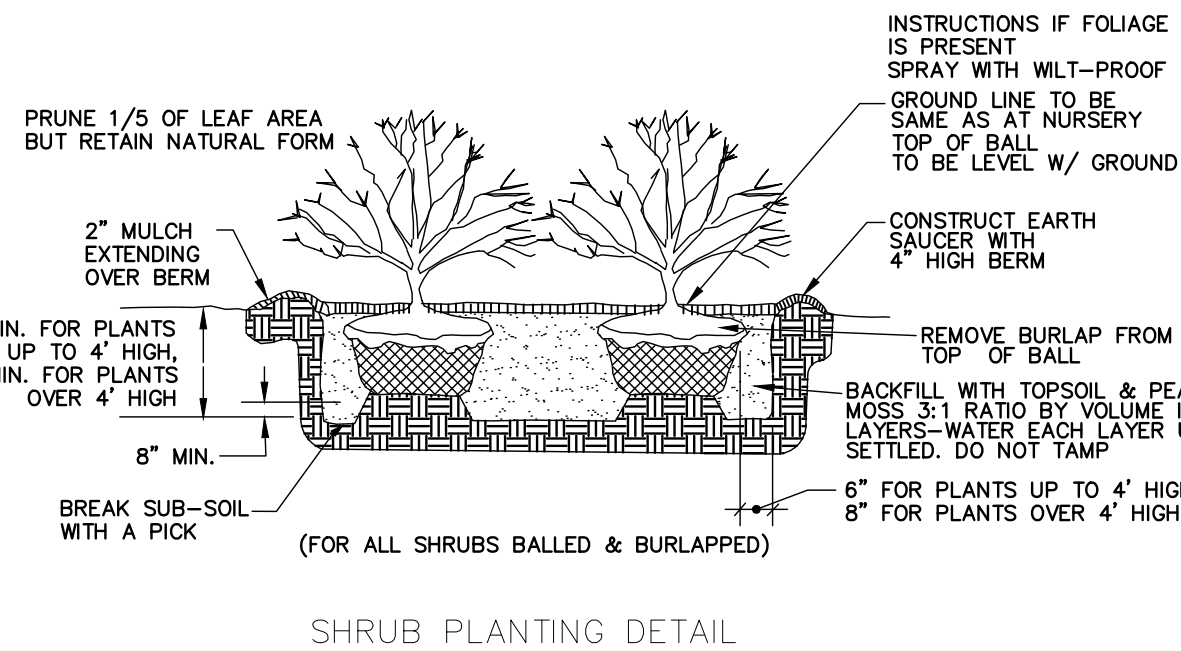


TYPICAL HYDRANT SETTING DETAIL

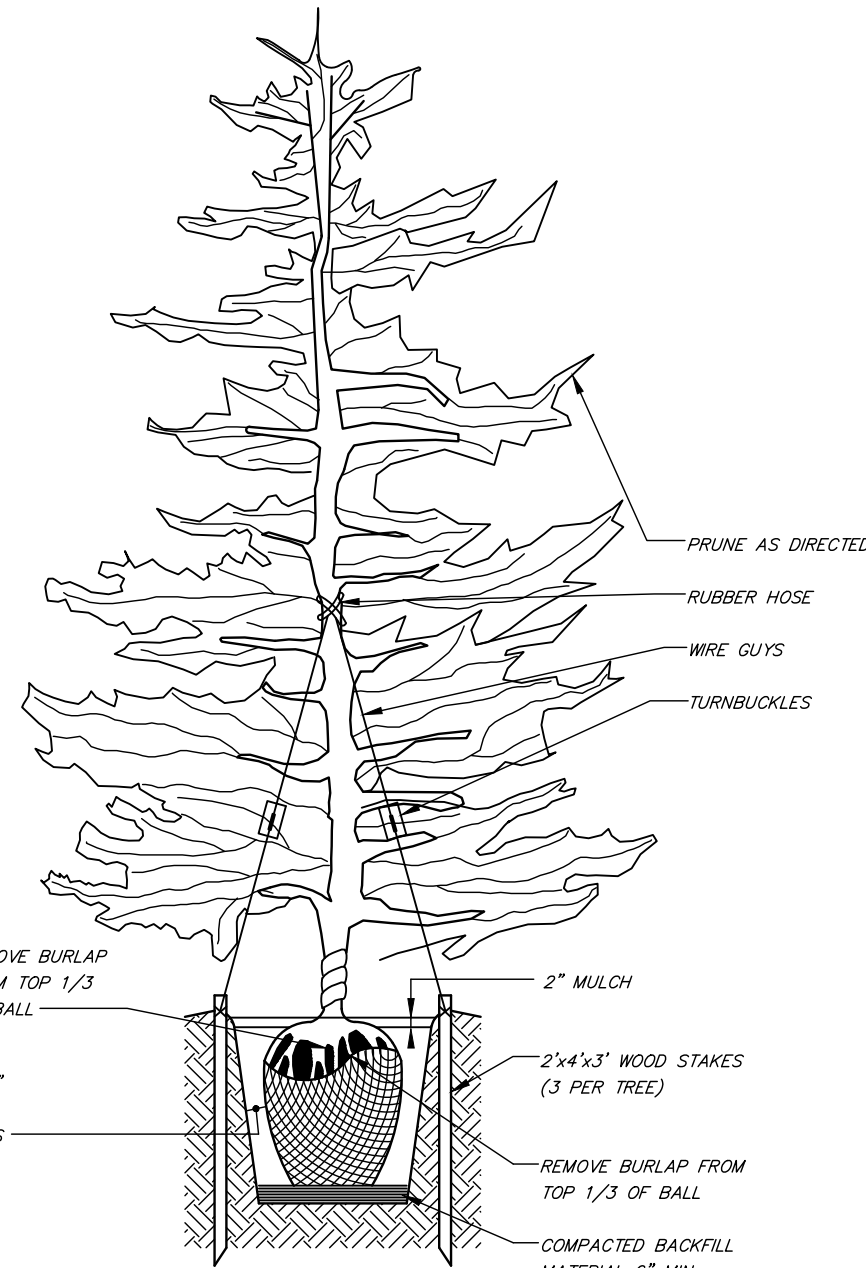
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ON SITE STOP SIGN DETAIL

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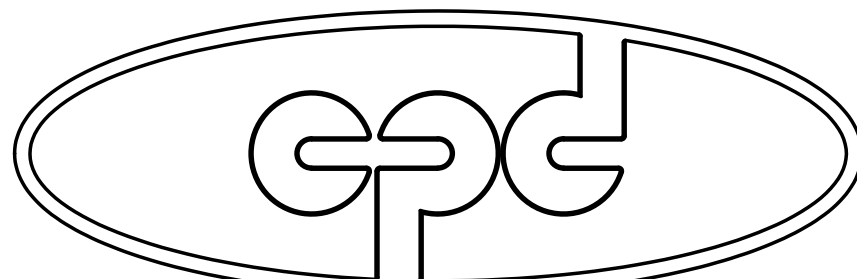


