

**Date:** May 21, 2021  
**From:** Glenn L. Smith  
**To:** Richard Robbins, Planning Board Chairman  
**CC:** Jacy Ricciani  
Alan Lord  
**Subject:** Forestburgh Pond Subdivision, NYS Route 42 & Hartwood Road

---

Chairman Robbins,

I inspected Stag Forest Road and Woodlawn Drive at the above-noted property on May 18, 2021 after Alan Lord contacted me on May 17<sup>th</sup> and indicated both roads were substantially completed. The project plans as submitted to your board included widening both roads from their current  $\pm 10'$  width to a minimum 20' travelway width for a length of approximately 900 ft. along Stag Forest Road and approximately 750 ft. along Woodlawn Drive. The existing topsoil, vegetation, roots and stones along both roads was to be stripped and removed, followed by placing an 8" thick compacted subbase course of NYSDOT Item 4 gravel; then a 4" thick compacted top wearing course of crusher-run gravel. A drainage ditch was required along the upgrade side of both roads. The Stag Forest Road ditch was shown conveying drainage flows to a culvert pipe under the road at a point approximately 75' back from Route 42, with that flow directed to the pond outlet stream under Hartwood Road. The Woodlawn Drive ditch conveyed flows to a culvert pipe under the adjacent gravel drive to Lot #16 and then into the Hartwood Road ditch.

I found both roads to be substantially completed in accordance with the project plans and as summarized above. One change was utilizing a NYSDOT Type 4 crushed stone base material (2" – 4" gradation) instead of the DOT Item 4 stone/sand aggregate mix. (Refer to attached photos which are representative of the two gravel courses installed.) Both options would provide a sound and stable base layer to support the crusher-run course above.

My additional comments are as follows:

Woodlawn Drive

1. The travelway width as measured varies from 20' to 22', so satisfactory.
2. Stone check dams have been installed at reasonable intervals along the drainage ditches, so satisfactory.
3. Three hammer and bar probes conducted along the center of road indicated a minimum 12" total depth of base + top materials, so satisfactory.
4. The exposed side slope soil banks on both sides of the road in the "cut" area require grass seed and hay mulch to establish a vegetative cover.

5. The upgrade side drainage ditch didn't terminate in a defined channel where it approached Hartwood Road but flared out to send water flow into the low wooded area of the adjacent Lot #16 frontage. A culvert pipe is required under the Lot #16 gravel drive to convey flows directly to the Hartwood Road ditch, as indicated on the project plans.
6. A new 12' wide x ±200' long gravel drive extension was constructed from the end turn-around to serve proposed Lot #19, which wasn't a plan requirement and appears satisfactory.


#### Stag Forest Road

7. The travelway width as measured varies from 20' to 23', so satisfactory.
8. Stone check dams were installed along the ditch, which appeared satisfactory.
9. Two probes at random locations indicated at least 12" of base + top materials depth.
10. The 18" diameter HDPE culvert pipe installed near the Route 42 intersection included fieldstone headwalls at both ends and a stone tailings discharge apron at the ditch swale, which appeared satisfactory.
11. An improved 12' wide x ±200' long gravel drive extension was constructed from the end turnaround to serve the pre-existing cabin lots C, D and E, which wasn't a plan requirement.

I spoke to Alan Lord following my inspection and he indicated the site contractor will complete the above Woodlawn Drive items #4 and 5 by Tuesday, May 25<sup>th</sup>. If done, I will confirm completion at your meeting that evening.

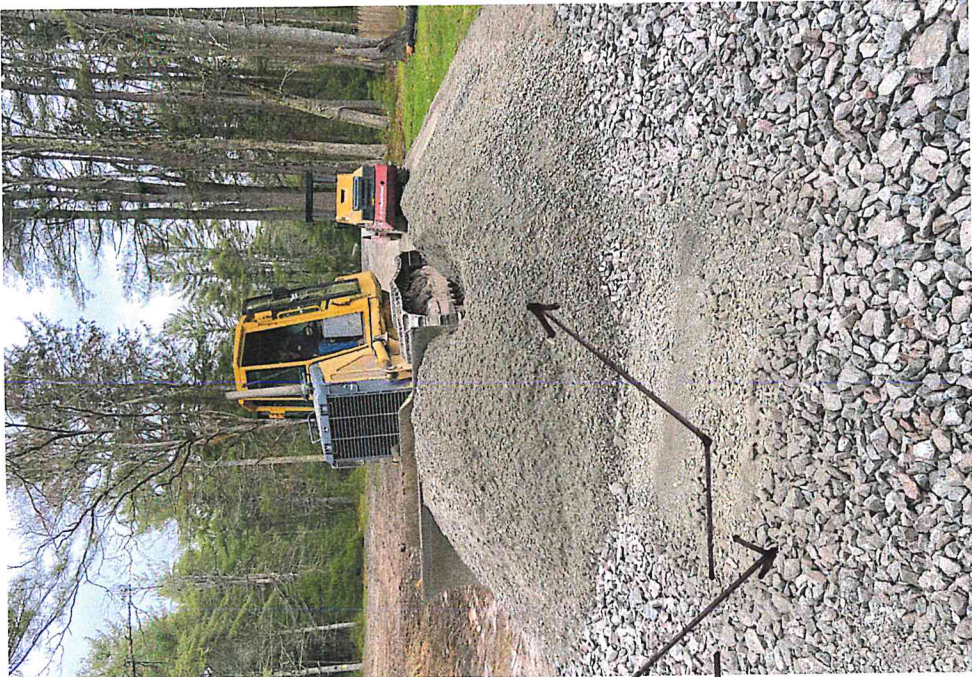
Thank you.

Respectfully submitted,



Glenn L. Smith, P.E.

GLS/mdc



8" THICK BASE COURSE OF 2"-4" SIZE CRUSHED STONE.

4" THICK CRUSHER RUN GRAVEL TOP COURSE



TYPICAL NEW ROAD MATERIALS

FORESTBURGH POND SUBDIVISION  
STAG FOREST ROAD & WOODLAND DRIVE  
RECONSTRUCTION

MAY 18, 2021