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TOWN OF CARMEL
PLANNING BOARD



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MICHAEL CARNAZZA
*Director of Code
Enforcement*

RICHARD FRANZETTI, P.E.
Town Engineer

PATRICK CLEARY,
AICP, CEP, PP, LEED AP
Town Planner

PLANNING BOARD AGENDA
MAY 8, 2019 – 7:00 P.M.

MEETING ROOM #2

TAX MAP # PUB. HEARING MAP DATE COMMENTS

PUBLIC HEARING

1. Pozzi, Robert – 229 Shear Hill Road	65.11-1-11	5-8-19	2/4/19	Public Hearing/Resolution
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SITE PLAN

2. Joe Zakon d/b/a 14 Nicole Way LLC – 14 Nicole Way	65.6-1-22		4/24/19	Site Plan
3. Homeland Towers Lake Casse – 254 Croton Falls Rd	65.19-1-43		3/13/19	Site Plan (Cell Tower)

MISCELLANEOUS

4. Minutes – 04/10/19

ALFRED A. CAPPELLI, JR.
ARCHITECT
1136 ROUTE 9
WAPPINGERS FALLS, NY 12590

Telephone: 845-632-6500
Fax: 845-632-6499
Email: acappe2102@aol.com

April 25, 2019

Town of Carmel Planning Board
60 McAlpin Ave.
Mahopac, NY

Re: Re-Submittal to Planning Board, Zakon Property
14 Nicole Way (Corner Rt. 6), TM #65-6-1-22

Dear Rose,

For the Planning Board's consideration, attached please find five sets of revised site plans & related plans for the above referenced project.

Also attached are five copies of responses to each of the Town's reviewers, Mr. Carnazza, Mr. Cleary & Mr. Franzetti.

I have also attached:

- Memo from NYSDOT based on Feb. 22, 2019 site visit.
- Amended Traffic Report (only the revisions)
- SWPP

We would very much like to be placed on the next available Planning Board agenda.

Very truly yours,



Alfred A. Cappelli, Jr.
Architect

AAC/dc
Enc.

ALFRED A. CAPPELLI, JR.
ARCHITECT
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April 25, 2019

Town of Carmel Planning Board
60 McAlpin Ave.
Mahopac, NY 10541

Re: Zakon Property, 14 Nicole Way, TM # 65,6-1-22
Response to Mr. Carnozza's Memo of Jan. 23, 2019

To Chairman & Members of the Planning Board,

Below please find responses to Mr. Carnozza's Jan. 23, 2019 memo.

1. The retaining wall has been modified to now have a max. height of 5 ft. and believe a variance is no longer required.
2. On our project data sheet, our 200' and 300' lot depth & width was an average & inasmuch as it exceeded the min. required by the Town. If more exact numbers are required or it is felt we do not meet the dimensional requirements, we can discuss.
3. We have attached all four elevations of each building with this submission.
4. The outdoor storage area is to provide storage for outdoor up storage tanks of various sizes. They are noted & shown on the plans. An LP truck may be parked within the fenced area at night. This will be the only outdoor storage area on site. Although there is typical LP gas odors when filling tanks, we feel the odors will dissipate quickly & not be an odor issue w/the neighbors.
5. The 25 ft. wide entry width & at the office area of Bldg. No. 1 are the only two areas that are 25 ft. wide, standard width for the size vehicles Mr. Zakon has in transporting oil & gas along standard roads, highways, businesses & residential areas, so we feel more than confident that the 25 ft. is more than adequate.
6. The parking calculation has been amended & our feelings are that we meet the zoning requirements.
7. A dumpster enclosure detail has been added to the plan for your review.

If you have any questions, please do not hesitate to contact our office.

Very truly yours,

A handwritten signature in blue ink, consisting of a stylized 'A' followed by a horizontal line and a loop.

Alfred A. Cappelli, Jr.
Architect

AAC/dc

ALFRED A. CAPPELLI, JR.
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April 25, 2019

Town of Carmel Planning Board
60 McAlpin Ave.
Mahopac, NY 10541

Re: Zakon Property, 14 Nicole Way, TM #65.6-1-22
Response to Town Engineer (R. Franzetti) Jan. 16, 2019 Memo

Dear Chairman & Members of the Planning Board,

Below please find responses to Mr. Franzetti, the Town Engineer's, Jan. 16, 2019 review memo.