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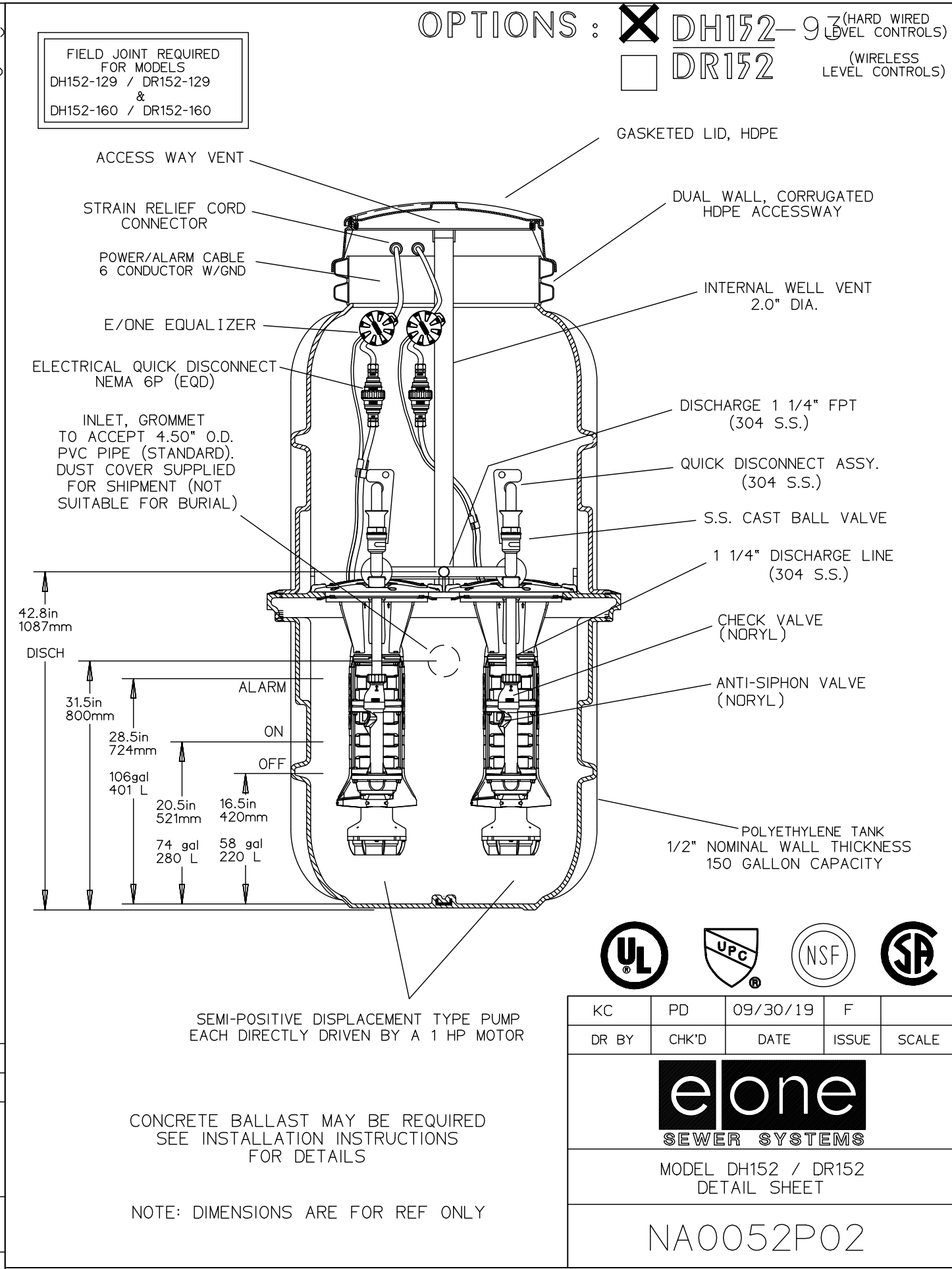
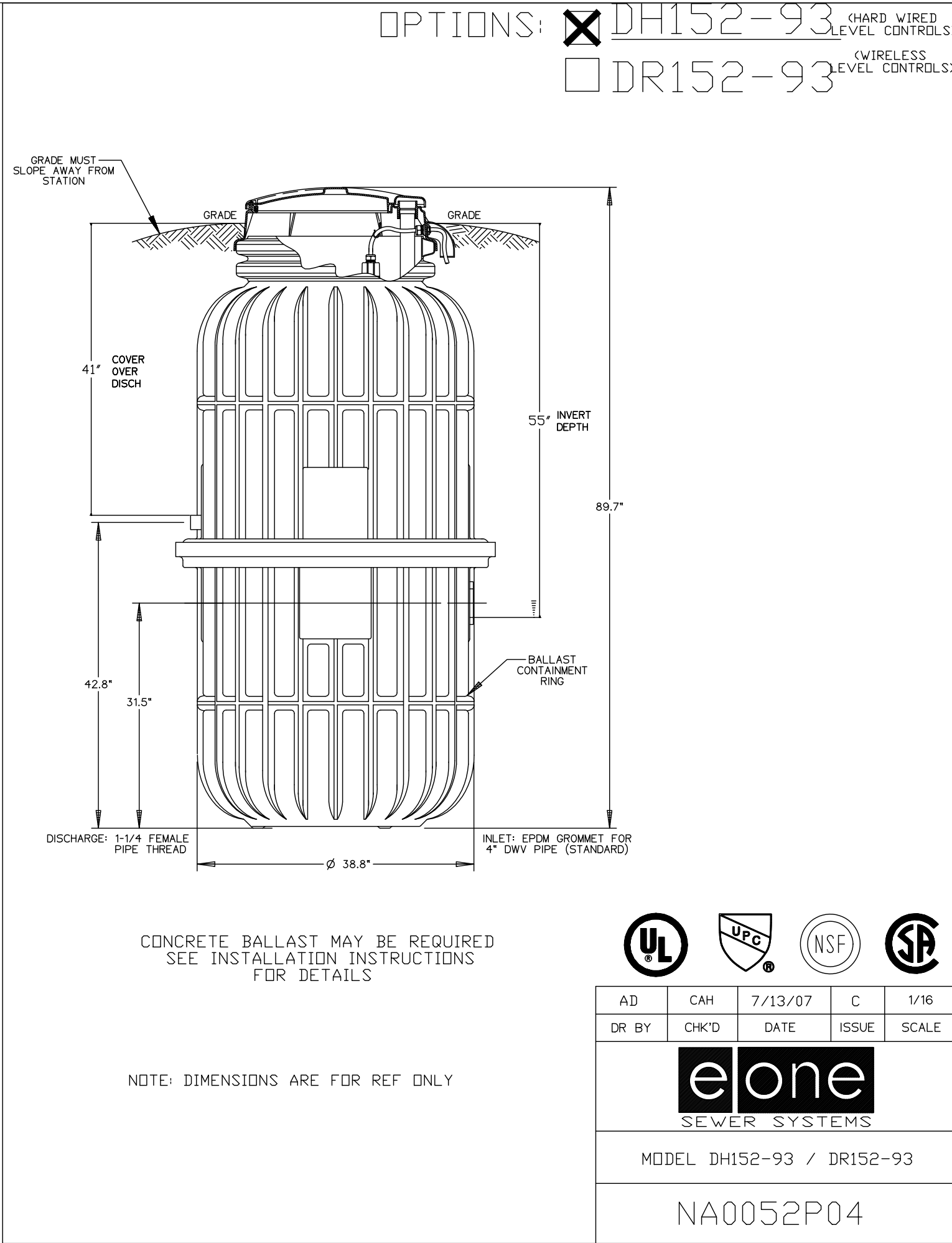


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TYPICAL EVERGREEN TREE PLANTING DETAIL



CPD ENERGY CORP.



