TOWN OF CARMEL
PLANNING BOARD

60 McAlpin Avenue
Mahopac, New York 10541
Tel. (845) 628-1500 – Ext.190
www.ci.carmel.ny.us

PLANNING BOARD AGENDA
DECEMBER 9, 2015 – 7:00 P.M.

MEETING ROOM #2

		TAX MAP #	PUB. HEARING	MAP DATE	COMMENTS
PUBLIC HEARING					
1.	Hillside Court – 1819 Route 6, Carmel	55.6-1-51	12/09/15		Bond Return
SITE PLAN					
2.	PCSB/Mahopac Branch – Lot 1 - 150 Route 6	86.11-1-1		11/25/15	Site Plan
3.	Route 6 Retail – Lot 2 - 150 Route 6	86.11-1-1		11/25/15	Site Plan
4.	Lake Plaza Shopping Center, LLC (Proposed Stop & Shop) – 983-1005 Route 6	65.10-1-45 &46		11/30/15	Amended Site Plan
MISC.					
5.	Old Forge Estates – Baldwin Place Road	75.15-1-19-40			Re-Approval of Final Subdivision

6. Minutes – 07/08/15, 07/22/15, 08/05/15, 08/26/15, 09/16/15, 09/30/15, 10/14/15 & 11/18/15

INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.

November 25, 2015

Town of Carmel Planning Board
60 McAlpin Avenue
Mahopac, New York 10541

RE: PCSB Site Plan
Route 6
Tax Map No. 86.11-1-1 – Proposed Lot 1

Dear Chairman Gary and Members of the Board:

Please find enclosed five (5) copies (unless otherwise noted) of the following plans and documents in support of an application for site plan approval for the above referenced project:

- Seven (7) sheet Site Plan Set, last revised November 25, 2015.
- Two (2) sheet Electrical Photometric Plans, prepared by KLH Engineers, dated November 16, 2015.
- Three (3) sheet Architectural Floor Plan and Elevations, prepared by RSL Commercial Architecture, last revised November 23, 2015.
- Two (2) sheet Colored Building elevations, prepared by DEI / RSL Architecture last revised November 19, 2015.
- Colored image for project sign, prepared by DEI.
- Wetland flagging verification memorandum from David J. Klotzle, Town of Carmel Wetland Inspector, dated November 6, 2015.
- Correspondence with Nicolas A Choubah, P.E., New York State Department of Transportation (NYSDOT), includingTraffic Study, prepared by Maser Consulting, August 19, 2015. (2 copies)
- Maser Consulting email response to comments from NYSDOT, dated September 25, 2015. (2 copies)
- Letter from Nicolas A Choubah, P.E., NYSDOT, dated October 26, 2015. (2 copies)
- Stormwater Pollution Prevention Plan (SWPPP) for Route 6 Retail and PCSB Mahopac Branch, Dated November 6, 2015. (2 copies)
- CD containing pdfs of submitted plans and documents. (1 copy)

At the Board's August 5, 2015 meeting, the Board voted to deny the site plan and referred the project to the Zoning Board of Appeals for an area variance for minimum floor area of the building. The applicant presented the project to the Zoning Board of Appeals on August 27, 2015 and was granted the necessary variance. In addition, at the recommendation of the Planning Board, the project was presented informally to the Environmental Conservation Board for discussion in consideration of a future application for a wetland permit. Since that time, the project has been revised and any disturbance within the wetland buffer has been eliminated, therefore, a wetland permit is no longer necessary.

Memorandum from Michael G. Carnazza, Director of Code Enforcement for the Town of Carmel, dated July 30, 2015:

1. It is acknowledged that the proposed retail/service establishment use is permitted according to the schedule of district regulations.

2. As previously noted, the applicant was granted an area variance from the Zoning Board of Appeals on August 27, 2015 for minimum floor area.

3. Easement documents will be provided in a later submission for review by Town Counsel.

4. It is understood that all zoning criteria have been addressed.

Memorandum from Richard J. Franzetti, P.E., Town Engineer for the Town of Carmel, dated July 31, 2015:

General Comments:

1. & 2. It is acknowledged that the following agency referral/permitting/review would be required (as noted):

   a. NYSDEC – coverage under GP-0-15-002 for stormwater.
   - Wetland Permit not required. The site plans have been revised to eliminate disturbance to the NYSDEC 100' adjacent area, therefore a wetland permit from NYSDEC is no longer necessary.

   b. NYSDOT for work permit and traffic study – traffic study has been submitted for review relative to the warrant for a traffic signal at the entrance to the site. Per correspondence with NYSDOT included as part of this submission, NYSDOT has approved the installation of a signal at the project entrance on Route 6.

   c. NYCDEP for stormwater – The SWPPP has been submitted the NYCDEP for review and comment. Please note that the NYCDEP will not deem the application complete and begin their technical review until a SEQR determination has been made for the project. NYCDEP will provide concurrent/coordinated review of the sub-surface sewage treatment system (SSTS) with the Putnam County Department of Health (PCDOH).

   d. PCDOH for well and SSTS – Testing has been completed, and plans will be submitted shortly.

   e. Town of Carmel ECB wetlands permit is not required. The site plans have been revised to eliminate disturbance to the 100' wetland buffer, therefore a wetland permit from the Town of Carmel ECB is no longer necessary

   f. Mahopac Fire Department – plans have been submitted and we are waiting for comments.

3. The PCSB site plan and the Route 6 Retail Site Plan are designed to be built in conjunction with one another with shared stormwater management practices and a shared septic field. Therefore, it is relevant to show improvements on the adjacent lot and reference the adjacent site plan for details. Stormwater and sewer easements are shown on the Drawing SP-1. Each site will have its own drilled well.

4. The wetland delineation as shown on the site plan was verified by David Klotzle, Town of Carmel Wetland Inspector as noted in his November 6, 2015 letter included in this submission. The NYSDEC wetland validation is good for 10 years and will expire January 11, 2020. A request has been sent to the NYSDEC for a copy of the validated wetland maps for the site. They will be submitted to the Town once received.

5. A Stormwater Pollution Prevention Plan has been prepared for the Route 6 Retail and PCSB Mahopac Branch sites and has been included as part of this submission. The SWPPP has been prepared to meet NYSDEC GP-0-15-002 and NYCDEP requirements.

6. An amended traffic study has been prepared by Maser Consulting and is included as part of this submission. As noted above, NYSDOT has reviewed the traffic study and approved the installation of a signal at the project entrance on Route 6. Correspondence with NYSDOT has been included in this submission.

7. It is understood that should any public improvements be deemed necessary as part of the development of the project, a performance bond and associated engineering inspection fee must be established for the work. A quantity takeoff and Engineer's Estimate of Probable Costs will be prepared and included in a later submission for the purpose of establishing the bond amount.

Detailed Comments:

1. Overall Plan – OP-1
   a. Maser Consulting is working with the NYSDOT relative to the Route 6 traffic improvements associated with the entrance to the project. Should available sight distances be required to be evaluated as part of the proposed traffic improvements, these will be established and reviewed by the NYSDOT. Should any clearing along the edge of the roadway right of way be necessary to assure appropriate sight distances are provided, it will be added to the site plans.
2. Layout and Landscape Plan – SP-1
   3. The easements for site access, SMPs and utilities are shown on the plan. Agreements/easements will be provided in a later submission.
   a. It is understood that all plantings should be verified by the Town of Carmel Wetlands Inspector.
   b. The trees that are specified on the plan meet the requirments of Section 142 of the Code. In addition, a note has been added to the General Planting Notes on Drawing SP-1 stating that all plantings shall be installed per Section 142 of the Town of Carmel Code.
   c. The traffic signal has been labelled as proposed on the site plan.
   d. A lighting photometric plan has been provided in this submission.
   e. The legend has been updated to identify the proposed pole-mounted light symbol.
   f. Top and bottom elevations have been provided for the proposed retaining wall.
   g. Wind load calculations would be provided as part of the building permit review.
4. Grading and Utilities Plan – SP-2
   a. Rim and invert elevations for the drainage system have been provided on the site plan in this submission.
   b. Hydraulic calculations for the stormwater system have been provided in this submission.
   c. A note has been added to the General Notes on Drawing OP-1 requiring all utilities to be run underground and the Developer is required to coordinate with the utility companies on the location and details of relavent improvements.
   d. The details for the proposed well and septic will be reviewed by the Putnam County Dept. of Health.
   e. See response to Item 3.d. above.
5. Erosion and Sediment Control Plan – SP-3
   a. Rim and invert elevations for the drainage system have been provided on Drawing SP-2 in this submission.
   b. A SWPPP has been included in this submission.
6. Site Details – D-1 and D-2
   a. The concrete sidewalk and curb details have been revised to meet the criteria defined in Section 128 of the Town code.
   b. The end section material shall be HDPE to match the contributing drainage pipe. This has been added to the End Section Detail.

Memorandum from Patrick Cleary, AICP, Cleary Consulting, dated July 8, 2015:

Site Plan Review Comments:

1. As previously noted, the applicant prefers to utilize brick for the façade as originally proposed.
2. As noted in the previous submission, a standing seam copper roof has been added to the cupola.
3. It is acknowledged that a pedestrian crosswalk has been added connecting the Route 6 Retail site to the adjacent PCSB Bank site in the previous sibmission.
4. It is acknowledged that the driveway access easement is shown on the site plans.

5. As noted above, based on correspondence between Maser Consulting and NYSDOT, NYSDOT has reviewed the enclosed traffic report and has approved the installation of a traffic signal at the entrance to the site on Route 6. In addition, Maser Consulting is working with the NYSDOT relative to the Route 6 traffic improvements associated with the entrance to the project. Should available sight distances be required to be evaluated as part of the proposed traffic improvements, these will be established and reviewed by the NYSDOT.
6. Refer to response # 3 above.
7. As noted above, the ZBA has granted the necessary variance for minimum floor area of the building.
8. It is acknowledged that the bank requires more parking spaces than required by code. The number of spaces provided has been changed to 21 parking spaces. One space was eliminated to provide better turning on the northeast corner of the building.
9. It is acknowledged that in the previous submission the parking was revised on the south side of the building and circulation in that area was revised to only one-way traffic, with "Do Not Enter" signage provided.
10. See response # 9 above.
11. The applicant has added mullions to the windows at the request of the Planning Board. Refer to the colored building elevations included in this submission.
12. Some of the mechanical equipment must be located outside the building. A screened mechanical yard has been added to the south side of the building. This is shown on the site plans, as well as the building elevations.
13. A photometric lighting plan has been included in this submission.
14. It is acknowledged that the project monument sign was relocated to the subject site in the previous submission.

SEQR:

It is understood that the proposed project is classified as an unlisted action under SEQR and that a SEQR determination of significance will need to be adopted by the Board.

We trust the enclosed information will be found adequate. Please place the project on the agenda for the December 9, 2015 Planning Board meeting for continued discussion with the Board.

Should you have any questions or comments regarding this information, please feel free to contact our office.

Very truly yours,

INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.

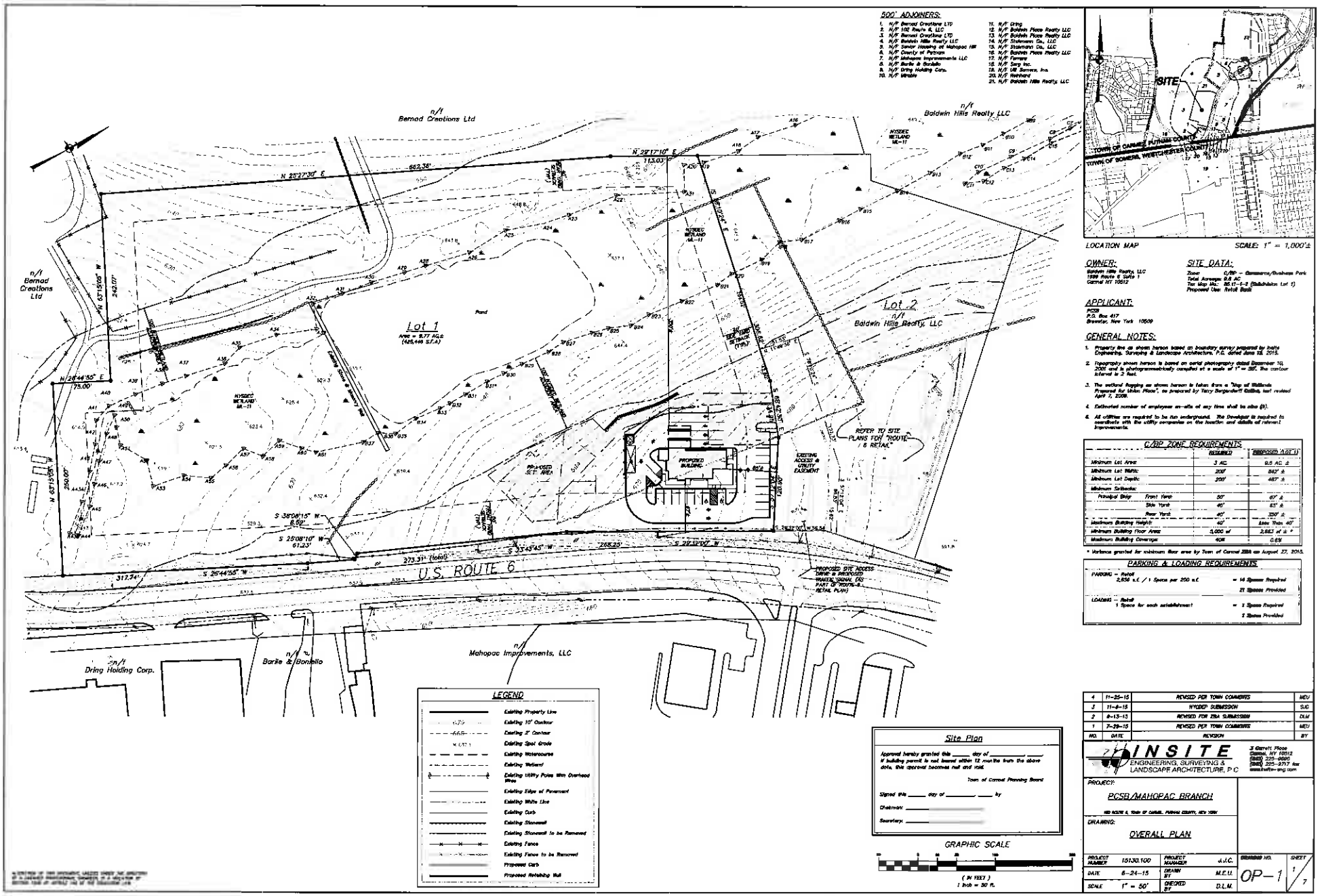
By: _____
Jeffrey J. Contelmo, PE
Senior Principal Engineer

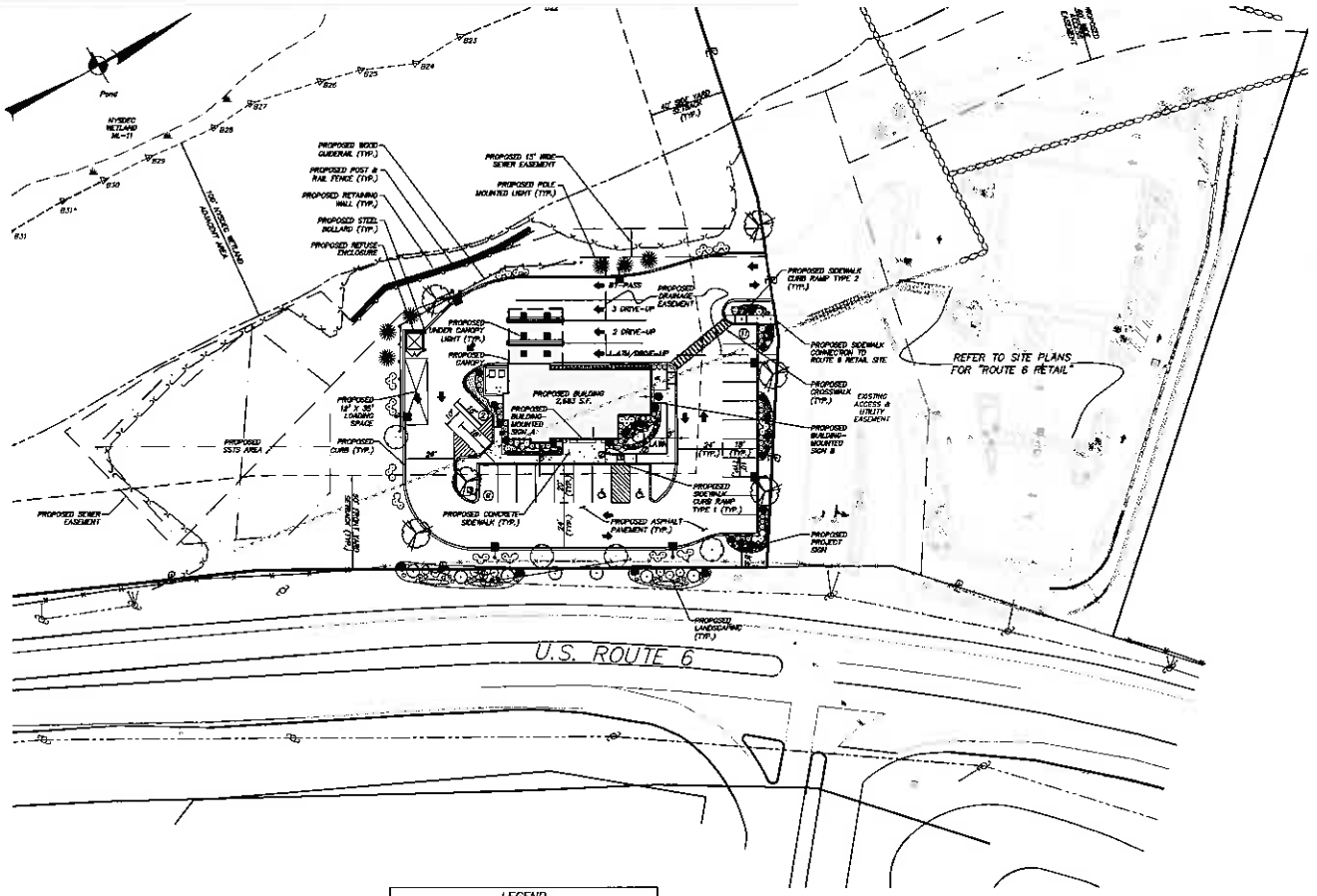
JJC/dlm/amh

Enclosures

cc: Robert Farrier, w/enclosures
Fred Koelsch, w/enclosures

Insite File No. 15130.100


500' ADJOINERS:
1. N/F Bernad Creations LTD
2. N/F 102 Route 6, LLC
3. N/F Bernad Creations LTD
4. N/F Baldwin Hills Realty LLC
5. N/F Senior Housing at Mahopac Hill
6. N/F County of Putnam
7. N/F Mahopac Improvements LLC
8. N/F Barile & Bonbello
9. N/F Dring Holding Corp.
10. N/F Minale
11. N/F Dring
12. N/F Baldwin Place Realty LLC
13. N/F Baldwin Place Realty LLC
14. N/F Stutzmann Co., LLC
15. N/F Stutzmann Co., LLC
16. N/F Baldwin Place Realty LLC
17. N/F Ferraro
18. N/F Sary Inc.
19. N/F UR Turnore, Inc.
20. N/F Reinhard
21. N/F Baldwin Hills Realty, LLC
n/f Bernad Creations Ltd
n/f Baldwin Hills Realty LLC
n/f Bernad Creations Ltd
Lot 1
Area = 8.77 AC±
(415,446 S.F.±)
Lot 2
n/f Baldwin Hills Realty, LLC
Pond
NYSDEC WETLAND MK-11
NYSDEC WETLAND MK-11
N 25°27'30" E
662.36'
N 29°17'10" E
113.03'
N 67°15'06" W
242.07'
N 28°44'55" E
75.00'
N 67°15'06" E
250.00'
S 38°08'15" W
8.59'
S 25°08'10" W
61.23'
S 33°43'45" W
268.25'
S 29°13'00" W
273.31' (total)
S 26°44'55" W
317.74'
U.S. ROUTE 6
PROPOSED BUILDING
PROPOSED SIGN AREA
EXISTING ACCESS & UTILITY EASEMENT
REFER TO SITE PLANS FOR "ROUTE 6 RETAIL"
PROPOSED SITE ACCESS DRIVE & DRIVEWAY (PART OF "ROUTE 6 RETAIL PLAN)
n/f Dring Holding Corp.
n/f Barile & Bonbello
n/f Mahopac Improvements, LLC
SITE
TOWN OF CARMEL, PUTNAM COUNTY
TOWN OF SOMERS, WESTCHESTER COUNTY
LOCATION MAP
SCALE: 1" = 1,000'±
OWNER:
Baldwin Hills Realty, LLC
1999 Route 6 Suite 1
Carmel NY 10512
SITE DATA:
Zone: C/BP – Commerce/Business Park
Total Acreage: 8.8 AC
Tax Map No.: 86.17-1-2 (Subdivision Lot 1)
Proposed Use: Retail Bank
APPLICANT:
PCSB
P.O. Box 417
Brewster, New York 10509
GENERAL NOTES:
1. Property line as shown hereon based on boundary survey prepared by Insite Engineering, Surveying & Landscape Architecture, P.C. dated June 18, 2015.
2. Topography shown hereon is based on aerial photography dated December 10, 2000 and is photogrammetrically compiled at a scale of 1" = 20'. The contour interval is 2 feet.
3. The wetland flagging as shown hereon is taken from a "Map of Wetlands Prepared for Union Place", as prepared by Terry Bergendorff Gallina, last revised April 7, 2006.
4. Estimated number of employees on-site at any time shall be nine (9).
5. All utilities are required to be run underground. The Developer is required to coordinate with the utility companies on the location and details of relevant improvements.
C/BP ZONE REQUIREMENTS
REQUIRED
PROPOSED (LOT 1)
Minimum Lot Area: 3 AC. 8.8 AC. ±
Minimum Lot Width: 200' 842' ±
Minimum Lot Depth: 200' 487' ±
Minimum Setbacks:
Principal Bldg. Front Yard: 50' 67' ±
Side Yard: 40' 63' ±
Rear Yard: 40' 250' ±
Maximum Building Height: 40' Less Than 40'
Minimum Building Floor Area: 5,000 sf 2,863 sf ± *
Maximum Building Coverage: 40% 0.6%
* Variance granted for minimum floor area by Town of Carmel ZBA on August 27, 2015.
PARKING & LOADING REQUIREMENTS
PARKING – Retail
2,858 s.f. / 1 Space per 200 s.f. = 14 Spaces Required
21 Spaces Provided
LOADING – Retail
1 Space for each establishment = 1 Space Required
1 Spaces Provided
LEGEND
Existing Property Line
Existing 10' Contour
Existing 2' Contour
Existing Spot Grade
Existing Watercourse
Existing Wetland
Existing Utility Poles With Overhead Wires
Existing Edge of Pavement
Existing White Line
Existing Curb
Existing Stonewall
Existing Stonewall to be Removed
Existing Fence
Existing Fence to be Removed
Proposed Curb
Proposed Retaining Wall
Site Plan
Approval hereby granted this ____ day of ____
If building permit is not issued within 12 months from the above date, this approval becomes null and void.
Town of Carmel Planning Board
Signed this ____ day of ____, ____ by
Chairman: ____
Secretary: ____
GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.
4 11-25-15 REVISED PER TOWN COMMENTS MEU
3 11-6-15 NYSDEP SUBMISSION SJC
2 8-13-15 REVISED FOR ZBA SUBMISSION DLM
1 7-29-15 REVISED PER TOWN COMMENTS MEU
NO. DATE REVISION BY
INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Garrett Place
Carmel, NY 10512
(845) 225-6690
(845) 225-9717 fax
insitella-eng.com
PROJECT:
PCSB/MAHOPAC BRANCH
652 ROUTE 6, Town of Carmel, Putnam County, New York
DRAWING:
OVERALL PLAN
PROJECT NUMBER: 15130.100
PROJECT MANAGER: J.J.C.
DATE: 6-24-15
DRAWN BY: M.E.U.
SCALE: 1" = 50'
CHECKED BY: D.L.M.
DRAWING NO.: OP-1
SHEET: 1/7



GENERAL SITE SEEDING NOTES:

1. All proposed seeded areas to receive 4" min. depth of topsoil. Soil amendments and fertilizer application rates shall be determined based on specific testing of topsoil material.
2. Upon final grading and placement of topsoil and any required soil amendments, areas to receive permanent vegetative cover in combination with suitable mulch as follows:
   - select seed mixture per drawings and seeding notes.
   - fertilizer applied at the manufacturer's recommended rate using Lesco 10-0-15 (no phosphorous) fertilizer or equivalent.
   - mulch: salt hay or wood grain stems applied at a rate of 90 lbs./1000 s.f. or 2 tons/acre, to be applied and anchored according to New York State Standards and Specifications for Erosion and Sediment Control, August 2005.
   - If the season prevents the establishment of a permanent vegetation cover, the disturbed areas will be mulched with straw or equivalent.
3. The seed mixes as specified on these drawings are as follows:
   A. Seed Mix for lawn areas and more site specific needs at a rate of 100 lbs. per acre:

Kentucky Bluegrass	20%
Creeping Red Fescue	40%
Perennial Ryegrass	20%
Annual Ryegrass	20%

   B. Seed Mix for disturbed areas not receiving lawn seed, including graded slopes 3H:1V or greater and SSTS area, at a rate of 35 lbs per acre:
   New England Erosion Control/Restoration Mix (for Dry Sites) from New England Wetland Plants, Inc. of Amherst, MA.

GENERAL PLANTING NOTES:

1. All plantings shall be installed per Section 142 of the Town of Carmel Code.
2. All proposed planting beds to receive a 12" min. depth of topsoil. Soil amendments and fertilizer application rates shall be determined based on specific testing of topsoil material.
3. Any new soils added will be amended as required by results of soil testing and placed using a method that will not cause compaction.
4. No fertilizer shall be added in stormwater bioretention plantings. Nutrient requirements to be met by incorporation of acceptable organic matter.
5. All plant material to be nursery grown.
6. Plants shall conform with ANSI Z60.1 American Standard for Nursery Stock in all ways including dimensions.
7. Plant material shall be taken from healthy nursery stock.
8. All plants shall be grown under climate conditions similar to those in the locality of the project.
9. Plants shall be planted in all locations designed on the plan or as staked in the field by the Landscape Architect.
10. The location and layout of landscape plants shown on the site plan shall take precedence in any discrepancies between the quantities of plants shown on the plans and the quantity of plants in the Plant List.
11. Provide a 3" layer of shredded bark mulch, (or as specified) over entire saucer at all tree pits or over entire planting bed. Do not place mulch within 3" of tree or shrub trunks.
12. All landscape plantings shall be maintained in a healthy condition at all times. Any dead or diseased plants shall immediately be replaced "in kind" by the contractor (during warranty period) or project owner.

PLANT LIST

SYMBOL	KEY	BOTANICAL/COMMON NAME	SIZE	ROOT
		SHADE TREES		
	PO	Platanus occidentalis / Planetree	2.5" CAL.	B & B
	TC	Tilia cordata 'Greenspire' / Littleleaf Linden	2.5" CAL.	B & B
		FLOWERING TREES		
	AG	Amelanchier x grandiflora 'Autumn Brilliance' / Autumn Brilliance Serviceberry	8'-10" HT.	B & B
		EVERGREEN TREES		
	PG	Picea glauca / White Spruce	5'-6" HT.	B & B
	TO	Thuja occidentalis 'Techny' / Techny Arborvitae	5'-6' HT.	B & B
		SHRUBS & PERENNIALS		
	CA	Cornus alba 'Elegantissima' / Variegated Red Twig Dogwood	18"-24" HT.	#2 CONT.
	CV	Caryopteris vent. 'Moonbeam' / Moonbeam Caryopteris	#2 CONT.	18" O.C.
	HS	Hemerocallis 'Stella D'Oro' / Daylily	#2 CONT.	18" O.C.
	IG	Ilex glabra 'Shamrock' / Compact Inkberry	18"-24" HT.	#3 CONT.
	JV	Juniperus virginiana 'Grey Owl' / Grey Owl Juniper	15"-18" SPR.	#2 CONT.
	PV	Panicum vlg. 'Shenandoah' / Shenandoah Switchgrass	#2 CONT.	CONT.
	PR	Picea abies 'Nidiformis' / Birdsnest Spruce	15"-18" SPR.	#3 CONT.
	SB	Spirea bumalda 'Gold Mound' / Gold Mound Spirea	15"-18" SPR.	#3 CONT.

LEGEND

- Existing Property Line
- Existing Watercourse
- Existing Wetland
- Existing Utility Poles With Overhead Wires
- Existing Edge of Pavement
- Existing White Line
- Existing Curb
- Existing Stonewall
- Existing Stonewall to be Removed
- Existing Fence
- Existing Fence to be Removed
- Proposed Curb
- Proposed Retaining Wall
- Proposed Concrete Walk
- Proposed Tree Line
- Proposed Landscaping
- Proposed Pole-mounted Area Light
- Proposed Building Mounted Light
- Proposed Under Canopy Light
- Proposed Ground Directional Light

Site Plan

Approval hereby granted this _____ day of _____, _____.
If building permit is not issued within 12 months from the above date, this approval becomes null and void.

Town of Carmel Planning Board

Signed this _____ day of _____, _____ by

Chairman: _____

Secretary: _____

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

NO.	DATE	REVISION	BY
4	11-25-15	REVISED PER TOWN COMMENTS	MEU
3	11-6-15	NYSDOH SUBMISSION	SJC
2	8-13-15	REVISED FOR ZBA SUBMISSION	DLM
1	7-29-15	REVISED PER TOWN COMMENTS	MEU

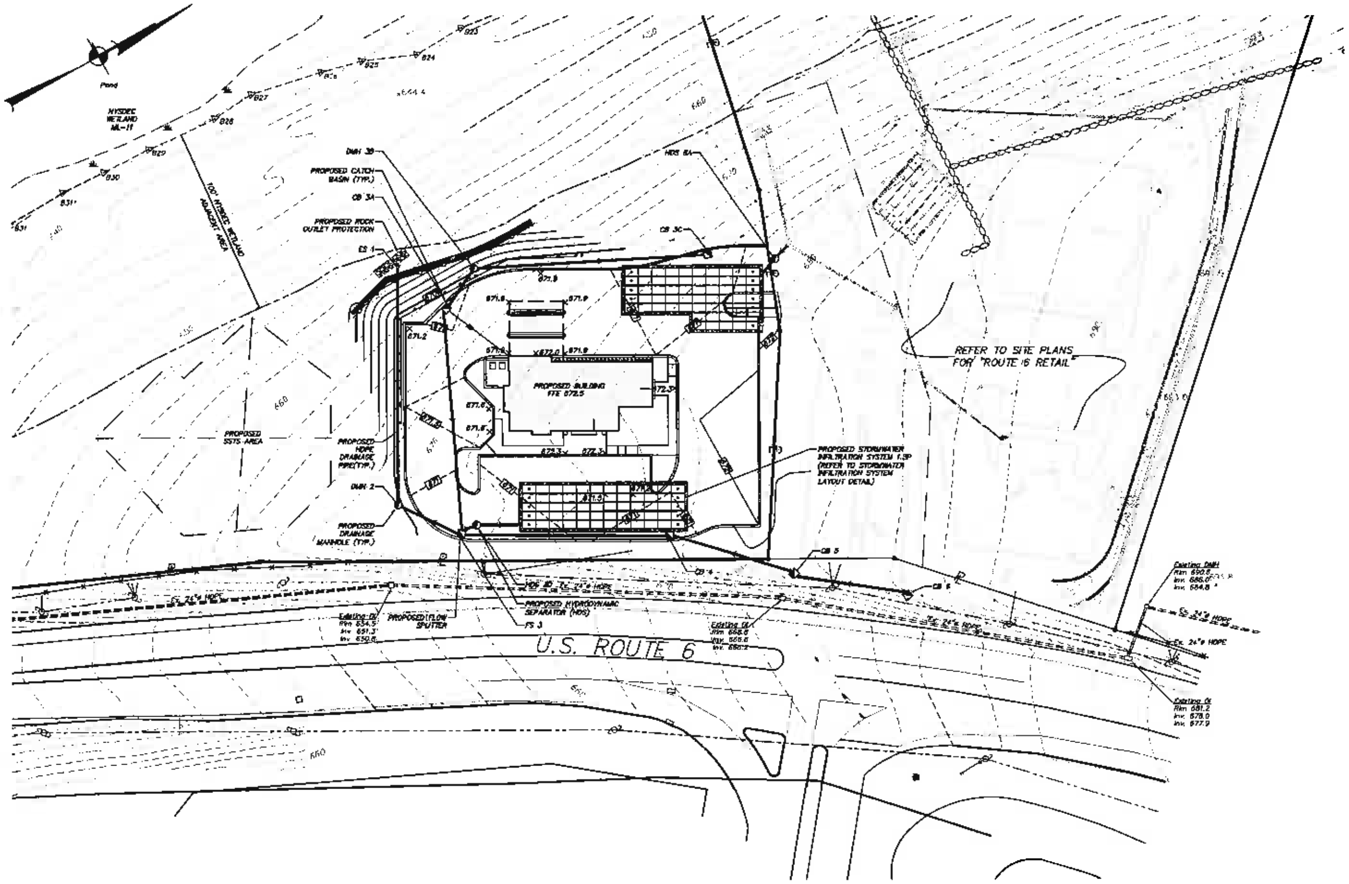
INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Cornell Place
Carmel, NY 10512
(845) 225-6690
(845) 225-9717 fax
www.insite-eng.com

PROJECT:
PCSB/MAHOPAC BRANCH
NEC ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

DRAWING:
LAYOUT & LANDSCAPE PLAN

PROJECT NUMBER	15130.100	PROJECT MANAGER	J.J.C.
DATE	6-24-15	DRAWN BY	M.E.U.
SCALE	1" = 30'	CHECKED BY	D.L.M.

DRAWING NO. SP-1
SHEET 2/7



LEGEND

Symbol	Description
	Existing Property Line
	Existing 10' Contour
	Existing 2' Contour
	Existing Spot Grade
	Existing Watercourse
	Existing Wetland
	Existing Utility Poles With Overhead Wires
	Existing Edge of Pavement
	Existing White Line
	Existing Curb
	Proposed Curb
	Proposed Retaining Wall
	Proposed Concrete Walk
	Proposed 10' Contour
	Proposed 2' Contour
X 484.0	Proposed Spot Grade

DRAINAGE TABLE

STRUCTURE	RIM	INVERT	PIPE SIZE	LENGTH	SLOPE
ES 1	–	655.0	12"ø HDPE	125	1.12%
DMH 2	670.0	656.4	12"ø HDPE	33	1.82%
FS 3	670.5	INV (DMH 2): 663.0; OUT (HDS 3D): 663.0; IN: 666.6	15"ø HDPE	108	0.57%
CB 4	670.5	666.4	15"ø HDPE	65	0.92%
CB 5	669.8	667.0	15"ø HDPE	56	2.76%
CB 6	672.1	668.6			
FS 3	670.6	665.6	15"ø HDPE	117	0.51%
CB 3A	670.6	666.4	15"ø HDPE	22	0.91%
DMH 3B	669.5	666.6	15"ø HDPE	120	0.58%
CB 3C	670.6	667.3			
FS 3	670.6	665.6	6"ø HDPE	6	1.67%
HDS 3D	670.6	IN: 665.7; OUT: 665.6	6"ø HDPE	22	0.45%
1.3P	–	665.6			
ES 7	–	668.0	12"ø HDPE	56	0.89%
FS 8	671.5	OUT (ES 7): 668.5; OUT (HDS 8A): [illegible]; IN: 667.0	15"ø HDPE	67	1.67%
CB 9	672.6	669.0	15"ø HDPE	39	1.05%
CB 10	672.4	669.4	15"ø HDPE	49	1.22%
CB 11	674.5	671.0			
FS 8	671.5	667.0	12"ø HDPE	7	1.43%
HDS 8A	671.4	IN: 666.9; OUT: 666.8	12"ø HDPE	7	1.43%
1.2P	–	666.7			
FS 12	–	669.0	12"ø HDPE	76	4.17%
FS 13	673.3	OUT (FS 12): 670.2; OUT (HDS 13A): 668.6; IN: 667.6	15"ø HDPE	125	1.26%
CB 14	674.0	670.5			
FS 13	673.3	667.0	6"ø HDPE	9	18.89%
HDS 13A	673.8	IN: 668.7; OUT: 668.6	6"ø HDPE	9	[illegible]
1.1P		668.5			

NO.	DATE	REVISION	BY
4	11-25-15	REVISED PER TOWN COMMENTS	SJC
3	11-6-15	NYCDEP SUBMISSION	SJC
2	8-13-15	REVISED FOR ZBA SUBMISSION	DLM
1	7-29-15	REVISED PER TOWN COMMENTS	MEU

INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C

3 Garrett Place
Carmel, NY 10512
(845) 225-9690
(845) 225-9717 fax
www.insite-eng.com

PROJECT:
PCSB/MAHOPAC BRANCH
ROUTE 6 & BALDWIN PLACE ROAD, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

DRAWING:
GRADING & DRAINAGE PLAN

PROJECT NUMBER	15130.100	PROJECT MANAGER	J.J.C.	DRAWING NO.	SHEET
DATE	6-24-15	DRAWN BY	M.E.U.	SP-2	3/7
SCALE	1" = 30'	CHECKED BY	D.L.M.		

Site Plan

Approval hereby granted this ______ day of ____________, _____.
If building permit is not issued within 12 months from the above date, this approval becomes null and void.

Town of Carmel Planning Board

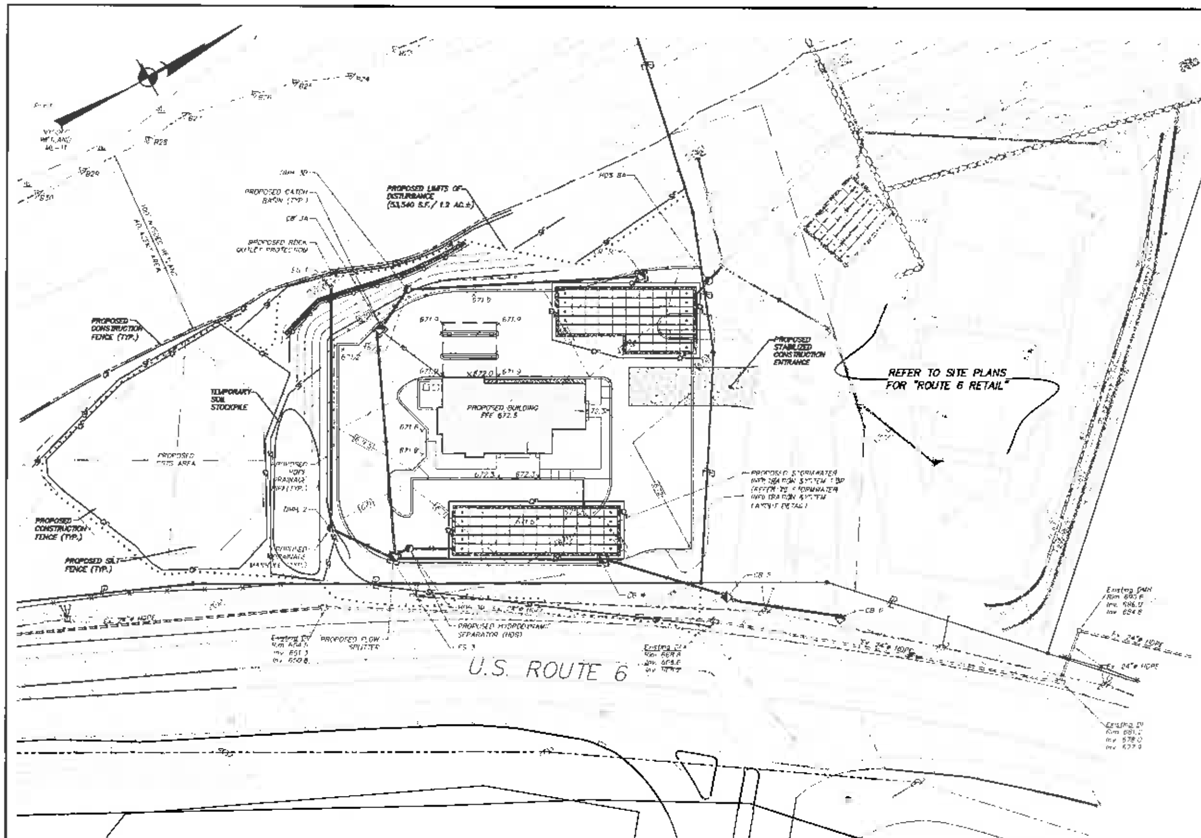
Signed this ______ day of __________, _____ by

Chairman: ______________________

Secretary: ______________________

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.



REQUIRED EROSION CONTROL SWPPP CONTENTS:

Pursuant to the NYSDEC "SPDES General Permit for Stormwater Discharges from Construction Activity" (GP-0-15-002), all Stormwater Pollution Prevention Plan's (SWPPP) shall include erosion and sediment control practices designed in conformance with the most current version of the technical standard, "New York Standards and Specifications for Erosion and Sediment Control." Where erosion and sediment control practices are not designed in conformance with this technical standard, the owner or operator must demonstrate equivalence to the technical standard. The following list of required SWPPP components is provided in accordance with Part III.B.1a–l of General Permit GP-0-15-002:

a. Background information: The subject project consists of the construction of a new bank and parking with associated stormwater management, on-site septic system and drilled well.

b. Site map / construction drawing: These plans serve to satisfy this SWPPP requirement.

c. Description of the soils present at the site: Onsite soils located within the proposed limits of disturbance consist of Paxton Fine Sandy Loam (PnB) & (PnD) and Ridgebury Loam (RdA), as identified on the Soil Conservation Service Web Soil Survey. These soil types belong to the Hydrologic Soil Group "C" and "D."

d. Construction phasing plan / sequence of operations: The Construction Sequence and phasing found on these plans provide the required phasing. A Construction Sequence and Erosion and Sediment Control Maintenance Schedule has been provided. The Sedimentation and Erosion Control Notes contained hereon outline a general sequence of operations for the proposed project. In general all erosion and sediment control facilities shall be installed prior to commencement with land disturbing activities, and areas of disturbance shall be limited to the shortest period of time as practicable.

e. Description of erosion and sediment control practices: This plan, and details / notes shown hereon serve to satisfy this SWPPP requirement.

f. Temporary and permanent soil stabilization plan: The Sedimentation and Erosion Control Notes and Details provided heron identify temporary and permanent stabilization measures to be employed with respect to specific elements of the project, and at the various stages of development.

g. Site map / construction drawing: This plan serves to satisfy this SWPPP requirement.

h. The dimensions, material specifications, installation details, and operation and maintenance requirements for all erosion and sediment control practices: The details, Erosion and Sediment Control Notes, and Erosion and Sediment Control Maintenance Schedule serve to satisfy this SWPPP requirement.

i. An inspection schedule: Inspections are to be performed twice weekly and by a qualified professional as required by the General Permit GP-0-15-002. In addition the NYSDEC Trained Contractor shall perform additional inspections as cited in the Sedimentation and Erosion Control Notes.

j. A description of pollution prevention measures that will be used to control litter, construction chemicals and construction debris: In general, all construction litter / debris shall be collected and removed from the site. The general contractor shall supply either waste barrels or dumpster for proper waste disposal. Any construction chemicals utilized during construction shall either be removed from site daily by the contractor or stored in a structurally sound and weatherproof building. No hazardous waste shall be disposed of onsite, and shall ultimately be disposed of in accordance with all federal, state and local regulations. Material Safety Data Sheets (MSDS), material inventory, and emergency contact numbers shall be maintained by the general contractor for all construction chemicals utilized onsite. Finally, temporary sanitary facilities (portable toilets) shall be provided onsite during the entire length of construction, and inspected weekly for evidence of leaking holding tanks.

k. A description and location of any stormwater discharges associated with industrial activity other than construction at the site: There are no known industrial stormwater discharges present or proposed at the site.

l. Identification of any elements of the design that are not in conformance with the technical standard, "New York Standards and Specifications for Erosion and Sediment Control." All proposed elements of this SWPPP have been designed in accordance with the "New York Standards and Specifications for Erosion and Sediment Control."