1. General Comments:
 - a. Our Engineer is working w/the Health Dept.
 - b. We will be submitting to the Carmel Fire Dept.
 - c. We will submit to the Town Highway Dept. as noted.
 - d. We have been in touch w/NYSDOT & a permit not for access but for work in their R.O.W. will be required, as discussed w/NYSDOT.
2. Permits:
 - a. When appropriate, NYSDOT permits will be filed for, for R.O.W. work.
 - b. Putnam County Health Dept. applications will be formally submitted when we have a better sense as to the position of the Board regarding sizing & placement of the buildings, as we do not want to submit multiple variations.
 - c. When appropriate, we will file for a Town of Carmel Highway Permit.
 - d. See "A" above.
 - e. Our Consulting Engineer says that NYSDEC & NYSDEP intervention is not required.
3. We have provided a detailed grading & drainage plan along with a SWPP for review.
4. According to our Consulting Engineer, there will be no excess material exported from the site.
5. The following items are shown on the plans:

- a. Water well
- b. SSDS
- c. Stormwater management plan & details
- d. Drainage features
- e. Pavement markings
- f. Signage

Some of these were on the original plans submitted in January.

- 6. Our feeling is that firefighting & fire apparatus vehicles tend to park away from the buildings & not right up to the building. Therefore, we feel the proximity of both Nicole Way & our parking lot provides sufficient area to park the vehicles & navigate nearly 360 degree coverage for firefighting, unlike many buildings.
- 7.
 - a. Graphic representation of vehicle movements to and through the site has now been shown showing various sizes & types of vehicles.
 - b. Turning radii has been shown.
 - c. Sight distances are shown.
 - d. The slopes, I believe, have been re-engineered as noted.
 - e. NYSDOT R.O.W. permits for clearing will be submitted to NYSDOT.
 - f. Our feeling is that Maser Consulting is one of the pre-eminent consulting firms specializing in traffic analysis & very well respected by municipalities as well as the private sector for their work. A project of this small size with not a lot of intensity or traffic generation is not warranted.
- 8. If a stormwater maintenance agreement is required, please let us know & we will review the parameters for such an agreement.
- 9. If a bond is required as part of the development of this parcel, which is not uncommon in many municipalities, please let us know at the appropriate time, the amount, etc.

Detailed Comments:

- 1. Site distances are shown on Sheet TM101.
- 2. Landscaping:
 - a. We have added enhanced notations regarding plantings & coordination with your wetlands inspector. Don't know if that's something we do (contact) or you do.
 - b. Also added notation regarding Carmel Town Code P.142.
 - c. We feel we have met the threshold of lighting, minimizing the illumination at the property line. Noise generation is limited to A/C units external to the buildings, located between the buildings.
- 3. Details:

We feel the details, as shown, meet or exceed the Town of Carmel Code.

4. Grading Plan:

The retaining wall has been reduced own to a height of 5'-0".

If you have any questions, please do not hesitate to contact our office.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Alfred A. Cappelli, Jr.', with a stylized flourish at the end.

Alfred A. Cappelli, Jr.
Architect

AAC/dc

ALFRED A. CAPPELLI, JR.
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April 25, 2019

Town of Carmel Planning Board
60 McAlpin Ave.
Mahopac, NY 10541

Re: Zakon Property, 14 Nicole Way, TM #65.6-1-22
Response to Cleary Consulting Jan. 23, 2019 Memo

To Chairman & Members of the Planning Board,

Below please find response to Patrick Cleary's review letter dated Jan. 23, 2019.

1. Site Operations:

With the exception of the fenced & enclosed storage area to the east of the site, there will be no outdoor storage. The aforementioned storage area will store LP gas cylinders for delivery to residences & businesses along with a larger tank, on site, for retail (bbq) LP gas tank fill ups. We have tried to illustrate this on the plan for clarification. There also may be an LP delivery tank (empty) that will be parked within this fenced area in the evening.