EONE DUPLEX PUMP STATION DETAIL

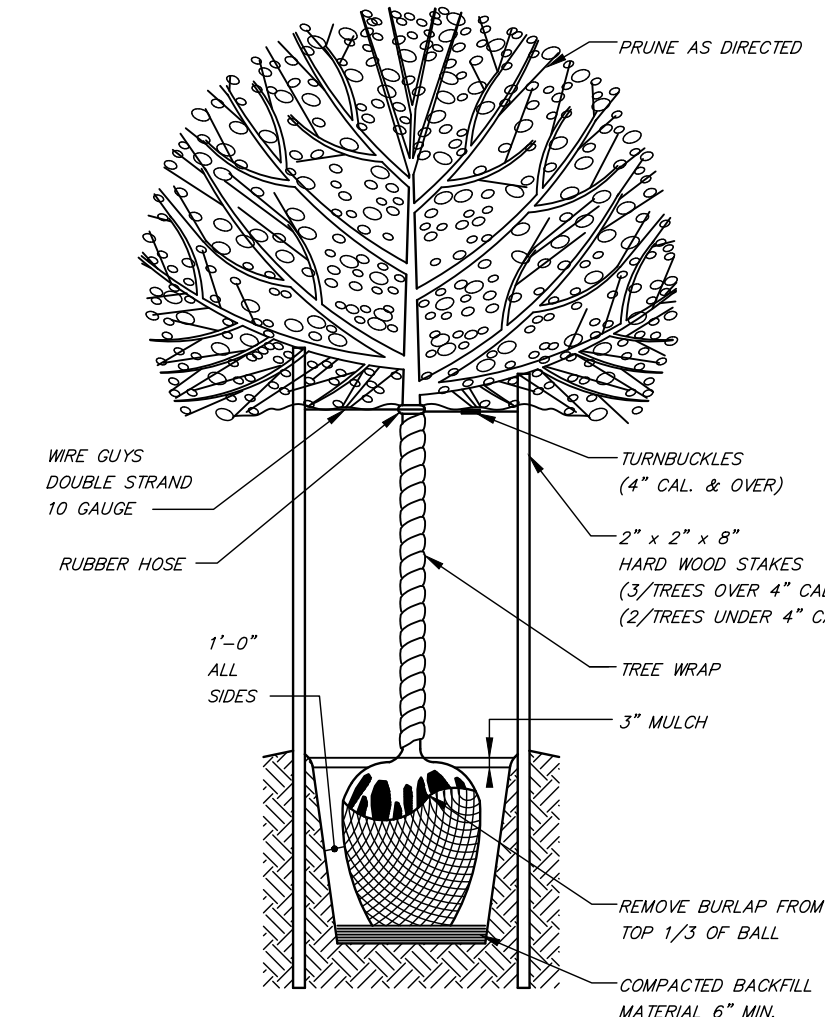
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NOTES

1. ALARM PANEL TO BE MANUFACTURED BY EONE, MODEL DUPLEX PROTECT PLUS #NA0344P03. ALARM PANEL TO BE MOUNTED ON EXTERIOR WALL NEAREST PUMP STATION.
2. CONTRACTOR TO FOLLOW ALL INSTALLATION PROCEDURES FROM MANUFACTURER.
3. CONTRACTOR SHALL CONFIRM BUILDING ELECTRICAL SERVICE AND VOLTAGE PRIOR TO ORDERING PUMP STATION COMPONENTS TO ENSURE COMPATIBILITY.
4. ALL ELECTRICAL WORK TO CONFORM TO NEC REQUIREMENTS.

TYPICAL DECIDUOUS TREE PLANTING DETAIL

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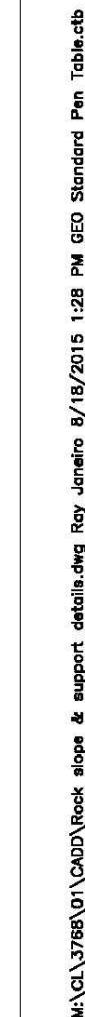
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2	REVISED FOR SUBMISSION	05/22/19	ZS
1	REVISED FOR P.B. SUBMISSION	01/30/2017	THH
REV. No.	DESCRIPTION	DATE	BY

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CHESTNUT PETROLEUM DISTRIBUTORS, INC.
TOWN OF MARLBOROUGH
ULSTER COUNTY, NY

SITE DETAILS-2

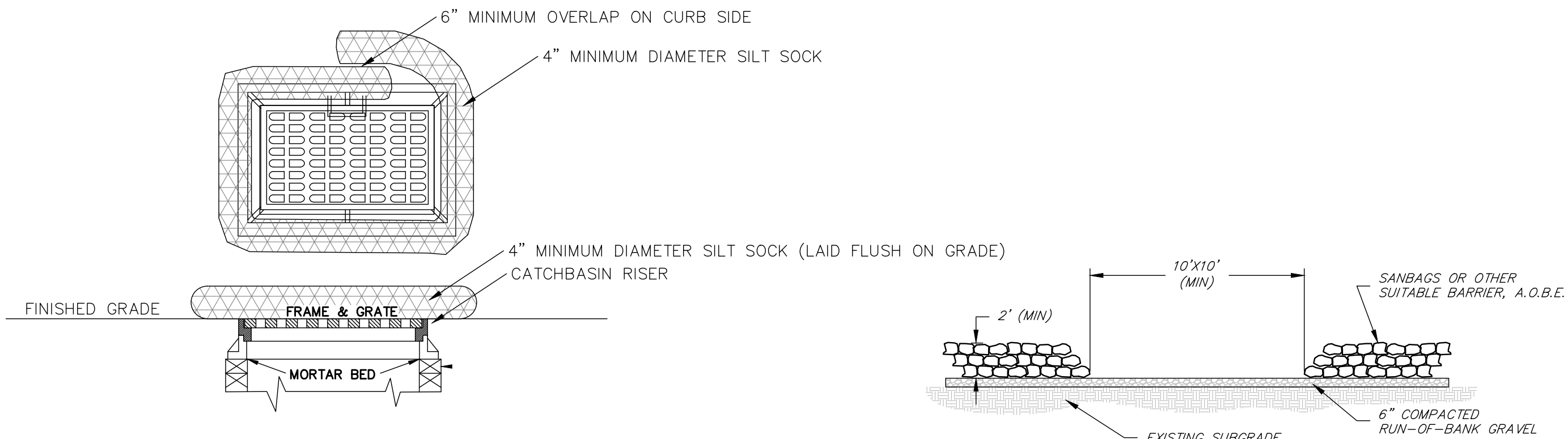
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12/14/16	AS-NOTED	THH	215016	8 of 12
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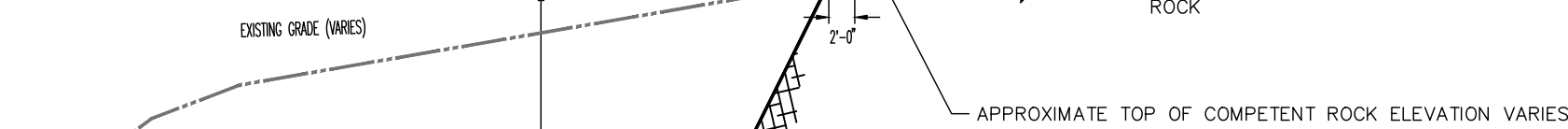