REQUIRED POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICE COMPONENTS:

1. Pursuant to the NYSDEC "SPDES General Permit for Stormwater Discharges from Construction Activity" (GP-0-15-002), all construction projects needing post-construction stormwater management practices shall prepare a SWPPP that also includes practices designed in conformance with the most current version of the technical standard, New York State Stormwater Management Design Manual ("Design Manual"). Where post-construction stormwater management practices are not designed in conformance with this technical standard, the owner or operator must demonstrate equivalence to the technical standard. The following list of SWPPP components is provided in accordance with Part III.B.2a–g and III.B.3:
   a. Identification of all post-construction stormwater management practices to be constructed as part of the project; This plan, and details/notes shown hereon serve to satisfy this SWPPP requirement.
   b. A site map/construction drawing(s) showing the specific location and size of each post-construction stormwater management practice; This plan, and details/notes shown hereon serve to satisfy this SWPPP requirement.
   c. A Stormwater Modeling and Analysis Report including pre-development conditions, post-development conditions, the results of the stormwater modeling, a summary table demonstrating that each practice has been designed in conformance with the sizing criteria, identification of and justification for any deviations from the Design Manual, and identification of any design criteria that are not required. The required analysis is provided in the report titled Stormwater Pollution Prevention Plan for Route 6 Retail and PCSB/Mahopac Branch.
   d. Soil testing results and locations. This SWPPP requirement is provided in the report titled Stormwater Pollution Prevention Plan for Route 6 Retail & PCSB/Mahopac Branch.
   e. Infiltration testing results. This SWPPP requirement is provided in the report titled Stormwater Pollution Prevention Plan for Route 6 Retail & PCSB/Mahopac Branch.
   f. An operations and maintenance plan that includes inspection and maintenance schedules and actions to ensure continuous and effective operation of each post-construction stormwater management practice. The plan shall identify the entity that will be responsible for the long term operation and maintenance of each practice. The Permanent Stormwater Facilities Maintenance Schedule provided on these plans serves to satisfy this requirement.
2. Enhanced Phosphorus Removal Standards – Beginning on September 30, 2008, all construction projects identified in Table 2 of Appendix B that are located in the watersheds identified in Appendix C shall prepare a SWPPP that includes post-construction stormwater management practices designed in conformance with the Enhanced Phosphorus Removal Standards included in the most current version of the technical standard, New York Stormwater Management Design Manual. At a minimum, the post-construction stormwater management practice component of the SWPPP shall include items 2.a – 2.f above. The permanent stormwater practices for this project have been sized according to chapter 10 of the Design Manual Enhanced Phosphorus Removal Standards. Please see 2.a – 2.f above.

EROSION & SEDIMENT CONTROL NOTES:

1. The Erosion and Sediment Control Plan is only to be referred to for the installation of erosion and sediment control measures. For all other construction related activities, including, but not limited to, grading and utilities, refer to the appropriate drawings.
2. Each contractor or subcontractor responsible for soil disturbance shall have a NYSDEC trained contractor onsite during soil disturbing activities. The NYSDEC trained contractor will be responsible to comply with the stormwater pollution prevention plan and for the implementation and maintenance of erosion and sediment control measures on this site prior to and during construction. The NYSDEC trained contractor shall sign a certification statement required by GP-0-15-002.
3. All construction activities involving the removal or disposition of soil are to be provided with appropriate protective measures to minimize erosion and contain sediment disposition within. Minimum soil erosion and sediment control measures shall be implemented as shown on the plans and shall be installed in accordance with "New York Standards and Specifications For Erosion and Sediment Control," latest edition.
4. Wherever feasible, natural vegetation should be retained and protected. Disturbance shall be minimized in the areas required to perform construction. No more than 5 acres of unprotected soil shall be exposed at any one time.
5. When land is exposed during development, the exposure shall be kept to the shortest practical period of time, but in no case more than 7 days after the construction activity in that portion of the site has ceased. Disturbance shall be minimized in the areas required to perform construction.
6. All construction vehicles shall be kept clear of the watercourses and wetland control areas outside the areas of proposed development. Silt fence and orange construction fence shall be installed in the areas where the grading is in close proximity of the watercourses or wetland control areas.
7. The stabilized construction entrances, silt fence, and orange construction fence shall be installed as shown on the plans prior to beginning any clearing, grubbing or earthwork.
8. All topsoil to be stripped from the area being developed shall be stockpiled and immediately seeded with Ryegrass for temporary stabilization. Winter (Grain) Rye shall be used for winter seeding and Annual or Perennial Ryegrass shall be used for spring and summer seeding.
9. Any graded areas not subject to further disturbance or construction traffic shall, within 7 days of final grading, receive permanent vegetation cover in combination with a suitable mulch. All seeded areas to receive a minimum 4" topsoil (from stockpile area) and be seeded and mulched between March 21 and May 20 or between August 15 and October 15 or as directed by project representative, with specified seed mixes as shown in the General Site Seeding Notes.
   - Mulch: Salt hay or small grain straw applied at a rate of 90 lbs./1000 S.F. or 2 tons/acre, to be applied and anchored according to "New York Standards and Specification For Erosion and Sediment Control," latest edition.
10. Grass seed mix may be applied by either mechanical or hydroseeding methods. Seeding shall be performed in accordance with the current edition of the "NYSDOT Standard Specification, Construction and Materials, Section 610–3.02, Method No. 1". Hydroseeding shall be performed using materials and method as approved by project engineer.
11. Cut or fill slopes steeper than 3H:1V shall be stabilized immediately after grading with Curlex I Single Net Erosion Control Blanket, or approved equal.
12. Paved roadways shall be kept clean at all times.
13. The site shall at all times be graded and maintained such that all stormwater runoff is diverted to soil erosion and sediment control facilities.
14. All storm drainage outlets shall be stabilized, as required, before the discharge points become operational.
15. Stormwater from disturbed areas must be passed through erosion control barriers before discharge beyond disturbed areas or discharged into other drainage systems.
16. Erosion and sediment control measures shall be inspected and maintained on a daily basis by the NYSDEC Trained Contractor, to insure that channels, temporary and permanent ditches and pipes are clear of debris, that embankments and berms have not been breached and that all straw bales and silt fences are intact. Any failure of erosion and sediment control measures shall be immediately repaired by the contractor and inspected for approval by the site engineer.
17. Dust shall be controlled by sprinkling or other approved methods as necessary, or as directed by the trained contractor or site engineer.
18. Cut and fills shall not endanger adjoining property, nor divert water onto the property of others.
19. All fills shall be placed and compacted in 6" lifts to provide stability of material and to prevent settlement.
20. The NYSDEC Trained Contractor shall inspect downstream conditions for evidence of sedimentation on a weekly basis and after rainstorms.
21. As warranted by field conditions, special additional erosion and sediment control measures, as specified by the site engineer, the Wetlands Inspector, the Town Engineer and/or NYSDEP shall be installed by the contractor.
22. Erosion and sediment control measures shall remain in place until all disturbed areas are suitably stabilized.
23. After completion of the site improvements, the owner will assume responsibility for maintenance of the roads, parking lots, drainage systems and stormwater facilities. Each spring the paved areas shall be cleaned to remove the winter accumulation of traction sand. After this is completed all drain inlet and catch basin sumps should be cleaned. All pipes should be checked for debris and blockage and cleaned as required. During the cleaning process, the drain inlets, catch basins and pipes should be inspected for structural integrity and overall condition. Repairs and/or replacements should be made as required.
24. Inspection of the underground infiltration systems should be performed every 6 months and after large storm events.
25. Refer to the Stormwater Pollution Prevention Plan for additional details regarding long-term maintenance of the storm drainage facilities.

LEGEND

- Existing Property Line
- Existing 10' Contour
- Existing 2' Contour
- Existing Spot Grade
- Existing Watercourse
- Existing Wetland
- Existing Utility Poles With Overhead Wires
- Existing Edge of Pavement
- Existing White Line
- Existing Curb
- Proposed Curb
- Proposed Retaining Wall
- Proposed Concrete Walk
- Proposed 10' Contour
- Proposed 2' Contour
- Proposed Spot Grade

EROSION AND SEDIMENT CONTROL MAINTENANCE SCHEDULE

MONITORING REQUIREMENTS				MAINTENANCE REQUIREMENTS	
PRACTICE	DAILY	WEEKLY	AFTER RAINFALL	DURING CONSTRUCTION	AFTER CONSTRUCTION
SILT FENCE BARRIER	–	Inspect	Inspect	Clean/Replace	Remove
STABILIZED CONSTRUCTION ENTRANCE	Inspect	–	Inspect	Clean/Replace Stone and Fabric	Remove
DUST CONTROL	Inspect	–	Inspect	Mulching/ Spraying Water	N/A
*VEGETATIVE ESTABLISHMENT	–	Inspect	Inspect	Water/Reseed/ Remulch	Reseed to 80% Coverage
INLET PROTECTION	–	Inspect	Inspect	Clean/Repair/ Replace	Remove
SOIL STOCKPILES	–	Inspect	Inspect	Mulching/ Silt Fence Repair	Remove
SWALES	–	Inspect	Inspect	Clean/Mulch/ Repair	Mow Permanent Grass/Replace/ Repair Rip Rap
CHECK DAMS	–	Inspect	Inspect	Clean/Replace Stones/Repair	Clean/Replace Stones/Repair
CONCRETE DRAINAGE STRUCTURES	–	Inspect	Inspect	Clean Sumps/ Remove Debris/ Repair/Replace	Clean Sumps/ Remove Debris/ Repair/Replace
DRAINAGE PIPES	–	Inspect	Inspect	Clean/Repair	Clean/Repair
ROAD & PAVEMENT	–	Inspect	Inspect	Clean	Clean

* Permanent vegetation is considered stabilized when 80% of the plant density is established. Erosion control measures shall remain in place until all disturbed areas are permanently stabilized.

Note: The party responsible for implementation of the maintenance schedule during and after construction is:

PCSB
P.O. BOX 417
Brewster, NY 10509

and/or the current owner(s) of the subject property.

CONSTRUCTION SEQUENCE:

1. Install silt fence and orange construction fence around the SSTS area and along the wetland buffer in general locations as shown on the plans.
2. Install stabilized construction entrance/anti-tracking pad in general location as shown on the plan.
3. Begin clearing and grubbing operations associated with access road and building pads.
4. Strip and stockpile topsoil on site for later use in lawn and landscape areas.
5. Cut in for access road and stabilize with item 4. Maintain stabilized construction entrance.
6. Continue earthwork for building pad and parking area and begin excavation for foundation.
7. Install storm drainage systems and underground utilities, drill well and install SSTS in accordance with the plan and details. Install inlet protection.
8. Construction building, construct roof leader drains, install concrete curbs and sidewalks.
9. Upon completion of grading operations, install finished driveway surfaces.
10. Install landscaping and topsoil, seed, and mulch all disturbed areas as soon as practical in accordance with the Erosion and Sediment Control Notes and seeding notes.
11. Once the site has received final stabilization, remove all temporary erosion and sediment control measures.

Site Plan

Approval hereby granted this ______ day of ____________, _____
If building permit is not issued within 12 months from the above date, this approval becomes null and void.

Town of Carmel Planning Board

Signed this ______ day of __________, _____ by

Chairman: ____________________

Secretary: ____________________

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

ALTERATION OF THIS DOCUMENT, UNLESS UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, IS A VIOLATION OF SECTION 7209 OF ARTICLE 145 OF THE EDUCATION LAW.

NO.	DATE	REVISION	BY
4	11-25-15	REVISED PER TOWN COMMENTS	MEU
3	11-6-15	NYCDEP SUBMISSION	SJC
2	8-13-15	REVISED FOR ZBA SUBMISSION	DLM
1	7-29-15	REVISED PER TOWN COMMENTS	MEU

INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Garrett Place
Carmel, NY 10512
(845) 225-9690
(845) 225-9717 fax
www.insite-eng.com

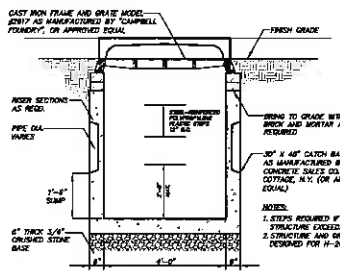
PROJECT: PCSB/MAHOPAC BRANCH

DRAWING: EROSION & SEDIMENT CONTROL PLAN

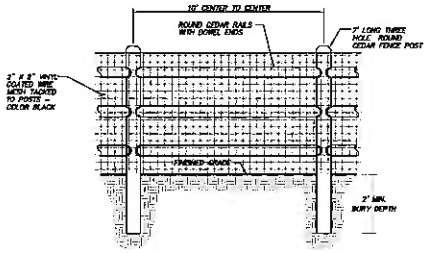
PROJECT NUMBER	15130.100	PROJECT MANAGER	J.J.C.
DATE	6-24-15	DRAWN BY	M.E.U.
SCALE	1" = 30'	CHECKED BY	D.L.M.

DRAWING NO. SP-3

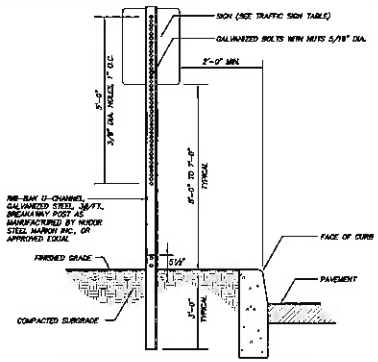
SHEET 4 / 7



CATCH BASIN DETAIL
(N.T.S.)



POST AND RAIL FENCE DETAIL
(N.T.S.)

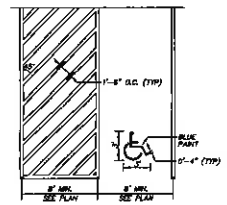


NOTE: FOR HANDICAP PARKING SIGNAGE, SIGNS SHALL BE INSTALLED AT A CLEAR HEIGHT OF BETWEEN 5'-0" AND 7'-0" ABOVE GRADE OF PARKING SPACE AND SUCH THAT SIGNS SHALL NOT BE OBSCURED BY A VEHICLE PARKED IN THE SPACE.

TRAFFIC SIGN DETAIL
(N.T.S.)

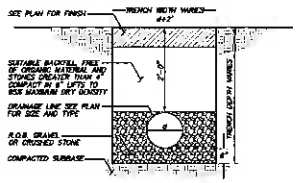
SIGN DATA TABLE

LOCATION NO.	TEXT	M.U.T.C.D. NUMBER	SIZE OF SIGN (e.i.)	DESCRIPTION
1	ONE WAY	R6-1C	12" x 36"	Black Background White Arrow Black Letters
2	ONE WAY	R6-1C	12" x 36"	Black Background White Arrow Black Letters
3	NO PARKING FIRE LANE	R7-1C	30" x 30"	White on Red
4		R7-1	12" x 18"	Red on White
5		R7-8	12" x 18"	Blue on White
6	STOP	R1-1C	30" x 30"	White on Red

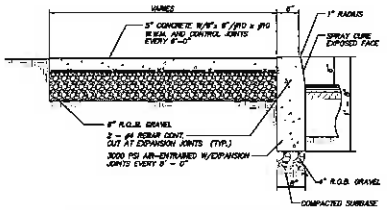


NOTE:
1. ALL HANDICAP STRIPING SHALL BE 4" WIDE BLUE PAINT

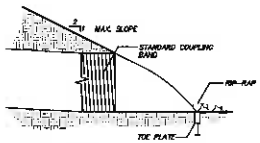
PAINTED HANDICAP PARKING DETAIL
(N.T.S.)

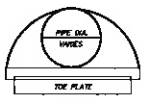


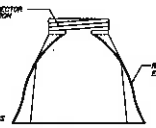
DRAINAGE LINE TRENCH DETAIL
(N.T.S.)



CONCRETE SIDEWALK AND CURB DETAIL
(N.T.S.)

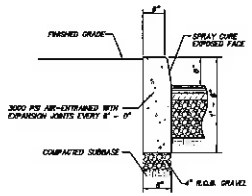




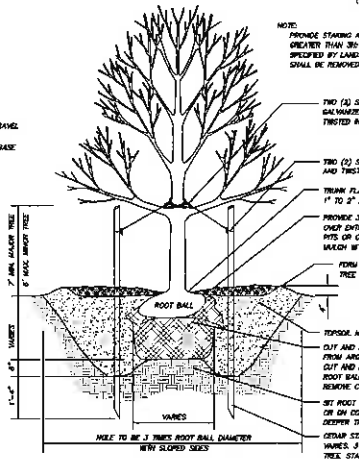


NOTE:
END SECTION CONNECTIONS TO CONFORM TO MANUF. RECOMMENDATIONS FOR VARIOUS PIPE SIZES

HDPE END SECTION DETAIL
(N.T.S.)



CONCRETE CURB DETAIL
(N.T.S.)



NOTE:
PROVIDE STAKING AND GUYING FOR TREES PLANTED ON SLOPES GREATER THAN 3H:1V, IN EXPOSED, WINDY AREAS AND AS SPECIFIED BY LANDSCAPE ARCHITECT. GUY WIRES AND STAKES SHALL BE REMOVED WITHIN TWELVE (12) MONTHS OF PLANTING.

TWO (2) STRANDS NO. 12 GAUGE GALVANIZED ANNEALED STEEL WIRE TWISTED IN NEW RUBBER HOSE.

TWO (2) STRANDS, DOUBLE WRAPPED AND TWISTED.

TRUNK FLARE TO BE COMPLETELY EXPOSED. SET 1" TO 2" ABOVE ESTABLISHED FINISH GRADE.

PROVIDE 3" LAYER OF MULCH AS SPECIFIED OVER ENTIRE WATERING SAUCER AT ALL TREE PITS OR OVER ENTIRE TREE BED. DO NOT PLACE MULCH WITHIN 3" OF TRUNK.

FORM 4" HIGH TOPSOIL LIP AROUND EACH TREE PIT TO FORM WATERING SAUCER.

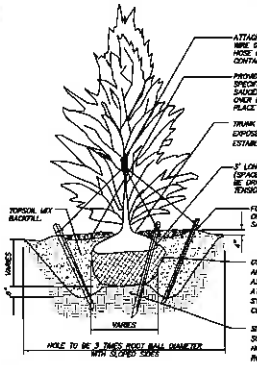
TOPSOIL MIX BACKFILL.

CUT AND REMOVE BINDING FROM TRUNK AND FROM AROUND AS MUCH OF BALL AS POSSIBLE. CUT AND REMOVE BURLAP AT UPPER 1/3 OF ROOT BALL. IF SYNTHETIC WRAP IS USED, REMOVE COMPLETELY.

SET ROOT BALL ON EXISTING UNDISTURBED SOIL OR ON COMPACTED SUBGRADE. DO NOT DIG DEEPER THAN THE DEPTH OF ROOT BALL.

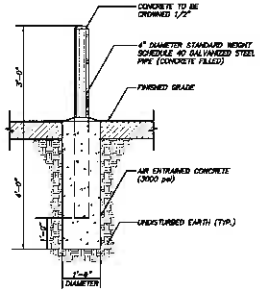
CEDAR STAKES, MIN. 3" DIA., LENGTH VARIES. 3 STAKES @ 120 DEG. PER MAJOR TREE. STAKES SHALL CLEAR ROOT BALL.

TREE PLANTING DETAIL
(N.T.S.)



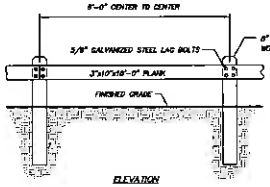
NOTE:
PROVIDE STAKING AND GUYING FOR TREES PLANTED ON SLOPES GREATER THAN 3H:1V, IN EXPOSED, WINDY AREAS AND AS SPECIFIED BY LANDSCAPE ARCHITECT. GUY WIRES AND STAKES SHALL BE REMOVED WITHIN TWELVE MONTHS OF PLANTING.

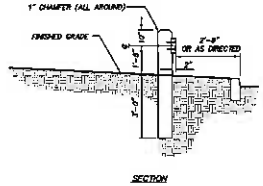
EVERGREEN TREE PLANTING DETAIL
(N.T.S.)



NOTE:
WHEN PROTECTION POSTS ARE TO BE USED FOR PROTECTION OF HANDICAP PARKING SIGNS OR OTHER TRAFFIC SIGNS, SIGN SUPPORTING POST SHALL BE EMBEDDED A MINIMUM OF THREE (3) FEET INTO THE CONCRETE.

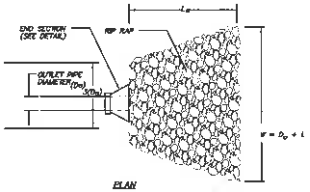
STEEL BOLLARD DETAIL
(N.T.S.)

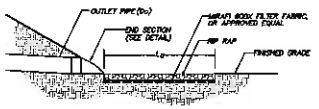




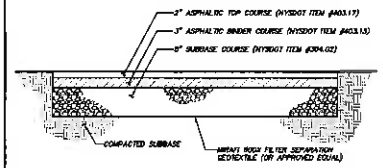
NOTES:
1. ALL WOOD TO BE SEASONED MOJ DOUGLAS FIR, SOUTHERN PINE OR OTHER APPROVED STRUCTURAL LUMBER.
2. ALL WOOD TO BE TREATED WITH AN APPROVED WOOD PRESERVATIVE SUITABLE FOR INSTALLATION IN AND ADJACENT TO GROUND SURFACES.

WOOD GUIDE RAIL DETAIL
(N.T.S.)

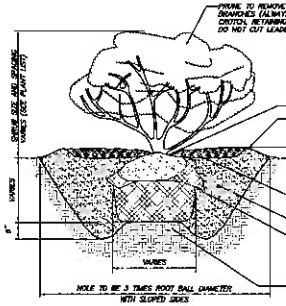




VELOCITY DISSIPATOR DETAIL
(N.T.S.)



ASPHALT PAVEMENT DETAIL
(N.T.S.)



NOTE:
CONTRACTOR SHALL NAME OPTION OF PLANTING SHRUBS IN INDIVIDUAL PITS AS SHOWN OR IN UNEXCAVATED EXCAVATION FOR ENTIRE BED, IN EITHER CASE BACKFILL WITH TOPSOIL MIX AS SPECIFIED.

SHRUB PLANTING DETAIL
(N.T.S.)

Site Plan

Approval hereby granted this _____ day of _____, _____
If building permit is not issued within 12 months from the above date, this approval becomes null and void.

Town of Carmel Planning Board

Signed this _____ day of _____, _____ by

Chairman: _____

Secretary: _____

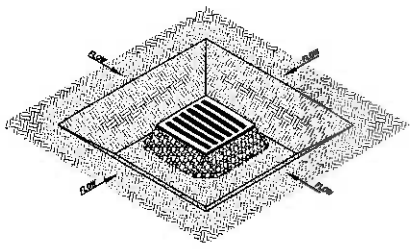
NO.	DATE	REVISION	BY
4	11-25-15	REVISED PER TOWN COMMENTS	MEU
3	11-6-15	HYDROP SUBMISSION	SJC
2	8-13-15	REVISED FOR ZBA SUBMISSION	DLM
1	7-29-15	REVISED PER TOWN COMMENTS	MEU

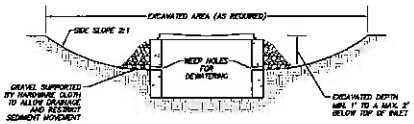
INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C
3 Garrett Place
Carmel, NY 10512
(845) 225-9692
(845) 225-9717 fax
www.insite-engr.com

PROJECT:
PCSB/MAHOPAC BRANCH
NEC ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

DRAWING:
SITE DETAILS

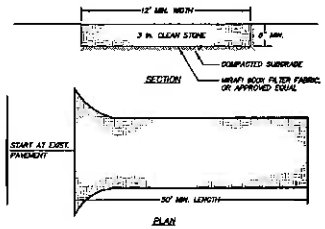
PROJECT NUMBER	15130.100	PROJECT MANAGER	J.J.C.	DRAWING NO. D-1
DATE	6-24-15	DRAWN BY	M.E.U.	SHEET 5 / 7
SCALE	AS SHOWN	CHECKED BY	D.L.M.	





1. CLEAR THE AREA OF ALL DEBRIS THAT WILL HINDER EXCAVATION
2. GRADE APPROACH TO THE INLET UNIFORMLY AROUND THE BASIN
3. WEEP HOLES SHALL BE PROTECTED BY GRAVEL
4. UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREA, SEAL WEEP HOLES, FILL EXCAVATION WITH STABLE SOIL TO FINAL GRADE, COMPACT IT PROPERLY, AND STABILIZE WITH PERMANENT SEEDING
5. MAXIMUM DRAINAGE AREA = 1 ACRE

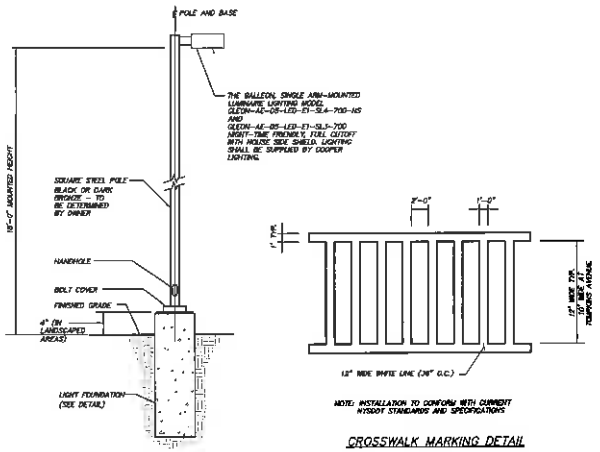
EXCAVATED DROP INLET PROTECTION DETAIL
(N.T.S.)



INSTALLATION NOTES

1. STONE SIZE – USE 3" STONE
2. LENGTH – AS REQUIRED, BUT NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY.)
3. THICKNESS – NOT LESS THAN SIX (6) INCHES.
4. WIDTH – 12 FOOT MINIMAL BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCUR.
5. FILTER CLOTH – WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE. FILTER CLOTH WILL NOT BE REQUIRED ON A SINGLE FAMILY RESIDENCE LOT.
6. SURFACE WATER – 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 WILL BE PERMITTED.
7. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-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 RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.
8. WASHING – WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

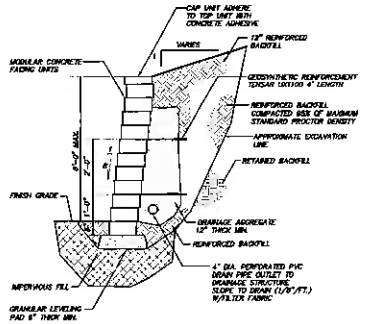
STABILIZED CONSTRUCTION ENTRANCE DETAIL
(N.T.S.)



POLE-MOUNTED LIGHTING DETAIL
(N.T.S.)

NOTE: INSTALLATION TO CONFORM WITH CURRENT NYSDOT STANDARDS AND SPECIFICATIONS

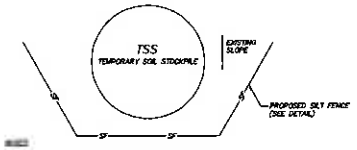
CROSSWALK MARKING DETAIL
(N.T.S.)



NOTES:

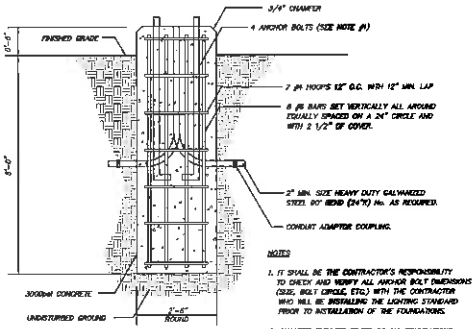
1. STRIP VEGETATION AND ORGANIC SOIL FROM WALL AREA.
2. BENCH CUT ALL EXCAVATED SLOPES.
3. DO NOT OVER EXCAVATE UNLESS DIRECTED BY SITE ENGINEER TO REMOVE UNSUITABLE SOIL.
4. SITE ENGINEER SHALL VERIFY FOUNDATION SOILS AS BEING COMPETENT PER THE DESIGN STANDARDS AND PARAMETERS.
5. LEVELING PAD SHALL CONSIST OF COMPACTED COARSE SAND OR CRUSHED GRAVEL, 6" THICK MIN.
6. CONTRACTOR MAY OPT FOR A LEAN CONCRETE PAD. CONCRETE PAD SHALL BE UNREINFORCED, 3" THICK MINIMUM.
7. MINIMUM EMBEDMENT OF WALL BELOW FINISH GRADE SHALL BE 6".
8. FOR UNITS TO BE EMBEDDED, COMPACT FILL IN FRONT OF UNITS AT THE SAME TIME FILL BEHIND UNITS IS COMPACTED.
9. DRAINAGE AGGREGATE SHALL BE INSTALLED DIRECTLY BEHIND THE WALL WITHIN 12" OF THE TOP OF THE WALL. DRAINAGE AGGREGATE SHALL NOT EXTEND BELOW FINAL GRADE IN FRONT OF WALL.
10. COMPACTION SHALL BE TO 95% OF MAXIMUM STANDARD PROCTOR DENSITY (ASTM D-698)
11. COMPACTION TESTS SHALL BE TAKEN AS THE WALL IS INSTALLED. THE MINIMUM NUMBER OF TESTS SHALL BE DETERMINED BY THE SITE SOILS ENGINEER.
12. COMPACTION WITHIN 3 FT. OF WALL SHALL BE LIMITED TO HAND OPERATED EQUIPMENT.
13. CONTRACTOR SHALL DIRECT SURFACE RUNOFF TO AVOID DAMAGING WALL WHILE UNDER CONSTRUCTION.
14. ANY SURFACE DRAINAGE FEATURES, FINISH GRADING, PAVEMENT, OR TURF SHALL BE INSTALLED IMMEDIATELY AFTER WALL IS COMPLETED.
15. FOLLOW APPLICABLE PROVISIONS OF THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND WRITTEN SPECIFICATIONS.

MODULAR BLOCK RETAINING WALL DETAIL
(N.T.S.)



1. AREA CHOSEN FOR STOCKPILE LOCATION SHALL BE DRY AND STABLE.
2. MAXIMUM SLOPE OF STOCKPILE SHALL BE 2:1.
3. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE IMMEDIATELY SEEDED WITH 40# PERENNIAL TALL FESCUE.
4. ALL STOCKPILES SHALL BE PROTECTED WITH SILT FENCING INSTALLED ON THE DOWNGRADIENT SIDE.

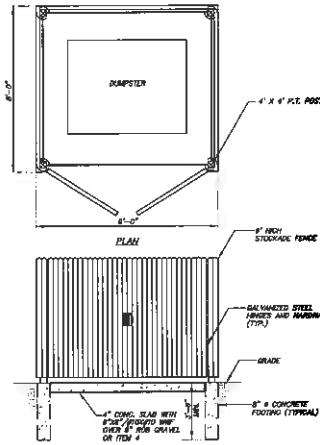
TEMPORARY SOIL STOCKPILE DETAIL
(N.T.S.)



NOTES

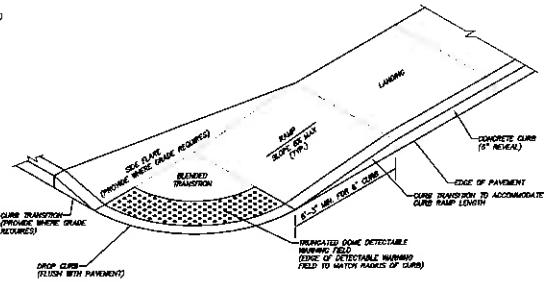
1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CHECK AND VERIFY ALL ANCHOR BOLT DIMENSIONS (SIZE, BOLT CIRCLE, ETC.) WITH THE CONTRACTOR WHO WILL BE INSTALLING THE LIGHTING STANDARD PRIOR TO INSTALLATION OF THE FOUNDATIONS.
2. CHAMFER EXPOSED EDGES OF ALL FOUNDATIONS.
3. PROVIDE INSULATED GROUNDING BUSHING ON EXPOSED ENDS (IN BASE OF POLE) OF ALL GALVANIZED STEEL BENDS.

LIGHTING FOUNDATION DETAIL
(N.T.S.)

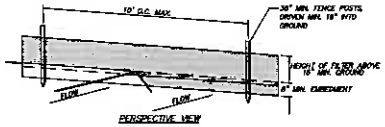


NOTE: CHECK WITH REFUSE HAULER PRIOR TO INSTALLATION OF REFUSE ENCLOSURE FOR DIMENSIONS.

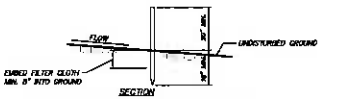
DUMPSTER ENCLOSURE DETAIL
(N.T.S.)



SIDEWALK CURB RAMP (TYPE 2)
(N.T.S.)



PERSPECTIVE VIEW



SECTION

CONSTRUCTION NOTES FOR FABRICATED SILT FENCE

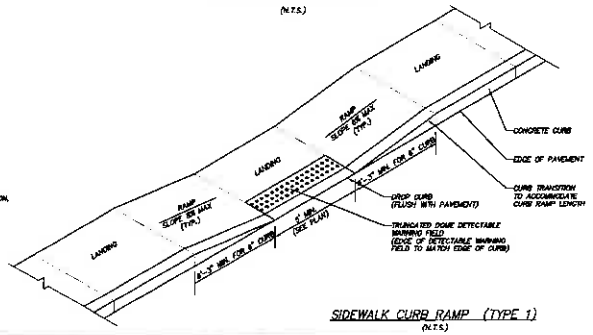
1. FILTER CLOTH TO BE FASTENED SECURELY TO POSTS AT TOP AND MID SECTION
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD

FILTER CLOTH: FILTER X, MIRAFI 100X, STABILINKA T140N, OR APPROVED EQUAL

PREFABRICATED UNIT: GEOFAB, ENVIROFENCE, OR APPROVED EQUAL

SILT FENCE DETAIL
(N.T.S.)



SIDEWALK CURB RAMP (TYPE 1)
(N.T.S.)

NO.	DATE	REVISION	BY
4	11-25-15	REVISED PER TOWN COMMENTS	MEU
3	11-6-15	NYSDOT SUBMISSION	SJC
2	8-13-15	REVISED FOR ZBA SUBMISSION	DLM
1	7-29-15	REVISED PER TOWN COMMENTS	MEU

INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C
3 Dennis Place
Carmel, NY 10512
(845) 225-8090
(845) 225-3717 fax
www.insite-engr.com

Site Plan

Approval hereby granted this _____ day of _____, _____.
If building permit is not issued within 12 months from the above date, this approval becomes null and void.

Town of Carmel Planning Board

Signed this _____ day of _____, _____, by

Chairman: _____

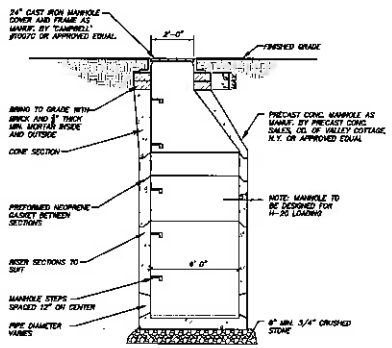
Secretary: _____

PROJECT:
PCSB/MAHOPAC BRANCH
SITE LOCATED IN TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

DRAWING:
SITE DETAILS

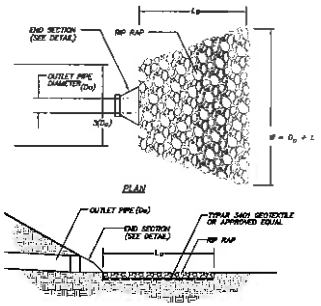
PROJECT NUMBER	15130.100	PROJECT MANAGER	J.J.C.
DATE	6-24-15	DRAWN BY	M.E.U.
SCALE	AS SHOWN	CHECKED BY	D.L.M.

DRAWING NO. D-2
SHEET 5/7



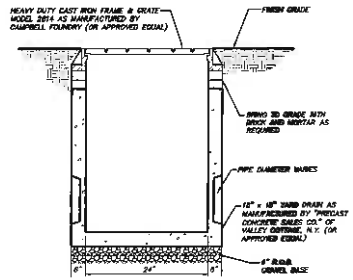
DRAINAGE MANHOLE DETAIL

(N.T.S.)



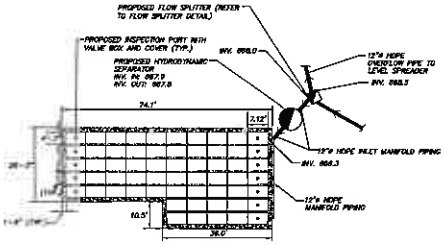
ROCK OUTLET PROTECTION DETAIL

(N.T.S.)



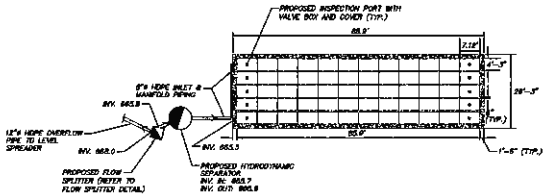
24" X 24" YARD DRAIN DETAIL

(N.T.S.)



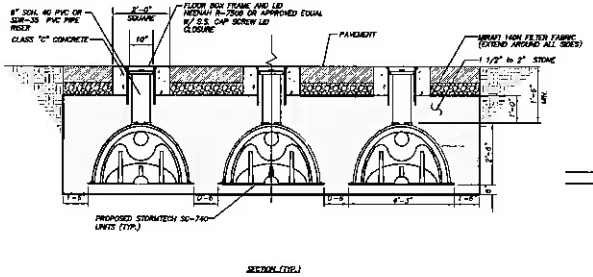
STORMWATER INFILTRATION SYSTEM LAYOUT (1,2P) DETAIL

SCALE: 1" = 20'

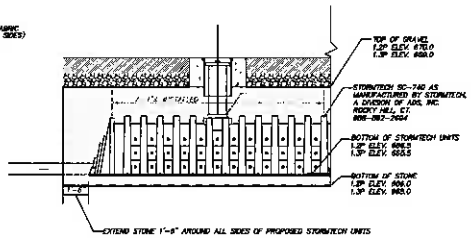


STORMWATER INFILTRATION SYSTEM LAYOUT (1,3P) DETAIL

SCALE: 1" = 20'



SECTION (TYP.)

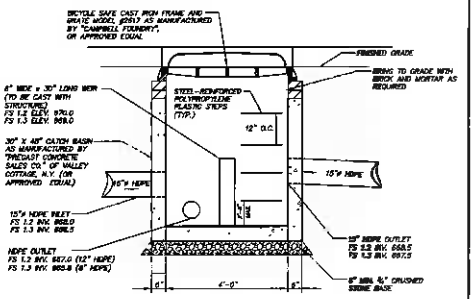


ELEVATION (TYP.)

NOTES: 1. INSPECTION PORTS TO BE INSTALLED AT THE BEGINNING AND END OF EVERY ROW OF INFILTRATORS.
2. REFER TO STORMWATER INFILTRATION SYSTEM LAYOUT DETAIL FOR NUMBER OF UNITS PER ROW AND LAYOUT DIMENSIONS

STORMWATER INFILTRATION SYSTEM (NYSDEC DESIGN 1-1) SYSTEM DETAIL

(N.T.S.)



FLOW SPLITTER DETAIL

(N.T.S.)

NO.	DATE	REVISION	BY
1	11-25-15	REVISED PER TOWN COMMENTS	MEU

INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Garrett Place
Carmel, NY 10512
(845) 225-6690
(845) 225-6717 fax
www.insite-engr.com

PROJECT:
PCSB/MAHOPAC BRANCH
NB ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

DRAWING:
SITE DETAILS

PROJECT NUMBER	15130.10G	PROJECT MANAGER	J.J.C.
DATE	11-6-15	DRAWN BY	M.E.U.
SCALE	AS SHOWN	CHECKED BY	D.L.M.