1. ALL SOIL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE NEW YORK GUIDELINES FOR EROSION AND SEDIMENT CONTROL (2008). AS FURNISHED BY THE NEW YORK SOIL AND WATER CONSERVATION SOCIETY AND RECOMMENDED BY THE U.S. DEPARTMENT OF AGRICULTURE - SOIL CONSERVATION SERVICE. (REFERRED TO IN REMAINING TEXT AS "THE NEW YORK GUIDELINES").
2. IF THE SEASON PREVENTS THE ESTABLISHMENT OF A TEMPORARY COVER, THE DISTURBED AREAS SHALL BE MULCHED WITH STRAW OR EQUIVALENT MATERIAL. THE SEEDING SHALL BE DONE IN ACCORDANCE WITH THE NEW YORK GUIDELINES.
 - A) SEED: ANNUAL RYE GRASS APPLIED AT A RATE OF 30 LBS./ACRE OTHER SELECT MIXTURE AS DESCRIBED IN THE NEW YORK GUIDELINES
 - IF SPRING: SUMMER OR EARLY FALL SEED WITH RYE GRASS (ANNUAL OR PERENNIAL) AT 30 LBS. PER ACRE
 - IF LATE FALL OR EARLY WINTER SEED WITH CERTIFIED "ARJOSTOCK" WINTER RYE, AT 100 LBS (CERTIFIED) PER ACRE
 - B) MULCH: OLD HAY OR SMALL GRAIN STRAW APPLIED AT A RATE OF NINETY (90) POUNDS PER ONE THOUSAND SQUARE FT. OR TWO TONS PER ACRE TO BE APPLIED AND ANCHORED TO THE UNDERLYING SOIL WITH AN APPROPRIATE WOODFIBER HYDROMULOM OR OTHER SPRAYABLE PRODUCTS APPROVED FOR EROSION CONTROL (NYLON WEB OR MESH) MAY BE USED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS
 - C) IN AREAS OF SLOPE STEEPER THAN ONE ON TWO, JUTE MATTING SHALL BE USED TO STABILIZE SEEDS AND/OR PLANTED AREAS. JUTE MATTING SHALL BE INSTALLED AND ANCHORED IN ACCORDANCE WITH THE NEW YORK GUIDELINES
3. ANY GRADED AREAS NOT SUBJECT TO FURTHER DISTURBANCE OR CONSTRUCTION TRAFFIC SHALL, WITHIN FIVE (5) DAYS AFTER FINAL GRADING, RECEIVE PERMANENT VEGETATIVE COVER IN COMBINATION WITH:
 - A) STEEP OR EROSION SLOPES GREATER THAN 2:1 (H/V) REFER TO PERMANENT CRITICAL AREA PLANTING NOTES
 - B) RECREATIONAL AREAS AND LAWN REFER TO RECREATIONAL AREA IMPROVEMENT NOTES.

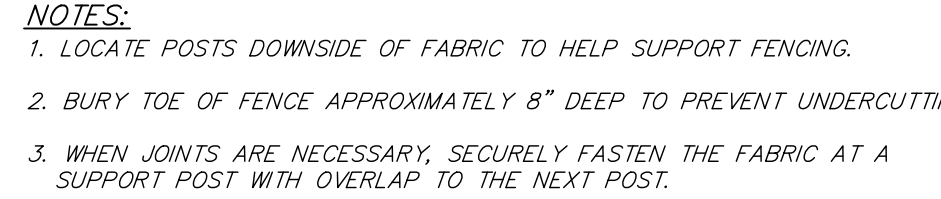
12. ALL DRAINAGE OUTLETS AND INLETS SHALL BE LINED WITH STONE RIP-RIP AS SPECIFIED ON THE PLANS AND/OR PER ENGINEER.



1. USE 1"-4" STONE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT
2. STABILIZED CONSTRUCTION ENTRANCE SHALL NOT BE LESS THAN 50' IN LENGTH (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH WOULD APPLY).
3. PAD THICKNESS SHALL NOT BE LESS THAN 6".
4. 12" MINIMUM WIDTH, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
5. GEOTEXTILE SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO THE PLACING OF STONE. FILTER WILL NOT BE REQUIRED ON A SINGLE FAMILY RESIDENCE LOT.
6. ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES SHALL BE PERMITTED.
7. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ON PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE.



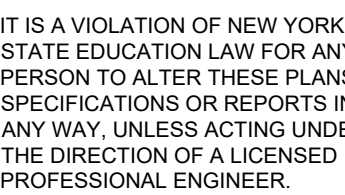
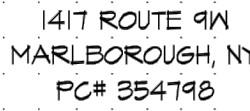
N.T.S.



NOTES:

1. LOCATE POSTS DOWNSIDE OF FABRIC TO HELP SUPPORT FENCING.
2. BURY TOE OF FENCE APPROXIMATELY 8" DEEP TO PREVENT UNDERCUTTING.
3. WHEN JOINTS ARE NECESSARY, SECURELY FASTEN THE FABRIC AT A SUPPORT POST WITH OVERLAP TO THE NEXT POST.

N.T.S.



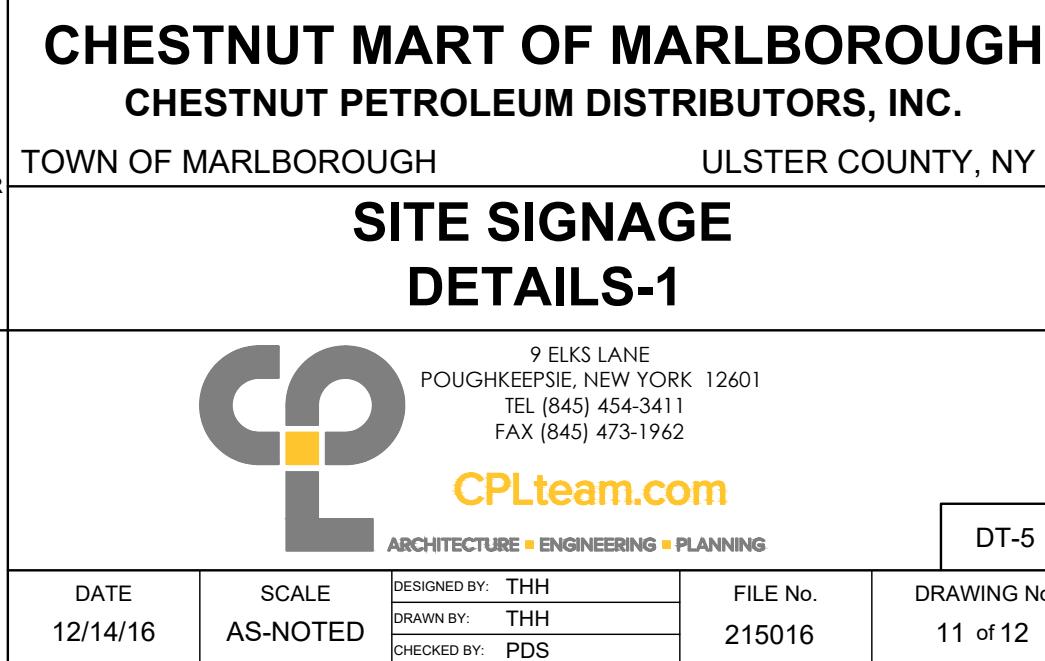
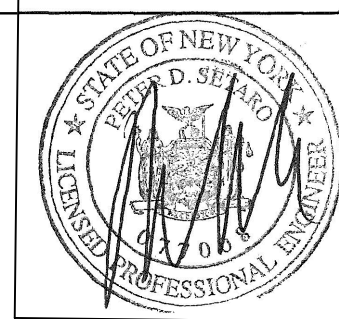
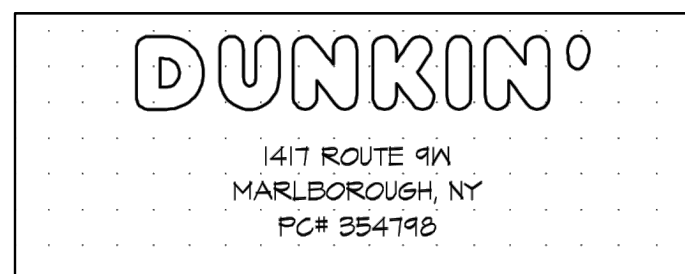
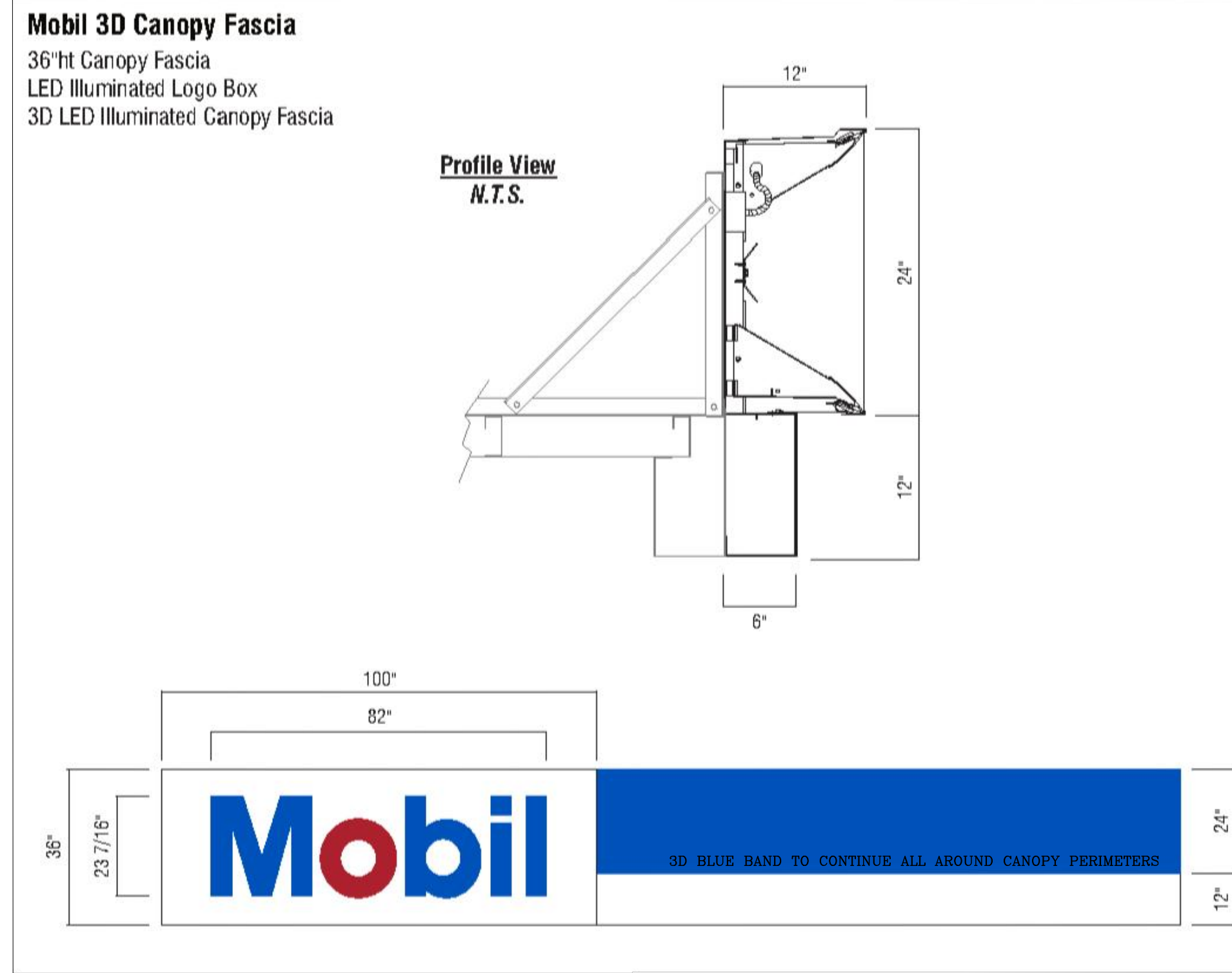
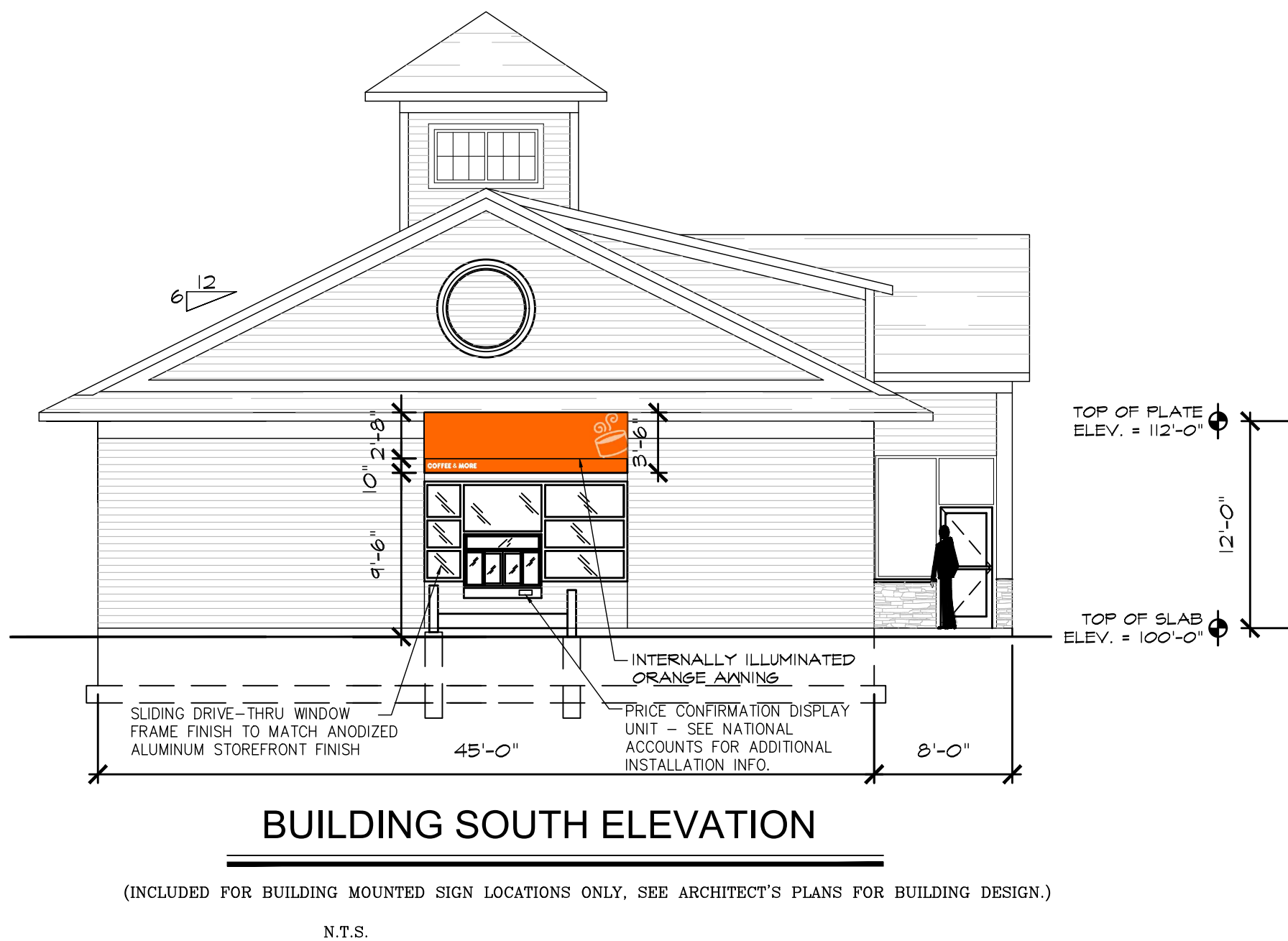