DRAWING NO. D-3 SHEET 7 / 7

Site Plan

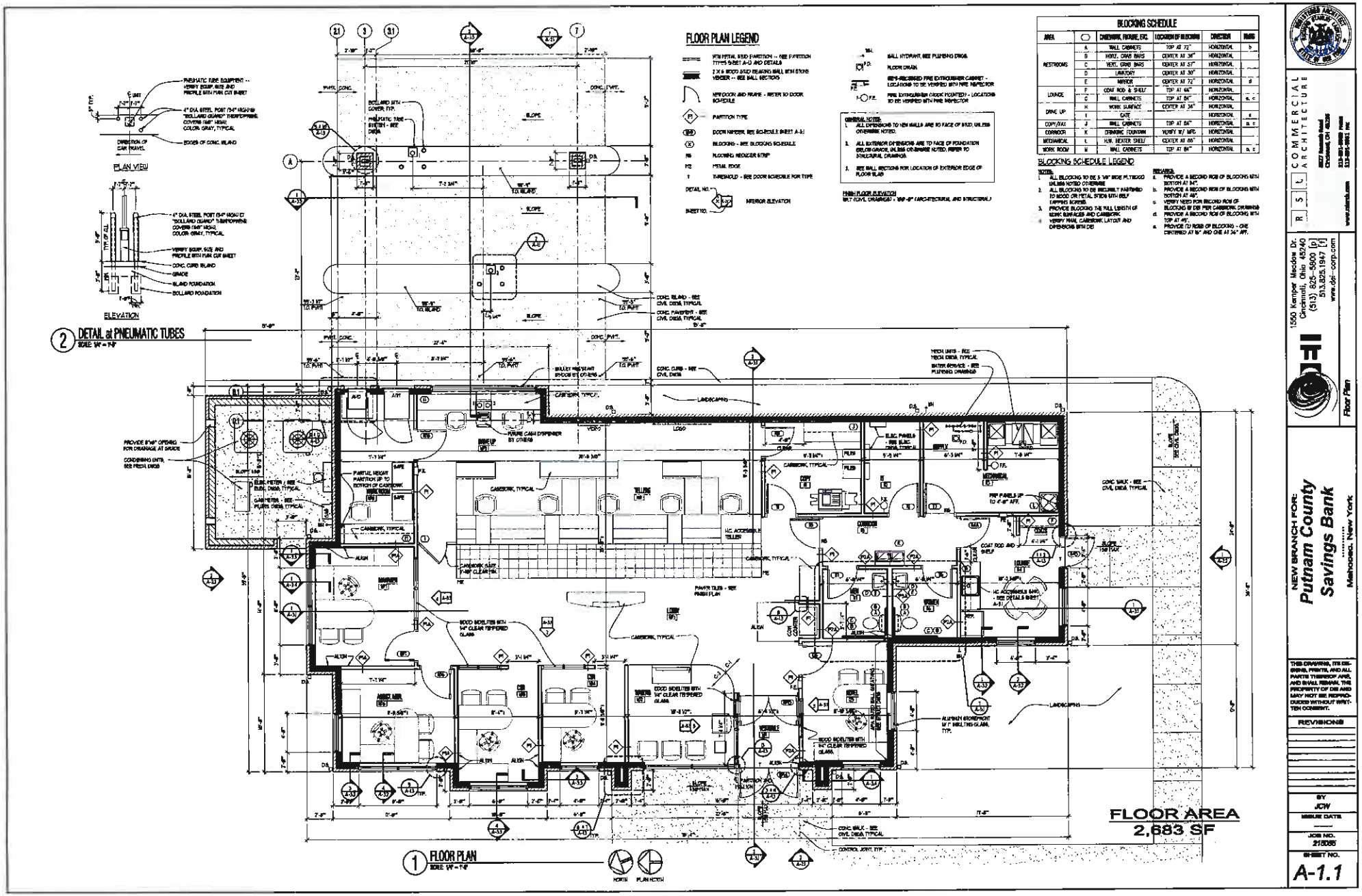
Approval hereby granted this ____ day of ____, ____.
If building permit is not issued within 12 months from the above date, this approval becomes null and void.

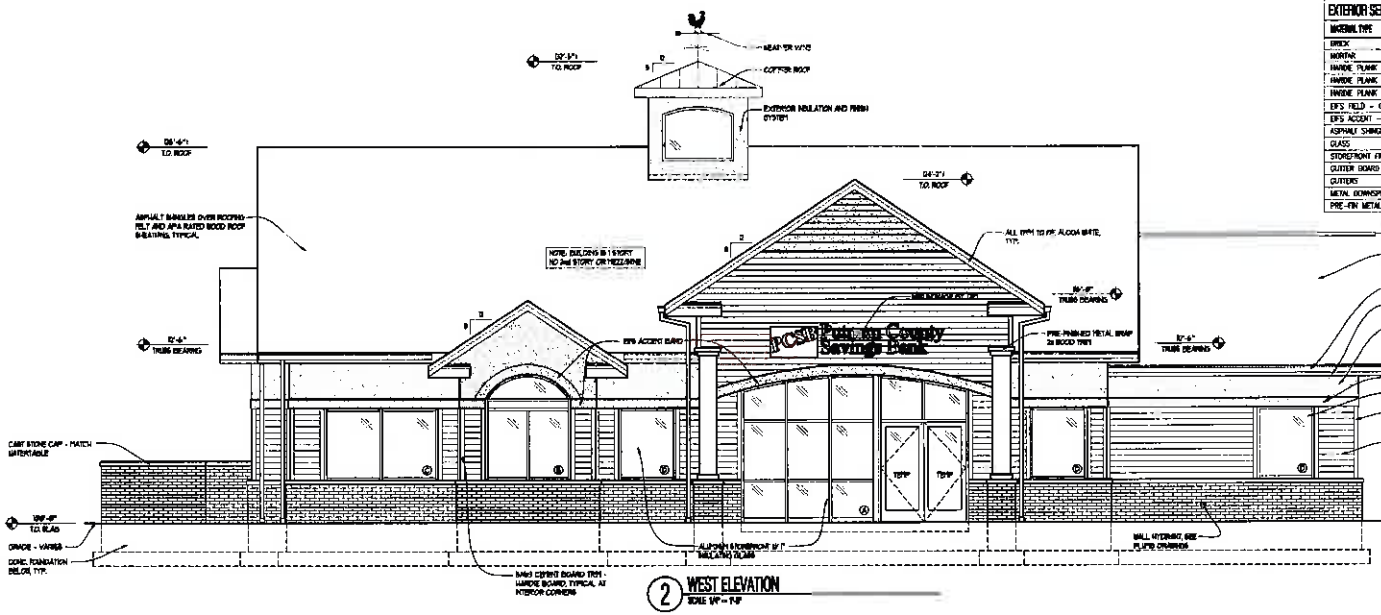
Town of Carmel Planning Board

Signed this ____ day of ____, ____, by

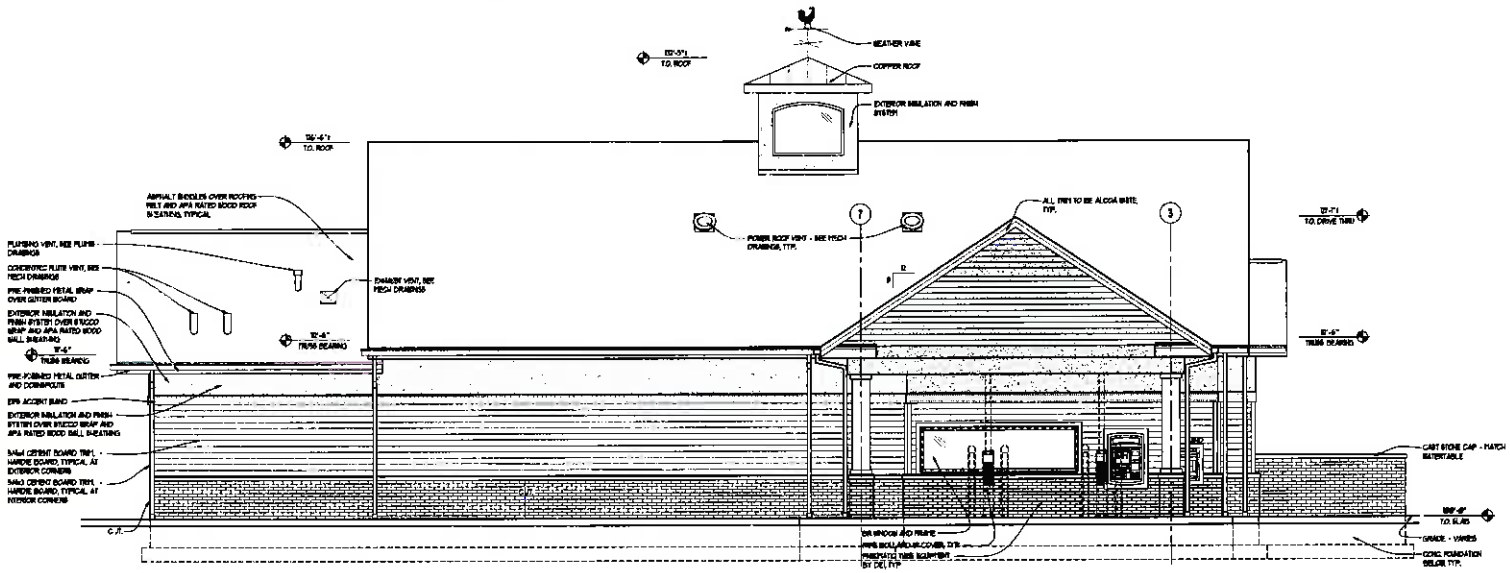
Chairman: _____

Secretary: _____


FLOOR PLAN LEGEND
BLOCKING SCHEDULE
BLOCKING SCHEDULE LEGEND
FLOOR AREA
2,683 SF
2 DETAIL at PNEUMATIC TUBES
SCALE: 1/4" = 1'-0"
1 FLOOR PLAN
SCALE: 1/4" = 1'-0"
NEW BRANCH FOR:
Putnam County Savings Bank
Mahopac, New York
1560 Kemper Meadow Dr.
Cincinnati, Ohio 45240
(513) 825-5900 [p]
513.825.1947 [f]
www.dei-corp.com
COMMERCIAL ARCHITECTURE
Floor Plan
REVISIONS
BY
JCW
ISSUE DATE
JOB NO.
215056
SHEET NO.
A-1.1



2 WEST ELEVATION
SCALE: 1/4" = 1'-0"



1 EAST ELEVATION
SCALE: 1/4" = 1'-0"

EXTERIOR SELECTION SCHEDULE

MATERIAL TYPE	MANUFACTURER	COLOR	NOTES
BRICK	GLEN-GERY BRICK	ROSEWOOD	
MORTAR	—	STANDARD GREY	
HARDIE PLANK LAP SIDING – COLOR A	JAMES HARDIE	KHAKI BROWN	
HARDIE PLANK LAP SIDING – COLOR B	JAMES HARDIE	COBBLE STONE	
HARDIE PLANK LAP SIDING – COLOR C	JAMES HARDIE	WHITE	
EIFS FIELD – COLOR A	DRYVIT SYSTEMS CANADA	122 DRYVIT WHITE	
EIFS ACCENT – COLOR B	DRYVIT SYSTEMS CANADA	448 BUCKSKIN	
ASPHALT SHINGLES	OWENS CORNING	TEAK	
GLASS	PPG	SOLARBRONZE	
STOREFRONT FRAMING	OLD CASTLE	CLEAR	
GUTTER BOARD	ALCOA	WHITE OR EQUAL	
GUTTERS	ALCOA	WHITE OR EQUAL	
METAL DOWNSPOUTS	ALCOA	WHITE OR EQUAL	
PRE-FIN METAL SOFFITS	ALCOA	WHITE OR EQUAL	

NOTE:
1. ALL PLUMBING, ROOF VENTS, ROOF PENETRATIONS, ETC. TO BE PRE-PIX ALUM. TO MATCH ROOF, OR PAINTED TO MATCH ROOF.
2. COORDINATE LOCATION OF POWER VENTILATORS W/ METAL PANEL LAYOUT

3. INDICATES EIFS FIELD - COLOR A
4. INDICATES EIFS ACCENT - COLOR B
5. INDICATES HARDI PLANK (BOARD, FIELD - COLOR A
6. INDICATES HARDI PLANK (BOARD, ACCENT - COLOR B
7. INDICATES HARDI PLANK (BOARD, ACCENT - COLOR C

NOTES:
1. SEE DEI STANDARD SPECIFICATIONS AND PROJECT SPEC AMENDMENTS FOR ALL ITEMS RELATING TO THIS SHEET.
2. VINYL CLAD EXTERIOR WOOD WINDOW SIZES BASED ON ANDERSEN SERIES AND WINDOWS. VERIFY ROUGH OPENING DIMENSIONS WITH MANUFACTURER REQUIREMENTS.
3. VERIFY ALL COLORS AND FINISHES W/ DEI.

DEI COMMERCIAL ARCHITECTURE
1550 Kemper Meadow Dr.
Cincinnati, Ohio 45240
(513) 825-5800 [p]
513.825.1947 [f]
www.dei-corp.com

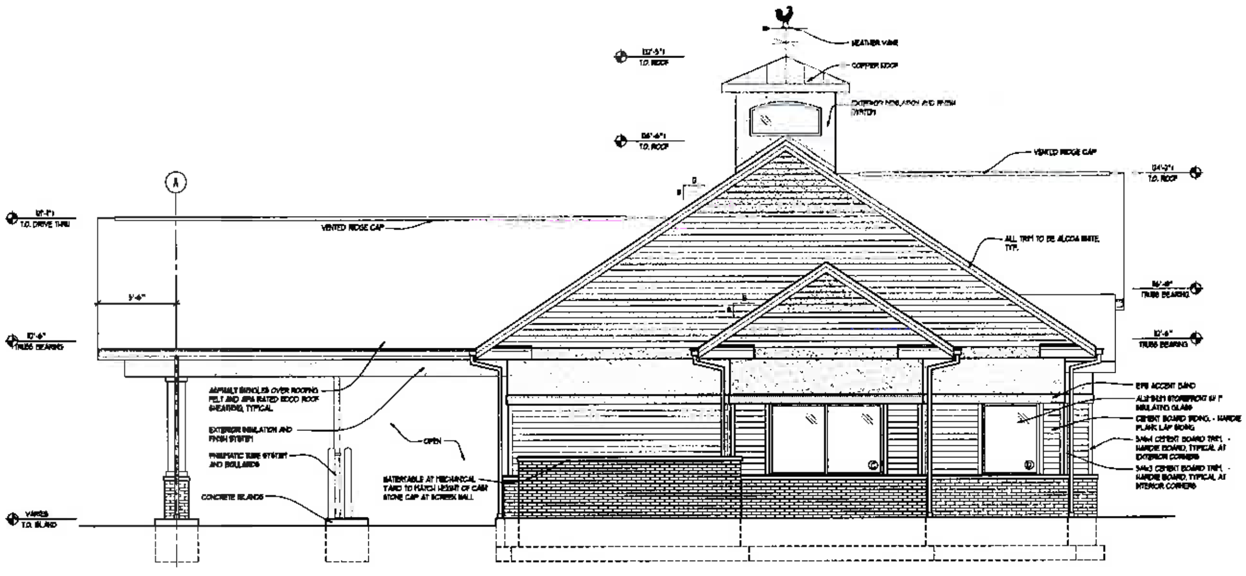
NEW BRANCH FOR:
Putnam County Savings Bank
Mahopac, New York

Exterior Elevations

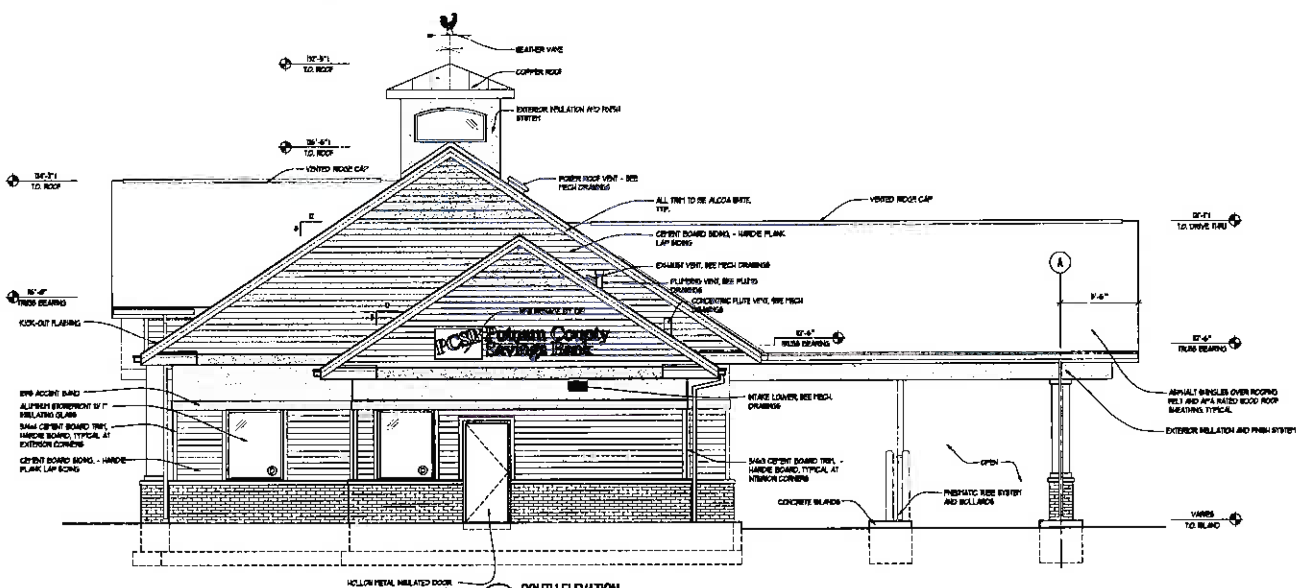
THIS DRAWING, ITS DESIGNS, PRINTS, AND ALL PARTS THEREOF ARE, AND SHALL REMAIN, THE PROPERTY OF DEI AND MAY NOT BE REPRODUCED WITHOUT WRITTEN CONSENT.

REVISIONS

BY: JCW
ISSUE DATE:
JOB NO. 215005
SHEET NO. A-2.1



2 NORTH ELEVATION
SCALE 1/4" = 1'-0"



1 SOUTH ELEVATION
SCALE 1/4" = 1'-0"

EXTERIOR SELECTION SCHEDULE

MATERIAL TYPE	MANUFACTURER	COLOR	NOTES
BRICK	GLEN-GERY BRICK	ROSEWOOD	
MORTAR	--	STANDARD GREY	
HARDIE PLANK LAP SIDING - COLOR A	JAMES HARDIE	KHAKI BROWN	
HARDIE PLANK LAP SIDING - COLOR B	JAMES HARDIE	COBBLE STONE	
HARDIE PLANK LAP SIDING - COLOR C	JAMES HARDIE	WHITE	
EIFS FIELD - COLOR A	DRYVIT SYSTEMS CANADA	102 BRITE WHITE	
EIFS ACCENT - COLOR B	DRYVIT SYSTEMS CANADA	449 BUCKSKIN	
ASPHALT SHINGLES	OWENS CORNING	TEAK	
GLASS	PPG	SOLARBRONZE	
STOREFRONT FRAMING	OLD CASTLE	CLEAR	
GUTTER BOARD	ALCOA	WHITE OR EQUAL	
GUTTERS	ALCOA	WHITE OR EQUAL	
METAL DOWNSPOUTS	ALCOA	WICKER	
PRE-FIN METAL SOFFITS	ALCOA	WHITE OR EQUAL	

NOTE:
1. ALL FLASHING, ROOF VENTS, ROOF PENETRATIONS, ETC. TO BE PRE-FIN. ALUM. TO MATCH ROOF, OR PAINTED TO MATCH ROOF.
2. COORDINATE LOCATION OF POWER VENTILATORS W/ METAL PANEL LAYOUT

3. INDICATES EIFS FIELD - COLOR A
4. INDICATES EIFS ACCENT - COLOR B
5. INDICATES HARDI PLANK SIDING, FIELD - COLOR A
6. INDICATES HARDI PLANK SIDING, ACCENT - COLOR B
7. INDICATES HARDI PLANK SIDING, ACCENT - COLOR C

NOTE:
1. SEE DEI STANDARD SPECIFICATIONS AND PROJECT SPEC AMENDMENTS FOR ALL ITEMS RELATING TO THIS SHEET.
2. VINYL CLAD EXTERIOR WOOD WINDOW SIZES BASED ON ANDERSEN SERIES 400 WINDOWS. VERIFY ROUGH OPENING DIMENSIONS WITH MANUFACTURER REQUIREMENTS.
3. VERIFY ALL COLORS AND FINISHES W/ DEI.

RSL COMMERCIAL ARCHITECTURE

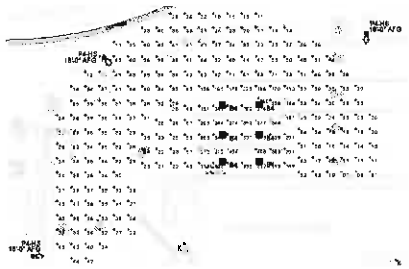
1550 Kemper Meadow Dr.
Cincinnati, Ohio 45240
(513) 825-5800 [p]
513.825.1947 [f]
www.dei-corp.com

Exterior Elevations

NEW BRANCH FOR:
Putnam County Savings Bank
Mahopac, New York

REVISIONS

BY: CMB
ISSUE DATE
JOB NO. 210088
SHEET NO. A-2.2



1 ELECTRICAL ATM PHOTOMETRIC PLAN
SCALE: 1" = 20'-0"

NORTH PLAN NORTH

LUMINAIRE SCHEDULE

Symbol	Label	Catalog Number	Description	Lamp	LLF	Watts
	B4	LRC-533-7-LED-E1-WHT	LRC CANOPY LUMINAIRE ABSOLUTE PHOTOMETRY IS BASED ON CALIBRATION FACTORS CREATED USING LAB LUMEN STANDARDS IN GONIOPHOTOMETER WITH TEST DISTANCE OF 26.75 FEET		0.95	75
	P4-RS	GLEON-AE-04-LED-E1-SL4-530-MSS	GALLEON LED AREA AND ROADWAY LUMINAIRE (4) 70 CRI, 4000K, 530mA LIGHTSQUARES WITH 18 LEDS EACH AND TYPE IV SPILL LIGHT ELIMINATOR OPTICS WITH HOUSE SIDE SHIELD ABSOLUTE PHOTOMETRY IS BASED ON CALIBRATION FACTORS CREATED USING LAB LUMEN STANDARDS IN GONIOPHOTOMETER WITH TEST DISTANCE OF 26.75 FEET		0.95	105
	J	TRP-30LAX-SQ-4	TRP GEO Square Trapezoid 4200K, 525 mA, Type 4 Mini	30 - Nichia 4200K LEDs	0.95	52.7
	K	AR12AX-20L4T-875-WHJ	AR12 FLOOD w/ W (5x8) LENS	20 - Nichia 4200K LEDS	0.91	48.5

STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
ATM 5'	+	22.8 fc	30.1 fc	16.5 fc	1.8:1	1.4:1
ATM 30'	+	21.1 fc	43.2 fc	2.1 fc	19.6:1	10.0:1
ATM 60'	+	4.2 fc	26.0 fc	0.9 fc	29.0:1	4.7:1
DRIVE-UP	+	30.3 fc	42.4 fc	15.1 fc	2.8:1	2.0:1
SITE	+	2.6 fc	19.1 fc	0.5 fc	31.8:1	4.7:1

GENERAL NOTES

A. THIS PHOTOMETRIC REPORT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA (IES FILES). THIS LABORATORY DATA IS TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH THE ILLUMINATING ENGINEERING SOCIETY OF NORTH AMERICA (IESNA) APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRES MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS.

B. THE ILLUMINATION LEVELS, MEASURED IN FOOTCANDLES, SHOWN ARE BASED ON THE SPECIFIED CRITERIA. ANY SUBSTITUTION/DEVIATIONS IN LUMINAIRES OR ALTERATIONS TO THE LAYOUT WILL AFFECT ILLUMINATION LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF KLH ENGINEERS, PSC.

C. CALCULATION POINTS ARE BASED UPON A 10' ROW AND COLUMN SPACING AT GRADE UNLESS OTHERWISE INDICATED.

D. FINAL ADJUSTMENTS TO AIMING ANGLE(S) OF LUMINAIRES MAY BE REQUIRED TO ELIMINATE LIGHT TRESPASS OR GLARE ONTO ADJACENT PROPERTIES OR ROADWAYS.

E. FOOTCANDLE LEVELS SHOWN ARE CONSIDERED MAINTAINED. THE LIGHT LOSS FACTOR UTILIZED ON THIS DRAWING WAS 0.91 UNLESS OTHERWISE INDICATED.

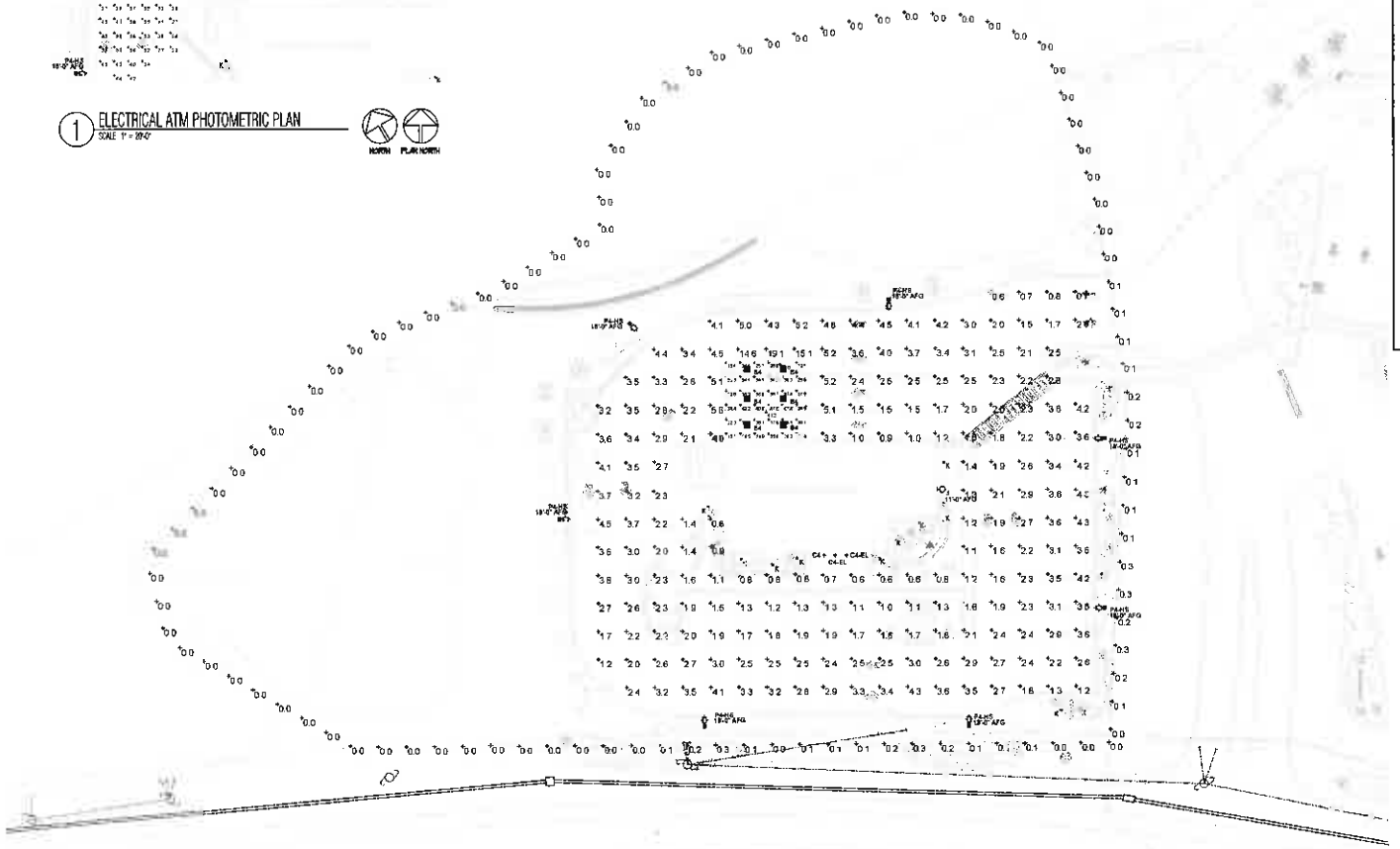
F. REFER TO THE LUMINAIRE SCHEDULE FOR ALL LUMINAIRE AND POLE INFORMATION.

G. CONTRIBUTIONS FROM ADJACENT STREET LIGHTING, ADJACENT PROPERTIES AND BUILDING OR POLE MOUNTED LUMINAIRES NOT WITHIN THIS PROJECT, ARE NOT REFLECTED IN THIS PHOTOMETRIC REPORT.

H. THIS PHOTOMETRIC REPORT DOES NOT ACCOUNT FOR TOPOGRAPHY CHANGES UNLESS OTHERWISE INDICATED.

I. PHOTOMETRIC REPORT IS BASED UPON LUMINAIRES MOUNTED AT 18' MOUNTING HEIGHT INCLUSIVE OF BASE CONDITION (POLE BASE OR BECK PIER).

J. FOUNDATION DESIGN TO BE DETERMINED BY OTHERS. COORDINATE PRIOR TO ORDERING POLE.



1 ELECTRICAL PHOTOMETRIC PLAN
SCALE: 1" = 20'-0"

NORTH PLAN NORTH

0'-0" REFERENCE LINE

KLH ENGINEERS PSC
COMMERCIAL ARCHITECTURE

DEI
1550 Kemper Meadow Dr.
Cincinnati, Ohio 45240
(513) 825-5800 (p)
513.825.1947 (f)
www.dei-corp.com

NEW BRANCH FOR:
Putnam County Savings Bank
Mahopac, New York

ELECTRICAL PHOTOMETRIC PLAN

REVISIONS

DRAWN BY	CHECKED BY
TAS	SCR

PRINT DATE
11-16-15

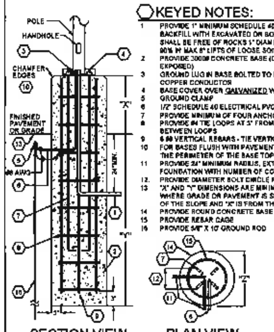
JOB NO.
17440.00

SHEET NO.
E0.1

KEYED NOTES:

1 PROVIDE 1" MINIMUM SCHEDULE 40 ELECTRICAL PVC CONDUIT BACKFILL WITH EXCAVATED OR BORROWED MATERIAL. MATERIAL SHALL BE FREE OF ROCKS 1" DIAMETER AND LARGER. COMPACT TO 90% IN MAX 8" LIFTS OF LOOSE SOIL
2 PROVIDE 3000# CONCRETE BASE (CLASS A FORMED SURFACE WHERE EXPOSED)
3 GROUND LUG IN BASE BOLTED TO BASE PLATE WITH MIN. #6 AWG SOLID COPPER CONDUCTOR
4 BASE COVER OVER GALVANIZED WASHERS NUTS & LOCKNUTS
5 GROUND CLAMP
6 1/2" SCHEDULE 40 ELECTRICAL PVC FOR GROUND WIRE
7 PROVIDE MINIMUM OF FOUR ANCHOR BOLTS. GALVANIZED
8 PROVIDE #4 TIE LOOPS AT 3" FROM TOP AND BOTTOM AND +/- 12" O/C BETWEEN LOOPS
9 6 #8 VERTICAL REBARS - TIE VERTICAL BARS TO TIE LOOPS.
10 FOR BASES FLUSH WITH PAVEMENT, DO NOT PROVIDE CHAMFER. SEAL THE PERIMETER OF THE BASE TOP INSTEAD
11 PROVIDE 24" MINIMUM RADIUS, EXTEND 3/4" MAXIMUM ABOVE FOUNDATION WITH NUMBER OF CONDUITS AS NEEDED, 1" MIN
12. PROVIDE DIAMETER BOLT CIRCLE PER LUMINAIRE MANUFACTURER.
13 "X" AND "Y" DIMENSIONS ARE MINIMUM LENGTHS FROM THIS LINE WHERE GRADE OR PAVEMENT IS SLOPED, "Y" IS FROM THE LOW SIDE OF THE SLOPE AND "X" IS FROM THE HIGH SIDE OF THE SLOPE
14 PROVIDE ROUND CONCRETE BASE
15 PROVIDE REBAR CAGE
16 PROVIDE 5/8" X 10' GROUND ROD

POLE BASE DIMENSIONS			
POLE TYPE	"X"	"Y"	"Z"
P1	3"	72"	24"



TYPE A LIGHT POLE BASE DETAIL FOR 20'-30' POLE

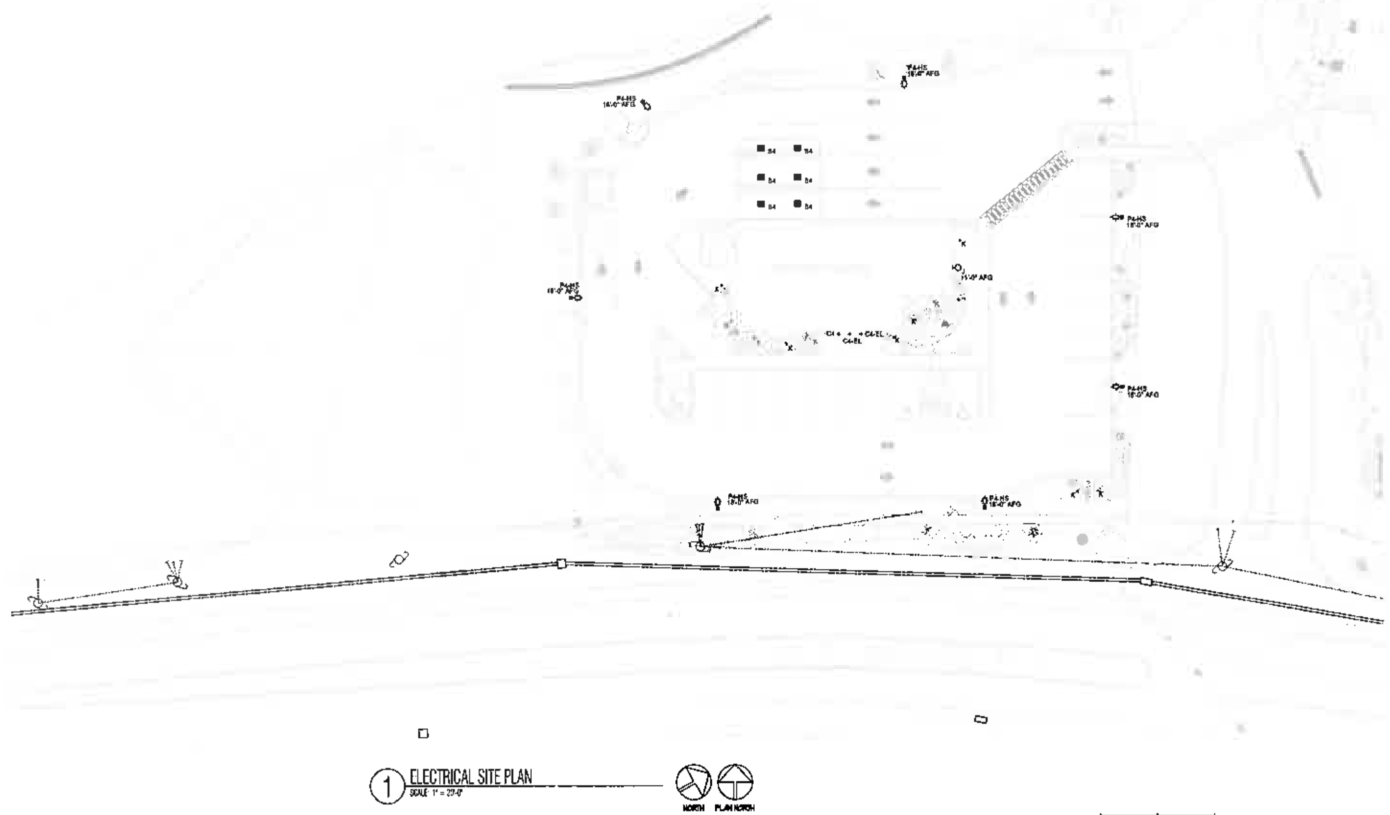
SCALE: NONE

KEYED NOTES

1. NEW TELEPHONE AND CABLE TV UNDERGROUND SERVICE. REFER TO RISER DIAGRAM SHEET E-2.0 FOR ADDITIONAL INFORMATION. COORDINATE WITH UTILITY COMPANIES PRIOR TO ROUGH-IN
2. ROUTE VIA LIGHTING CONTACTOR. REFER TO PANELBOARD SCHEDULE AND CONTACTOR WIRING DIAGRAM FOR ADDITIONAL INFORMATION
3. NOT USED
4. INSTALL POLE BASE 3'-0" FROM CURB.
5. NEW ELECTRICAL UNDERGROUND SERVICE. REFER TO SINGLE-LINE DIAGRAM SHEET E-2.0 FOR ADDITIONAL INFORMATION. COORDINATE WITH UTILITY COMPANIES PRIOR TO ROUGH-IN

GENERAL NOTES

A. COORDINATE ALL UTILITIES RELATED WORK WITH WITH APPROPRIATE UTILITY COMPANY
B. REFER TO ELECTRICAL RISER DIAGRAM
C. REFER TO LUMINAIRE SCHEDULE.
D. REFER TO SHEET E1.1 FOR CIRCUITING INFORMATION FOR LUMINAIRE TYPE B4, K, J, J-EL, AND C4-EL.



1 ELECTRICAL SITE PLAN

SCALE: 1" = 20'-0"

KLH

COMMERCIAL ARCHITECTURE

R S L

DEI

1550 Kemper Meadow Dr.
Cincinnati, Ohio 45240
(513) 825-5800 [p]
513.825.1947 [f]
www.dei-corp.com

ELECTRICAL SITE PLAN

NEW BRANCH FOR:

Putnam County Savings Bank

Mahopac, New York

REVISIONS

DRAWN BY	CHECKED BY
TAS	SCR

PRINT DATE 11-16-15

JOB NO. 17440.00

SHEET NO. E1.0

East Elevation

North Elevation

PCSB Putnam County Savings Bank

Mahopac, NY
Job #976
5/6/2015

Revised 7-20-15
Revised 8-19-15
Revised 11-19-15

EXTERIOR ELEVATIONS

West Elevation

South Elevation

PCSB Putnam County Savings Bank

Mahopac, NY
Job #976
5/6/2015

Revised 7-20-15
Revised 8-19-15
Revised 11-19-15

design build

COMMERCIAL

EXTERIOR ELEVATIONS


PCSB
Putnam County
Savings Bank
16 Sq. Ft. Signage w/ (1)
Ground Mount Sign
Light @ Each Side

«AddressBlock»

Carmel Town Hall
60 McAlpin Avenue□Mahopac
New York ,10541□
845 628-1500
E-Mail: «AddressBlock»

To: Carmel ECB

Re: Recent Inspections

Date: 11/6/2015

1) I have inspected the PCSB property at Tax Map # 86.11-1-1 in The Baldwin Subdivision and find the wetland delineation flagging to be correct according to our Town Code.

David J Klotzle

Wetland Inspector

92119.100

NEW YORK STATE OF OPPORTUNITY. Department of Transportation

ANDREW M. CUOMO
Governor

MATTHEW J. DRISCOLL
Commissioner

WILLIAM J. GORTON, P.E.
Regional Director

October 26, 2015

Philip J. Grealy, Ph.D., P.E.
Maser Consulting, P. A.
11 Bradhurst Avenue
Hawthorne, NY 10532

Re: SEQR # 15-173; File 37.4-6
Route 6 and Mahopac Village Center
Signalization
Town of Carmel, Putnam County

Dear Mr. Grealy:

This letter is in response to your August 18, 2015 request to install a signal at the Mahopac Village Center driveway on Route 6 in the Town of Carmel.

Based on the report provided and the additional information received from Richard D'Andrea on September 25, 2015, we confirm that a three-color signal at this location would enhance safety and mobility of the traveling public, therefore your request to install such signal is approved.

Route 6 is a congested corridor in this area with several signals in the vicinity of this location. As a requirement of the new installation, a fully coordinated and communicative system must be functioning when the new signal is put into operation.

If you require further information on this request, please contact the Regional Traffic Safety and Mobility Group at (845) 437-3396.

Very truly yours,

Nicolas A. Choubah, P.E.
Regional Traffic Safety & Mobility Engineer

Dawn McKenzie

Subject: FW: Traffic Signal Warrant Study - Route 6 at the Mahopac Village Center/PCSB
Attachments: 150925RGD_Table T-1R.pdf; 150925_Traffic Counts.pdf

From: Richard D'Andrea
Sent: Friday, September 25, 2015 5:52 PM
To: Joseph.Hurley@dot.ny.gov
Cc: Philip Grealy
Subject: RE: Traffic Signal Warrant Study - Route 6 at the Mahopac Village Center

Joe,

Please see our responses in *red* below provided for clarification. If you have any additional questions please let us know.

Thanks,
Rich.

Richard G. D'Andrea, P.E., PTOE
Project Engineer
Maser Consulting P.A.
P: 914.347.7500 ext: 4805

From: Hurley, Joseph (DOT) []
Sent: Friday, September 25, 2015 9:23 AM
To: Philip Grealy
Subject: Traffic Signal Warrant Study - Route 6 at the Mahopac Village Center

Phil,

I am reviewing the study you completed for the signalization of the driveway on Route 6 at the Mahopac Village Center and have some preliminary questions/requests.

- In the report I found traffic volumes on Table T-1 (Continued) for the "Future Build Traffic Volumes Without Right Turn entry/Exit for Mahopac Village Center". Please let me know where I can find the volumes for the Existing Condition that include the redistributed left-turn volume and do not include the right turn volume. Table T-1 shows what appears to be a total of left and right volumes for the Existing Condition.

  The "Existing Traffic Volumes" shown on Table T-1 include the right turn entering and the right turn exiting volumes from the Mahopac Village Centre Driveway. Note that some illegal left turns from the Mahopac Village Centre driveway, totaling less than 10 vehicles per hour, were observed to occur at this intersection however they have not been included in the analysis providing a somewhat conservative analysis. The redistributed traffic volumes in Table T-1 represent the volumes redistributed from the Mahopac Village Centre Miller Road driveway that would become left turn volumes at the Mahopac Village Centre U.S. Route 6 driveway under future conditions with the current left turn restriction eliminated once the traffic signal is installed. The "Existing Traffic Volumes with Redistributed Traffic Volumes & Without the Right Turn Entry/Right Turn Exit Volumes were not specifically shown on the previous Tables. Table T-1R has been attached, which now includes an additional column showing the Existing Traffic Volumes with the Redistributed Left Turn Traffic & No Right Turn Entry/Right Turn Exit volumes. This is attached for your use. Notes 1, 2 & 3 have also been added to the table for further clarification. Also note that the previous Table T-1

incorrectly summarized the Redistributed Left Turn Volumes, however because of the way the tables were summarized this did not impact the volumes shown on Table T-1 (Continued) or utilized in the Warrant Analysis. Table T-1R has also been corrected to show the correct redistributed volumes by hour.

- In the report it is mentioned that there is 17,285 sq. ft. of vacant space in the shopping center. What is the total square footage of the shopping center?

  The total size of the shopping center including the vacant space is approximately 149,000 S.F. See table No. 1 in Appendix "B" of our August 18, 2015 Report.

- Please forward the manual counts completed for the AM peak, Mid-day peak and PM peak.

  The Manual Traffic Count Summary sheets are attached in PDF format for each of the three intersections analyzed for the AM, Midday and PM Peak Hours.

Thanks for your help.

Joe Hurley


Please consider the environment before printing this e-mail.