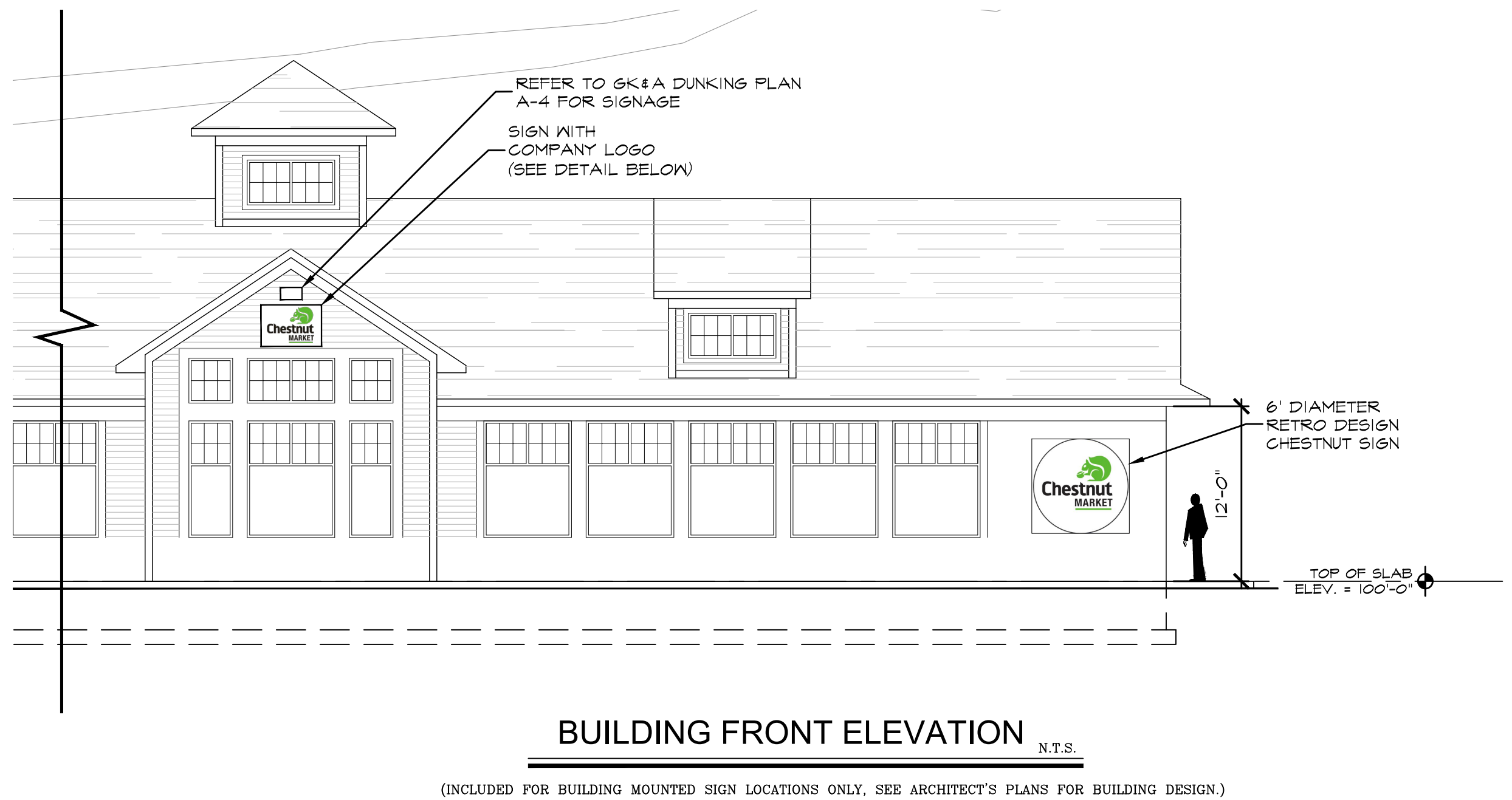
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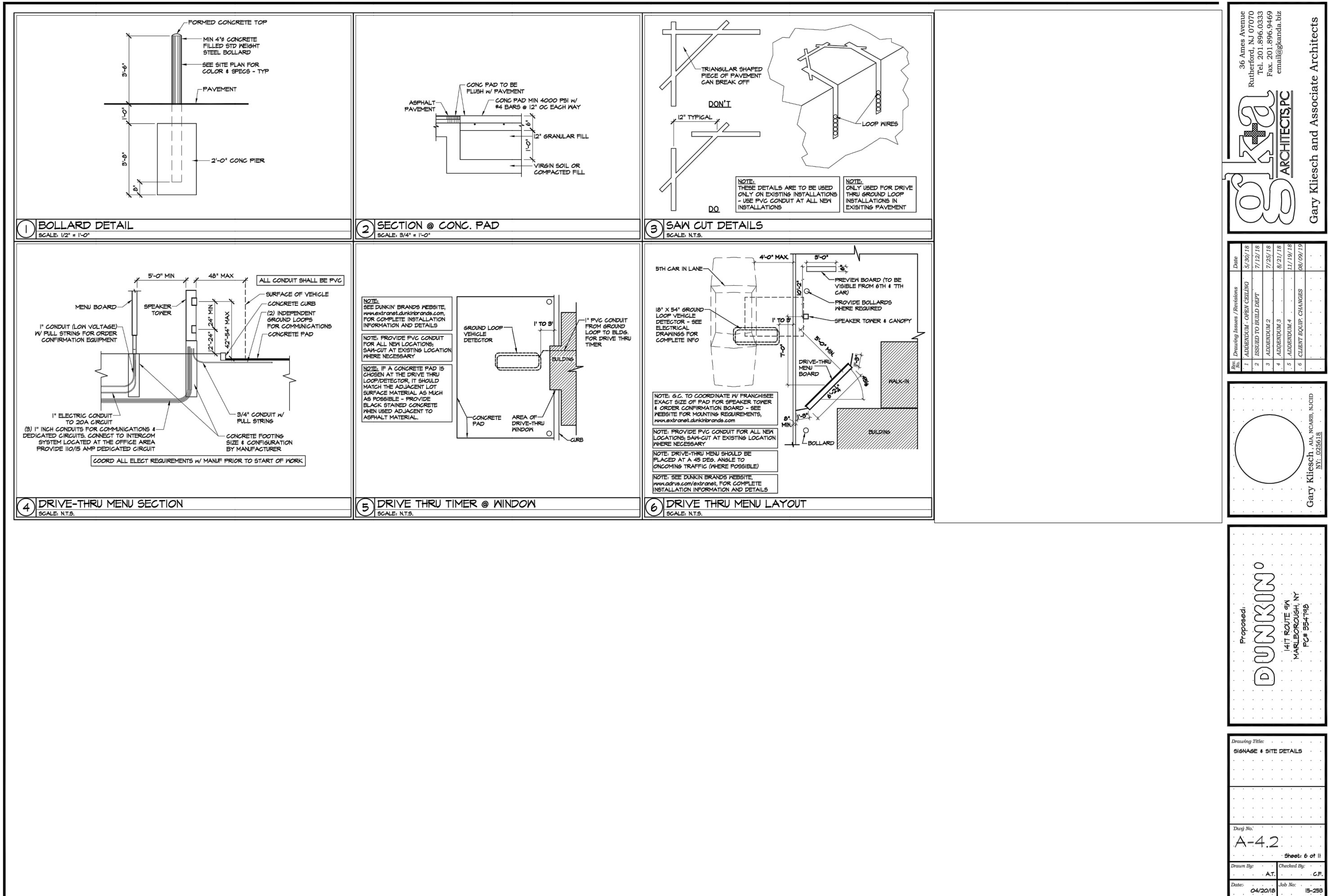
CHESTNUT MART OF MARLBOROUGH
CHESTNUT PETROLEUM DISTRIBUTORS, INC.
 TOWN OF MARLBOROUGH ULSTER COUNTY, NY