LOCATION: U.S. ROUTE 6 & MILLER ROAD PROJECT: SOMERS/MAHOPAC

DATE OF COUNT: 09/10/08 DAY: WEDNESDAY JCE JOB #: 1428 START TIME: 06:00 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
06:00 AM	06:15 AM	0	99	0	15	74	1	1	0	3	0	0	0	193	A	
06:15 AM	06:30 AM	1	106	0	16	82	0	1	0	4	1	1	1	213	A	
06:30 AM	06:45 AM	1	117	0	27	91	0	2	0	7	0	2	0	247	A	
06:45 AM	07:00 AM	4	106	0	19	108	0	2	0	9	0	3	1	252	A	905
07:00 AM	07:15 AM	4	95	2	43	125	3	5	1	10	1	3	1	293	A	1005
07:15 AM	07:30 AM	5	83	6	52	149	1	6	2	16	3	5	1	329	A	1121
07:30 AM	07:45 AM	1	116	5	57	119	1	12	0	23	1	5	0	340	X	1214
07:45 AM	08:00 AM	4	118	4	63	132	2	8	6	21	6	4	1	369	X	1331
08:00 AM	08:15 AM	3	125	6	48	129	2	9	5	20	4	6	1	358	X	1396
08:15 AM	08:30 AM	2	107	7	48	143	2	12	2	20	3	4	0	350	X	1417
08:30 AM	08:45 AM	2	101	10	50	115	2	9	0	23	2	2	1	317	A	1394
08:45 AM	09:00 AM	5	102	9	50	138	6	11	3	29	3	1	1	358	A	1383
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	1025
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	675
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	358
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:00 AM	06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	1	116	5	57	119	1	12	0	23	1	5	0	340
07:45 AM	08:00 AM	4	118	4	63	132	2	8	6	21	6	4	1	369
08:00 AM	08:15 AM	3	125	6	48	129	2	9	5	20	4	6	1	358
08:15 AM	08:30 AM	2	107	7	48	143	2	12	2	20	3	4	0	350
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

2	19	14	^	6	7
12	11	10	<	5	523
<	v	>	v	4	216
10	1	^	<	^	>
466	2	>	7	8	9
22	3	v	41	13	84

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:30 AM	08:30 AM	10	466	22	216	523	7	41	13	84	14	19	2	1417	0.960027
PHF BY MOVEMENT		0.63	0.93	0.79	0.86	0.91	0.88	0.85	0.54	0.91	0.58	0.79	0.50		
PHF BY APPROACH			0.93			0.95			0.99			0.80			

LOCATION: U.S. ROUTE 6 & MILLER ROAD PROJECT: SOMERS/MAHOPAC

DATE OF COUNT: 09/10/08 DAY: WEDNESDAY JCE JOB #: 1428 START TIME: 11:00

MID

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
MIDDAY PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
11:00 AM	11:15 AM	1	98	5	47	132	1	12	0	41	2	2	0	341	A	
11:15 AM	11:30 AM	2	120	4	48	112	0	13	0	46	1	1	0	347	A	
11:30 AM	11:45 AM	2	144	6	52	121	2	19	0	42	1	3	1	393	A	
11:45 AM	12:00 PM	1	144	9	53	129	3	18	0	39	5	2	0	403	A	1484
12:00 PM	12:15 PM	0	132	7	58	147	2	22	0	50	1	2	1	422	A	1565
12:15 PM	12:30 PM	1	143	6	45	138	1	18	0	36	2	2	0	392	A	1610
12:30 PM	12:45 PM	0	139	5	43	140	1	15	0	47	2	0	0	392	A	1609
12:45 PM	01:00 PM	2	127	2	51	124	1	17	0	58	4	2	1	389	X	1595
01:00 PM	01:15 PM	1	151	8	54	169	0	28	0	42	1	1	0	455	X	1628
01:15 PM	01:30 PM	1	121	8	54	159	1	22	0	42	1	2	2	413	X	1649
01:30 PM	01:45 PM	2	156	7	50	124	1	25	0	33	2	0	0	400	X	1657
01:45 PM	02:00 PM	1	156	12	43	123	2	23	0	20	2	2	0	384	A	1652
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	1197
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	784
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	384
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	2	127	2	51	124	1	17	0	58	4	2	1	389
01:00 PM	01:15 PM	1	151	8	54	169	0	28	0	42	1	1	0	455
01:15 PM	01:30 PM	1	121	8	54	159	1	22	0	42	1	2	2	413
01:30 PM	01:45 PM	2	156	7	50	124	1	25	0	33	2	0	0	400
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

MIDDAY PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
12:45 PM	01:45 PM	6	555	25	209	576	3	92	0	175	8	5	3	1657	0.91044
PHF BY MOVEMENT		0.75	0.89	0.78	0.97	0.85	0.75	0.82	#DIV/0!	0.75	0.50	0.63	0.38		
PHF BY APPROACH			0.89			0.88			0.89			0.57			

3	5	8	^	6	3
12	11	10	<	5	576
<	v	>	v	4	209
6	1	^	<	^	>
555	2	>	7	8	9
25	3	v	92	0	175

LOCATION:	U.S. ROUTE 6 & MILLER ROAD	PROJECT:	SOMERS/MAHOPAC		
DATE OF COUNT:	09/09/08	DAY: TUESDAY	JCE JOB #:	1428	START TIME : 16:00

PM

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM	04:15 PM	2	190	4	57	162	3	22	1	55	2	2	0	500	A	
04:15 PM	04:30 PM	3	197	12	40	154	1	24	0	67	2	2	0	502	A	
04:30 PM	04:45 PM	3	155	8	38	158	1	17	4	52	3	4	0	443	A	
04:45 PM	05:00 PM	4	149	9	61	162	0	17	6	57	2	4	1	472	A	1917
05:00 PM	05:15 PM	1	185	15	49	143	1	22	3	73	1	5	0	498	X	1915
05:15 PM	05:30 PM	0	165	18	43	184	1	25	4	76	5	2	0	523	X	1936
05:30 PM	05:45 PM	2	201	3	43	164	1	24	5	64	5	3	1	516	X	2009
05:45 PM	06:00 PM	2	173	7	45	174	2	18	4	66	2	2	0	495	X	2032
06:00 PM	06:15 PM	2	172	6	54	162	1	21	3	52	2	3	1	479	A	2013
06:15 PM	06:30 PM	1	194	8	38	139	1	23	4	51	2	2	0	463	A	1953
06:30 PM	06:45 PM	2	209	4	33	125	2	25	2	48	2	1	0	453	A	1890
06:45 PM	07:00 PM	1	158	2	29	119	2	23	3	36	1	3	1	378	A	1773
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	1294
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	831
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	378
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	05:15 PM	1	185	15	49	143	1	22	3	73	1	5	0	498
05:15 PM	05:30 PM	0	165	18	43	184	1	25	4	76	5	2	0	523
05:30 PM	05:45 PM	2	201	3	43	164	1	24	5	64	5	3	1	516
05:45 PM	06:00 PM	2	173	7	45	174	2	18	4	66	2	2	0	495
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

1	12	13	^	6	5
12	11	10	<	5	665
<	v	>	v	4	180
5	1	^	<	^	>
724	2	>	7	8	9
43	3	v	89	16	279

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
05:00 PM	06:00 PM	5	724	43	180	665	5	89	16	279	13	12	1	2032	0.971319
PHF BY MOVEMENT		0.63	0.90	0.60	0.92	0.90	0.63	0.89	0.80	0.92	0.65	0.60	0.25		
PHF BY APPROACH			0.94			0.93			0.91			0.72			

LOCATION: U.S. ROUTE 6 & A&P SHOPPING CENTER PROJECT: SOMERS/MAHOPAC

DATE OF COUNT: 09/10/08 DAY: WEDNESDAY JCE JOB #: 1428 START TIME: 06:00 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		SOUTHBOUND			NORTHBOUND			EASTBOUND			WESTBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
06:00 AM	06:15 AM						2		97	0	0	74		173	A	
06:15 AM	06:30 AM						0		104	1	1	83		189	A	
06:30 AM	06:45 AM						2		116	4	3	90		215	A	
06:45 AM	07:00 AM						5		72	7	5	110		199	A	776
07:00 AM	07:15 AM						5		69	13	6	157		250	A	853
07:15 AM	07:30 AM						2		112	6	5	179		304	A	968
07:30 AM	07:45 AM						4		95	17	5	144		265	A	1018
07:45 AM	08:00 AM						6		135	16	8	161		326	X	1145
08:00 AM	08:15 AM						6		96	13	13	137		265	X	1160
08:15 AM	08:30 AM						7		105	21	20	148		301	X	1157
08:30 AM	08:45 AM						9		94	18	11	154		286	X	1178
08:45 AM	09:00 AM						14		88	33	8	97		240	A	1092
09:00 AM	09:15 AM						22		102	22	14	109		269	A	1096
09:15 AM	09:30 AM						10		88	26	15	124		263	A	1058
09:30 AM	09:45 AM													0	A	772
09:45 AM	10:00 AM													0	A	532

CALCULATED PEAK 15-MINUTE VOLUMES

06:00 AM	06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	6	0	135	16	8	161	0	326
08:00 AM	08:15 AM	0	0	0	0	0	6	0	96	13	13	137	0	265
08:15 AM	08:30 AM	0	0	0	0	0	7	0	105	21	20	148	0	301
08:30 AM	08:45 AM	0	0	0	0	0	9	0	94	18	11	154	0	286
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
07:45 AM	08:45 AM	0	0	0	0	0	28	0	430	68	52	600	0	1178	0.903374
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.78	#DIV/0!	0.80	0.81	0.65	0.93	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.78			0.82			0.96				

0	600	52	^	6	28
12	11	10	<	5	0
<	v	>	v	4	0
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	430	68

LOCATION: U.S. ROUTE 6 & A&P SHOPPING CENTER PROJECT: SOMERS/MAHOPAC

DATE OF COUNT: 09/10/08 DAY: WEDNESDAY JCE JOB #: 1428 START TIME: 11:00

MID

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		SOUTHBOUND			NORTHBOUND			EASTBOUND			WESTBOUND					
MIDDAY PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
11:00 AM	11:15 AM						26		78	48	26	118		296	A	
11:15 AM	11:30 AM						28		98	47	18	107		298	A	
11:30 AM	11:45 AM						32		120	36	11	130		329	A	
11:45 AM	12:00 PM						24		130	38	25	122		339	A	1262
12:00 PM	12:15 PM						30		109	47	23	147		356	A	1322
12:15 PM	12:30 PM						27		123	56	23	133		362	A	1386
12:30 PM	12:45 PM						23		121	54	23	132		353	A	1410
12:45 PM	01:00 PM						20		111	54	24	118		327	A	1398
01:00 PM	01:15 PM						23		137	47	27	170		404	X	1446
01:15 PM	01:30 PM						40		90	56	19	164		369	X	1453
01:30 PM	01:45 PM						36		129	44	25	124		358	X	1458
01:45 PM	02:00 PM						27		137	50	26	119		359	X	1490
02:00 PM	02:15 PM													0	A	1086
02:15 PM	02:30 PM													0	A	717
02:30 PM	02:45 PM													0	A	359
02:45 PM	03:00 PM													0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	23	0	137	47	27	170	0	404
01:15 PM	01:30 PM	0	0	0	0	0	40	0	90	56	19	164	0	369
01:30 PM	01:45 PM	0	0	0	0	0	36	0	129	44	25	124	0	358
01:45 PM	02:00 PM	0	0	0	0	0	27	0	137	50	26	119	0	359
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

MIDDAY PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
01:00 PM	02:00 PM	0	0	0	0	0	126	0	493	197	97	577	0	1490	0.92203
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.79	#DIV/0!	0.90	0.88	0.90	0.85	#DIV/0!		
PHF BY APPROACH			#DIV/0!			0.79			0.92			0.86			

0	577	97	^	6	126
12	11	10	<	5	0
<	v	>	v	4	0
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	493	197

LOCATION: U.S. ROUTE 6 & A&P SHOPPING CENTER PROJECT: SOMERS/MAHOPAC

DATE OF COUNT: 09/09/08 DAY: TUESDAY JCE JOB #: 1428 START TIME : 15:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
03:00 PM	03:15 PM						25		122	60	9	138		354	A	
03:15 PM	03:30 PM						27		163	51	14	131		386	A	
03:30 PM	03:45 PM						17		132	34	13	111		307	A	
03:45 PM	04:00 PM						19		135	40	18	132		344	A	1391
04:00 PM	04:15 PM						15		172	39	15	119		360	A	1397
04:15 PM	04:30 PM						21		144	53	24	151		393	A	1404
04:30 PM	04:45 PM						38		182	41	15	178		454	X	1551
04:45 PM	05:00 PM						39		157	43	21	154		414	X	1621
05:00 PM	05:15 PM						32		143	41	17	167		400	X	1661
05:15 PM	05:30 PM						34		195	49	22	126		426	X	1694
05:30 PM	05:45 PM						23		159	35	22	144		383	A	1623
05:45 PM	06:00 PM						15		164	29	22	147		377	A	1586
06:00 PM	06:15 PM						21		163	41	20	136		381	A	1567
06:15 PM	06:30 PM						27		137	39	22	138		363	A	1504
06:30 PM	06:45 PM						24		157	31	10	125		347	A	1468
06:45 PM	07:00 PM						26		121	35	14	106		302	A	1393

CALCULATED PEAK 15-MINUTE VOLUMES

03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	38	0	182	41	15	178	0	454
04:45 PM	05:00 PM	0	0	0	0	0	39	0	157	43	21	154	0	414
05:00 PM	05:15 PM	0	0	0	0	0	32	0	143	41	17	167	0	400
05:15 PM	05:30 PM	0	0	0	0	0	34	0	195	49	22	126	0	426
05:30 PM	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:30 PM	05:30 PM	0	0	0	0	0	143	0	677	174	75	625	0	1694	0.932819
PHF BY MOVEMENT		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.92	#DIV/0!	0.87	0.89	0.85	0.88	#DIV/0!		
PHF BY APPROACH		#DIV/0!			0.92			0.87			0.91				

0	625	75	^	6	143
12	11	10	<	5	0
<	v	>	v	4	0
0	1	^	<	^	>
0	2	>	7	8	9
0	3	v	0	677	174

LOCATION: MILLER ROAD & A&P SHOPPING CENTER PROJECT: SOMERS/MAHOPAC

DATE OF COUNT: 09/10/08 DAY: WEDNESDAY JCE JOB #: 1428 START TIME: 06:00 **AM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
06:00 AM	06:15 AM	1	0	5	0	0	0	0	4	0	0	15	1	26	A	
06:15 AM	06:30 AM	2	0	0	0	0	0	2	2	0	0	17	1	24	A	
06:30 AM	06:45 AM	4	0	3	0	0	0	0	7	0	0	23	5	42	A	
06:45 AM	07:00 AM	4	0	4	0	0	0	3	9	0	0	18	4	42	A	134
07:00 AM	07:15 AM	7	0	6	0	0	0	3	8	0	0	42	5	71	A	179
07:15 AM	07:30 AM	6	0	10	0	0	0	8	19	0	0	53	11	107	A	262
07:30 AM	07:45 AM	13	0	7	0	0	0	3	23	0	0	59	7	112	A	332
07:45 AM	08:00 AM	4	0	9	0	0	0	4	30	0	0	61	9	117	A	407
08:00 AM	08:15 AM	8	0	15	0	0	0	2	27	0	0	52	10	114	X	450
08:15 AM	08:30 AM	9	0	21	0	0	0	8	24	0	0	49	11	122	X	465
08:30 AM	08:45 AM	7	0	13	0	0	0	7	26	0	0	54	6	113	X	466
08:45 AM	09:00 AM	11	0	17	0	0	0	3	30	0	0	51	10	122	X	471
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	357
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	235
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	122
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

06:00 AM	06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	8	0	15	0	0	0	2	27	0	0	52	10	114
08:15 AM	08:30 AM	9	0	21	0	0	0	8	24	0	0	49	11	122
08:30 AM	08:45 AM	7	0	13	0	0	0	7	26	0	0	54	6	113
08:45 AM	09:00 AM	11	0	17	0	0	0	3	30	0	0	51	10	122
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

AM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
08:00 AM	09:00 AM	35	0	66	0	0	0	20	107	0	0	206	37	471	0.965164
PHF BY MOVEMENT		0.80	#DIV/0!	0.79	#DIV/0!	#DIV/0!	#DIV/0!	0.63	0.89	#DIV/0!	#DIV/0!	0.95	0.84		
PHF BY APPROACH			0.84			#DIV/0!			0.96			0.98			

37	206	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
35	1	^	<	^	>
0	2	>	7	8	9
66	3	v	20	107	0

LOCATION: MILLER ROAD & A&P SHOPPING CENTER PROJECT: SOMERS/MAHOPAC

DATE OF COUNT: 09/10/08 DAY: WEDNESDAY JCE JOB #: 1428 START TIME: 11:00

MID

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
MIDDAY PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
11:00 AM	11:15 AM	15	0	37	0	0	0	16	39	0	0	43	12	162	A	
11:15 AM	11:30 AM	18	0	34	0	0	0	15	42	0	0	38	16	163	A	
11:30 AM	11:45 AM	20	0	39	0	0	0	14	40	0	0	43	16	172	A	
11:45 AM	12:00 PM	25	0	32	0	0	0	19	31	0	0	42	21	170	A	667
12:00 PM	12:15 PM	30	0	55	0	0	0	17	41	0	0	40	26	209	A	714
12:15 PM	12:30 PM	28	0	45	0	0	0	17	27	0	0	38	14	169	A	720
12:30 PM	12:45 PM	30	0	44	0	0	0	14	31	0	0	31	16	166	A	714
12:45 PM	01:00 PM	32	0	46	0	0	0	17	44	0	0	42	15	196	X	740
01:00 PM	01:15 PM	33	0	46	0	0	0	20	36	0	0	37	25	197	X	728
01:15 PM	01:30 PM	28	0	42	0	0	0	21	35	0	0	41	22	189	X	748
01:30 PM	01:45 PM	24	0	45	0	0	0	24	33	0	0	39	19	184	X	766
01:45 PM	02:00 PM	19	0	46	0	0	0	20	23	0	0	41	17	166	A	736
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	539
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	350
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	166
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	32	0	46	0	0	0	17	44	0	0	42	15	196
01:00 PM	01:15 PM	33	0	46	0	0	0	20	36	0	0	37	25	197
01:15 PM	01:30 PM	28	0	42	0	0	0	21	35	0	0	41	22	189
01:30 PM	01:45 PM	24	0	45	0	0	0	24	33	0	0	39	19	184
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

MIDDAY PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
12:45 PM	01:45 PM	117	0	179	0	0	0	82	148	0	0	159	81	766	0.972081
PHF BY MOVEMENT		0.89	#DIV/0!	0.97	#DIV/0!	#DIV/0!	#DIV/0!	0.85	0.84	#DIV/0!	#DIV/0!	0.95	0.81		
PHF BY APPROACH			0.94			#DIV/0!			0.94			0.95			

81	159	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
117	1	^	<	^	>
0	2	>	7	8	9
179	3	v	82	148	0

LOCATION:	MILLER ROAD & A&P SHOPPING CENTER	PROJECT:	SOMERS/MAHOPAC		
DATE OF COUNT:	09/09/08	DAY: TUESDAY	JCE JOB #:	1428	START TIME: 16:00 **PM**

ENTER 15-MINUTE COUNT VOLUMES BY MOVEMENT

		EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND					
PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total		
04:00 PM	04:15 PM	25	0	39	0	0	0	21	54	0	0	46	18	203	A	
04:15 PM	04:30 PM	44	0	45	0	0	0	20	48	0	0	35	18	210	A	
04:30 PM	04:45 PM	29	0	48	0	0	0	23	45	0	0	42	10	197	X	
04:45 PM	05:00 PM	34	0	44	0	0	0	21	45	0	0	53	18	215	X	825
05:00 PM	05:15 PM	37	0	47	0	0	0	0	62	0	0	51	17	214	X	836
05:15 PM	05:30 PM	35	0	39	0	0	0	14	71	0	0	48	13	220	X	846
05:30 PM	05:45 PM	35	0	33	0	0	0	14	58	0	0	37	13	190	A	839
05:45 PM	06:00 PM	27	0	36	0	0	0	16	60	0	0	44	11	194	A	818
06:00 PM	06:15 PM	28	0	34	0	0	0	15	48	0	0	50	14	189	A	793
06:15 PM	06:30 PM	26	0	31	0	0	0	13	51	0	0	37	12	170	A	743
06:30 PM	06:45 PM	28	0	29	0	0	0	9	45	0	0	27	12	150	A	703
06:45 PM	07:00 PM	24	0	25	0	0	0	6	37	0	0	22	11	125	A	634
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	445
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	275
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	125
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	A	0

CALCULATED PEAK 15-MINUTE VOLUMES

04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	29	0	48	0	0	0	23	45	0	0	42	10	197
04:45 PM	05:00 PM	34	0	44	0	0	0	21	45	0	0	53	18	215
05:00 PM	05:15 PM	37	0	47	0	0	0	0	62	0	0	51	17	214
05:15 PM	05:30 PM	35	0	39	0	0	0	14	71	0	0	48	13	220
05:30 PM	05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM	07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM	07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM	07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM	08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

CALCULATED PEAK HOUR VOLUMES

PM PEAK HOUR		1	2	3	4	5	6	7	8	9	10	11	12	total	PHF
04:30 PM	05:30 PM	135	0	178	0	0	0	58	223	0	0	194	58	846	0.961364
PHF BY MOVEMENT		0.91	#DIV/0!	0.93	#DIV/0!	#DIV/0!	#DIV/0!	0.63	0.79	#DIV/0!	#DIV/0!	0.92	0.81		
PHF BY APPROACH			0.93			#DIV/0!			0.83			0.89			

58	194	0	^	6	0
12	11	10	<	5	0
<	v	>	v	4	0
135	1	^	<	^	>
0	2	>	7	8	9
178	3	v	58	223	0

TABLE T-1R

U.S. Route 6 & Mahopace Village Centre/PCSB-Route 6 Retail Site Access Intersection Trafic Volume Summary

Time of Day	Existing Traffic Volumes			Redistributed Traffic Volumes			Existing Traffic Volumes with Redistributed as Left Turns (Volumes Exclude Right In and Right Out of Driveway)			Mahopac Village Centre Vacancy Generated Traffic Volumes			PCSB Site Generated Traffic Volumes			William Kohler Memorial Senior Center Traffic Volumes		
	U.S. Route 6	Mahopac Village Centre[1]	PCSB Site Access	U.S. Route 6[2]	Mahopac Village Centre[2]	PCSB Site Access	U.S. Route 6[3]	Mahopac Village Centre[3]	PCSB Site Access	U.S. Route 6	Mahopac Village Centre	PCSB Site Access	U.S. Route 6	Mahopac Village Centre	PCSB Site Access	U.S. Route 6	Mahopac Village Centre	PCSB Site Access
12:00 AM	120	3	0	-1	4	0	112	4	0	1	1	0	0	0	0	0	0	0
1:00 AM	63	2	0	-1	2	0	59	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	42	1	0	0	1	0	39	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	52	1	0	0	2	0	48	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	85	2	0	-1	3	0	79	3	0	0	1	0	0	0	0	0	0	0
5:00 AM	234	6	0	-2	8	0	218	8	0	1	1	0	7	0	14	0	0	0
6:00 AM	783	5	0	-3	12	0	775	12	0	3	5	0	10	0	24	1	0	3
7:00 AM	1002	12	0	-4	28	0	953	28	0	4	7	0	17	0	24	27	0	28
8:00 AM	1047	26	0	-9	37	0	975	37	0	5	7	0	34	0	22	28	0	27
9:00 AM	995	78	0	-9	35	0	880	35	0	10	12	0	24	0	19	7	0	19
10:00 AM	987	124	0	-9	35	0	847	35	0	15	16	0	17	0	17	2	0	16
11:00 AM	1059	110	0	-18	75	0	890	75	0	23	34	0	17	0	14	2	0	14
12:00 PM	1168	101	0	-24	110	0	953	110	0	27	39	0	14	0	12	12	0	3
1:00 PM	1255	116	0	-18	99	0	1055	99	0	28	41	0	26	0	60	12	0	3
2:00 PM	1370	82	0	-20	116	0	1185	116	0	30	46	0	33	0	60	12	0	3
3:00 PM	1424	84	0	-21	118	0	1236	118	0	30	47	0	52	0	60	15	0	4
4:00 PM	1384	79	0	-25	116	0	1194	116	0	30	45	0	72	0	72	32	0	31
5:00 PM	1455	81	0	-20	114	0	1275	114	0	29	45	0	59	0	60	23	0	27
6:00 PM	1381	97	0	-17	91	0	1237	91	0	27	40	0	52	0	60	4	0	6
7:00 PM	1230	74	0	-18	105	0	1065	105	0	27	41	0	33	0	48	3	0	1
8:00 PM	939	52	0	-13	74	0	823	74	0	19	29	0	20	0	36	3	0	1
9:00 PM	687	38	0	-9	54	0	602	54	0	14	21	0	20	0	24	0	0	0
10:00 PM	521	29	0	-7	41	0	456	41	0	10	16	0	13	0	12	0	0	0
11:00 PM	325	18	0	-4	25	0	284	25	0	7	10	0	7	0	12	0	0	0

NOTES:

1) The Mahopac Village Centre Existing Traffic Volumes include only right turn exiting volumes from the Village Centre Driveway. Any illegal left turns from this location, which were observed to occur less than 10 times per hour, are not included in the existing traffic volumes therefore providing a somewhat conservative analysis.

2) The redistibuted traffic volumes on the Mahopac Village Centre Driveway represent the left turn volumes that would be added to the intersection under the proposed conditions with a traffic signal. These volumes would be redistributed from the Mahopac Village Centre driveway connection to Miller Road. Note that a portion of these volumes currently exit the Mahopac Village Centre driveway and make a left onto U.S. Route 6 westbound at Miller Road and pass through the U.S. Route 6/Mahopac Village Centre driveway. Under proposed conditions these volumes would no longer pass through the intersection as westbound through volumes, which is why they are shown to be subtracted from the U.S. Route 6 volumes.

3) U.S. Route 6 volumes exclude the right turn entry volumes to the Mahopac Village Centre driveway. Mahopac Village Centre volumes include only those volumes that have been redistributed to the left turn exit movement, the right turn exiting volumes from this location have been excluded.

TABLE T-1R (CONTINUED)

U.S. Route 6 & Mahopc Village Centre/PCSB-Route 6 Retail Site Access Intersection Traffic Volume Summary

Time of Day	Total Future Build Traffic Volumes			Future Build Traffic Volumes Without Right Turn Entry/Exit from Mahopac Village Centre			Future Build Traffic Volumes PCSB Site Access Only	
	U.S. Route 6	Mahopac Village Centre	PCSB Site Access	U.S. Route 6	Mahopac Village Centre	PCSB Site Access	U.S. Route 6	PCSB Site Access
12:00 AM	120	8	0	111	5	0	111	0
1:00 AM	63	4	0	58	2	0	58	0
2:00 AM	42	3	0	39	2	0	39	0
3:00 AM	51	3	0	48	2	0	48	0
4:00 AM	85	6	0	79	3	0	79	0
5:00 AM	240	16	14	223	9	14	223	14
6:00 AM	794	22	27	784	15	27	784	27
7:00 AM	1046	47	52	994	32	52	994	52
8:00 AM	1105	70	49	1030	41	49	1030	49
9:00 AM	1028	125	38	903	61	38	903	38
10:00 AM	1012	175	33	847	70	33	847	33
11:00 AM	1083	219	28	898	92	28	898	28
12:00 PM	1197	250	15	963	129	15	963	15
1:00 PM	1303	256	63	1084	119	63	1084	63
2:00 PM	1425	244	63	1221	101	63	1221	63
3:00 PM	1500	249	64	1293	103	64	1293	64
4:00 PM	1493	240	103	1282	98	103	1282	103
5:00 PM	1546	240	87	1346	99	87	1346	87
6:00 PM	1447	228	66	1284	111	66	1284	66
7:00 PM	1274	220	49	1090	91	49	1090	49
8:00 PM	967	155	37	838	64	37	838	37
9:00 PM	712	113	24	617	47	24	617	24
10:00 PM	537	86	12	465	35	12	465	12
11:00 PM	334	54	12	289	22	12	289	12

MASER CONSULTING P.A.

Engineers
Planners
Surveyors
Landscape Architects
Environmental Scientists

11 Bradhurst Avenue
Hawthorne, NY 10532
T: 914.347.7500
F: 914.347.7266
www.maserconsulting.com

August 18, 2015

VIA UPS

Mr. Nicholas Choubah
Regional Traffic Engineer
New York State Department of Transportation
4 Burnett Boulevard
Poughkeepsie, NY 12603

Re: Signalization of U.S. Route 6 and Mahopac Village Center
Town of Carmel, Putnam County, New York
MC Project No. 12100005A

Dear Mr. Choubah:

We are enclosing, for your review, our traffic evaluation including traffic signal warrant analysis, which supports the signalization of the above referenced location.

We will be submitting shortly the plans and formal work permit application for the proposed bank/retail development referenced in the attached letter but wanted to get this information to you for your review.

We are currently working together with the Town and County on some of the particulars.

Please contact me if you have any questions or require additional information.

Very truly yours,
MASER CONSULTING P.A.

Philip J. Grealy, Ph.D., P.E.
Principal/Department Manager

PJG/jr
Enclosures
cc: J. Contelmo, P.E.
F. Koelsch

R:\Projects\2012\12100005A - J428\1428 - Union Place\2015\Correspondence\Out\150818RGD Choubah.docx

the signalized intersection with Route 6 or head south on Miller Road to Route 118 to return to U.S. Route 6 westbound.

The site location as well as its relationship to the William Kohler Memorial Senior Center and the U.S. Route 6 and Miller Road intersection (northeast of the site location) is shown on Figure No. 1. It should be noted that as part of the proposed PCSB-Route 6 retail project an access easement is also proposed to be provided through the site to the Kohler Senior Center, which would allow traffic from the Senior Center to also access the proposed traffic signal, addressing significant traffic safety concerns as expressed by the Putnam County Highway Commissioner in the enclosed letter dated June 30, 2015 (Appendix F).

The following describes the steps taken in our evaluation of the U.S. Route 6 and the Mahopac Village Centre/PCSB/Route 6 Retail Site Access intersection

1. Existing Traffic Volumes (Figures No 2, 3 and 4; Table T-1)
   Existing traffic volume data was compiled for the U.S. Route 6 and Mahopac Village Centre Driveway, U.S. Route 6 and Miller Road and Miller Road and Mahopac Village Centre Driveway intersections. The data included both manual turning movement counts collected for the Morning (6:00 – 9:00 AM), Midday (11:00 AM – 2:00 PM) and Afternoon (3:00 PM – 4:00 PM) time periods as well as machine traffic volume data collected along U.S. Route 6 west of the Mahopac Village Centre driveway. Traffic volume data available from the New York State Department of Transportation (NYSDOT) was also obtained for the U.S. Route 6 corridor in this vicinity. Together this information was utilized to determine the existing traffic volumes for the U.S. Route 6 and Mahopac Village Centre intersection. The resulting data for Weekday AM, Midday and PM peak periods as summarized on Figures No. 2, 3 and 4 as well as for each hour of the day as summarized in Table No. T-1. As previously indicated left turns out of the Mahopac Village Centre driveway are currently prohibited, however based on observations several illegal left turn movements were found to occur throughout the day since this left turn restriction is not supported by a raised median.

   In addition to the turning movement counts at the three area intersections, observations were also made of the vehicles exiting the Mahopac Village Centre access driveway to Miller Road. A significant portion (up to 65%) of the vehicles exiting this driveway currently make a left onto Miller Road then also make a left onto U.S. Route 6 to continue to the west. In addition, a portion of the vehicles exiting this driveway that make a right turn to Miller Road southbound currently make a right turn at NYS Route 118 and then a left turn onto U.S. Route 6 to continue to the west along Route 6. Each of these

addition, the left turn prohibition at the Mahopac Village Centre driveway also results in vehicles from the Mahopac Village Centre utilizing the left turn lane on U.S. Route 6 and the Kohler Senior Center driveway to make U-turns to head west along U.S. Route 6. These conditions create significant traffic safety concerns for the County that could be addressed through the proposed access easement, as set forth in the Putnam County Highway Commissioner's letter.

Existing daily traffic volume generation data for the Kohler Senior Center was obtained from Putnam County, in order to project future traffic volumes at the U.S. Route 6 and Mahopac Village Centre/PCSB Route 6 Retail Site Access intersection with the proposed Kohler Senior Center access easement. This data was summarized to determine the average daily traffic volumes and these volumes were then projected over the course of the day to determine the average hourly traffic generation of the center. The resulting hourly traffic volumes generated by the Kohler Center are summarized in Table No. T-1.

4. Putnam County Savings Bank Site (Tables No. 2 and T-1)
The proposed Putnam County Savings Bank site will be accessed via a new driveway connection to U.S. Route 6 aligning opposite the Mahopac Village Centre driveway. The site access will consist of one entering lane and two exiting lanes and as previously discussed, it is anticipated that the Kohler Senior Center would also be provided access via this driveway under future conditions via an access easement to help address traffic safety concerns identified by the Putnam County Highway department.

Trip generation estimates were made of the proposed PCSB project based on ITE trip generation data utilizing Land Use Categories 912 – Drive-in Bank and 820 – Shopping Center. The resulting trip generation estimates are summarized in Table No. 2 for the Weekday AM and PM Peak Hours. These volumes were also projected over the course of the day based on ITE data to determine the hourly volumes generated by the site. These volumes are summarized on Table No. T-1

5. Future Traffic Conditions (Figures No. 5, 6 and 7 and Table T-1)
As part of the proposed project, a traffic signal is proposed to be installed at the U.S. Route 6 and Mahopac Village Centre/PCSB-Route 6 Retail Site Access intersection. In addition, the Mahopac Village Centre driveway is proposed to be modified to allow both left and right turn exiting movements from the driveway. Therefore, the existing traffic volumes and the volumes associated with the existing vacancies exiting the Mahopac Village Centre had to be redistributed to the proposed left turn exit movement on to U.S. Route 6.

were compared to each of the warrants under three different scenarios as described below.

It should be noted that for each of the warrant analyses, the 70% volume thresholds have been utilized since the machine count data collected along U.S. Route 6 in the vicinity of the intersection indicated that the 85th Percentile speeds along the roadway are in excess of 40 mph.

a. *Full Intersection Volume*

The first scenario analyzed utilized the full intersection volume including left turns exiting the Mahopac Village Centre driveway as summarized in Table No. T-1. The warrant analysis based on these volumes is summarized on Tables W-1 and W-2. The analysis indicates that the intersection would exceed the volume warrant thresholds for Warrant 1 Conditions A and B for 11 hours and 14 hours, respectively, where 8 hours are required to be satisfied for each condition. Warrant 2 is also satisfied for 13 hours, which exceeds the required 4 hours and the Peak Hour Warrant (Warrant 3) is satisfied for the 12 hours. Therefore, we conclude that a traffic signal is warranted for the intersection.

b. *Without Right Turn Volume Entering and Exiting Mahopac Village Centre Access*

The intersection was also analyzed without the right turn entry and right turn exit volumes to and from the Mahopac Village Centre driveway. This was done since each of these movements are channelized right turn type movements and therefore do not significantly factor into the mainline volumes and intersection conflicts. The right turn entry volume from U.S. Route 6 is handled on a separate right turn lane and is a channelized right turn movement that enters its own lane on a free flow movement entering the driveway. The right turn exit movement is currently channelized although it does not enter U.S. Route 6 in its own lane.

The traffic volumes associated with this scenario are summarized on Table No. T-1. These volumes were compared to the traffic signal warrant threshold volumes as shown on Tables W-1A and W-2A. The results indicate that the intersection satisfies Warrant 1A for 3 of the required 8 hours, satisfies Warrant 1 B for 12 of the required 8 hours, satisfies Warrant 2 for 12 of the required 4 hours and satisfies the Peak Hour Warrant (Warrant 3) for 9 hours. Therefore, the intersection satisfies warrants for a traffic signal.

a better access management along the corridor, which would reduce existing traffic conflicts in this immediate area.

b. Accident data for U.S. Route 6 in the vicinity of the Mahopac Village Centre and Miller Road intersections was obtained from the Town of Carmel. The accident data (Appendix E) provides limited information, but does indicate a significant accident history at the intersection of U.S. Route 6 and Miller Road. In addition, a total of 9 accidents over a four year period were found to have occurred at the Mahopac Village Centre driveway intersection. A traffic signal at the Mahopac Village Centre driveway intersection along with permitting left turn movements exiting the Mahopac Village Centre driveway would likely alleviate some of the existing accident conditions at these two intersections.

c. The addition of left turns exiting the Mahopac Village Centre driveway would improve the operation of the U.S. Route 6 and Miller Road intersection, which experiences significant congestion and delays during peak hours on both the U.S. Route 6 and Miller Road approaches. The modification to allow the left turn movement exiting the Mahopac Village Centre driveway would reduce the left turn movement from Miller Road onto U.S. Route 6 westbound. It would also reduce the left turn volume exiting the Mahopac Village Centre Miller Road driveway, which is currently a difficult movement due to queues that extend back from the U.S. Route 6 intersection. The steep grade on Miller Road approaching U.S. Route 6 also has a negative impact in the capacity of the Miller Road approach. The addition of the left turn exit from the Mahopac Village Centre driveway to U.S. Route 6 would also allow the vehicles that currently use the Miller Road access to NYS Route 118 and then to continue west along U.S. Route 6 to now exit directly on to U.S. Route 6 westbound. This would also result in these vehicles being processed as through movements at the U.S. Route 6/NYS Route 118 intersection rather than as left turn movements from the minor approach at that location.

8. Intersection Capacity Analysis (Table No. 3)
The capacity analysis previously conducted for the U.S. Route 6 and Mahopac Village Centre/PCSB - Route 6 Retail Site Access intersection in our July 17, 2015 letter has also been updated to reflect the future build traffic volumes accounting for the volumes associated with the occupancy of the vacant space within the Mahopac Village Centre as well as the volumes associated with the Kohler Senior Center. It should be noted that no background traffic growth or traffic volumes associated with other potential developments has been accounted for in this analysis. The intersections of U.S. Route 6/

Fred Pena
Commissioner

John Tully
Deputy Commissioner

DEPARTMENT OF
HIGHWAYS & FACILITIES
842 Fair Street
Carmel, New York 10512
Phone: 845-878-6331 Fax: 845-808-1908

VIA EMAIL & USPS
June 30, 2015

Mr. William Gorton
Regional Director, Region 8
New York State Department of Transportation
Eleanor Roosevelt State Office Building
4 Burnett Boulevard
Poughkeepsie, NY 12603

Re: Route 6 Traffic Safety Concerns
Koehler Senior Center
Putnam County, Town of Carmel

Dear Director Gorton:

I am writing to confirm Putnam County's serious concerns over traffic safety within Route 6 at the entrance to the County operated Koehler Senior Center, located across the street from the A&P Shopping Center in the Mahopac Hamlet of the Town of Carmel.

The many Putnam seniors who utilize the Koehler Senior Center cannot make a left hand turn into or out of the Center. Most Putnam seniors need to make a left hand turn out of the Center to return to their homes in Putnam. The prohibition on left turns forces the seniors to turn right toward the busy intersection of Route 6 and Route 118, and the nearby Westchester County line, and then to turn around in heavy traffic to head back into Putnam. Additionally, the prohibition on left hand turns for vehicles exiting the A&P Shopping Center adds to the traffic safety concerns, as patrons exiting the shopping center needing to turn left often either use the Koehler Center driveway to turn around or simply make an illegal left hand turn.

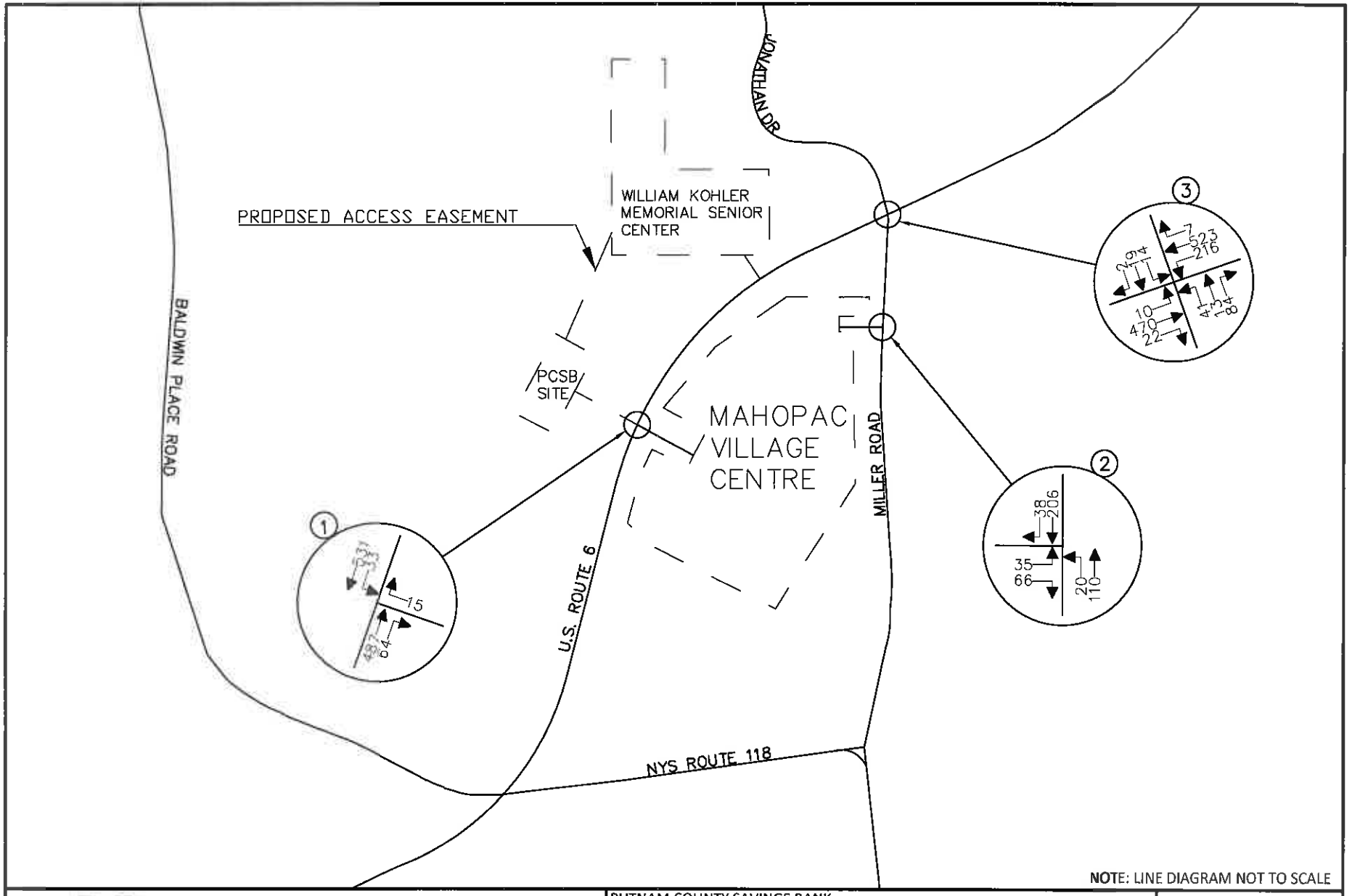
The Koehler Senior Center traffic safety concerns are the highest during weekends and evening rush hour, when traffic is often the worst, and the Center has events. The County often has to employ the County Sherriff's Department to direct traffic in and out of the Koehler Senior Center to help avoid accidents.

These traffic safety issues may be addressed by redirecting the Koehler Senior Center traffic to a newly proposed signalized entranceway for the property immediately adjacent to the Koehler Senior Center. The adjacent property owner is proposing a new signalized entrance drive directly across from the existing entrance to the A&P Shopping Center as part of a site plan application for three new separate 2,500 square foot retail buildings. The owner is willing to grant the County an

PUTNAM COUNTY SAVINGS BANK-ROUTE 6 RETAIL

APPENDIX A

FIGURES



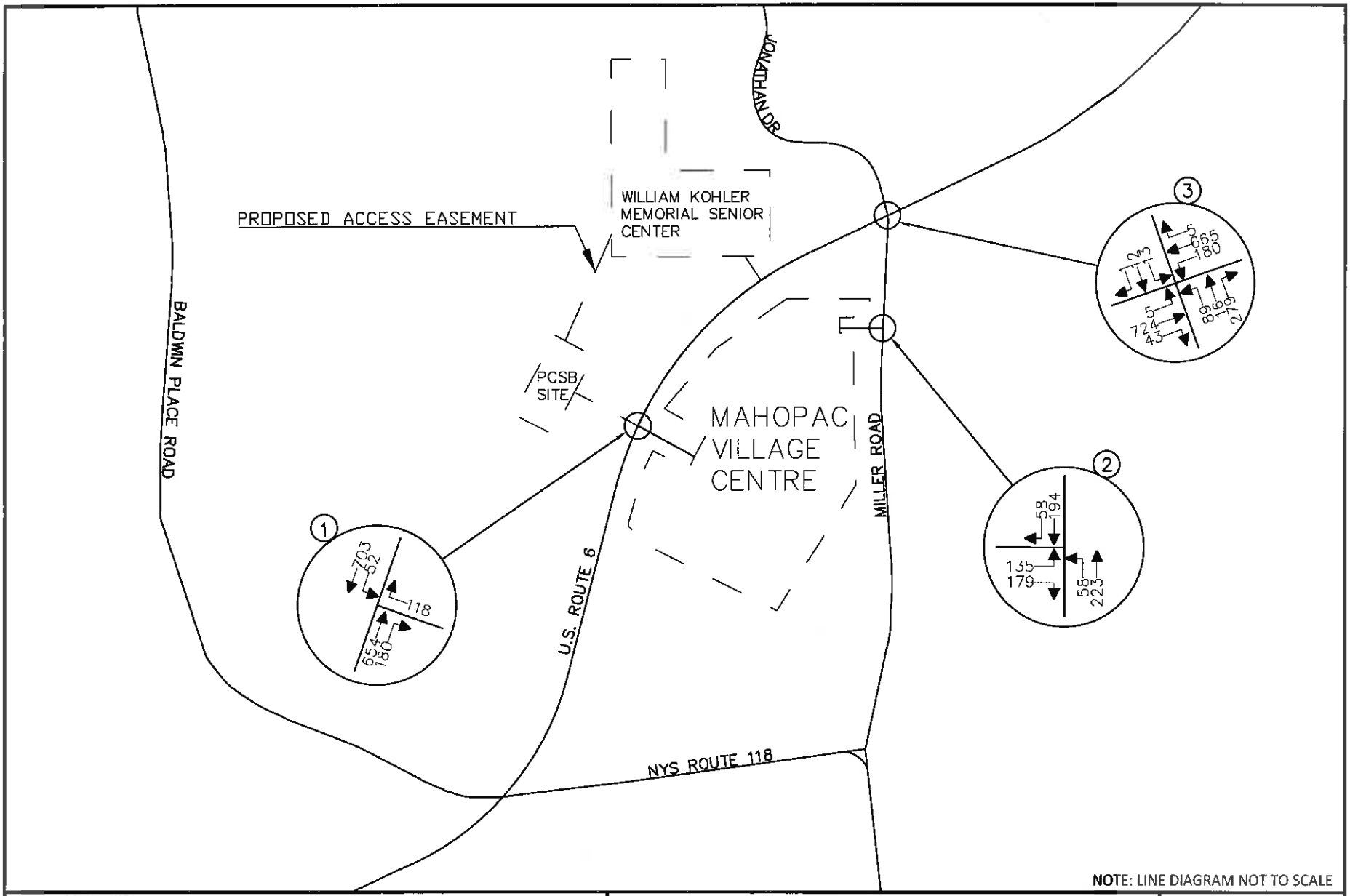
MASER CONSULTING P.A.
Consulting, Municipal & Environmental Engineers
Planners ▪ Surveyors ▪ Landscape Architects
State of N.Y. Certificate of Authorization: 0008671
New Jersey New York Pennsylvania Virginia
Customer Loyalty *through* Client Satisfaction

WESTCHESTER OFFICE
11 Bradhurst Avenue
Hawthorne, NY 10532
Phone: 914.347.7500
Fax: 914.347.7266
email: solutions @ maserconsulting.com

PUTNAM COUNTY SAVINGS BANK
TOWN OF CARMEL, NEW YORK

EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

JOB NUMBER:	DATE:
12100005A	8/3/2015
FIGURE NUMBER:	
2	



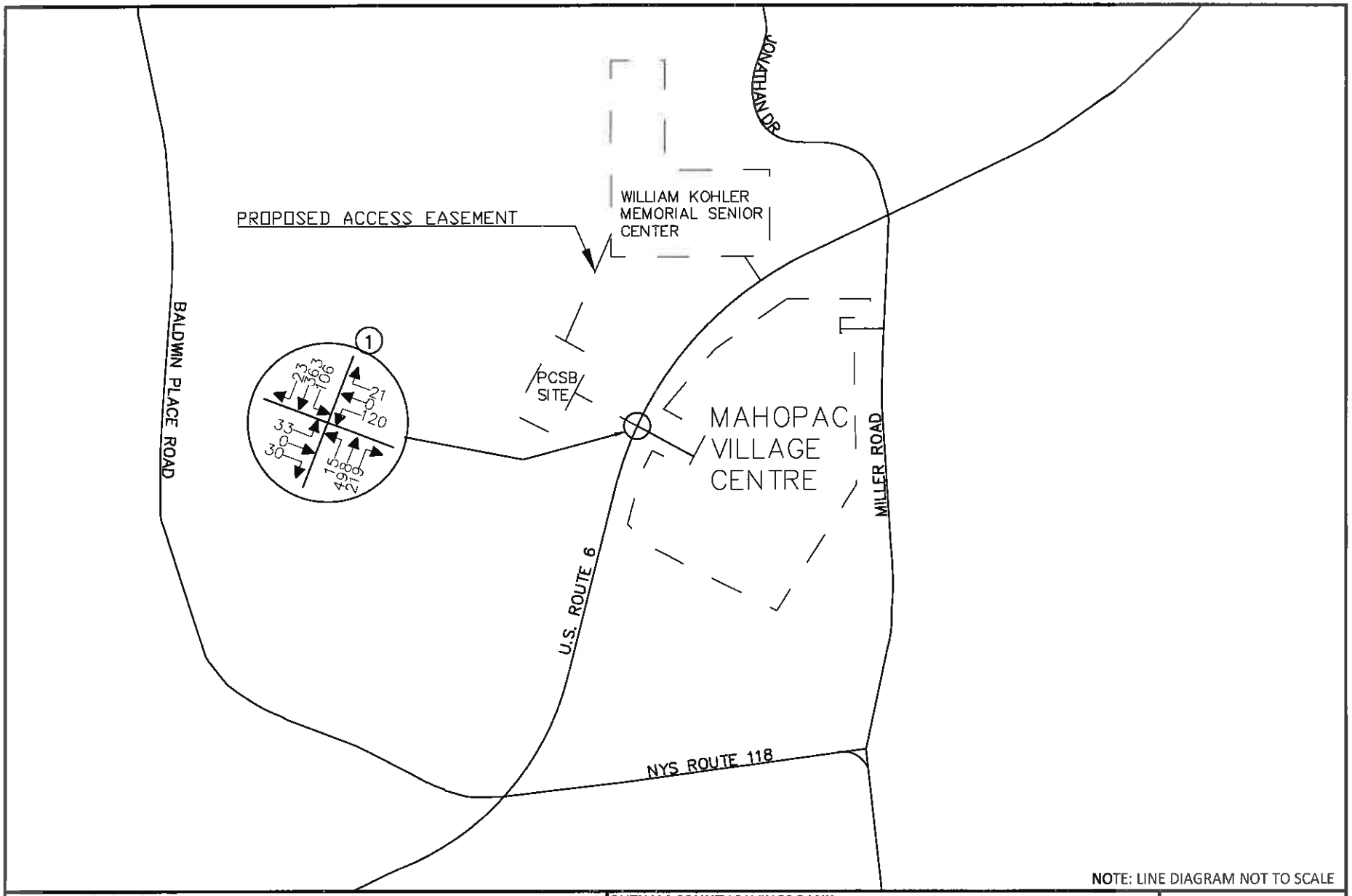
MASER CONSULTING P.A.
Consulting, Municipal & Environmental Engineers
Planners ▪ Surveyors ▪ Landscape Architects
State of N.Y. Certificate of Authorization: 0008671
New Jersey New York Pennsylvania Virginia
Customer Loyalty *through* Client Satisfaction

WESTCHESTER OFFICE
11 Bradhurst Avenue
Hawthorne, NY 10532
Phone: 914.347.7500
Fax: 914.347.7266
email: solutions @ maserconsulting.com

PUTNAM COUNTY SAVINGS BANK
TOWN OF CARMEL, NEW YORK

EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

JOB NUMBER:	DATE:
12100005A	8/3/2015
FIGURE NUMBER:	
4	



NOTE: LINE DIAGRAM NOT TO SCALE

MASER CONSULTING P.A.
Consulting, Municipal & Environmental Engineers
Planners ▪ Surveyors ▪ Landscape Architects
State of N.Y. Certificate of Authorization: 0008671

New Jersey New York Pennsylvania Virginia
Customer Loyalty *through* Client Satisfaction

WESTCHESTER OFFICE
11 Bradhurst Avenue
Hawthorne, NY 10532
Phone: 914.347.7500
Fax: 914.347.7266
email: solutions @ maserconsulting.com

PUTNAM COUNTY SAVINGS BANK
TOWN OF CARMEL, NEW YORK

BUILD TRAFFIC VOLUMES
WEEKDAY PEAK MID-DAY HOUR

JOB NUMBER:	DATE:
12100005A	8/3/2015
FIGURE NUMBER:	
6	

PUTNAM COUNTY SAVINGS BANK-ROUTE 6 RETAIL

APPENDIX B

TABLES

TABLE NO. 2

HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED SITE GENERATED TRAFFIC VOLUMES

PCSB - ROUTE 6 RETAIL MAHOPAC, NEW YORK	ENTRY			EXIT		
	HTGR[1]	VOLUME	NEW TRIPS[2]	HTGR[1]	VOLUME	NEW TRIPS[2]
DRIVE-IN BANK (2,656 SQ. FT.)						
PEAK AM HOUR	6.89	18	14	5.19	14	11
PEAK PM HOUR	12.15	32	24	12.15	32	24
SATURDAY PEAK HOUR	13.68	36	27	12.63	34	26
RETAIL (5,000 SQ. FT.)						
PEAK AM HOUR	3.11	16	12	1.91	10	8
PEAK PM HOUR	8.05	40	30	8.05	40	30
SATURDAY PEAK HOUR	12.47	62	47	12.47	62	47
TOTAL						
PEAK AM HOUR	-	34	26	-	24	18
PEAK PM HOUR	-	72	54	-	72	54
SATURDAY PEAK HOUR	-	98	74	-	96	72

NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 9TH EDITION, 2012. ITE LAND USE CODE - 912 - DRIVE-IN BANK AND ITE LAND USE CODE - 820 - SHOPPING CENTER.

2) "NEW TRIPS" INCLUDE A 25% PASS-BY/DIVERTED LINK TRIP CREDIT APPLIED TO BOTH LAND USES TO ACCOUNT FOR TRIPS ATTRACTED FROM THE EXISTING TRAFFIC STREAM ALONG U.S. ROUTE 6.

TABLE T-1 (CONTINUED)

U.S. Route 6 & Mahopc Village Centre/PCSB-Route 6 Retail Site Access Intersection Traffic Volume Summary

Time of Day	Total Future Build Traffic Volumes			Future Build Traffic Volumes Without Right Turn Entry/Exit from Mahopac Village Centre			Future Build Traffic Volumes PCSB Site Access Only	
	U.S. Route 6	Mahopac Village Centre	PCSB Site Access	U.S. Route 6	Mahopac Village Centre	PCSB Site Access	U.S. Route 6	PCSB Site Access
12:00 AM	120	8	0	111	5	0	111	0
1:00 AM	63	4	0	58	2	0	58	0
2:00 AM	42	3	0	39	2	0	39	0
3:00 AM	51	3	0	48	2	0	48	0
4:00 AM	85	6	0	79	3	0	79	0
5:00 AM	240	16	14	223	9	14	223	14
6:00 AM	794	22	27	784	15	27	784	27
7:00 AM	1046	47	52	994	32	52	994	52
8:00 AM	1105	70	49	1030	41	49	1030	49
9:00 AM	1028	125	38	903	61	38	903	38
10:00 AM	1012	175	33	847	70	33	847	33
11:00 AM	1083	219	28	898	92	28	898	28
12:00 PM	1197	250	15	963	129	15	963	15
1:00 PM	1303	256	63	1084	119	63	1084	63
2:00 PM	1425	244	63	1221	101	63	1221	63
3:00 PM	1500	249	64	1293	103	64	1293	64
4:00 PM	1493	240	103	1282	98	103	1282	103
5:00 PM	1546	240	87	1346	99	87	1346	87
6:00 PM	1447	228	66	1284	111	66	1284	66
7:00 PM	1274	220	49	1090	91	49	1090	49
8:00 PM	967	155	37	838	64	37	838	37
9:00 PM	712	113	24	617	47	24	617	24
10:00 PM	537	86	12	465	35	12	465	12
11:00 PM	334	54	12	289	22	12	289	12

PUTNAM COUNTY SAVINGS BANK-ROUTE 6 RETAIL

TRAFFIC SIGNAL WARRANT ANALYSES

TABLE W-2

SIGNAL WARRANTS ANALYSIS

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: U.S. Route 6
MINOR STREET: Mahopac Village/Prop. PCSB

LOCATION: Town of Carmel, Putnam County, NY

DATE: 7/29/15

VOLUME BASIS..... Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	2
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)----->	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	120	8	800	80	1075	100	NO	NO
01:00 AM	63	4	800	80	1075	100	NO	NO
02:00 AM	42	3	800	80	1075	100	NO	NO
03:00 AM	51	3	800	80	1075	100	NO	NO
04:00 AM	85	6	800	80	1075	100	NO	NO
05:00 AM	240	16	800	80	1075	100	NO	NO
06:00 AM	794	22	800	80	1075	100	NO	NO
07:00 AM	1046	47	800	80	1075	100	NO	NO
08:00 AM	1105	70	800	80	1075	100	NO	NO
09:00 AM	1028	125	800	80	1075	100	YES	YES
10:00 AM	1012	175	800	80	1075	100	YES	YES
11:00 AM	1083	219	800	80	1075	100	YES	YES
12:00 PM	1197	250	800	80	1075	100	YES	YES
01:00 PM	1303	256	800	80	1075	100	YES	YES
02:00 PM	1425	244	800	80	1075	100	YES	YES
03:00 PM	1500	249	800	80	1075	100	YES	YES
04:00 PM	1493	240	800	80	1075	100	YES	YES
05:00 PM	1546	240	800	80	1075	100	YES	YES
06:00 PM	1447	228	800	80	1075	100	YES	YES
07:00 PM	1274	220	800	80	1075	100	YES	YES
08:00 PM	967	155	800	80	1075	100	YES	YES
09:00 PM	712	113	800	80	1075	100	YES	NO
10:00 PM	537	86	800	80	1075	100	NO	NO

NOTE major peds = highest volume on major street crosswalk

TOTAL HOURS MEETING WARRANTS	**13**	**12**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) THRESHOLD VOLUMES FOR WARRANTS 2 AND 3 REPRESENT LOWER THRESHOLD, HOWEVER ALL VOLUMES ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3

MUTCD FIGURE 4C-4
WARRANT 3 - PEAK HOUR (>40 MPH)

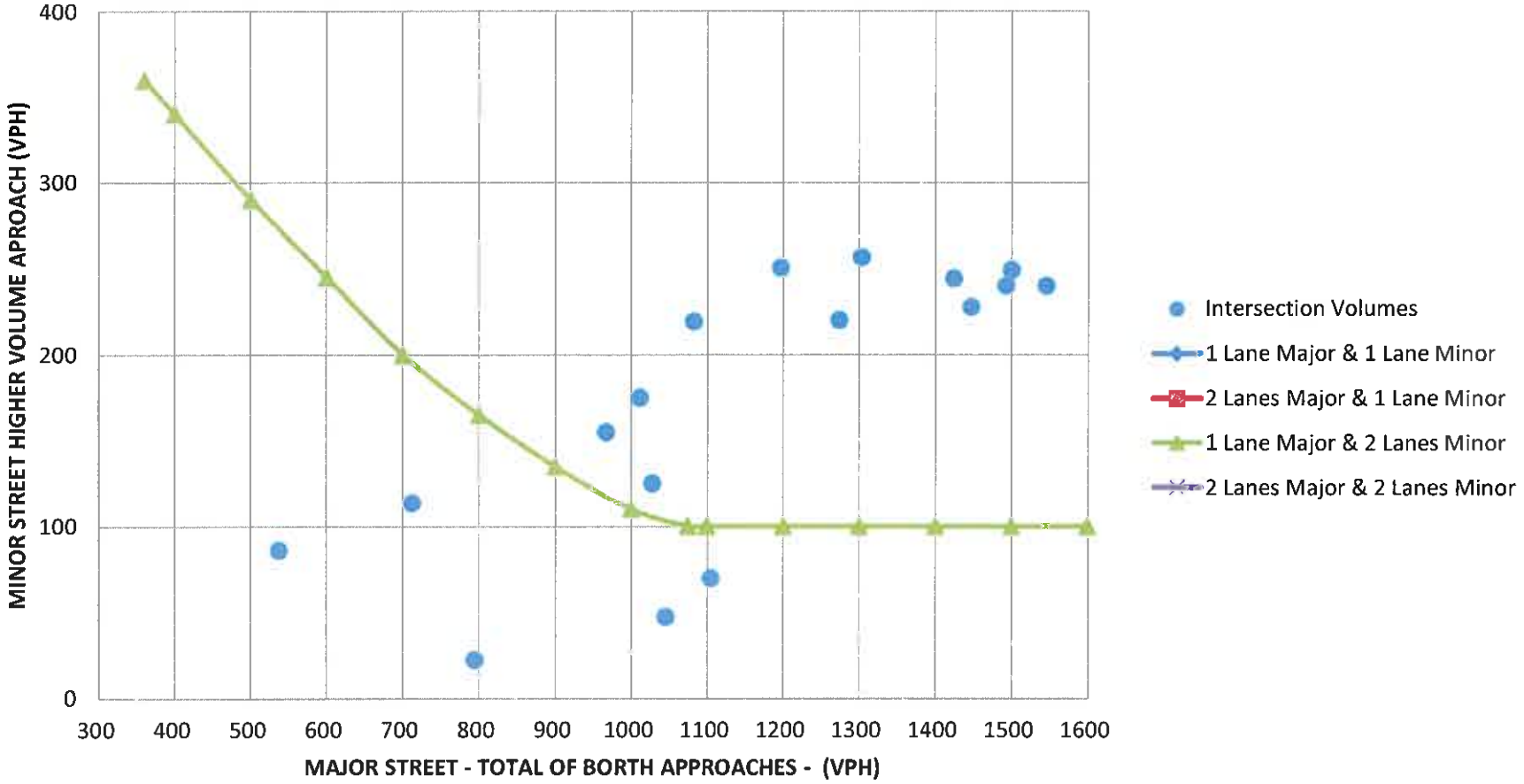


TABLE W-2A

SIGNAL WARRANTS ANALYSIS
WITHOUT MAHOPAC VILLAGE RIGHT TURN ENTRY AND RIGHT TURN EXIT VOLUMES

(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: U.S. Route 6
MINOR STREET: Mahopac Village/Prop. PCSB

LOCATION: Town of Carmel, Putnam County, NY

DATE: 7/29/15

VOLUME BASIS..... Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	1
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)?------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	111	5	800	60	1100	75	NO	NO
01:00 AM	58	2	800	60	1100	75	NO	NO
02:00 AM	39	2	800	60	1100	75	NO	NO
03:00 AM	48	2	800	60	1100	75	NO	NO
04:00 AM	79	3	800	60	1100	75	NO	NO
05:00 AM	223	9	800	60	1100	75	NO	NO
06:00 AM	784	15	800	60	1100	75	NO	NO
07:00 AM	994	32	800	60	1100	75	NO	NO
08:00 AM	1030	41	800	60	1100	75	NO	NO
09:00 AM	903	61	800	60	1100	75	YES	NO
10:00 AM	847	70	800	60	1100	75	YES	NO
11:00 AM	898	92	800	60	1100	75	YES	NO
12:00 PM	963	129	800	60	1100	75	YES	YES
01:00 PM	1084	119	800	60	1100	75	YES	YES
02:00 PM	1221	101	800	60	1100	75	YES	YES
03:00 PM	1293	103	800	60	1100	75	YES	YES
04:00 PM	1282	98	800	60	1100	75	YES	YES
05:00 PM	1346	99	800	60	1100	75	YES	YES
06:00 PM	1284	111	800	60	1100	75	YES	YES
07:00 PM	1090	91	800	60	1100	75	YES	YES
08:00 PM	838	64	800	60	1100	75	YES	NO
09:00 PM	617	47	800	60	1100	75	NO	NO
10:00 PM	465	35	800	60	1100	75	NO	NO

NOTE major peds = highest volume on major street crosswalk

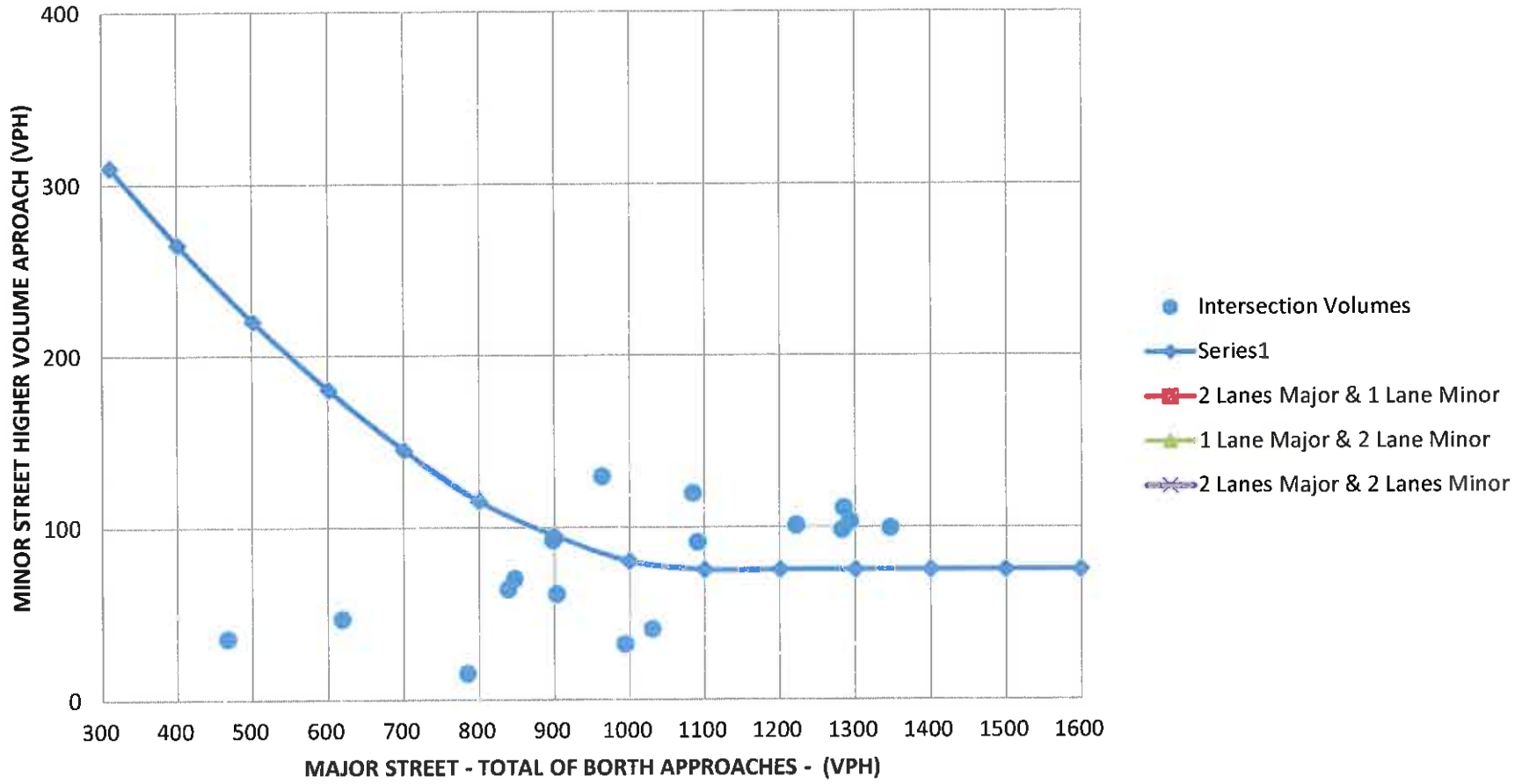
TOTAL HOURS MEETING WARRANTS	**12**	**8**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 1A: SATISFIED -- CRITERIA MET FOR SIGNALIZATION
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) THRESHOLD VOLUMES FOR WARRANTS 2 AND 3 REPRESENT LOWER THRESHOLD, HOWEVER ALL VOLUMES ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3

MUTCD FIGURE 4C-4
WARRANT 3 - PEAK HOUR (>40 MPH)



8/5/2015

JOB: 12100005A

TABLE W-2B

SIGNAL WARRANTS ANALYSIS
ANALYSIS OF PCSB SITE ACCESS APPROACH ONLY
(Based on National Manual of Uniform Traffic Control Devices)

INTERSECTION DATA

MAJOR STREET: U.S. Route 6
MINOR STREET: Mahopac Village/Prop. PCSB

LOCATION: Town of Carmel, Putnam County, NY

DATE: 7/29/15

VOLUME BASIS..... Build Traffic Volumes

CONDITION ..... Typical Weekday

CHARACTERISTICS

Number Of Lanes For Moving Traffic By Approach	
Major Street (Excluding Auxiliary Lanes) =	1
Minor Street (Including Auxiliary Lanes) =	2
Speed	
85 % Speed >= 40 mph (Y or N)----->	Y
Median	
Raised median 4' or more in width on major street (Y or N)------>	N
Population	
Community < 10,000 (Y or N)------>	N

TIME	VOLUMES		WARRANT 2[1]		WARRANT 3[1]		WARRANT MET?	
Hour Begin	Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street	2	3
12:00 AM	111	0	800	80	1075	100	NO	NO
01:00 AM	58	0	800	80	1075	100	NO	NO
02:00 AM	39	0	800	80	1075	100	NO	NO
03:00 AM	48	0	800	80	1075	100	NO	NO
04:00 AM	79	0	800	80	1075	100	NO	NO
05:00 AM	223	14	800	80	1075	100	NO	NO
06:00 AM	784	27	800	80	1075	100	NO	NO
07:00 AM	994	52	800	80	1075	100	NO	NO
08:00 AM	1030	49	800	80	1075	100	NO	NO
09:00 AM	903	38	800	80	1075	100	NO	NO
10:00 AM	847	33	800	80	1075	100	NO	NO
11:00 AM	898	28	800	80	1075	100	NO	NO
12:00 PM	963	15	800	80	1075	100	NO	NO
01:00 PM	1084	63	800	80	1075	100	NO	NO
02:00 PM	1221	63	800	80	1075	100	NO	NO
03:00 PM	1293	64	800	80	1075	100	NO	NO
04:00 PM	1282	103	800	80	1075	100	YES	YES
05:00 PM	1346	87	800	80	1075	100	YES	NO
06:00 PM	1284	66	800	80	1075	100	NO	NO
07:00 PM	1090	49	800	80	1075	100	NO	NO
08:00 PM	838	37	800	80	1075	100	NO	NO
09:00 PM	617	24	800	80	1075	100	NO	NO
10:00 PM	465	12	800	80	1075	100	NO	NO

NOTE major peds = highest volume on major street crosswalk

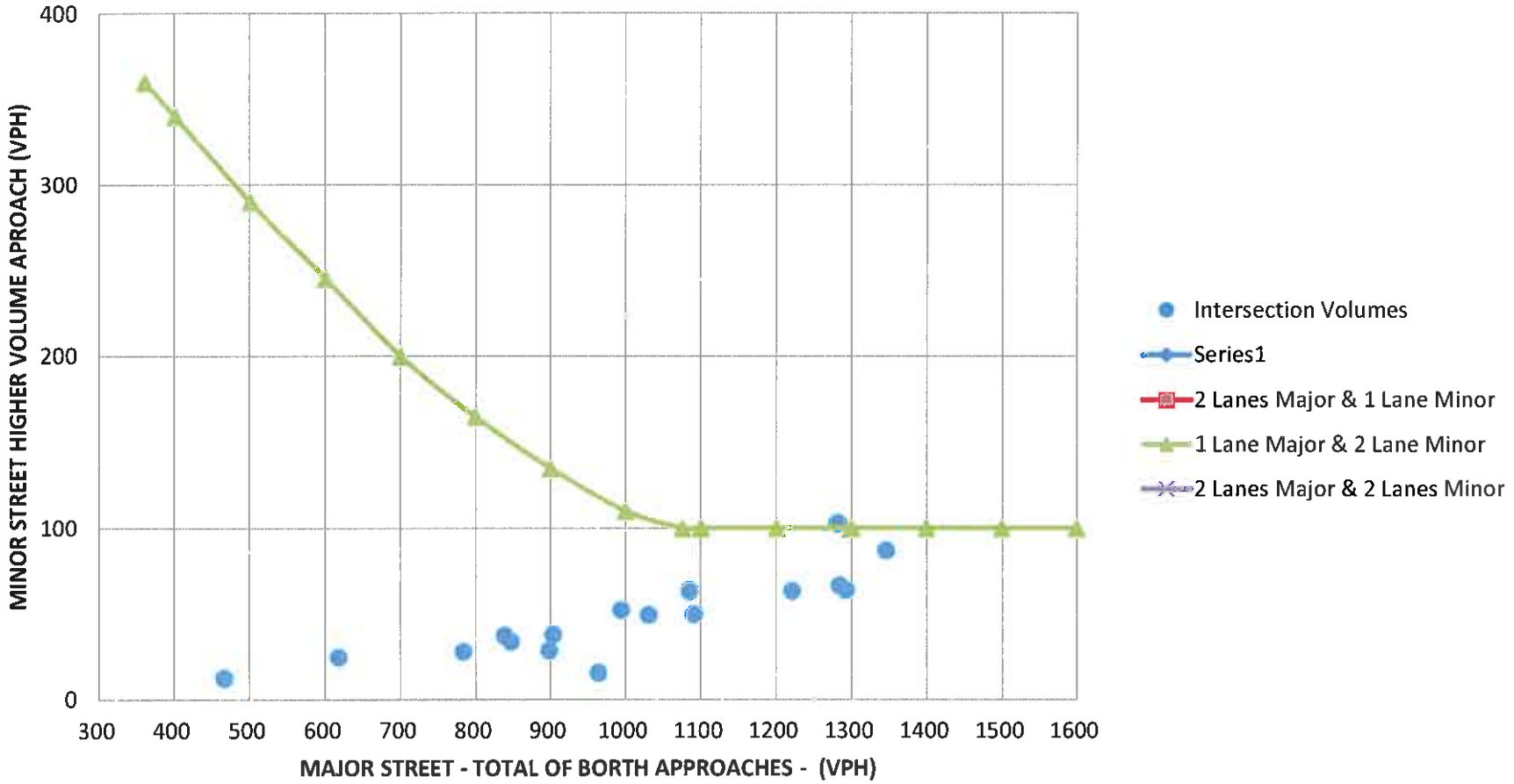
	2	1
TOTAL HOURS MEETING WARRANTS	**2**	**1**
TOTAL HOURS NEEDED TO SATISFY	**4**	**1**

FOUR HOUR VEHICULAR VOLUME	WARRANT 2: NOT SATISFIED -- NO SIGNAL
PEAK HOUR VOLUME	WARRANT 1B: SATISIFIED -- CRITERIA MET FOR SIGNALIZATION

NOTES:

1) THRESHOLD VOLUMES FOR WARRANTS 2 AND 3 REPRESENT LOWER THRESHOLD, HOWEVER ALL VOLUMES ARE COMPARED TO MUTCD FIGURE 4C-2 FOR WARRANT 2 AND FIGURE 4C-4 FOR WARRANT 3

MUTCD FIGURE 4C-4
WARRANT 3 - PEAK HOUR (>40 MPH)



LEVEL OF SERVICE STANDARDS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.

LOS D describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.

LEVEL OF SERVICE CRITERIA
FOR TWO-WAY STOP-CONTROLLED (TWSC) UNSIGNALIZED INTERSECTIONS

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 19-1 from the *2010 Highway Capacity Manual* published by the Transportation Research Board.

Exhibit 19-1

	LOS by Volume-to-Capacity Ratio	
Control Delay (s/veh)	**v/c ≤1.0**	**v/c >1.0**
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

As Exhibit 19-1 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.

PUTNAM COUNTY SAVINGS BANK-ROUTE 6 RETAIL

APPENDIX D

CAPACITY ANALYSIS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		Free	2		2	6		6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0		10.0	22.0	22.0	9.0	22.0	22.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	50.0	50.0	15.0	50.0	50.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%		16.7%	55.6%	55.6%	16.7%	55.6%	55.6%
Maximum Green (s)	20.0	20.0	20.0	20.0	20.0		10.0	45.0	45.0	10.0	45.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	0.0
Total Lost Time (s)		4.0	4.0		4.0		4.0	4.0	4.0	4.0	4.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
v/c Ratio		0.12	0.04		0.13	0.01	0.02	0.39	0.07	0.06	0.36	0.03
Control Delay		19.9	0.2		19.8	0.0	3.2	8.3	2.3	3.1	6.1	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		19.9	0.2		19.8	0.0	3.2	8.3	2.3	3.1	6.1	0.8
Queue Length 50th (ft)		8	0		9	0	1	51	0	3	52	0
Queue Length 95th (ft)		33	0		35	0	5	196	14	10	197	5
Internal Link Dist (ft)		305			385			703			441	
Turn Bay Length (ft)							300		300	200		200
Base Capacity (vph)		815	905		832	1812	854	1750	1381	819	1826	1467
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.04	0.02		0.05	0.01	0.02	0.30	0.05	0.05	0.30	0.03

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 42.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: U.S. Route 6 & PCSB Site Access/Mahopac Village Centre

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	0	30	120	0	21	15	498	219	106	363	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	16	12	12	10	11	13	12
Storage Length (ft)	0		0	0		0	300		300	200		200
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.950			0.950		0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1805	1812	1770	1881	1478	1745	1963	1583
Flt Permitted		0.664			0.734		0.521			0.292		
Satd. Flow (perm)	0	1237	1583	0	1395	1812	970	1881	1478	536	1963	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			145			246			85
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		365			456			783			521	
Travel Time (s)		8.3			10.4			13.3			8.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.87	0.89	0.85	0.88	0.92
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%	2%	1%	2%	0%	0%	2%
Adj. Flow (vph)	36	0	33	130	0	23	16	572	246	125	412	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	33	0	130	23	16	572	246	125	412	25
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.09	1.04	0.96	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	2	1	2	2	2	2	2	2	2	2
Detector Template												
Leading Detector (ft)	50	83	83	50	83	83	83	83	83	83	83	83
Trailing Detector (ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Position(ft)	0	-5	-5	0	-5	-5	-5	-5	-5	-5	-5	-5
Detector 1 Size(ft)	50	40	40	50	40	40	40	40	40	40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		43	43		43	43	43	43	43	43	43	43
Detector 2 Size(ft)		40	40		40	40	40	40	40	40	40	40
Detector 2 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	Perm	NA	Free	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	0	30	120	0	21	15	498	219	106	363	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1900	1956	1863	1881	1863	1900	1976	1863
Adj Flow Rate, veh/h	36	0	33	130	0	0	16	572	0	125	412	25
Adj No. of Lanes	0	1	1	0	1	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.87	0.89	0.85	0.88	0.92
Percent Heavy Veh, %	2	2	2	2	2	1	2	1	2	0	0	2
Cap, veh/h	452	0	277	388	0	291	595	849	715	520	1002	766
Arrive On Green	0.18	0.00	0.18	0.18	0.00	0.00	0.04	0.45	0.00	0.10	0.51	0.48
Sat Flow, veh/h	1626	0	1583	1261	0	1663	1774	1881	1583	1810	1976	1583
Grp Volume(v), veh/h	36	0	33	130	0	0	16	572	0	125	412	25
Grp Sat Flow(s),veh/h/ln	1626	0	1583	1261	0	1663	1774	1881	1583	1810	1976	1583
Q Serve(g_s), s	0.0	0.0	0.8	3.7	0.0	0.0	0.2	10.3	0.0	1.4	5.6	0.4
Cycle Q Clear(g_c), s	0.7	0.0	0.8	4.5	0.0	0.0	0.2	10.3	0.0	1.4	5.6	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	452	0	277	388	0	291	595	849	715	520	1002	766
V/C Ratio(X)	0.08	0.00	0.12	0.34	0.00	0.00	0.03	0.67	0.00	0.24	0.41	0.03
Avail Cap(c_a), veh/h	892	0	771	824	0	810	977	2007	1689	809	2108	1653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	15.0	16.8	0.0	0.0	5.8	9.3	0.0	6.1	6.6	5.8
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.5	0.0	0.0	0.0	0.9	0.0	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.3	1.5	0.0	0.0	0.1	5.5	0.0	0.7	3.1	0.2
LnGrp Delay(d),s/veh	15.0	0.0	15.2	17.4	0.0	0.0	5.8	10.3	0.0	6.4	6.9	5.8
LnGrp LOS	B		B	B			A	B		A	A	A
Approach Vol, veh/h		69			130			588			562	
Approach Delay, s/veh		15.1			17.4			10.1			6.7	
Approach LOS		B			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.1	23.5		11.6	5.7	25.9		11.6
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0
Max Green Setting (Gmax), s	10.0	45.0		20.0	10.0	45.0		20.0
Max Q Clear Time (g_c+I1), s	3.4	12.3		2.8	2.2	7.6		6.5
Green Ext Time (p_c), s	0.2	6.1		0.9	0.0	6.2		0.8

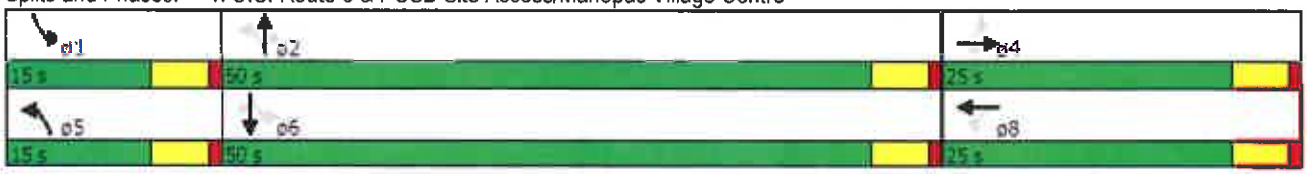
Intersection Summary	
HCM 2010 Ctrl Delay	9.7
HCM 2010 LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4	8		Free	2		2	6		6
Detector Phase	4	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0		10.0	22.0	22.0	9.0	22.0	22.0
Total Split (s)	25.0	25.0	25.0	25.0	25.0		15.0	50.0	50.0	15.0	50.0	50.0
Total Split (%)	27.8%	27.8%	27.8%	27.8%	27.8%		16.7%	55.6%	55.6%	16.7%	55.6%	55.6%
Maximum Green (s)	20.0	20.0	20.0	20.0	20.0		10.0	45.0	45.0	10.0	45.0	45.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		-1.0	-1.0		-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	0.0
Total Lost Time (s)		4.0	4.0		4.0		4.0	4.0	4.0	4.0	4.0	5.0
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	None	Min	Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0			0	0		0	0
v/c Ratio		0.26	0.11		0.52	0.08	0.10	0.75	0.03	0.19	0.61	0.06
Control Delay		28.6	2.2		33.8	0.1	5.0	19.9	0.1	5.7	14.5	1.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		28.6	2.2		33.8	0.1	5.0	19.9	0.1	5.7	14.5	1.5
Queue Length 50th (ft)		22	0		56	0	5	244	0	9	205	0
Queue Length 95th (ft)		63	8		129	0	18	438	0	24	367	11
Internal Link Dist (ft)		274			371			703			441	
Turn Bay Length (ft)							300		300	200		200
Base Capacity (vph)		370	570		440	1812	536	1335	1073	455	1397	1128
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.17	0.08		0.34	0.08	0.08	0.56	0.02	0.16	0.49	0.05

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 68.4
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 1: U.S. Route 6 & PCSB Site Access/Mahopac Village Centre



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	724	43	180	665	5	105	16	279	13	12	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	12	12	12	12
Storage Length (ft)	80		0	151		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.999			0.906			0.995	
Flt Protected	0.950			0.950				0.987			0.976	
Satd. Flow (prot)	1770	1848	0	1770	1861	0	0	1777	0	0	1809	0
Flt Permitted	0.325			0.067				0.987			0.976	
Satd. Flow (perm)	605	1848	0	125	1861	0	0	1777	0	0	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			1			85			1	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		548			525			394			195	
Travel Time (s)		9.3			8.9			9.0			4.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	787	47	196	723	5	114	17	303	14	13	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	834	0	196	728	0	0	434	0	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases		2		1	6		4	4		8	8	
Permitted Phases	2			6								
Minimum Split (s)	21.0	21.0		9.0	21.0		21.0	21.0		16.0	16.0	
Total Split (s)	60.0	60.0		18.0	78.0		26.0	26.0		16.0	16.0	
Total Split (%)	50.0%	50.0%		15.0%	65.0%		21.7%	21.7%		13.3%	13.3%	
Maximum Green (s)	55.0	55.0		13.0	73.0		21.0	21.0		11.0	11.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0			-1.0			-1.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
v/c Ratio	0.02	0.97		0.73	0.63			1.10			0.15	
Control Delay	17.6	55.0		42.7	17.6			111.6			50.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	724	43	180	665	5	105	16	279	13	12	1
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1937	1900	1900	1863	1900
Adj Flow Rate, veh/h	5	787	47	196	723	5	114	17	303	14	13	1
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	812	49	284	1139	8	82	12	218	90	84	6
Arrive On Green	0.47	0.47	0.46	0.12	0.62	0.61	0.18	0.18	0.17	0.10	0.10	0.09
Sat Flow, veh/h	724	1740	104	1774	1848	13	448	67	1190	903	839	65
Grp Volume(v), veh/h	5	0	834	196	0	728	434	0	0	28	0	0
Grp Sat Flow(s),veh/h/ln	724	0	1844	1774	0	1860	1705	0	0	1806	0	0
Q Serve(g_s), s	0.5	0.0	52.8	7.3	0.0	29.6	22.0	0.0	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	12.1	0.0	52.8	7.3	0.0	29.6	22.0	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.01	0.26		0.70	0.50		0.04
Lane Grp Cap(c), veh/h	328	0	861	284	0	1147	313	0	0	181	0	0
V/C Ratio(X)	0.02	0.00	0.97	0.69	0.00	0.63	1.39	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	328	0	861	284	0	1147	313	0	0	181	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.0	0.0	31.2	29.5	0.0	14.5	49.3	0.0	0.0	49.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	24.0	12.9	0.0	2.7	193.5	0.0	0.0	1.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	32.6	7.2	0.0	15.8	27.1	0.0	0.0	0.9	0.0	0.0
LnGrp Delay(d),s/veh	24.0	0.0	55.2	42.4	0.0	17.2	242.8	0.0	0.0	51.2	0.0	0.0
LnGrp LOS	C		E	D		B	F			D		
Approach Vol, veh/h		839			924			434			28	
Approach Delay, s/veh		55.0			22.5			242.8			51.2	
Approach LOS		E			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	18.0	60.0		26.0		78.0		16.0
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0
Max Green Setting (Gmax), s	13.0	55.0		21.0		73.0		11.0
Max Q Clear Time (g_c+I1), s	9.3	54.8		24.0		31.6		3.7
Green Ext Time (p_c), s	0.2	0.1		0.0		15.3		0.0

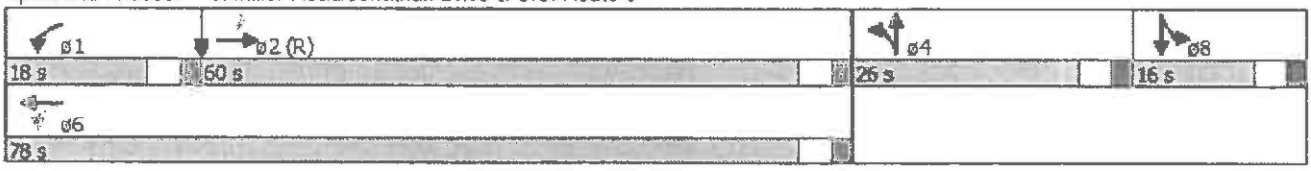
Intersection Summary	
HCM 2010 Ctrl Delay	78.1
HCM 2010 LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	**17.8**	**74.4**		42.7	19.2			**22.4**			**50.3**	
Queue Length 50th (ft)	2	~753		95	380			79			19	
Queue Length 95th (ft)	**10**	**#1004**		#199	525			**189**			**49**	
Internal Link Dist (ft)		468			445			314			115	
Turn Bay Length (ft)	80			151								
Base Capacity (vph)	240	862		269	1146			517			181	
Starvation Cap Reductn	0	0		0	0			**0**			**0**	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			**0**			**0**	
Reduced v/c Ratio	0.02	1.04		0.73	0.69			0.69			0.15	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle: 100
Control Type: Pretimed
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Miller Road/Jonathan Drive & U.S. Route 6



PUTNAM COUNTY SAVINGS BANK-ROUTE 6 RETAIL

APPENDIX E

TRAFFIC VOLUME DATA

JOHN COLLINS ENGINEERS, P.C.
11 BRADHURST AVENUE
HAWTHORNE, NY, 10532
(914) 347-7500 / FAX (914) 347-7266

Default Comments
PROJECT: UNION PLACE
LOCATION: CARMEL, NEW YORK
JCE JOB# 428

Site Code: 42800000333
Station ID:
U.S. ROUTE 6 (NORTH OF MAHOPAC COMMONS AND SOUTH OF MILLER ROAD)
Latitude: 0' 0.000 Undefined

Start	29-Sep-08		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	48	32	*	*	*	*	*	*	*	*	*	*	*	*	48	32
01:00	40	30	*	*	*	*	*	*	*	*	*	*	*	*	40	30
02:00	23	28	*	*	*	*	*	*	*	*	*	*	*	*	23	28
03:00	12	30	*	*	*	*	*	*	*	*	*	*	*	*	12	30
04:00	22	72	*	*	*	*	*	*	*	*	*	*	*	*	22	72
05:00	71	212	*	*	*	*	*	*	*	*	*	*	*	*	71	212
06:00	232	479	*	*	*	*	*	*	*	*	*	*	*	*	232	479
07:00	426	696	*	*	*	*	*	*	*	*	*	*	*	*	426	696
08:00	475	723	*	*	*	*	*	*	*	*	*	*	*	*	475	723
09:00	527	615	*	*	*	*	*	*	*	*	*	*	*	*	527	615
10:00	543	618	*	*	*	*	*	*	*	*	*	*	*	*	543	618
11:00	575	609	*	*	*	*	*	*	*	*	*	*	*	*	575	609
12:00 PM	632	602	*	*	*	*	*	*	*	*	*	*	*	*	632	602
01:00	640	643	*	*	*	*	*	*	*	*	*	*	*	*	640	643
02:00	678	624	*	*	*	*	*	*	*	*	*	*	*	*	678	624
03:00	735	590	*	*	*	*	*	*	*	*	*	*	*	*	735	590
04:00	660	574	*	*	*	*	*	*	*	*	*	*	*	*	660	574
05:00	718	649	*	*	*	*	*	*	*	*	*	*	*	*	718	649
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Lane	7057	7826	0	0	0	0	0	0	0	0	0	0	0	0	7057	7826
Day	14883		0		0		0		0		0		0		14883	
AM Peak	11:00	08:00													11:00	08:00
Vol.	575	723													575	723
PM Peak	15:00	17:00													15:00	17:00
Vol.	735	649													735	649

Comb. Total	14883	9949	19957	20373	19966	19537	16497	34156

ADT ADT 19,266 AADT 19,266

ACCIDENTS FOUND MATCHING CRITERIA ENTERED RT 6 + MILLER Rd.