**GRADING & EROSION CONTROL
 DETAILS**

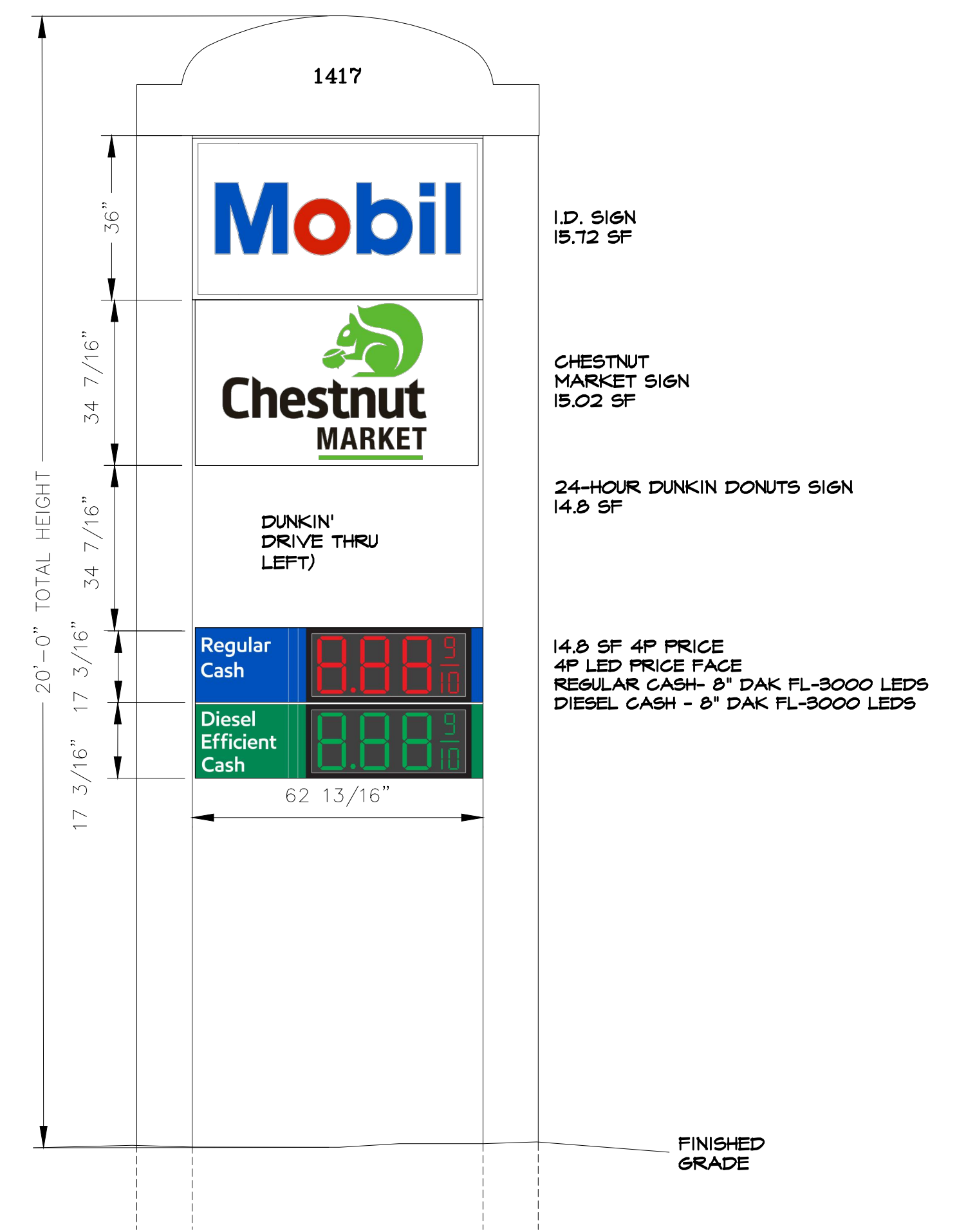
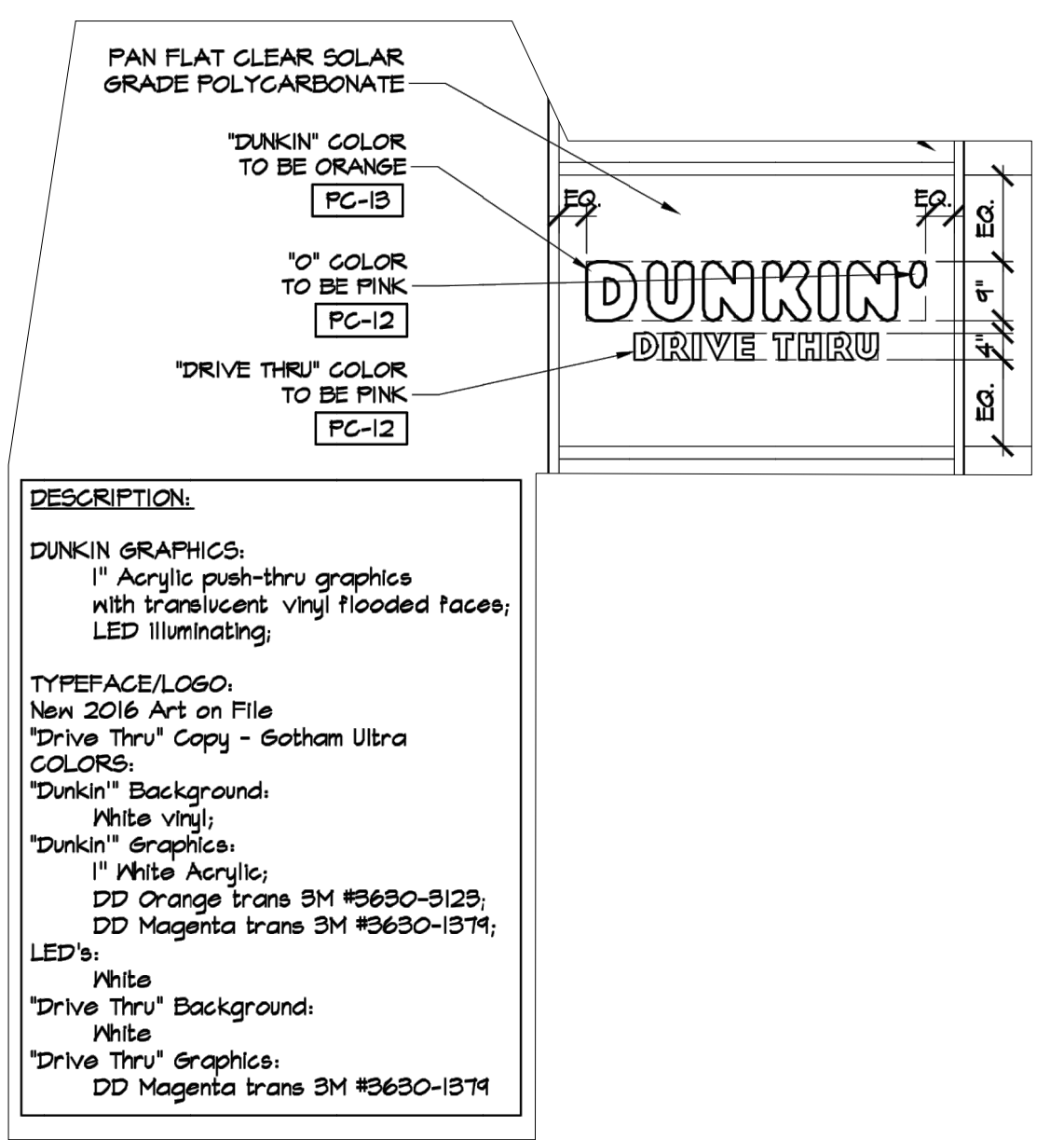