Accident No.	Date	Location of Accident
CP-00015-11	01/06/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00043-11	01/14/2011	ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00044-11	01/14/2011	ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00101-11	02/06/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00185-11	03/16/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00216-11	04/06/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00258-11	05/03/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00304-11	05/20/2011	ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00337-11	06/01/2011	191 ROUTE 6 & MILLER RD MAHOPAC PUTNAM PUT SAVINGS BANK
CP-00338-11	06/01/2011	191 ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00345-11	06/05/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00410-11	07/02/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00415-11	07/05/2011	ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00439-11	07/18/2011	ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00475-11	08/01/2011	ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00485-11	08/05/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00547-11	08/28/2011	195 ROUTE 6 & MILLER RD CARMEL PUTNAM OLYMPIC DINER
CP-00611-11	09/19/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00665-11	10/12/2011	ROUTE 6 & BON MILLER RD MAHOPAC PUTNAM
CP-00740-11	11/04/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00755-11	11/11/2011	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00772-11	11/18/2011	215 ROUTE 6 & MILLER RD MAHOPAC PUTNAM BUDGET MOTOR MOTOR

Total Records Matching Criteria: 22

ACCIDENTS FOUND MATCHING CRITERIA ENTERED

Accident No.	Date	Location of Accident
CP-00023-13	01/05/2013	195 ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00064-13	01/21/2013	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00074-13	01/25/2013	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00088-13	02/02/2013	195 ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00089-13	02/02/2013	ROUTE 6 & MILLER RD MAHOAPC PUTNAM
CP-00103-13	02/06/2013	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00157-13	02/27/2013	191 ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00221-13	03/22/2013	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00267-13	04/18/2013	ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00268-13	04/19/2013	ROUTE 6 & BON MILLER RD MAHOPAC PUTNAM
CP-00312-13	05/03/2013	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00409-13	06/15/2013	195 ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00421-13	06/21/2013	195 ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00423-13	06/21/2013	ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00530-13	08/15/2013	ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00663-13	10/12/2013	195 ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00665-13	10/12/2013	ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00677-13	10/21/2013	159 ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00769-13	11/29/2013	SR - STATE ROUTE 6 & TR - MILLER RD MAHOPAC PUTNAM
CP-00776-13	12/01/2013	ROUTE 6 & BON MILLER RD MAHOPAC PUTNAM
CP-00827-13	12/16/2013	ROUTE 6 & MILLER RD CARMEL PUTNAM

Total Records Matching Criteria: 21

ACCIDENTS FOUND MATCHING CRITERIA ENTERED

Accident No.	Date	Location of Accident
CP-00094-15	01/31/2015	256 ROUTE 6 & MILLER RD CARMEL PUTNAM
CP-00314-15	05/14/2015	183 ROUTE 6 & MILLER RD MAHOPAC PUTNAM
CP-00328-15	05/22/2015	195 ROUTE 6 & MILLER RD MAHOPAC PUTNAM

Total Records Matching Criteria: 3

INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.

November 25, 2015

Town of Carmel Planning Board
60 McAlpin Avenue
Mahopac, New York 10541

RE: Route 6 Retail Site Plan
Route 6
Tax Map No. 86.11-1-1 – Proposed Lot 2

Dear Chairman Gary and Members of the Board:

Please find enclosed five (5) copies (unless otherwise noted) of the following plans and documents in support of an application for site plan approval for the above referenced project:

- Seven (7) sheet Site Plan Set, last revised November 25, 2015.
- Drawing LP-1 "Lighting Plan", dated November 25, 2015.
- Figure A-1 "Aerial Vicinity Map", dated November 25, 2015.
- Figure G-1 "Grading Study of Future Connector Road to Kohler Center", dated November 25, 2015.
- One (1) sheet Building floor plan and elevations, prepared by JFM Architect, last revised July 15, 2015.
- Four (4) sheet color renderings of the building elevations, prepared by JFM Architect, last revised August 21, 2015.
- Wetland flagging verification memorandum from David J. Klotzle, Town of Carmel Wetland Inspector, dated November 6, 2015.
- Correspondence with Nicolas A Choubah, P.E., New York State Department of Transportation (NYSDOT), includingTraffic Study, prepared by Maser Consulting, August 19, 2015. (2 copies)
- Maser Consulting email response to comments from NYSDOT, dated September 25, 2015. (2 copies)
- Letter from Nicolas A Choubah, P.E., NYSDOT, dated October 26, 2015. (2 copies)
- Stormwater Pollution Prevention Plan (SWPPP) for Route 6 Retail and PCSB Mahopac Branch, Dated November 6, 2015. (2 copies)
- CD containing pdfs of submitted plans and documents. (1 copy)

In response to specific comments by the Planning Board at the meeting on August 5, 2015, please find the following response:

1. Color renderings of the building elevations have been included in this submission.

2. An aerial vicinity map is included in this submission to show how the site relates to the Kohler Senior Center on the adjacent site to the north.

3. A grading study sketch for the future connector drive to the Kohler Senior Center has been included as part of this submission.

4. The traffic study has been amended to include consideration of the Kohler Senior Center.

5. At the recommendation of the Planning Board, the project was presented informally to the Environmental Conservation Board in consideration of a future application for a wetland permit. Since that time, the

project has been revised and any disturbance within the wetland buffer has been eliminated, therefore, a wetland permit is no longer necessary.

Memorandum from Michael G. Carnazza, Director of Code Enforcement for the Town of Carmel, dated July 30, 2015:

1. It is acknowledged that the applicant proposes a 5,000 s.f. retail building on lot 2 of the proposed Baldwin Subdivision.

2. It is acknowledged that all other zoning criteria have been addressed.

Memorandum from Richard J. Franzetti, P.E., Town Engineer for the Town of Carmel, dated July 31, 2015:

General Comments:

1. & 2. It is acknowledged that the following agency referral/permitting/review would be required (as noted):

   a. NYSDEC – for stormwater.
   - Wetland Permit not required. The site plans have been revised to eliminate disturbance to the NYSDEC 100' adjacent area, therefore a wetland permit from NYSDEC is no longer necessary.

   b. NYSDOT for work permit and traffic study – traffic study has been submitted for review relative to the warrant for a traffic signal at the entrance to the site. Per correspondence with NYSDOT included as part of this submission, NYSDOT has approved the installation of a signal at the project entrance on Route 6.

   c. NYCDEP for stormwater – The SWPPP has been submitted the NYCDEP for review and comment. Please note that the NYCDEP will not deem the application complete and begin their technical review until a SEQR determination has been made for the project. NYCDEP will provide concurrent/coordinated review of the sub-surface sewage treatment system (SSTS) with the Putnam County Department of Health (PCDOH).

   d. PCDOH for well and SSTS – Testing has been completed, and plans will be submitted shortly.

   e. Town of Carmel ECB wetlands permit is not required. The site plans have been revised to eliminate disturbance to the 100' wetland buffer, therefore a wetland permit from the Town of Carmel ECB is no longer necessary

   f. Mahopac Fire Department – plans have been submitted and we are waiting for comments.

3. The PCSB site plan and the Route 6 Retail Site Plan are designed to be built in conjunction with one another with shared stormwater management practices and a shared septic field. Therefore, it is relevant to show improvements on the adjacent lot and reference the adjacent site plan for details. Stormwater and sewer easements are shown on Drawing SP-1. Each site will have its own drilled well.

4. An overall site plan is included in the site plan set.

5. The wetland delineation as shown on the site plan was verified by David Klotzle, Town of Carmel Wetland Inspector as noted in his November 6, 2015 letter included in this submission. The NYSDEC wetland validation is good for 10 years and will expire January 11, 2020. A request has been sent to the NYSDEC for a copy of the validated wetland maps for the site. They will be submitted to the Town once received.

6. A Stormwater Pollution Prevention Plan has been prepared for the Route 6 Retail and PCSB Mahopac Branch sites and has been included as part of this submission. The SWPPP has been prepared to meet NYSDEC GP-0-15-002 and NYCDEP requirements.

7. An amended traffic study has been prepared by Maser Consulting and is included as part of this submission. As noted above, NYSDOT has reviewed the traffic study and approved the installation of a signal at the project entrance on Route 6. Correspondence with NYSDOT has been included in this submission.

8. It is understood that should any public improvements be deemed necessary as part of the development of the project, a performance bond and associated engineering inspection fee must be established for the work. A quantity takeoff and Engineer's Estimate of Probable Costs will be prepared and included in a later submission for the purpose of establishing the bond amount.

Detailed Comments:

1. Overall Plan – OP-1
   a. Maser Consulting is working with the NYSDOT relative to the Route 6 traffic improvements associated with the entrance to the project. Should available sight distances be required to be evaluated as part of the proposed traffic improvements, these will be established and reviewed by the NYSDOT. Should any clearing along the edge of the roadway right of way be necessary to assure appropriate sight distances are provided, it will be added to the site plans.
   b. The traffic signal is labelled as proposed on the plan.
2. Layout and Landscape Plan – SP-1
   a. The easements for site access, SMPs and utilities are shown on the plan. Agreements/easements will be provided in a later submission.
   b. It is understood that all plantings should be verified by the Town of Carmel Wetlands Inspector.
   c. The trees that are specified on the plan meet the requirments of Section 142 of the Code. In addition, a note has been added to the General Planting Notes on Drawing SP-1 stating that all plantings shall be installed per Section 142 of the Town of Carmel Code.
   d. A lighting photometric plan has been provided in this submission.
   e. Wind load calculations would be provided as part of the building permit review.
   f. Maser Consulting is working with the NYSDOT relative to the Route 6 traffic improvements associated with the entrance to the project. Should available sight distances be required to be evaluated as part of the proposed traffic improvements, these will be established and reviewed by the NYSDOT.
   g. There is a service entrance/exit from the building at its southwest corner. The sidewalk from that door provides access from the loading space behind the building in that area.
3. Grading and Utilities Plan – SP-2
   a. Rim and invert elevations for the drainage system have been provided on the site plan in this submission.
   b. Hydraulic calculations for the stormwater system have been provided in this submission.
   c. A note has been added to the General Notes on Drawing OP-1 requiring all utilities to be run underground and the Developer is required to coordinate with the utility companies on the location and details of relavent improvements.
   d. The details for the proposed well and septic will be reviewed by the Putnam County Dept. of Health.
   e. A sewer agreement / easement for the SSTS located on Lot 1 will be provided in a later submission.
4. Erosion and Sediment Control Plan – SP-3
   a. Rim and invert elevations for the drainage system have been provided on Drawing SP-2 in this submission.
   b. A SWPPP has been included in this submission.
   c. Additional silt fence has been provided at the south entrance as shown on Drawing SP-3.
5. Site Details – D-1 and D-2
   a. The concrete sidewalk and curb details have been revised to meet the criteria defined in Section 128 of the Town code.
   b. The end section material shall be HDPE to match the contributing drainage pipe. This has been added to the End Section Detail.

Memorandum from Patrick Cleary, AICP, Cleary Consulting, dated August 5, 2015:

Site Plan Review Comments:

1. It is acknowledged that a pedestrian crosswalk has been added connecting the Route 6 Retail site to the adjacent PCSB Bank site in the previous submission.
2. It is acknowledged that the driveway access easement is shown on the site plans.
3. As noted above, based on correspondence between Maser Consulting and NYSDOT, NYSDOT has reviewed the enclosed traffic report and has approved the installation of a traffic signal at the entrance to the site on Route 6. In addition, Maser Consulting is working with the NYSDOT relative to the Route 6 traffic improvements associated with the entrance to the project. Should available sight distances be required to be evaluated as part of the proposed traffic improvements, these will be established and reviewed by the NYSDOT.
4. Refer to response # 3 above.
5. It is acknowledged that the orientation and configuration of the proposed lot would not readily accommodate shifting the building toward Route 6 with the parking relocated behind.
6. It is acknowledged that the previous submission clarified the by-pass lane around the rear of the proposed drive-through.
7. It is acknowledged that the revision to the previous submission better accommodates sanitation vehicle access.
8. The proposed location of the future connector drive to the Kohler Senior Center has been analyzed. An aerial map depicting the relationship between the two sites, as well as a conceptual grading plan for the connector drive have been included as part of this submission.
9. As noted in the previous submission, the mechanical equipment for the building will be located within the building's attic. The compressors for the HVAC units must be located outside and will be on the north side of the building as shown on the site plan.
10. A photometric lighting plan has been included in this submission.
11. It is acknowledged that additional landscaping has been added to the frontage of the site in the previous submission.

We trust the enclosed information will be found adequate. Please place the project on the agenda for the December 9, 2015 Planning Board meeting for continued discussion with the Board.

Should you have any questions or comments regarding this information, please feel free to contact our office.

Very truly yours,

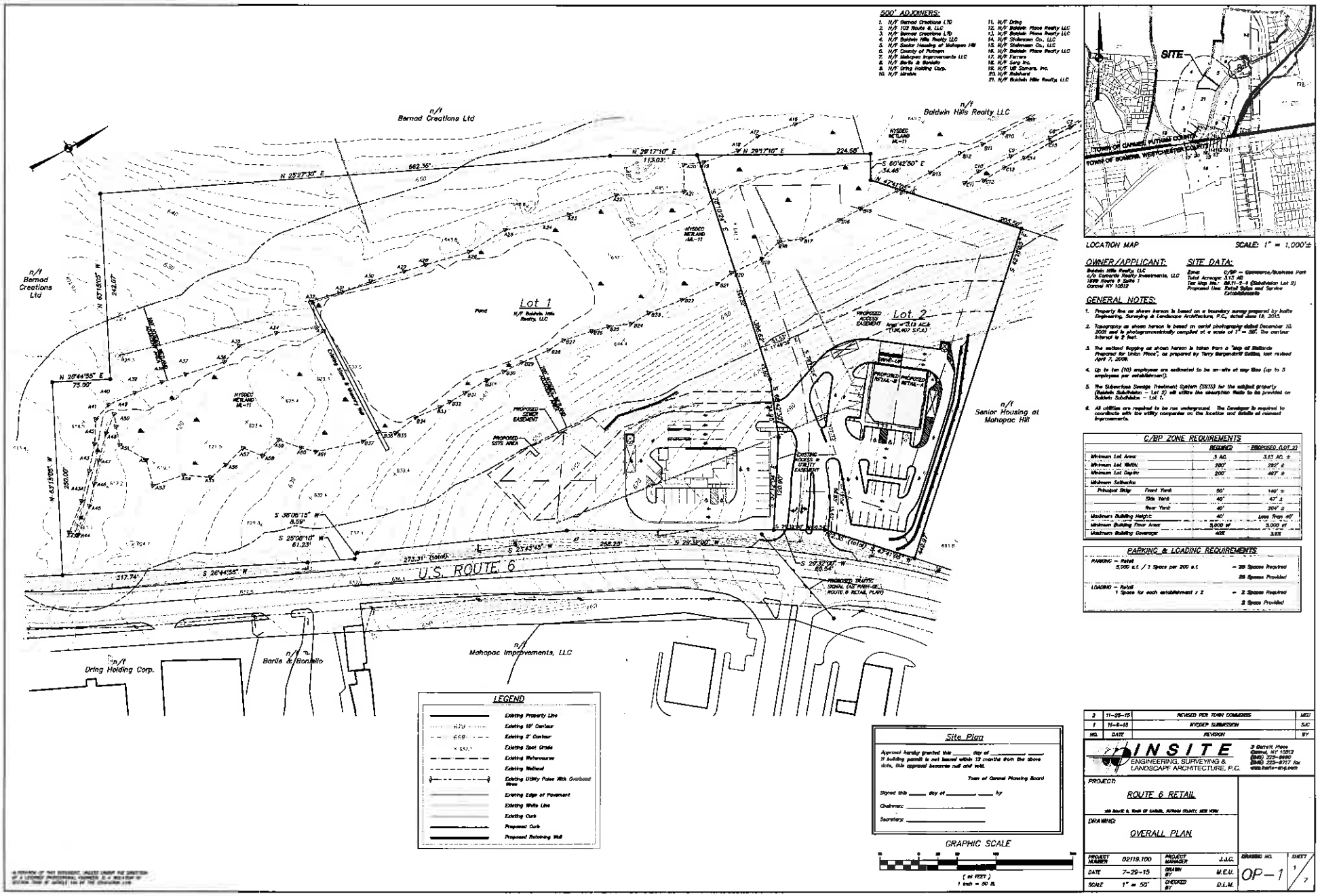
INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.

By: _____
Jeffrey J. Contelmo, PE
Senior Principal Engineer

JJC/dlm/amh

Enclosures
cc: Fred Koelsch, w/enclosures

Insite File No. 02119.100



OWNER/APPLICANT:

Baldwin Hills Realty, LLC
c/o Comerica Realty Investments, LLC
1899 Route 9 Suite 1
Carmel NY 10512

SITE DATA:

Zone: C/BP – Commerce/Business Park
Total Acreage: 3.17 AC
Tax Map No.: 86.11-1-5 (Subdivision Lot 2)
Proposed Use: Retail Store and Service Establishments

GENERAL NOTES:

1. Property lines as shown hereon is based on a boundary survey prepared by Insite Engineering, Surveying & Landscape Architecture, P.C., dated June 18, 2015.
2. Topography as shown hereon is based on aerial photography dated December 10, 2008 and is photogrammetrically compiled at a scale of 1" = 50'. The contour interval is 2 feet.
3. The wetland flagging as shown hereon is taken from a "Map of Wetlands Prepared for Union Place", as prepared by Terry Bergendahl Gebbia, last revised April 7, 2008.
4. Up to ten (10) employees are estimated to be on-site at any time (up to 5 employees per establishment).
5. The Subsurface Sewage Treatment System (SSTS) for the subject property (Baldwin Subdivision – Lot 2) will utilize the absorption fields to be provided on Baldwin Subdivision – Lot 1.
6. All utilities are required to be run underground. The Developer is required to coordinate with the utility companies on the location and details of relevant improvements.

C/BP ZONE REQUIREMENTS

		REQUIRED	PROPOSED (LOT 2)
Minimum Lot Area:		3 AC.	3.83 AC. ±
Minimum Lot Width:		200'	282' ±
Minimum Lot Depth:		200'	467' ±
Minimum Setbacks:			
Principal Bldg.	Front Yard	50'	140' ±
	Side Yard	40'	47' ±
	Rear Yard	40'	204' ±
Maximum Building Height:		40'	Less Than 40'
Minimum Building Floor Area:		5,000 sf	5,000 sf
Maximum Building Coverage:		40%	3.6%

PARKING & LOADING REQUIREMENTS

PARKING – Retail 5,000 s.f. / 1 Space per 200 s.f.	= 25 Spaces Required 25 Spaces Provided
LOADING – Retail 1 Space for each establishment x 2	= 2 Spaces Required 2 Spaces Provided

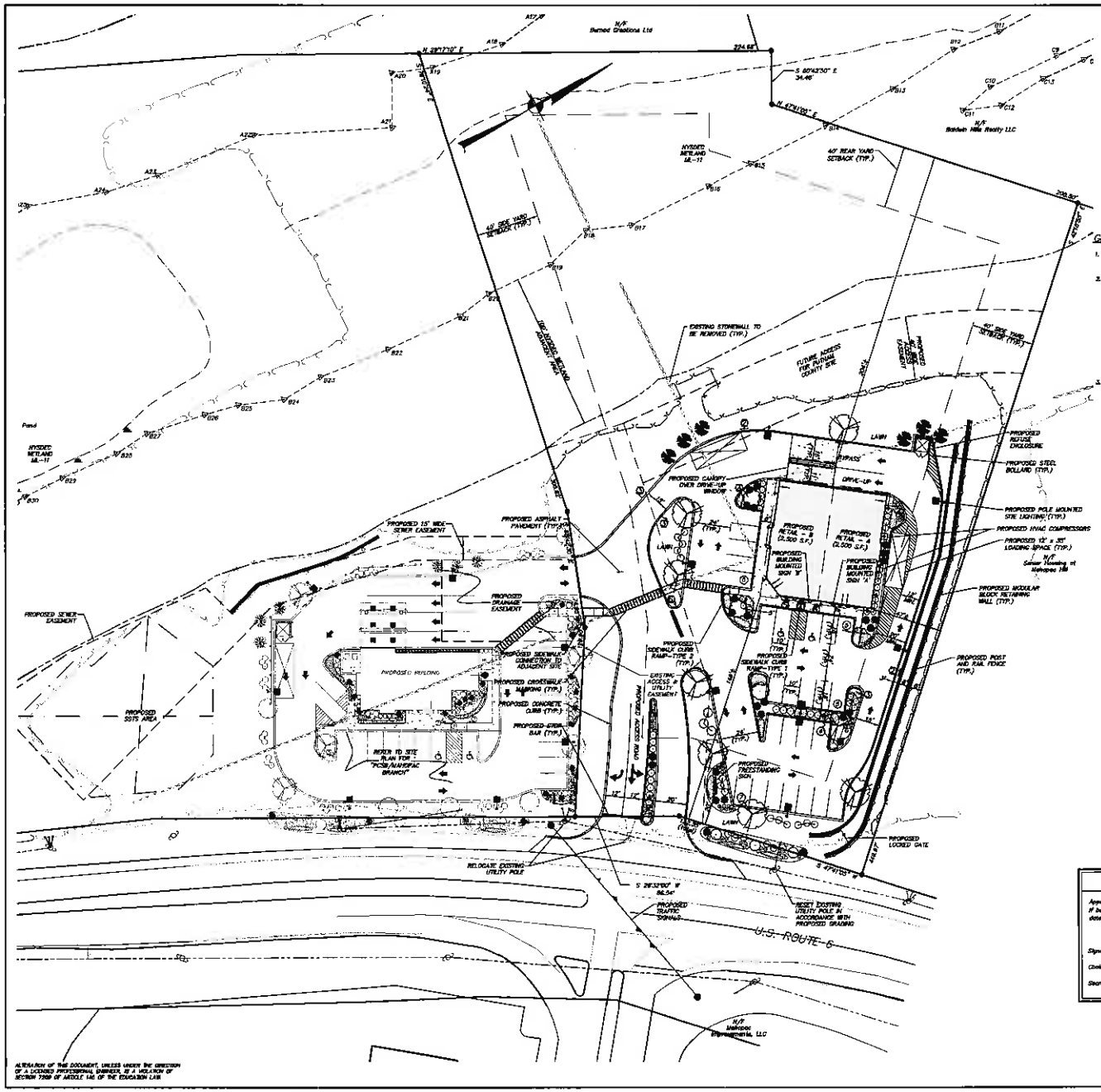
NO.	DATE	REVISION	BY
2	11-25-15	REVISED PER TOWN COMMENTS	MEG
1	11-6-15	NYSDEC SUBMISSION	SJC

INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Barrett Place
Carmel, NY 10512
(845) 225-9690
(845) 225-8717 fax
www.insite-eng.com

PROJECT:
ROUTE 6 RETAIL
NB Route 6, Town of Carmel, Putnam County, New York

DRAWING:
OVERALL PLAN

PROJECT NUMBER	02119.100	PROJECT MANAGER	J.J.C.	DRAWING NO.	SHEET
DATE	7-29-15	DRAWN BY	M.E.U.	OP – 1	1 / 7
SCALE	1" = 50'	CHECKED BY	D.L.M.		



SCHEMATIC PLANT LIST

KEY	BOTANICAL/COMMON NAME	SIZE	ROOT
	SHADE TREES		
PO	Platanus occidentalis / Planetree	2.5" CAL.	B & B
TC	Tilia cordata 'Greenspire' / Littleleaf Linden	2.5" CAL.	B & B
	FLOWERING TREES		
AG	Amelanchier x grandiflora 'Autumn Brilliance' / Autumn Brilliance Serviceberry	8'-10' HT.	B & B
	EVERGREEN TREES		
PG	Picea glauca / White Spruce	5'-6' HT.	B & B
TO	Thuja occidentalis 'Techny' / Techny Arborvitae	5'-6' HT.	B & B
	SHRUBS & PERENNIALS		
CA	Cornus alba 'Elegantissima' / Variegated Red Twig Dogwood	18"-24" HT.	#3 CONT.
CV	Cornopsis vert. 'Moonbeam' / Moonbeam Cornopsis	#2 CONT.	18" O.C.
HS	Hemerocallis 'Stella D'ore' / Daylily	#2 CONT.	18" O.C.
IG	Ilex glabra 'Shamrock' / Compact Inkberry	18"-24" HT.	#3 CONT.
JV	Juniperus virginiana 'Grey Owl' / Grey Owl Juniper	15"-18" SPR.	#2 CONT.
PH	Pennisetum alg. 'Shenandoah' / Shenandoah Switchgrass	#2 CONT.	CONT.
PM	Picea abies mikkimoto / Mikkimoto Spruce	15"-18" SPR.	#3 CONT.
SB	Spirea bumalda 'Gold Mound' / Gold Mound Spirea	15"-18" SPR.	#3 CONT.

GENERAL SITE SEEDING NOTES:

1. All proposed seeded areas to receive 4" min. depth of topsoil. Soil amendments and fertilizer application rates shall be determined based on specific testing of topsoil material.
2. Upon final grading and placement of topsoil and any required soil amendments, prep to receive permanent vegetative cover in combination with suitable mulch as follows:
   - select seed mixture per drawings and seeding notes.
   - fertilizer applied at the manufacturer's recommended rate using Lesson 10-6-18 (no phosphorous) fertilizer or equivalent.
   - mulch: salt hay or small grain straw applied at a rate of 90 lbs./1000 s.f. or 2 tons/acre, to be applied and anchored according to New York State Standards and Specifications for Erosion and Sediment Control, August 2005.
   - If the season prevents the establishment of a permanent vegetative cover, the disturbed areas will be mulched with straw or equivalent.
3. The seed mixes as specified on these drawings are as follows:
   A. Seed Mix for lawn areas and more strip along roads at a rate of 100 lbs. per acre:
      - Kentucky Bluegrass 30%
      - Creeping Red Fescue 60%
      - Perennial Ryegrass 20%
      - Annual Ryegrass 30%
   B. Seed Mix for disturbed areas outside lawn areas and slopes 3H:1V or greater at a rate of 35 lbs. per acre:
      New England Erosion Control/Restoration Mix (for Dry Sites) from New England Wetland Plants, Inc. of Amherst, MA.

GENERAL PLANTING NOTES:

1. All plantings shall be installed per Section 142 of the Town of Carmel Code.
2. All proposed planting beds to receive a 12" min. depth of topsoil. Soil amendments and fertilizer application rates shall be determined based on specific testing of topsoil material.
3. Any new soils added will be amended as required by results of soil testing and placed using a method that will not cause compaction.
4. No fertilizer shall be added in stormwater beds plantings. Nutrient requirements to be met by incorporation of acceptable organic matter.
5. All plant materials to be nursery grown.
6. Plants shall conform with ANSI Z60.1 American Standard for Nursery Stock in all ways including dimensions.
7. Plant material shall be taken from healthy nursery stock.
8. All plants shall be grown under climate conditions similar to those in the locality of the project.
9. Plants shall be planted in all locations designed on the plan or as staked in the field by the Landscape Architect.
10. The location and layout of landscape plants shown on the site plan shall take precedence in any discrepancies between the quantities of plants shown on the plans and the quantity of plants in the Plant List.
11. Provide a 3" layer of shredded bark mulch (or as specified) over entire watering saucer at all tree pits or over entire planting bed. Do not place mulch within 3" of tree or shrub trunks.
12. All landscape plantings shall be maintained in a healthy condition at all times. Any dead or diseased plants shall immediately be replaced "in kind" by the contractor (during warranty period) or project owner.

LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING WATERCOURSE
- EXISTING NYSDEC WETLAND LIMIT LINE WITH FLAG NUMBERS
- EXISTING WETLAND SYMBOL
- EXISTING NYSDEC 100' WETLAND CONTROL AREA
- EXISTING UTILITY POLES WITH OVERHEAD WIRES
- EXISTING EDGE OF PAVEMENT
- EXISTING WHITE LINE
- EXISTING CURB
- EXISTING STONE WALL
- EXISTING STONE WALL TO BE REMOVED
- EXISTING TREE LINE
- EXISTING TREE LINE TO BE REMOVED
- PROPOSED CURB
- PROPOSED RETAINING WALL
- PROPOSED CONCRETE WALK
- PROPOSED TREE LINE
- PROPOSED LANDSCAPING
- PROPOSED SIGN
- PROPOSED POLE MOUNTED LIGHT

SITE PLAN

Approval hereby granted this _____ day of _____
If building permit is not issued within 12 months from the above date, this approval becomes null and void.

Town of Carmel Planning Board

Signed this _____ day of _____, ____ by

Chairman: _____

Secretary: _____

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

NO.	DATE	REVISION	BY
3	11-24-15	REVISED PER TOWN COMMENTS	MEU
2	11-6-15	NYSDEP SUBMISSION	SJC
1	7-29-15	REVISED PER TOWN COMMENTS	MEU

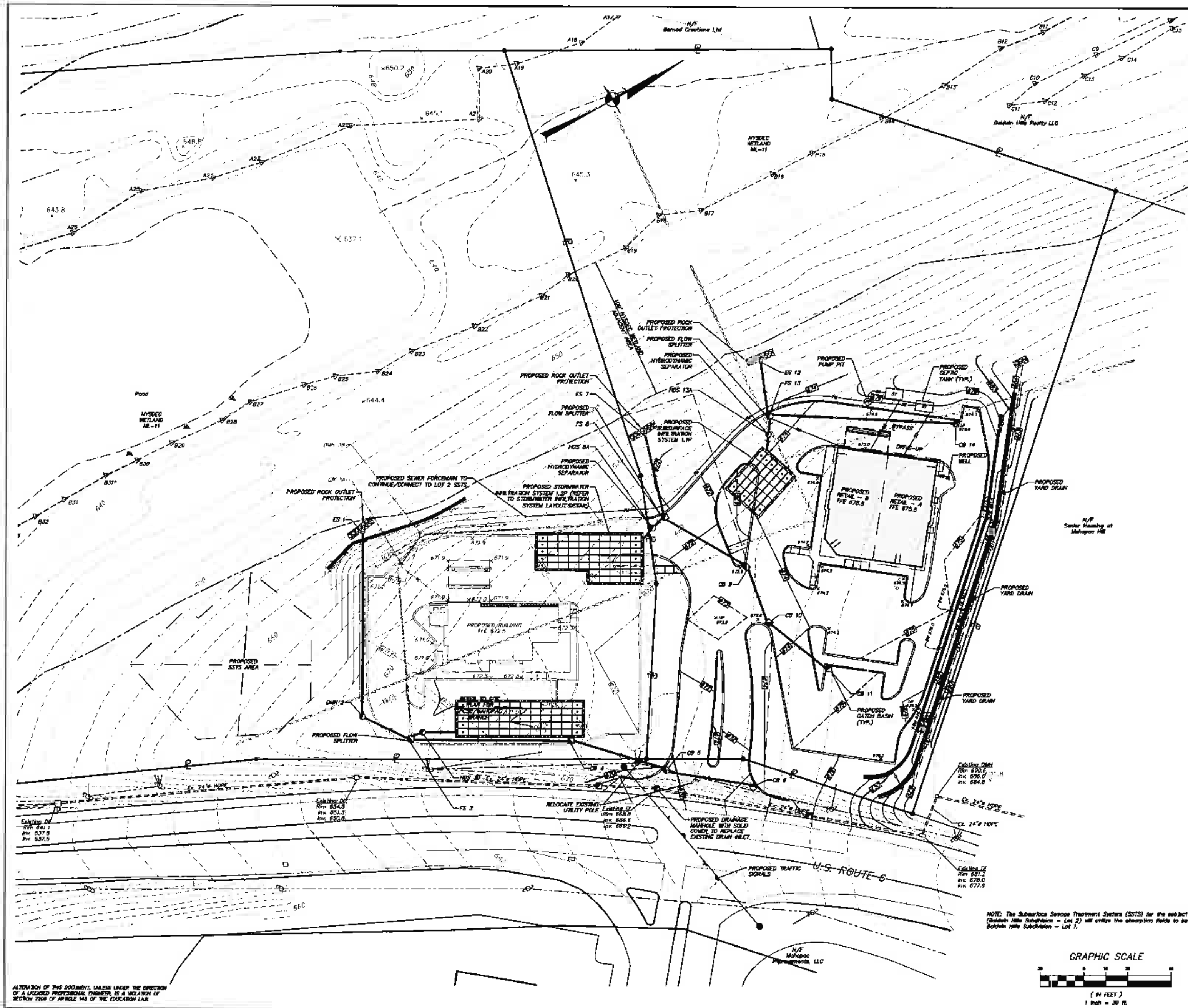
INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Garnet Place
Carmel, NY 10512
(845) 225-8690
(845) 225-9717 fax
www.insite-eng.com

PROJECT:
ROUTE 6 RETAIL
NB ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

DRAWING:
LAYOUT & LANDSCAPE PLAN

PROJECT NUMBER	02119.100	PROJECT MANAGER	J.J.C.
DATE	6-24-15	DRAWN BY	M.E.U.
SCALE	1" = 30'	CHECKED BY	D.L.M.

DRAWING NO. SP-1 SHEET 2 / 7



NOTE: The Subsurface Sewage Treatment System (SSTS) for the subject property (Baldwin Hills Subdivision – Lot 2) will utilize the absorption fields to be provided on Baldwin Hills Subdivision – Lot 1.

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

ALTERATION OF THIS DOCUMENT, UNLESS UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, IS A VIOLATION OF SECTION 7209 OF ARTICLE 145 OF THE EDUCATION LAW.

LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING WATERCOURSE
- EXISTING NYSDEC WETLAND LIMIT LINE WITH FLAG NUMBERS
- EXISTING WETLAND SYMBOL
- EXISTING NYSDEC 100' WETLAND CONTROL AREA
- EXISTING UTILITY POLES WITH OVERHEAD WIRES
- EXISTING EDGE OF PAVEMENT
- EXISTING WHITE LINE
- EXISTING CURB
- EXISTING STONE WALL
- EXISTING STONE WALL TO BE REMOVED
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- EXISTING SPOT GRADE
- EXISTING DRAINAGE INLET
- EXISTING DRAINAGE MANHOLE
- EXISTING DRAINAGE PIPE
- PROPOSED CURB
- PROPOSED RETAINING WALL
- PROPOSED CONCRETE WALK
- PROPOSED 10' CONTOUR
- PROPOSED 2' CONTOUR
- PROPOSED 1' CONTOUR
- PROPOSED SPOT GRADE
- PROPOSED DRAINAGE INLET
- PROPOSED DRAINAGE PIPE
- PROPOSED END SECTION WITH RIP RAP

DRAINAGE TABLE

STRUCTURE	RIM	INVERT	PIPE SIZE	LENGTH	SLOPE
ES 1	–	665.0			
			12"ø HDPE	125	1.12%
DMH 2	670.0	666.4			
			12"ø HDPE	33	1.82%
FS 3	670.5	OUT (DMH 2): 667.0; OUT (HDS 3D): [illegible]; IN: [illegible]			
			15"ø HDPE	106	0.57%
CB 4	670.5	666.4			
			15"ø HDPE	65	0.62%
CB 5	669.5	667.0			
			15"ø HDPE	58	2.78%
CB 6	672.1	668.6			
FS 3	670.5	665.8			
			15"ø HDPE	117	0.51%
CB 3A	670.6	666.4			
			15"ø HDPE	22	0.91%
DMH 3B	669.5	666.6			
			15"ø HDPE	120	0.58%
CB 3C	670.8	667.3			
FS 3	670.5	665.8			
			8"ø HDPE	8	1.87%
HDS 3D	670.8	IN: [illegible]; OUT: [illegible]			
			8"ø HDPE	22	0.45%
1.3P	–	663.5			
ES 7	–	668.0			
			12"ø HDPE	56	0.66%
FS 8	671.5	OUT (ES 7): [illegible]; OUT (HDS 8A): [illegible]; IN: 667.0			
			15"ø HDPE	62	1.61%
CB 9	672.8	669.0			
			15"ø HDPE	38	1.05%
CB 10	672.9	669.4			
			15"ø HDPE	48	1.25%
CB 11	674.5	671.0			
FS 8	671.5	667.0			
			12"ø HDPE	7	1.43%
HDS 8A	671.4	IN: [illegible]; OUT: [illegible]			
			12"ø HDPE	7	1.43%
1.2P	–	666.7			
ES 12	–	669.0			
			12"ø HDPE	36	4.17%
FS 13	673.3	OUT (ES 12): [illegible]; OUT (HDS 13A): [illegible]; IN: [illegible]			
			15"ø HDPE	125	1.38%
CB 14	674.0	670.5			
FS 13	673.3	667.0			
			8"ø HDPE	9	16.88%
HDS 13A	673.6	IN: [illegible]; OUT: [illegible]			
			8"ø HDPE	9	1.11%
1.1P	–	665.5			

NO.	DATE	REVISION	BY
3	11-25-15	REVISED PER TOWN COMMENTS	MEU
2	11-4-15	NYCDEP SUBMISSION	SJC
1	7-29-15	REVISED PER TOWN COMMENTS	MEU

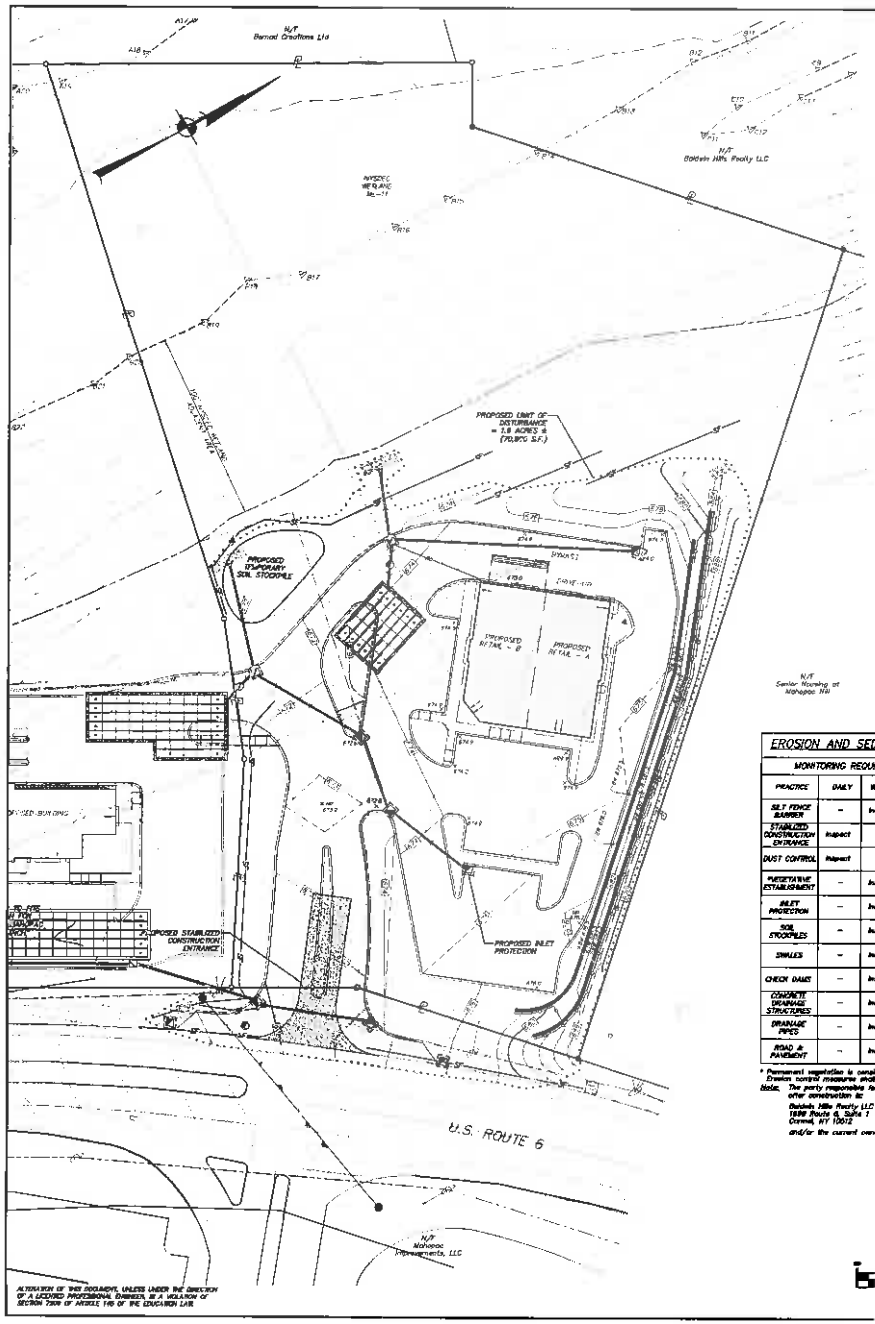
INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Garrett Place
Carmel, NY 10512
(845) 225-9690
(845) 225-9717 fax
www.insite-eng.com

PROJECT:
ROUTE 6 RETAIL
NYS ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

DRAWING:
GRADING & UTILITIES PLAN

PROJECT NUMBER	02119.100	PROJECT MANAGER	J.J.C.
DATE	6-24-15	DRAWN BY	M.E.U.
SCALE	1" = 30'	CHECKED BY	D.L.M.

DRAWING NO. SP-2
SHEET 3/7



ALTERATION OF THIS DOCUMENT, UNLESS UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, IS A VIOLATION OF SECTION 7209 OF ARTICLE 145 OF THE EDUCATION LAW.

LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING WATERCOURSE
- EXISTING NYSDEC WETLAND LIMIT LINE WITH FLAG NUMBERS
- EXISTING WETLAND SYMBOL
- EXISTING NYSDEC 100' WETLAND CONTROL AREA
- EXISTING UTILITY POLES WITH OVERHEAD WIRES
- EXISTING EDGE OF PAVEMENT
- EXISTING WHITE LINE
- EXISTING CURB
- EXISTING STONE WALL
- EXISTING STONE WALL TO BE REMOVED
- EXISTING 10' CONTOUR
- EXISTING 2' CONTOUR
- EXISTING SPOT GRADE
- EXISTING DRAINAGE INLET
- EXISTING DRAINAGE MANHOLE
- EXISTING DRAINAGE PIPE
- PROPOSED CURB
- PROPOSED RETAINING WALL
- PROPOSED CONCRETE WALK
- PROPOSED 10' CONTOUR
- PROPOSED 2' CONTOUR
- PROPOSED 1' CONTOUR
- PROPOSED SPOT GRADE
- PROPOSED DRAINAGE INLET WITH INLET PROTECTION
- PROPOSED DRAINAGE PIPE
- PROPOSED END SECTION WITH RIP RAP
- PROPOSED LIMITS OF DISTURBANCE
- PROPOSED SILT FENCE

EROSION AND SEDIMENT CONTROL MAINTENANCE SCHEDULE

PRACTICE	MONITORING REQUIREMENTS: DAILY	WEEKLY	AFTER RAINFALL	MAINTENANCE REQUIREMENTS: DURING CONSTRUCTION	AFTER CONSTRUCTION
SILT FENCE BARRIER	–	Inspect	Inspect	Clean/Replace	Remove
STABILIZED CONSTRUCTION ENTRANCE	Inspect	–	Inspect	Clean/Replace Stone and Fabric	Remove
DUST CONTROL	Inspect	–	Inspect	Mulching/ Spraying Water	N/A
*VEGETATIVE ESTABLISHMENT	–	Inspect	Inspect	Water/Reseed/ Remulch	Reseed to 80% Coverage
INLET PROTECTION	–	Inspect	Inspect	Clean/Repair/ Replace	Remove
SOIL STOCKPILES	–	Inspect	Inspect	Mulching/ Silt Fence Repair	Remove
SWALES	–	Inspect	Inspect	Clean/Mulch/ Repair	Mow Permanent Grass/Replace/ Repair Rip Rap
CHECK DAMS	–	Inspect	Inspect	Clean/Replace Stones/Repair	Clean/Replace Stones/Repair
CONCRETE DRAINAGE STRUCTURES	–	Inspect	Inspect	Clean Sumps/ Remove Debris/ Repair/Replace	Clean Sumps/ Remove Debris/ Repair/Replace
DRAINAGE PIPES	–	Inspect	Inspect	Clean/Repair	Clean/Repair
ROAD & PAVEMENT	–	Inspect	Inspect	Clean	Clean

* Permanent vegetation is considered stabilized when 80% of the plant density is established.

Erosion control measures shall remain in place until all disturbed trade area permanently stabilized.

Note: The party responsible for implementation of the maintenance schedule during and after construction is:

Baldwin Hills Realty LLC
1888 Route 6, Suite 1
Carmel, NY 10512

and/or the current owner(s) of the subject property

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

REQUIRED EROSION CONTROL SWPPP CONTENTS:

Pursuant to the NYSDEC "SPDES General Permit for Stormwater Discharges from Construction Activity" (GP-0-15-002), all Stormwater Pollution Prevention Plan's (SWPPP) shall include erosion and sediment control practices designed in accordance with the most current version of the technical standard, "New York Standards and Specifications for Erosion and Sediment Control." Where erosion and sediment control practices are not designed in conformance with this technical standard, the owner or operator shall demonstrate equivalence to the technical standard. The following list of required SWPPP components is provided in accordance with Part III.B.1.a–l of General Permit GP-0-15-002:

a. Background information. The subject project consists of the construction of a 3,000 S.F. retail building with associated parking, trail, septic system and stormwater management.

b. Site map / construction drawing: These plans serve to satisfy this SWPPP requirement.

c. Description of the soils present at the site: Granby soils located within the proposed limits of disturbance consist of Paxton fine sandy loam (PnB and PnD) and Ridgebury loam (RdA), as identified on the Soil Conservation Service Web Soil Survey. These soil types belong to the Hydrologic Soil Group "C" and "D."

d. Construction phasing plan / sequence of operations: The Construction Sequence and phasing found on these plans provide the required phasing. A Construction Sequence and Erosion and Sediment Control Maintenance Schedule has been provided. The Sedimentation and Erosion Control Notes contained herein outline a general sequence of operations for the proposed project. In general all erosion and sediment control facilities shall be installed prior to commencement with land disturbing activities, and areas of disturbance shall be limited to the shortest period of time as practicable.

e. Description of erosion and sediment control practices: This plan, and details / notes shown hereon serve to satisfy this SWPPP requirement.

f. Temporary and permanent soil stabilization plan: The Sedimentation and Erosion Control Notes and Details provided herein identify temporary and permanent stabilization measures to be employed with respect to specific elements of the project, and at the various stages of development.

g. Site map / construction drawing: This plan serves to satisfy this SWPPP requirement.

h. The dimensions, material specifications, installation details, and operation and maintenance requirements for all erosion and sediment control practices: The details, Erosion and Sediment Control Notes, and Erosion and Sediment Control Maintenance Schedule serve to satisfy this SWPPP requirement.

i. An inspection schedule: Inspections are to be performed twice weekly and by a qualified professional as required by the General Permit GP-0-15-002. In addition the NYSDEC Trained Contractor shall perform additional inspections as cited in the Sedimentation and Erosion Control Notes.

j. A description of pollution prevention measures that will be used to control litter, construction chemicals and construction debris: In general, all construction litter / debris shall be collected and removed from the site. The general contractor shall supply either waste barrels or dumpster for proper waste disposal. Any construction chemicals utilized during construction shall either be removed from site daily by the contractor or stored in a structurally sound and weatherproof building. No hazardous waste shall be disposed of onsite, and shall ultimately be handled in accordance with all federal, state and local regulations. Material Safety Data Sheets (MSDS), material inventory, and emergency contact numbers shall be maintained by the general contractor for all construction chemicals utilized onsite. Finally, temporary sanitary facilities (portable toilets) shall be provided onsite during the entire length of construction, and inspected weekly for evidence of leaking holding tanks.

k. A description and location of any stormwater discharges associated with industrial activity other than construction at the site: There are no known industrial stormwater discharges present or proposed at the site.

l. Identification of any elements of the design that are not in conformance with the technical standard, "New York Standards and Specifications for Erosion and Sediment Control." All proposed elements of this SWPPP have been designed in accordance with the "New York Standards and Specifications for Erosion and Sediment Control."

REQUIRED POST-CONSTRUCTION STORMWATER MANAGEMENT PRACTICE COMPONENTS:

1. Pursuant to the NYSDEC "SPDES General Permit for Stormwater Discharges from Construction Activity" (GP-0-15-002), all construction projects requiring post-construction stormwater management practices shall prepare a SWPPP that also includes practices designed in conformance with the most current version of the technical standard, New York State Stormwater Management Design Manual ("Design Manual"). Where post-construction stormwater management practices are not designed in conformance with this technical standard, the owner or operator shall demonstrate equivalence to the technical standard. The following list of SWPPP components is provided in accordance with Part III.B.2.a–g and III.B.3.

   a. Identification of all post-construction stormwater management practices to be constructed as part of the project: The plan, and details/notes shown hereon serve to satisfy this SWPPP requirement.

   b. A site map/construction drawing(s) showing the specific location and size of each post-construction stormwater management practice: The plan, and details/notes shown hereon serve to satisfy this SWPPP requirement.

   c. A Stormwater Modeling and Analysis Report including pre-development conditions, post-development conditions, the results of the stormwater modeling, a summary table demonstrating that each practice has been designed in conformance with the sizing criteria, identification of and justification for any deviations from the Design Manual, and identification of any design criteria that are not utilized: The required analysis is provided in the report titled Stormwater Pollution Prevention Plan for Route 6 Retail & PCSB Mahopac Branch.

   d. Soil testing results and locations: This SWPPP requirement is provided in the report titled Stormwater Pollution Prevention Plan for Route 6 Retail & PCSB Mahopac Branch.

   e. Infiltration testing results: This SWPPP requirement is provided in the report titled Stormwater Pollution Prevention Plan for Route 6 Retail & PCSB Mahopac Branch.

   f. An operations and maintenance plan that includes inspection and maintenance schedules and actions to ensure continuous and effective operation of each post-construction stormwater management practice: The plan shall identify the entity that will be responsible for the long term operation and maintenance of each practice. The Permanent Stormwater Facilities Maintenance Schedule provided on these plans serves to satisfy this requirement.

2. Enhanced Phosphorus Removal Standards – Beginning on September 30, 2006, all construction projects identified in Table 3 of Appendix 3 that are located in the watersheds identified in Appendix C shall prepare a SWPPP that includes post-construction stormwater management practices designed in conformance with the Enhanced Phosphorus Removal Standards included in the most current version of the technical standard, New York Stormwater Management Design Manual. At a minimum, the post-construction stormwater management practice component of the SWPPP shall include items 2.a – 2.f above. The permanent stormwater practices for this project have been sized according to chapter 10 of the Design Manual Enhanced Phosphorus Removal Standards. Please see 2.a – 2.f above.

CONSTRUCTION SEQUENCE:

1. Install silt fence and orange construction fence around the SSTS area and along the wetland buffer in general locations as shown on the plans.
2. Install stabilized construction entrance/exit–tracking pad in general location as shown on the plan.
3. Begin clearing and grubbing operations associated with access road and building pads.
4. Strip and stockpile topsoil on site for later use in lawn and landscape areas.
5. Cut in for access road and stockpile with item 4. Maintain stabilized construction entrance.
6. Continue earthwork for building pad and parking area and begin excavation for foundation.
7. Install storm drainage systems and underground utilities, drill well and install SSTS in accordance with the plan and details. Install inlet protection.
8. Construction building, construct roof tusses, shake, install concrete curbs and sidewalks.
9. Upon completion of grading operations, install finished driveway surfaces.
10. Install landscaping and topsoil, seed, and mulch all disturbed areas as soon as practical in accordance with the Erosion and Sediment Control Notes and seeding notes.
11. Once the site has received final stabilization, remove all temporary erosion and sediment control measures.

EROSION & SEDIMENT CONTROL NOTES:

1. The Erosion and Sediment Control Plan is only to be referred to for the installation of erosion and sediment control measures. For all other construction related activities, including, but not limited to, grading and utilities, refer to the appropriate drawings.
2. Each contractor or subcontractor responsible for soil disturbance shall have a NYSDEC trained contractor onsite during soil disturbing activities. The NYSDEC trained contractor will be responsible to comply with the stormwater pollution prevention plan and for the implementation and maintenance of erosion and sediment control measures on this site prior to and during construction. The NYSDEC trained contractor shall sign a certification statement required by GP-0-15-002.
3. All construction activities involving the removal or disposition of soil are to be provided with appropriate protective measures to minimize erosion and contain sediment deposition within. Minimum soil erosion and sediment control measures shall be implemented as shown on the plans and shall be installed in accordance with "New York Standards and Specifications For Erosion and Sediment Control," latest edition.
4. Wherever feasible, natural vegetation should be retained and protected. Disturbance shall be restricted to the areas required to perform construction. No more than 5 acres of unprotected soil shall be exposed at any one time.
5. When land is exposed during development, the exposure shall be kept to the shortest practical period of time, but in no case more than 7 days after the construction activity in that portion of the site has ceased. Disturbance shall be minimized in the areas required to perform construction.
6. All construction vehicles shall be kept clear of the watercourses and wetland control areas outside the areas of proposed development. Silt fence and orange construction fence shall be installed in the areas where the grading is in close proximity of the watercourses or wetland control areas.
7. The stabilized construction entrances, silt fences, and orange construction fence shall be installed as shown on the plans prior to beginning any clearing, grubbing or earthwork.
8. All topsoil to be stripped from the area being developed shall be stockpiled and immediately seeded with Annual, Perennial or Winter Rye for temporary stabilization. Winter Rye (Grain Rye) shall be used for winter seeding and Annual or Perennial Rye shall be used for spring and summer seeding.
9. Any graded areas not subject to further disturbance or construction traffic shall, within 7 days of final grading, receive permanent vegetative cover in combination with a synthetic mulch. All seeded areas to receive a minimum 4" topsoil (from stockpile area) and be seeded and mulched between March 21 and May 20 or between August 15 and October 15 or as directed by project representative, with specified seed mixes as shown in the General Site Seeding Notes.
   - Mulch: Salt hay or straw grass shall be applied at a rate of 90 lbs./1000 S.F. or 2 tons/acre. To be applied and anchored according to "New York Standards and Specification For Erosion and Sediment Control," latest edition.
10. Grass seed mix only be applied by either mechanical or hydroseeding methods.
10. Cut or fill slopes steeper than 3(H):1(V) shall be stabilized immediately after grading with Curlex I Single Net Erosion Control Blanket, or approved equal.
11. Paved roadways shall be kept clean at all times.
12. The site shall at all times be graded and maintained such that all stormwater runoff is diverted to soil erosion and sediment control facilities.
13. All storm drainage outlets shall be stabilized, as required, before the discharge points become operational.
14. Stormwater from disturbed areas must be passed through erosion control barriers before discharge beyond disturbed areas or discharged into other drainage systems.
15. Erosion and sediment control measures shall be inspected and maintained on a daily basis by the NYSDEC Trained Contractor, to insure that channels, temporary and permanent ditches and pipes are clear of debris, that sediments and barrels have not been knocked and that all straw bales and silt fences are intact. Any failure of erosion and sediment control measures shall be immediately reported by the contractor and inspected for approval by the site engineer.
16. Dust shall be controlled by sprinkling or other approved methods as necessary, or as directed by the trained contractor or site engineer.
17. Cut and fills shall not endanger adjoining property nor divert water onto the property of others.
18. All fills shall be placed and compacted in 6" lifts to provide stability of material and to prevent settlement.
19. The NYSDEC Trained Contractor shall inspect downstream conditions for evidence of sedimentation on a weekly basis and after rainstorms.
20. As warranted by field conditions, special additional erosion and sediment control measures, as specified by the site engineer, the Wetlands Inspector, the Town Engineer and/or NYSDEP shall be installed by the contractor.
21. Erosion and sediment control measures shall remain in place until all disturbed areas are suitably stabilized.
22. After completion of the site improvements, the owner will assume responsibility for maintenance of the roads, parking lots, drainage systems and stormwater facilities. Each spring the paved areas shall be cleaned to remove the winter accumulation of traction sand. After this is completed all drain inlet and catch basin sumps should be cleaned. All areas should be checked for debris and blockage and cleaned as required. During the cleaning process, the drain inlets, catch basins and pipes should be inspected for structural integrity and overall condition. Repairs and/or replacements should be made as required.
23. Inspection of the underground infiltration systems should be performed every 6 months and after large storm events.
24. Refer to the Stormwater Pollution Prevention Plan for additional details regarding long-term maintenance of the storm drainage facilities.

NO.	DATE	REVISION	BY
3	11-25-15	REVISED PER TOWN COMMENTS	MEV
2	11-4-15	NYSDEP SUBMISSION	SJE
1	7-29-15	REVISED PER TOWN COMMENTS	MEV

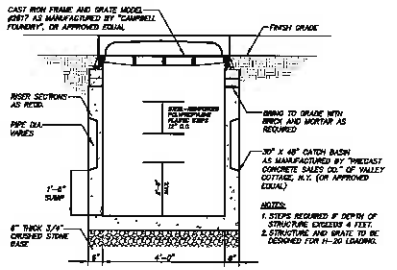
INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C
3 Garrett Place
Carmel, NY 10512
(845) 225-9880
(845) 225-9717 fax
www.insite-eng.com

PROJECT:
ROUTE 6 RETAIL
NYS ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

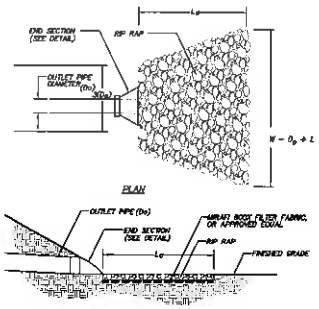
DRAWING:
EROSION & SEDIMENT CONTROL PLAN

PROJECT NUMBER	02319.100	PROJECT MANAGER	J.J.C.
DATE	6-24-15	DRAWN BY	M.E.V.
SCALE	1" = 30'	CHECKED BY	D.L.M.

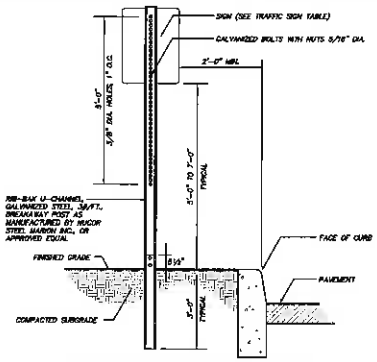
DRAWING NO. SP-3 SHEET 4 OF 7



CATCH BASIN DETAIL
(N.T.S.)



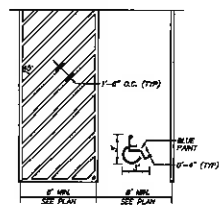
VELOCITY DISSIPATOR DETAIL
(N.T.S.)



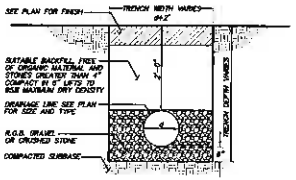
TRAFFIC SIGN DETAIL
(N.T.S.)

SIGN DATA TABLE

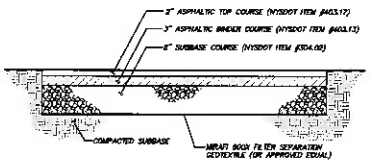
LOCATION NO.	TEXT	M.U.T.C.D. NUMBER	SIZE OF SIGN (w.f.)	DESCRIPTION
1		R6-1R	12" x 36"	Black Background White Arrow Black Letters
2		R6-1L	12" x 36"	Black Background White Arrow Black Letters
3		R5-1C	30" x 30"	White on Red
4		R7-1	12" x 18"	Red on White
5		R7-8	12" x 18"	Blue on White
6	STOP	R1-1C	30" x 30"	White on Red



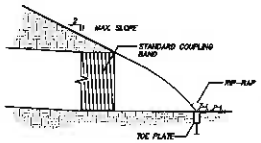
PAINTED HANDICAP PARKING DETAIL
(N.T.S.)

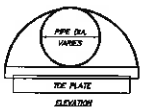


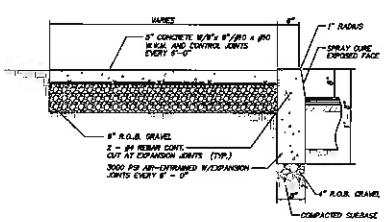
DRAINAGE LINE TRENCH DETAIL
(N.T.S.)



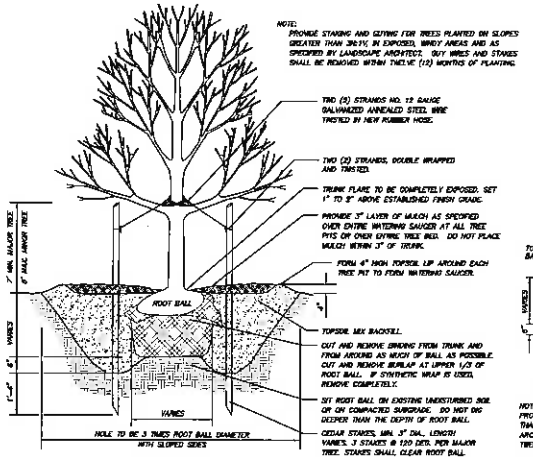
ASPHALT PAVEMENT DETAIL
(N.T.S.)



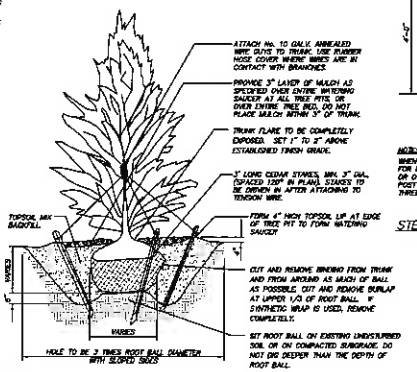




CONCRETE SIDEWALK AND CURB DETAIL
(N.T.S.)

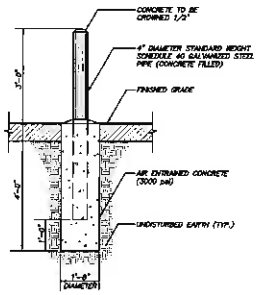


TREE PLANTING DETAIL
(N.T.S.)



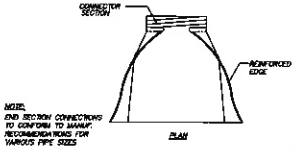
NOTE:
PROVIDE STAKING AND GUYING FOR TREES PLANTED ON SLOPES GREATER THAN 3H:1V, IN EXPOSED, WINDY AREAS AND AS SPECIFIED BY LANDSCAPE ARCHITECT. GUY WIRES AND STAKES SHALL BE REMOVED WITHIN TWELVE MONTHS OF PLANTING.

EVERGREEN TREE PLANTING DETAIL
(N.T.S.)



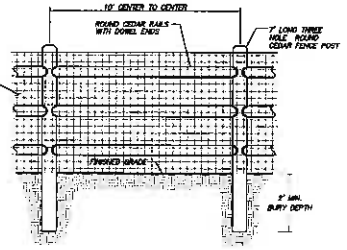
NOTE:
WHEN PROTECTION POSTS ARE TO BE USED FOR PROTECTION OF HANDICAP PARKING SIGNS OR OTHER TRAFFIC SIGNS, SIGN SUPPORTING POST SHALL BE EMBEDDED A MINIMUM OF THREE (3) FEET INTO THE CONCRETE.

STEEL BOLLARD DETAIL
(N.T.S.)

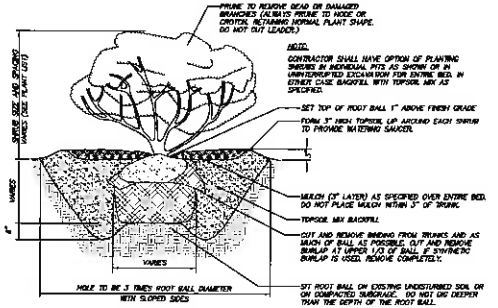


NOTE:
END SECTION CONNECTIONS TO CONFORM TO MANUF. RECOMMENDATIONS FOR VARIOUS PIPE SIZES

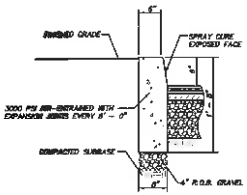
HDPE END SECTION DETAIL
(N.T.S.)



POST AND RAIL FENCE DETAIL
(N.T.S.)



SHRUB PLANTING DETAIL
(N.T.S.)



SITE CONCRETE CURB DETAIL
(N.T.S.)

NO.	DATE	REVISION	BY
3	11-25-15	REVISED PER TOWN COMMENTS	MEV
2	11-9-15	NYSDEP SUBMISSION	SJE
1	7-29-15	REVISED PER TOWN COMMENTS	MEV

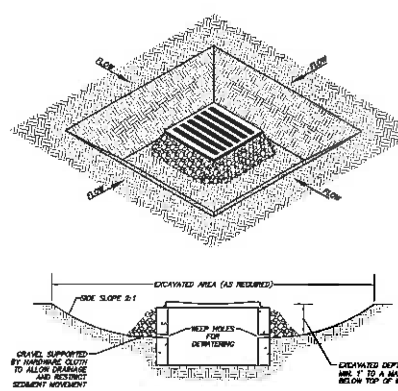
INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C
3 Garrett Place
Carmel, NY 10512
(845) 225-6620
(845) 225-9370 fax
www.insite-eng.com

PROJECT:
ROUTE 6 RETAIL
NEC ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

DRAWING:
DETAILS

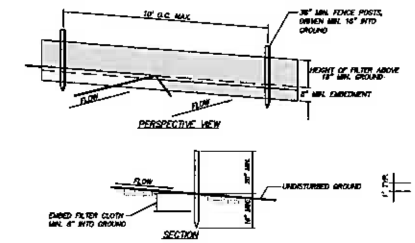
PROJECT NUMBER	02119.100	PROJECT MANAGER	J.J.C.
DATE	5-24-15	DRAWN BY	M.E.V.
SCALE	AS SHOWN	CHECKED BY	D.L.M.

DRAWING NO. D-1
SHEET 5 / 7



1. CLEAR THE AREA OF ALL DEBRIS THAT WILL HINDER EXCAVATION
2. GRADE APPROACH TO THE INLET UNIFORMLY AROUND THE BASIN
3. WEEP HOLES SHALL BE PROTECTED BY GRAVEL
4. UPON STABILIZATION OF CONTRIBUTING DRAINAGE AREA, SEAL WEEP HOLES, FILL EXCAVATION WITH STABLE SOIL TO FINAL GRADE, COMPACT IT PROPERLY, AND STABILIZE WITH PERMANENT SEEDING
5. MAXIMUM DRAINAGE AREA = 1 ACRE

EXCAVATED DROP INLET PROTECTION DETAIL
(N.T.S.)



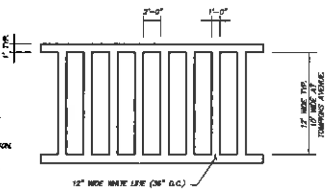
CONSTRUCTION NOTES FOR FABRICATED SILT FENCE
1. FILTER CLOTH TO BE FASTENED SECURELY TO POSTS AT TOP AND MID SECTION.
2. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.

POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD

FILTER CLOTH: FILTER X, MIRAFI 100X, STABILINKA T140N, OR APPROVED EQUAL

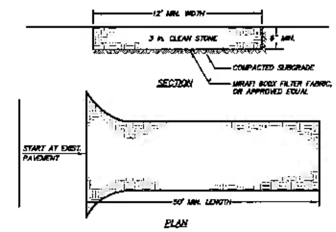
PREFABRICATED UNIT: GEOFAB, ENVIROFENCE, OR APPROVED EQUAL

SILT FENCE DETAIL
(N.T.S.)



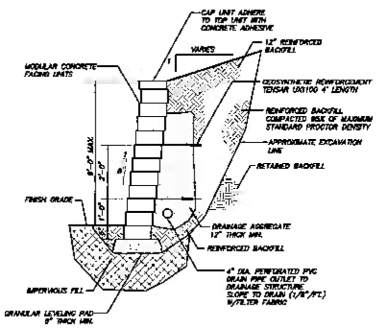
NOTE: INSTALLATION TO CONFORM WITH CURRENT NYSDOT STANDARDS AND SPECIFICATIONS

CROSSWALK MARKING DETAIL
(N.T.S.)



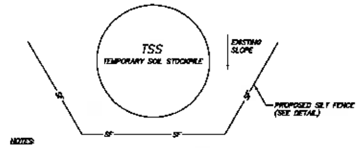
INSTALLATION NOTES
1. STONE SIZE – USE 3" STONE
2. LENGTH – AS REQUIRED, BUT NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30 FOOT MINIMUM LENGTH WOULD APPLY.)
3. THICKNESS – NOT LESS THAN SIX (6) INCHES.
4. WIDTH – 12 FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCUR.
5. FILTER CLOTH – WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE. FILTER CLOTH WILL NOT BE REQUIRED ON A SINGLE FAMILY RESIDENCE LOT.
6. SURFACE WATER – 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 WILL BE PERMITTED.
7. MAINTENANCE – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT 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 RIGHT OF WAY MUST BE REMOVED IMMEDIATELY.
8. WASHING – WHEELS SHALL BE CLEANED TO REMOVE SEDIMENT PRIOR TO ENTRANCE ONTO PUBLIC RIGHT OF WAY. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE DETAIL
(N.T.S.)



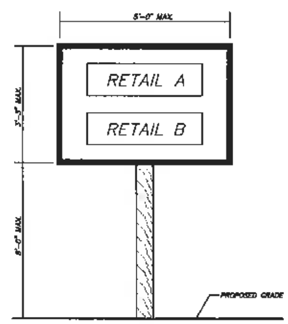
NOTES
1. STRIP VEGETATION AND ORGANIC SOIL FROM WALL AREA.
2. BENCH CUT ALL EXCAVATED SLOPES.
3. DO NOT OVER EXCAVATE UNLESS DIRECTED BY SITE ENGINEER TO REMOVE UNSUITABLE SOIL.
4. SITE ENGINEER SHALL VERIFY FOUNDATION SOILS AS BEING COMPETENT PER THE DESIGN STANDARDS AND PARAMETERS.
5. LEVELING PAD SHALL CONSIST OF COMPACTED COARSE SAND OR CRUSHED GRAVEL, 6" THICK MIN.
6. CONTRACTOR MAY OPT FOR A LEAN CONCRETE PAD. CONCRETE PAD SHALL BE UNREINFORCED, 3" THICK MAXIMUM.
7. MINIMUM EMBEDMENT OF WALL BELOW FINISH GRADE SHALL BE 6".
8. FOR UNITS TO BE EMBEDDED, COMPACT FILL IN FRONT OF UNITS AT THE SAME TIME FILL BEHIND UNITS IS COMPACTED.
9. DRAINAGE AGGREGATE SHALL BE INSTALLED DIRECTLY BEHIND THE WALL WITHIN 12" OF THE TOP OF THE WALL. DRAINAGE AGGREGATE SHALL NOT EXTEND BELOW FINAL GRADE IN FRONT OF WALL.
10. COMPACTION SHALL BE TO 95% OF MAXIMUM STANDARD PROCTOR DENSITY.(ASTM D-698)
11. COMPACTION TESTS SHALL BE TAKEN AS THE WALL IS INSTALLED. THE MINIMUM NUMBER OF TESTS SHALL BE DETERMINED BY THE SITE SOILS ENGINEER.
12. COMPACTION WITHIN 3 FT. OF WALL SHALL BE LIMITED TO HAND OPERATED EQUIPMENT.
13. CONTRACTOR SHALL DIRECT SURFACE RUNOFF TO AVOID DAMAGING WALL WHILE UNDER CONSTRUCTION.
14. ANY SURFACE DRAINAGE FEATURES, FINISH GRADING, PAVEMENT, OR TURF SHALL BE INSTALLED IMMEDIATELY AFTER WALL IS COMPLETED.
15. FOLLOW APPLICABLE PROVISIONS OF THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND WRITTEN SPECIFICATIONS.

MODULAR BLOCK RETAINING WALL DETAIL
(N.T.S.)

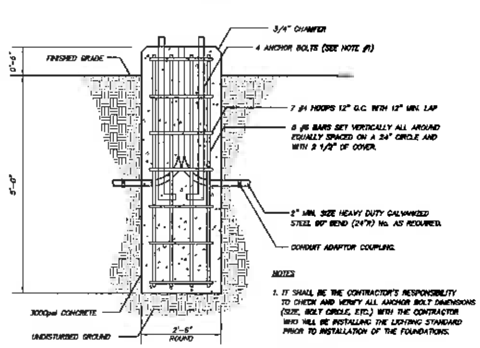


NOTES
1. AREA CHOSEN FOR STOCKPILE LOCATION SHALL BE DRY AND STABLE.
2. MAXIMUM SLOPE OF STOCKPILE SHALL BE 2:1.
3. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE IMMEDIATELY SEEDED WITH K31 PERENNIAL TALL FESCUE.
4. ALL STOCKPILES SHALL BE PROTECTED WITH SILT FENCING INSTALLED ON THE DOWNGRADIENT SIDE.

TEMPORARY SOIL STOCKPILE DETAIL
(N.T.S.)

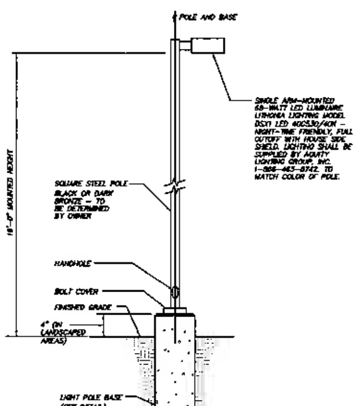


FREESTANDING SIGN DETAIL
(N.T.S.)

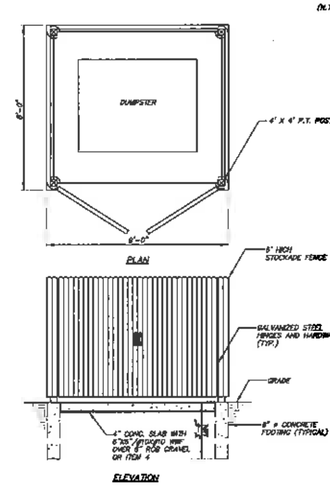


NOTES
1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CHECK AND VERIFY ALL ANCHOR BOLT DIMENSIONS (SIZE, BOLT CIRCLE, ETC.) WITH THE CONTRACTOR WHO WILL BE INSTALLING THE LIGHTING STANDARD PRIOR TO INSTALLATION OF THE FOUNDATIONS.
2. CHAMFER EXPOSED EDGES OF ALL FOUNDATIONS.
3. PROVIDE INSULATED GROUNDING BUSHING ON EXPOSED ENDS (IN BASE OF POLE) OF ALL GALVANIZED STEEL BENDS.

LIGHTING FOUNDATION DETAIL
(N.T.S.)

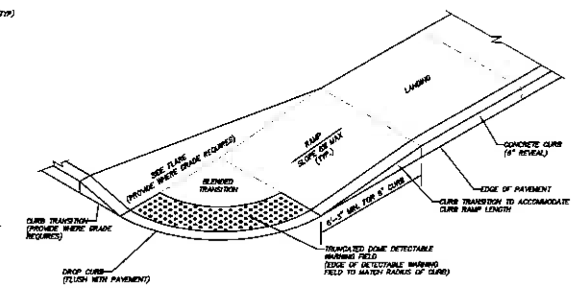


POLE-MOUNTED LIGHTING DETAIL
(N.T.S.)

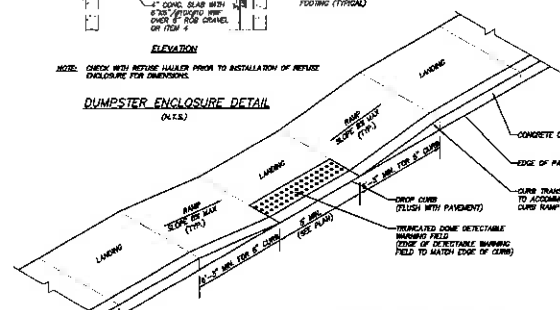


NOTE: CHECK WITH REFUSE HAULER PRIOR TO INSTALLATION OF REFUSE ENCLOSURE FOR DIMENSIONS.

DUMPSTER ENCLOSURE DETAIL
(N.T.S.)



SIDEWALK CURB RAMP (TYPE 2)
(N.T.S.)



SIDEWALK CURB RAMP (TYPE 1)
(N.T.S.)

NO.	DATE	REVISION	BY
3	11-25-15	REVISED PER TOWN COMMENTS	MEU
2	11-9-15	NYCDEP SUBMISSION	SJC
1	7-29-15	REVISED PER TOWN COMMENTS	MEU

INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE P.C.
3 Garrett Place
Carmel, NY 10512
(845) 225-9690
(845) 225-9717 fax
www.insite-eng.com

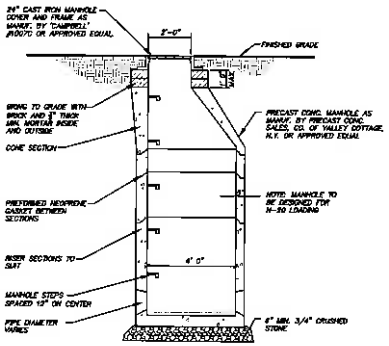
PROJECT: ROUTE 6 RETAIL

DRAWING: DETAILS

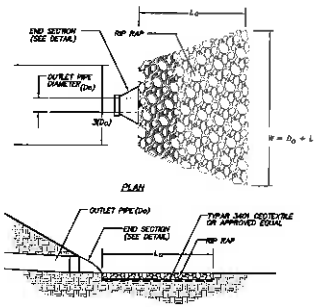
PROJECT NUMBER	02119.100	PROJECT MANAGER	J.J.C.
DATE	6-24-15	DRAWN BY	M.E.U.
SCALE	AS SHOWN	CHECKED BY	D.L.M.

DRAWING NO. D-2

SHEET 6/7

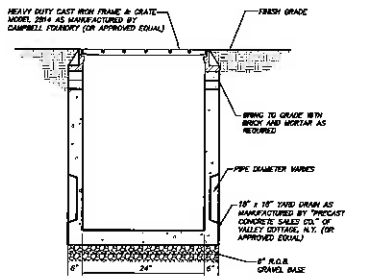


DRAINAGE MANHOLE DETAIL
(N.T.S.)

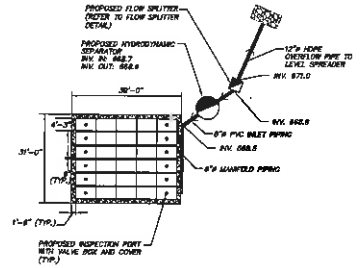


(FINAL SIZING TO BE PROVIDED)

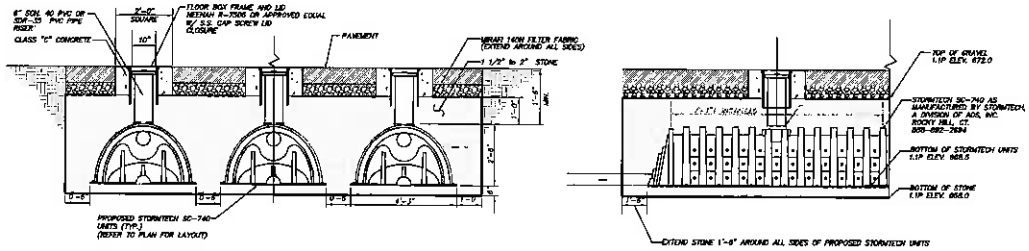
ROCK OUTLET PROTECTION DETAIL
(N.T.S.)