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		CHECKED BY: PDS		

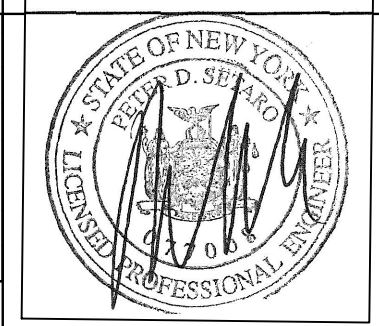
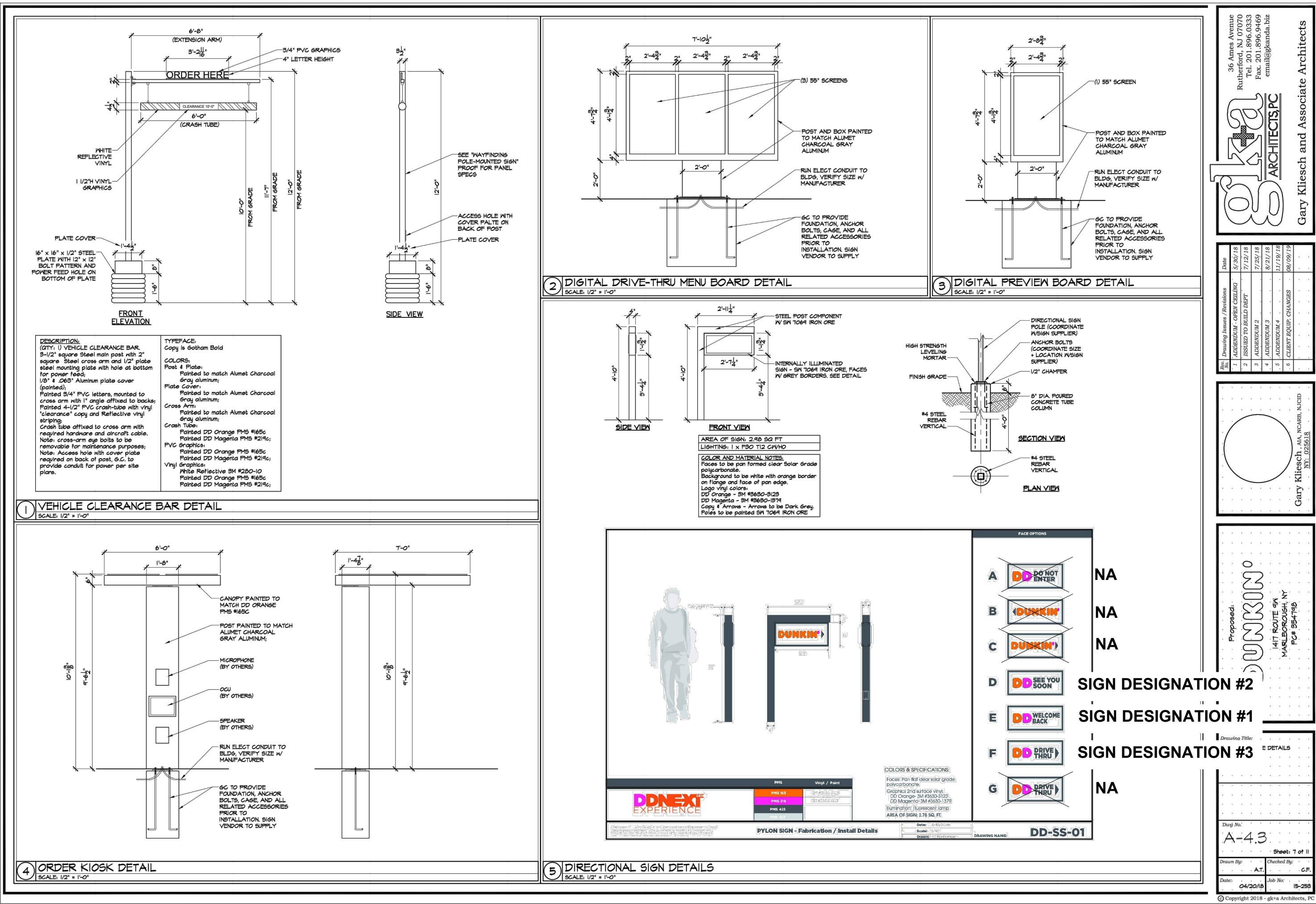




(REFER TO "CHESTNUT MARKET SIGN DETAIL" ON DT-5)



MOBIL AND DUNKIN LADDER SIGN DETAIL



2	REVISED FOR SUBMISSION	01/08/20	ZS
1	REVISED TO CLARIFY SIGN OPTIONS	03/20/2017	THH
REV. No.	DESCRIPTION	DATE	BY
CHESTNUT MART OF MARLBOROUGH CHESTNUT PETROLEUM DISTRIBUTORS, INC. TOWN OF MARLBOROUGH ULSTER COUNTY, NY SITE SIGNAGE DETAILS-2 9 ELKS LANE POUGHKEEPSIE, NEW YORK 12601 TEL (845) 454-3411 FAX (845) 473-1962 CPLteam.com ARCHITECTURE • ENGINEERING • PLANNING			
DATE	SCALE	DESIGNED BY	FILE No.
12/14/16	AS-NOTED	THH	215016
DRAWN BY	CHECKED BY	THH	DRAWING No.
PDS	PDS	THH	12 of 12