24" X 24" YARD DRAIN DETAIL
(N.T.S.)

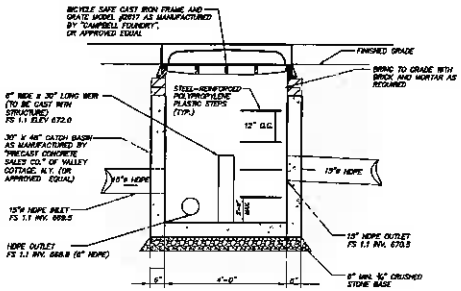


STORMWATER INFILTRATION SYSTEM LAYOUT (1.1P) DETAIL
SCALE: 1" = 20'



NOTES: 1. INSPECTION PORTS TO BE INSTALLED AT THE BEGINNING AND END OF EVERY ROW OF INFILTRATORS.
2. REFER TO STORMWATER INFILTRATION SYSTEM LAYOUT DETAIL FOR NUMBER OF UNITS PER ROW AND LAYOUT DIMENSIONS

STORMWATER INFILTRATION SYSTEM (NYSDEC DESIGN 1-1) SYSTEM DETAIL
(N.T.S.)



FLOW SPLITTER DETAIL
(N.T.S.)

NO.	DATE	REVISION	BY
1	11-25-15	REVISED PER TOWN COMMENTS	MEV

INSITE
ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Garrett Place
Carmel, NY 10512
(845) 225-6690
(845) 225-6717 fax
www.insite-eng.com

PROJECT:
ROUTE 6 RETAIL
RTE ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK

DRAWING:
DETAILS

PROJECT NUMBER	02119.100	PROJECT MANAGER	J.J.C.
DATE	11-6-15	DRAWN BY	M.E.M.
SCALE	AS SHOWN	CHECKED BY	D.L.M.

DRAWING NO. D-3
SHEET 7 / 7

Site Plan

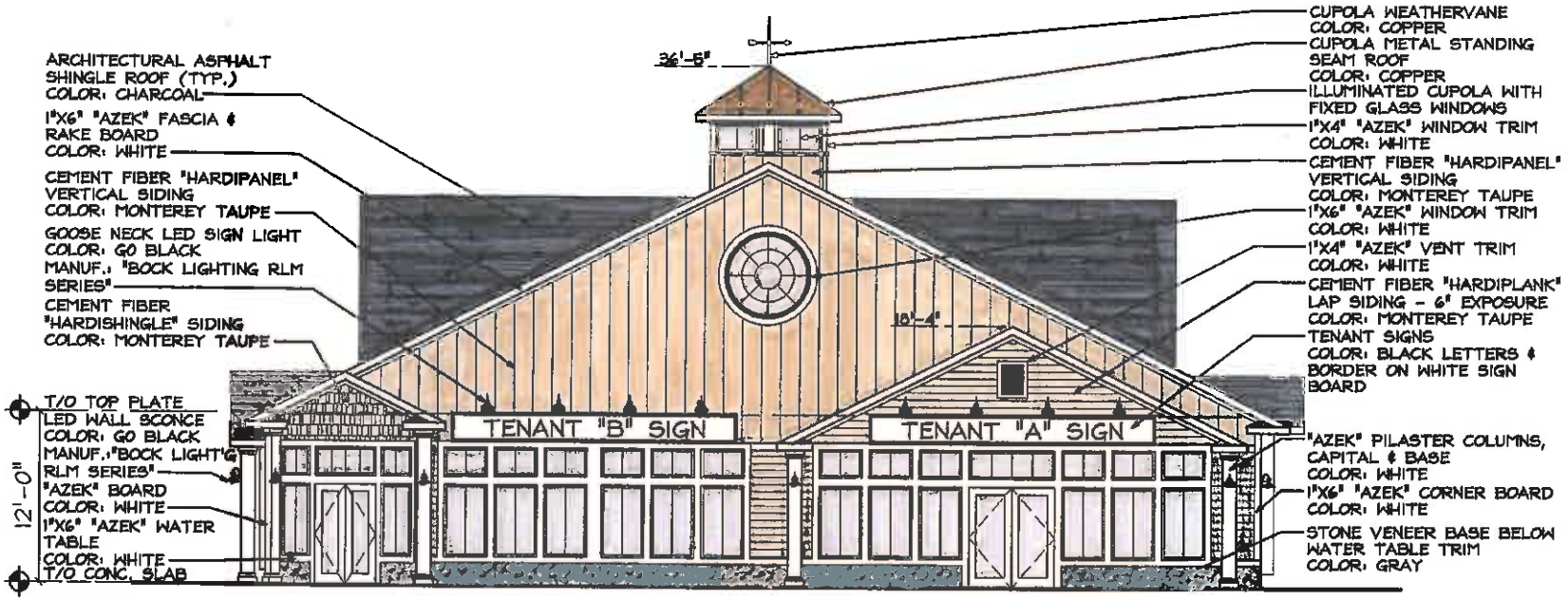
Approval hereby granted this _____ day of _____, _____
If building permit is not issued within 12 months from the above date, this approval becomes null and void.

Town of Carmel Planning Board

Signed this _____ day of _____, _____ by

Chairman: _____

Secretary: _____



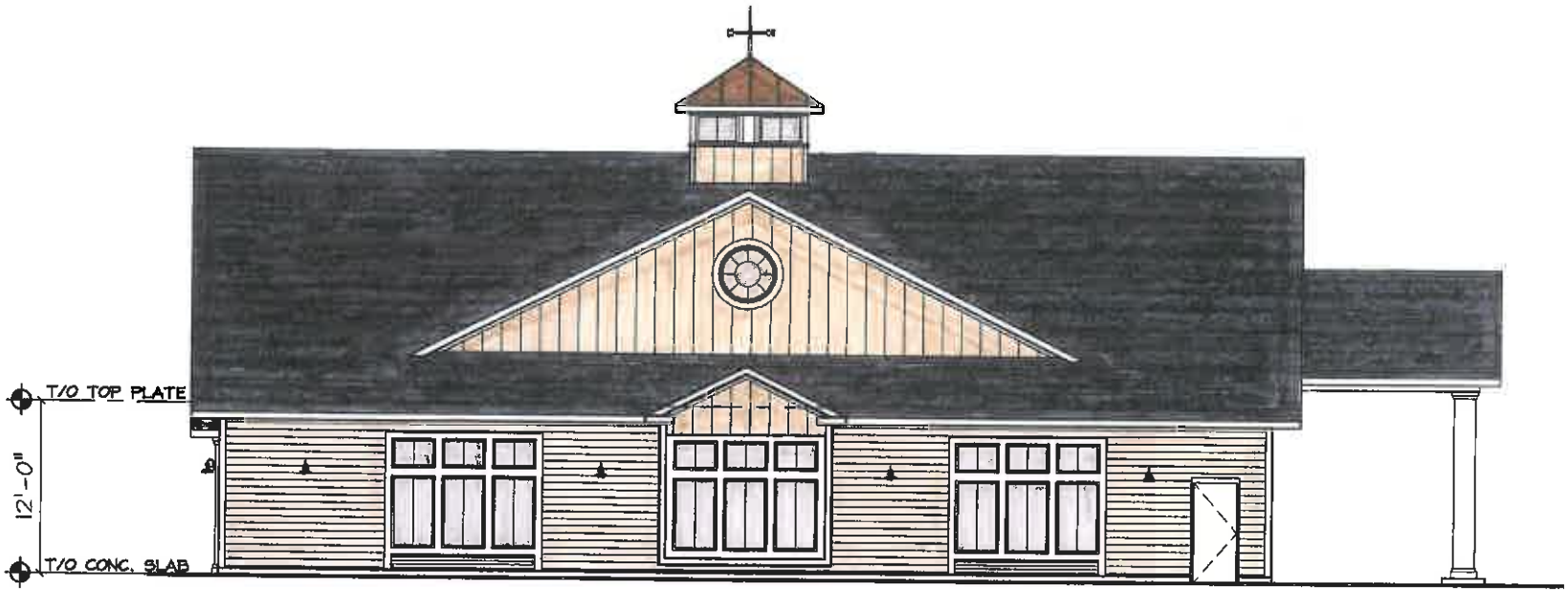
EAST BUILDING ELEVATION (FACADE)

ROUTE 6 RETAIL

150 U.S. ROUTE 6
MAHOPAC, NEW YORK
(TOWN OF CARMEL)

J F M ARCHITECT
JOE MANSFIELD, REGISTERED ARCHITECT
P.O. Box 581 Brewster, NY 10509 Telephone: 845-269-3801
www.jfmarchitect.com

REVISION	DATE	DESCRIPTION
	8-21-15	OWNER REVIEW



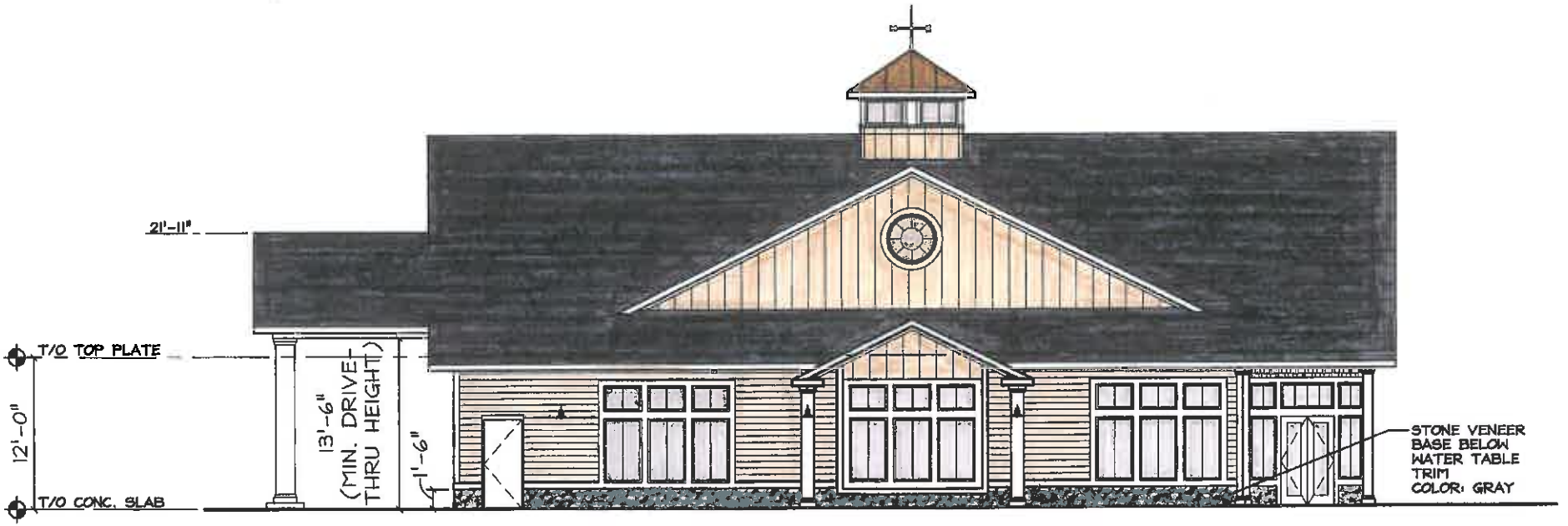
NORTH BUILDING ELEVATION

ROUTE 6 RETAIL

150 U.S. ROUTE 6
MAHOPAC, NEW YORK
(TOWN OF CARMEL)

J F M ARCHITECT
JOE MANSFIELD, REGISTERED ARCHITECT
P.O. Box 561 Brewster, NY 10509 Telephone: 845-259-5601
www.jfmarchitect.com

REVISION	DATE	DESCRIPTION
	8-21-15	OWNER REVIEW



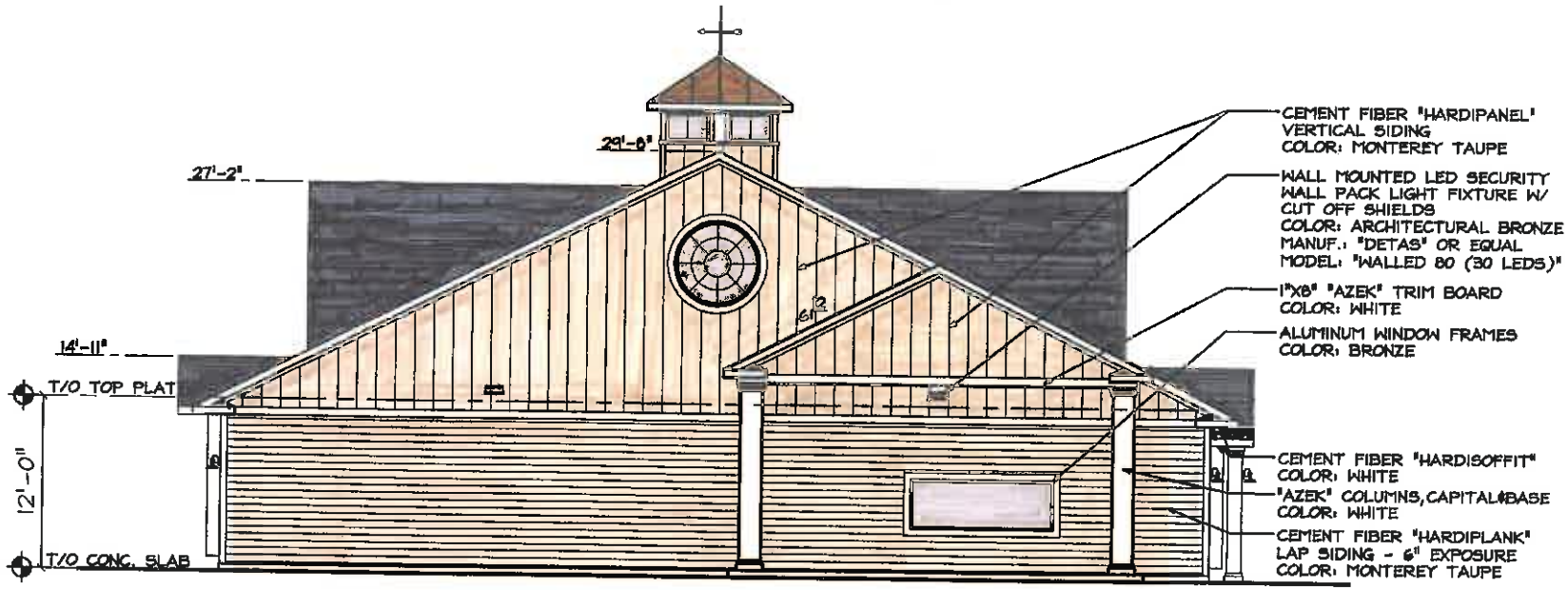
SOUTH BUILDING ELEVATION

ROUTE 6 RETAIL

150 U.S. ROUTE 6
MAHOPAC, NEW YORK
(TOWN OF CARMEL)

J F M ARCHITECT
JOE MANSFIELD, REGISTERED ARCHITECT
P.O. Box 561 Brewster, NY 10509 Telephone: 845-259-3601
www.jfmarchitect.com

REVISION	DATE	DESCRIPTION
	8-21-15	OWNER REVIEW

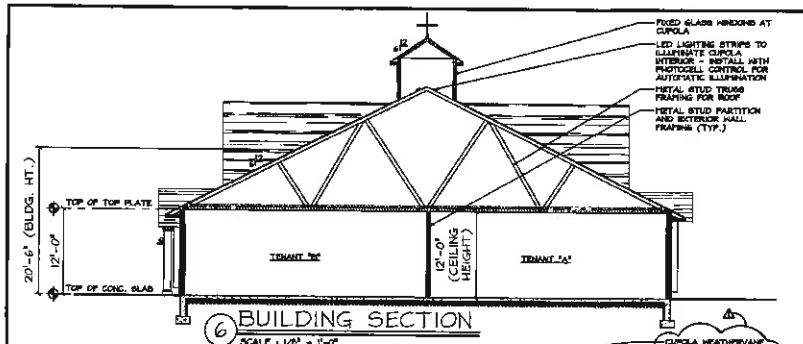


WEST BUILDING ELEVATION

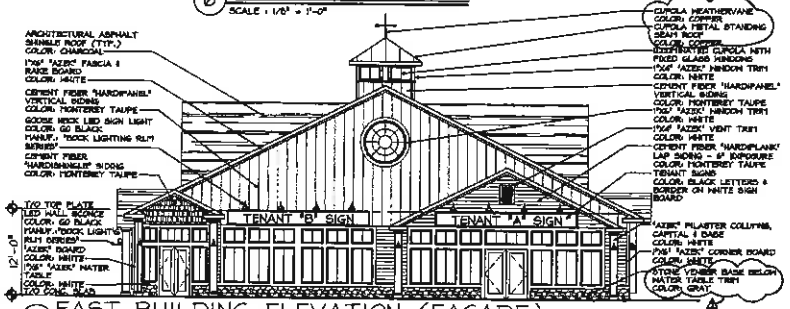
ROUTE 6 RETAIL
150 U.S. ROUTE 6
MAHOPAC, NEW YORK
(TOWN OF CARMEL)

J F M ARCHITECT
JOE MANSFIELD, REGISTERED ARCHITECT
P.O. Box 581 Brewster, NY 10509 Telephone: 845-259-3601
www.jfmarchitect.com

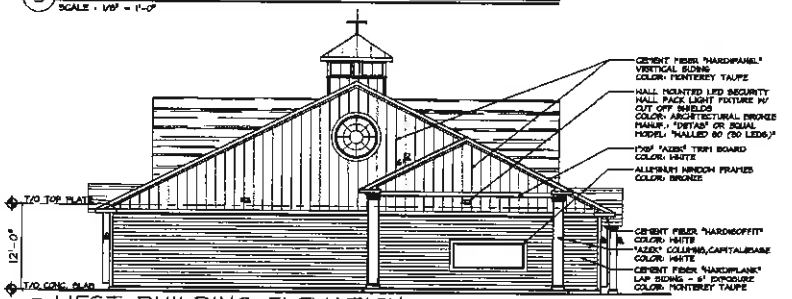
REVISION	DATE	DESCRIPTION
	8-21-15	OWNER REVIEW



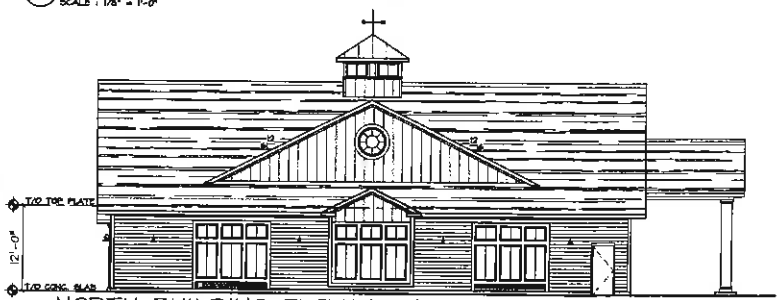
6 BUILDING SECTION
SCALE : 1/8" = 1'-0"



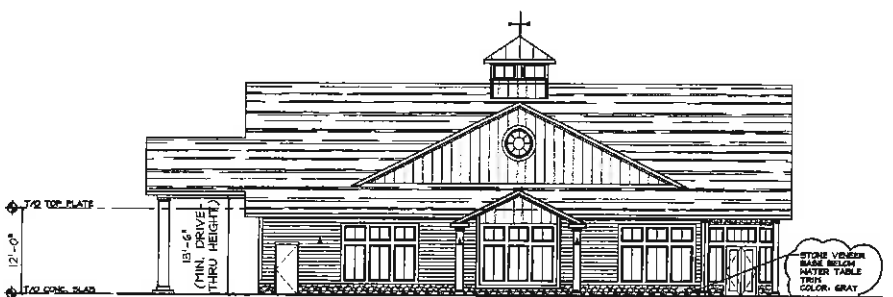
5 EAST BUILDING ELEVATION (FACADE)
SCALE : 1/8" = 1'-0"



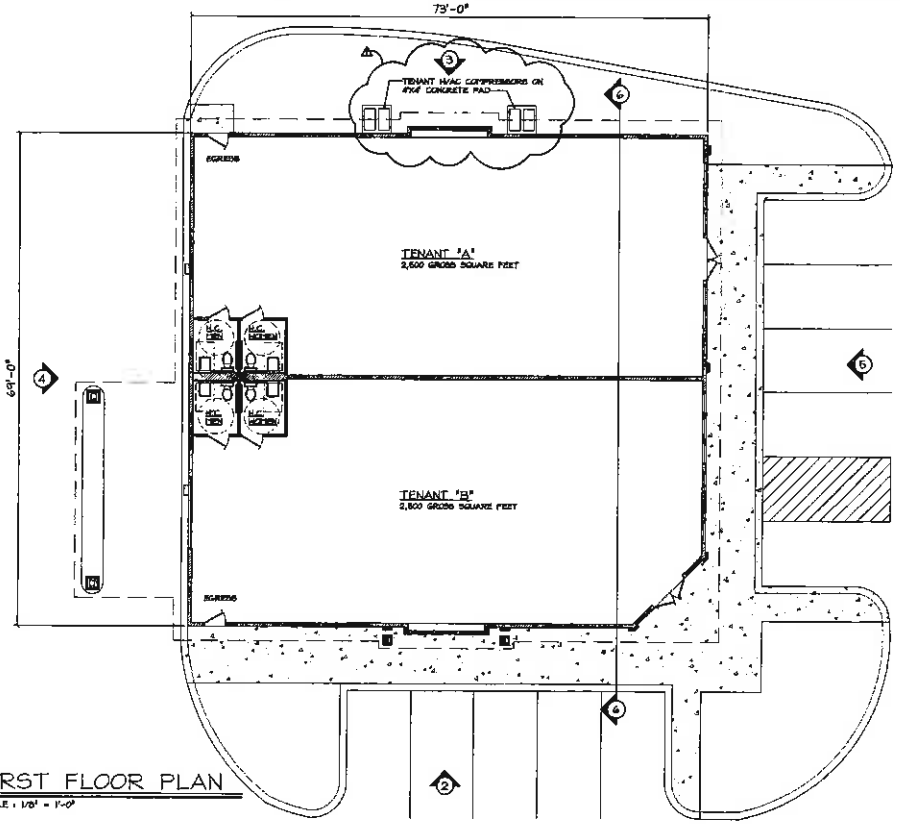
4 WEST BUILDING ELEVATION
SCALE : 1/8" = 1'-0"



3 NORTH BUILDING ELEVATION
SCALE : 1/8" = 1'-0"



2 SOUTH BUILDING ELEVATION
SCALE : 1/8" = 1'-0"



1 FIRST FLOOR PLAN
SCALE : 1/8" = 1'-0"

WALL SIGN CALCULATIONS:

TENANT NAME & WALL SIGN ORIENTATION	BUILDING FRONTAGE	ALLOWABLE SIGN AREA	PROPOSED AREA
"TENANT A" WALL SIGN FACING U.S. ROUTE 6	54'-0"	2 S.F. PER 1 L.F. FRONTAGE = 60'-0" MAX. AREA = 40 S.F.	40 S.F. (2'-0" H. x 20'-0" L.)
"TENANT B" WALL SIGN FACING U.S. ROUTE 6	54'-0"	2 S.F. PER 1 L.F. FRONTAGE = 60'-0" MAX. AREA = 40 S.F.	40 S.F. (2'-0" H. x 20'-0" L.)

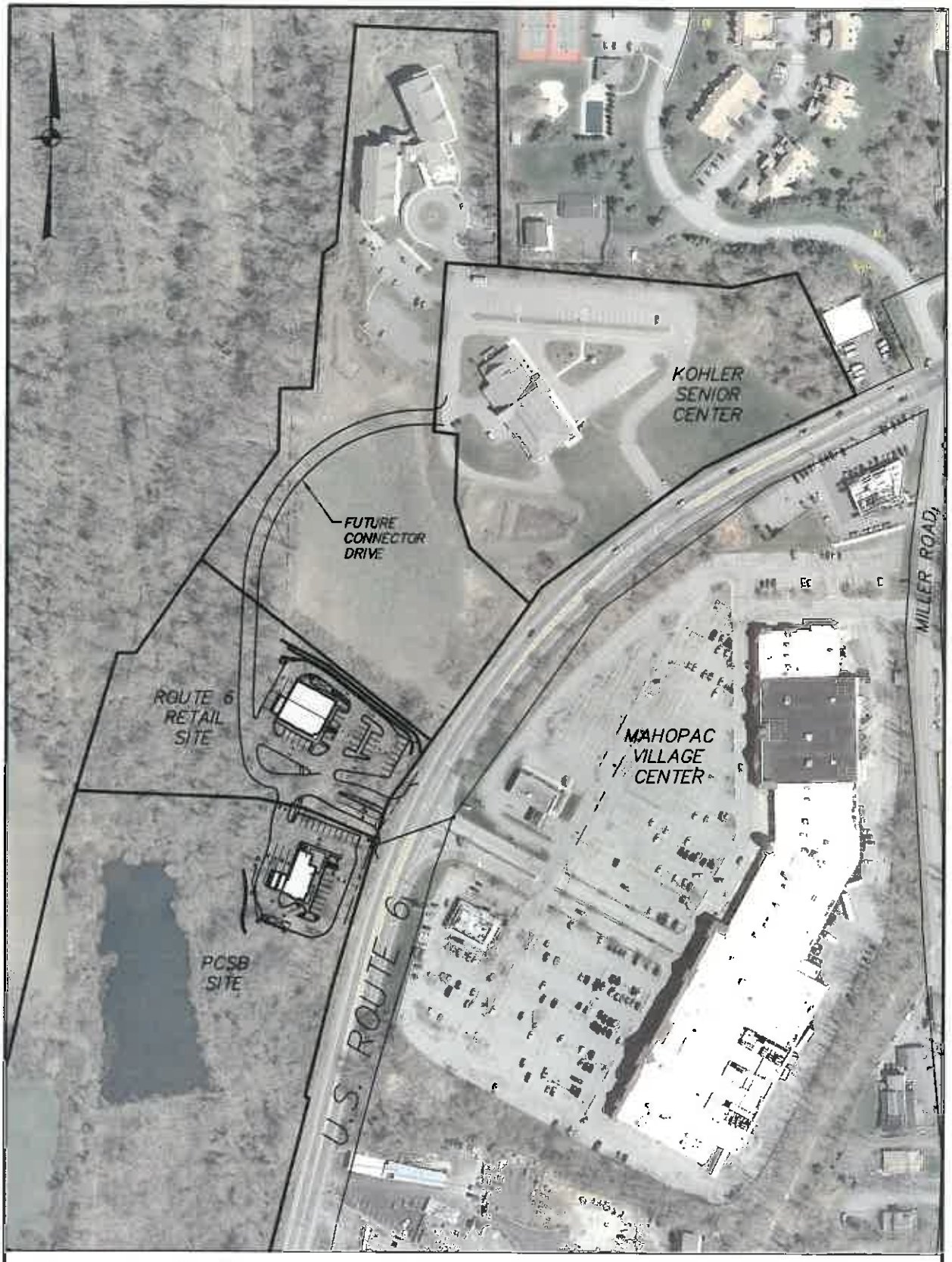
J F M ARCHITECT
JOE HANDFIELD, REGISTERED ARCHITECT
P.O. BOX 661 Struthers, NY 10501 Telephone: 845-251-3301
www.jfmarchitect.com

ROUTE 6 RETAIL
150 U.S. ROUTE 6
MAHOPAC, NEW YORK
(TOWN OF CARMEL)

FIRST FLOOR PLAN, BUILDING ELEVATIONS & BUILDING SECTION

AS NOTED
JFM
JUE 15, 2019

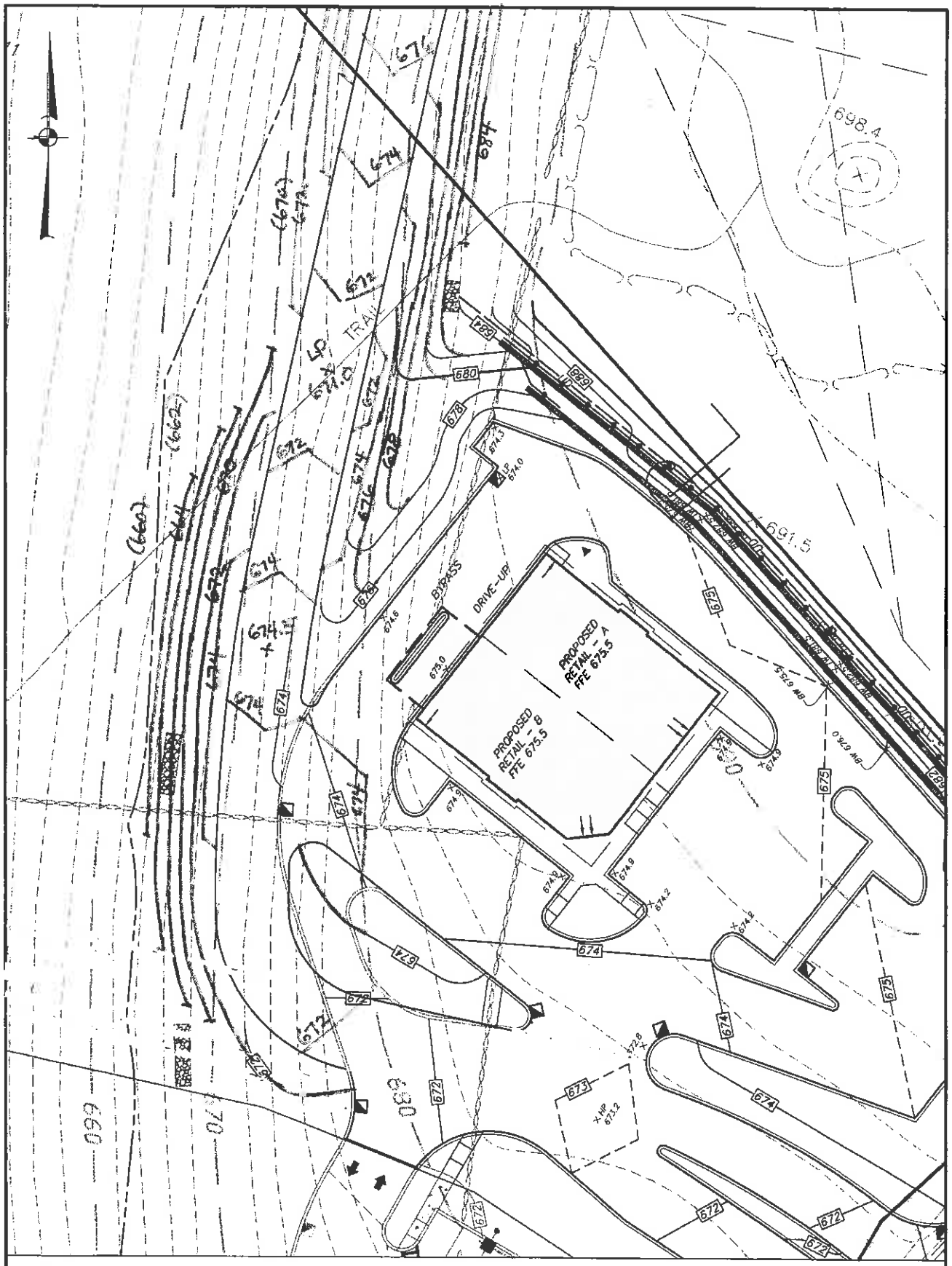
DRAWING NUMBER
A-01



150 0 75 150

GRAPHIC SCALE
(IN FEET)

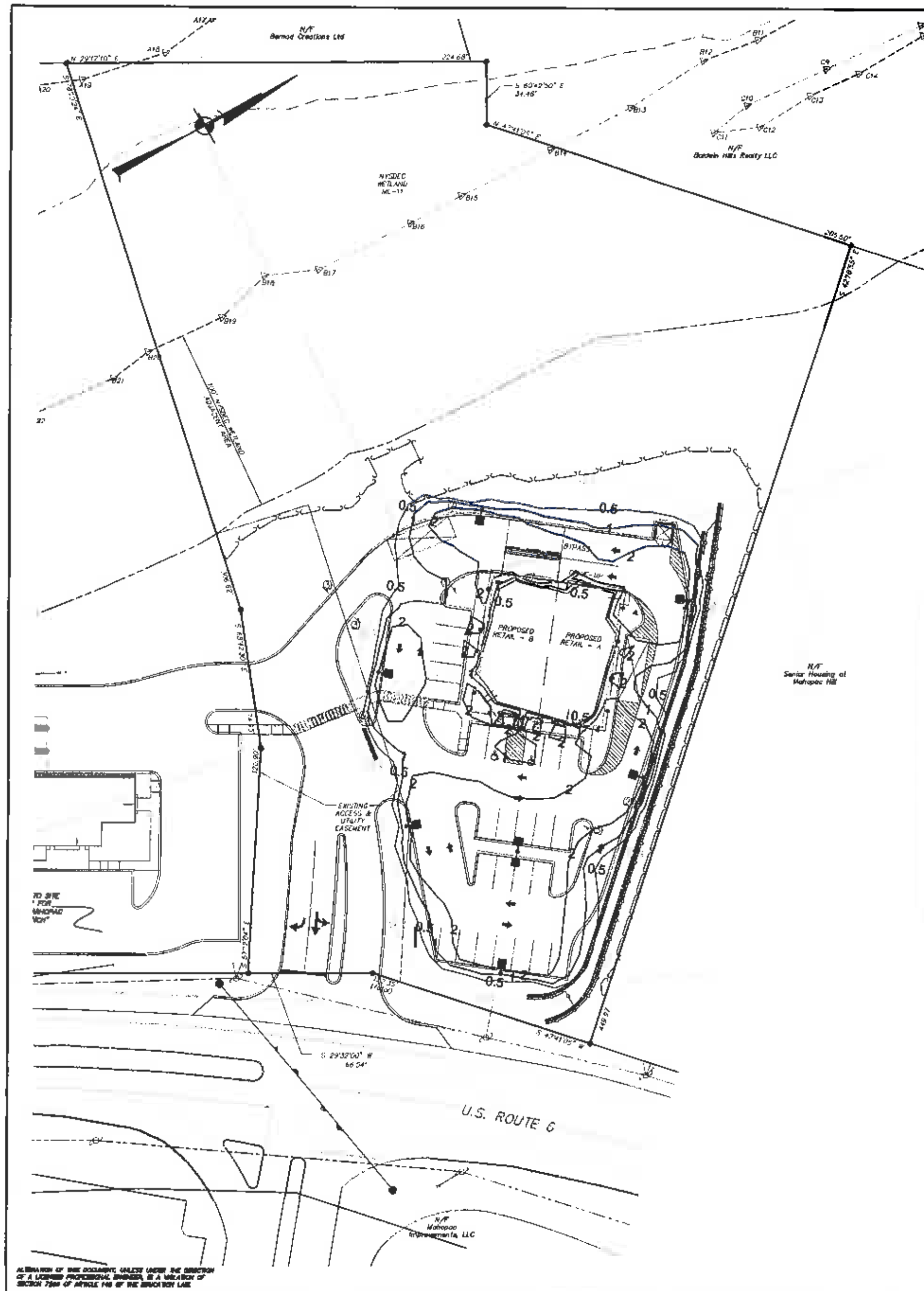
PROJECT: ROUTE 6 RETAIL SITE PLAN 150 ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK	PREPARED BY: INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C. 3 Garrett Place • Carmel, New York 10512 Phone (845) 225-9690 • Fax (845) 225-9717 www.insite-eng.com	DATE: 11-25-15 SCALE: 1" = 150' PROJECT NO.: 02119.100
DRAWING: AERIAL VICINITY MAP		FIGURE: A-1



30 0 15 30

GRAPHIC SCALE
(IN FEET)

PROJECT: ROUTE 6 RETAIL SITE PLAN 150 ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK	PREPARED BY: INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C. 3 Garrett Place • Carmel, New York 10512 Phone (845) 225-9690 • Fax (845) 225-9717 www.insite-eng.com	DATE: 11-25-15 SCALE: 1" = 30' PROJECT NO.: 02119.100
DRAWING: GRADING STUDY OF FUTURE CONNECTOR DRIVE TO KOHLER SENIOR CENTER		FIGURE: G-1



LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING WATERCOURSE
- EXISTING NYSDEC WETLAND LIMIT LINE WITH FLAG NUMBERS
- EXISTING WETLAND SYMBOL
- EXISTING NYSDEC 100' WETLAND CONTROL AREA
- EXISTING UTILITY POLES WITH OVERHEAD WIRES
- EXISTING EDGE OF PAVEMENT
- EXISTING WHITE LINE
- EXISTING CURB
- EXISTING STONE WALL
- EXISTING STONE WALL TO BE REMOVED
- EXISTING TREE LINE
- EXISTING TREE LINE TO BE REMOVED
- PROPOSED CURB
- PROPOSED RETAINING WALL
- PROPOSED CONCRETE WALK
- PROPOSED TREE LINE
- PROPOSED SIGN
- PROPOSED POLE MOUNTED LIGHTS
- PROPOSED BUILDING MOUNTED LIGHTS

LUMINAIRE SCHEDULE

Symbol	Qty	Catalog Number	Description	Lamp
A	[illegible]	N/A	LED GOOSENECK LIGHT-ANGLED AT 45° TOWARDS BUILDING SIGN	1 LED-17 WATTS
B	[illegible]	N/A	LED SCONCE LIGHT-SEE DESCRIPTION BELOW	1 LED-17 WATTS
C	[illegible]	N/A	LED WALLPACK LIGHT-SEE DESCRIPTION BELOW	3 LED-78 WATTS
	[illegible]	GLEON-AE-03-LED-E1-SL4-530-HSS	SINGLE - EATON-McGRAW-EDISON GALLEON LED AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 4000K, 530mA LIGHTSQUARES WITH 10 LEDS EACH AND TYPE IV SPILL LIGHT ELIMINATOR OPTICS WITH HOUSE SIDE SHIELD ABSOLUTE PHOTOMETRY IS BASED ON CALIBRATION FACTORS CREATED USING LAB LUMEN STANDARDS IN GONIOPHOTOMETER WITH TEST DISTANCE OF 38.75 FEET.	3 LED-80 WATTS
	1	GLEON-AE-03-LED-E1-SL4-530-HSS	DOUBLE - EATON-McGRAW-EDISON GALLEON LED AREA AND ROADWAY LUMINAIRE (3) 70 CRI, 4000K, 530mA LIGHTSQUARES WITH 10 LEDS EACH AND TYPE IV SPILL LIGHT ELIMINATOR OPTICS WITH HOUSE SIDE SHIELD ABSOLUTE PHOTOMETRY IS BASED ON CALIBRATION FACTORS CREATED USING LAB LUMEN STANDARDS IN GONIOPHOTOMETER WITH TEST DISTANCE OF 38.75 FEET.	3 LED-80 WATTS

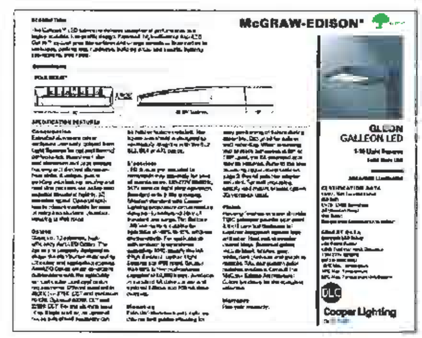
LIGHT CONTOUR LEGEND

- 0.10 Foot Candles
- 0.50 Foot Candles
- 1.00 Foot Candles
- 2.00 Foot Candles

* Photometric calculations shown on plan are in foot candles.

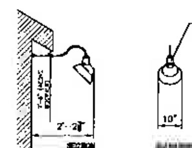
LIGHTING NOTES:

1. Proposed pole mounted area luminaires at 15'-0" mounted height.
2. All lighting shall be as noted on the plan or approved equal.
3. Style and finish of all luminaires and poles to be selected by owner.
4. Calculation values shown in this plan are taken on a horizontal plane at ground level using a 0.90 light loss factor. Topographical information and landscaping have not been accounted for in these calculations.
5. The Planning Boards acceptance of the lighting design shown hereon is premised on the representation of the applicant that the lighting will not cause a glare or other deleterious effect on adjoining properties and/or roadway traffic. Should any such conditions result from the installation, in the sole opinion of the authorized representatives from the town, the applicant agrees to modify and/or replace fixtures to cause the correction of the condition, to the satisfaction of the town representatives.



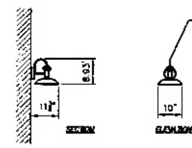
POLE MOUNTED AREA LIGHTING

N.T.S.



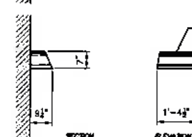
WALL MOUNTED GOOSE NECK LED LIGHT FIXTURE
MOUNTING HEIGHT: 13'-0" ABOVE CONCRETE WALK
COLOR: 60 BLACK
MANUF.: "ROCK LIGHTING RLM SERIES" OR EQUAL
BRACKET: "GN83A GOOSENECK PIPE BRACKET"
REFLECTOR: "EMBLEM SIGN E210"
CONTROL: PHOTO CELL CONTROL AND INDOOR MOUNTED SWITCH
VOLTAGE: 120 VOLT
LAMPS: ONE (1) "FEIT ELECTRIC COMPANY 20PAR38/LED" LED LAMP

A - GOOSENECK LIGHT



WALL MOUNTED WALL SCONCE LED LIGHT FIXTURE
MOUNTING HEIGHT: 7'-6" ABOVE CONCRETE WALK
COLOR: 60 BLACK
MANUF.: "ROCK LIGHTING RLM SERIES" OR EQUAL
MODEL: "EDISON COACH LIGHT - 1810"
CONTROL: INDOOR MOUNTED SWITCH
VOLTAGE: 120 VOLT
LAMPS: ONE (1) "FEIT ELECTRIC COMPANY 20PAR38/LED" LED LAMP

B - SCONCE LIGHT



WALL MOUNTED LED SECURITY WALL PACK LIGHT FIXTURE
MOUNTING HEIGHT: 12'-6" ABOVE GRADE
COLOR: ARCHITECTURAL BRONZE
MANUF.: "DETAS" OR EQUAL
MODEL: "WALLED 80 (30 LEDS)"
CONTROL: PHOTO CELL CONTROL
VOLTAGE: 120 VOLT
LAMPS: LED LAMP W/ CUT OFF SHIELDS

C - WALL PACK LIGHT

BUILDING MOUNTED FIXTURES

N.T.S.

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

NO.	DATE	REVISION	BY

INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.
3 Garrett Place
Carmel, NY 10512
(845) 225-9690
(845) 225-9717 fax
www.insite-eng.com

PROJECT: ROUTE 6 RETAIL

DRAWING: LIGHTING PLAN

PROJECT NUMBER	02119.100	PROJECT MANAGER	J.J.C.	DRAWING NO.	SHEET
DATE	11-25-15	DRAWN BY	M.E.U.	LP-1	1/1
SCALE	1" = 30'	CHECKED BY	D.L.M.		