2. Site Environmental Characteristics:

Although the site does have significant slopes, by virtue of "burying" the buildings into the slope at the higher portions, along Nicole Way, helps in not having to "flatten" out the entire site, only at the parking areas, most significantly in the northeast corner.

3. Building Siting:

- a. Unless a reduction of building area is being sought, we feel that two buildings give a better sense of scale to the buildings, minimizing the visual impact rather than one large building of the same square footage. The open space in between the buildings further enhances & gives us a "break" in a possibly large façade. Also helps in the grading & drainage in the event of heavy rainfall.

- b. Our experience has been that fire fighting vehicles do not want to be that close to the building & in fact want to park farther away, on Nicole Way for example which is actually 65 ft. & 52 ft. from the building line to curb line.,

4. Site Access:

As mentioned at our last Planning Board meeting, we had contacted NYSDOT, as we normally do prior to submitting a site plan to a Town, to see in their opinion where they felt the best location for a driveway would be. We did this 6-8 months ago with the NYSDOT where the discussion suggested no NYSDOT access would be granted. When we discussed this project at about that time, very conceptually with a few of the Town's consultants at a meeting, there didn't seem to be great concern. We did have a follow-up meeting w/NYSDOT on Feb. 22, 2019 where we once again walked the site & discussed the issues. In fact, there was a neighbor who was part of that meeting & he heard first hand from NYSDOT that no entry would be allowed on Route 6. I have attached a memo, somewhat cryptic that suggests such.

5. Traffic Generation:

Although the original traffic report we had submitted to the Town as prepared by Maser Consulting was based on a higher generated traffic flow, based on the oil business structure, plus a retail establishment, we have had Maser amend their report to reflect the now intended use plus the other issues raised in your memo. If not satisfactory, we will have Maser try to satisfy any & all concerns.

6. Site Grading:

- a. Our Engineer tells us there is no material that will be exported from the site.
- b. The retaining wall has been re-configured to have a max. height of 5'-0". Details are provided.

7. Stormwater Management:

A SWPP has been prepared & has been submitted for review.

8. Site Utilities:

A preliminary design of an on-site SDS has been shown on the plans. The water will be provided via an on-site well located in the southeast portion of the property just outside the fenced in storage area. Our Engineer is working w/the County Health Dept. on these approvals. The owner is in contact with the local utility company regarding the best access to the site for electric.

9. Landscaping:

We have amended the site plan to provide an alternative coniferous buffer along Nicole Way. Although we are aware of the top heavy growth of white pines & lack of low branches, etc., we felt the residences benefit & not be affected. Again, changes have been made. We have also added coniferous shrubbery along Route 6 to buffer the parking area visually from Route 6. Although not on this submission, we will explore a suitable vine cover for the retaining wall.

10. Mechanical Equipment:

Given the sloped roof design of the buildings, there will be no mechanical equipment on the roof. Outside A/C units will be located between the buildings & have now been shown on the plans.

If there are any other questions or concerns, please do not hesitate to contact our office.

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Alfred A. Cappelli, Jr.', with a stylized flourish at the end.

Alfred A. Cappelli, Jr.
Architect

AAC/dc

From: DeNigro, Albert (DOT) <Albert.DeNigro@dot.ny.gov>
To: acappe2102@aol.com <acappe2102@aol.com>
Subject: Zakon Development: Route 6 Carmel (NYSDOT SEQRA 19-026)
Date: Mon, Feb 25, 2019 10:40 am
Attachments: (5008K), PERM33-COM_04_15_rev%20040715.pdf (814K), Town Consultant-Code Enforcement Comments .pdf (2870K)

Good morning Al,

I'm finally getting back to you following our site meeting at the Zakon property last Friday morning.

As discussed, the combination of Mr. Zakon's property being so close to the State highway with significant elevation changes from Route 6 edge of pavement (white line), to proposed elevations onsite, would exceed the maximum grade of 10% in the R.O.W. -- used for commercial driveways in rural areas.

Using the above criteria, a separate access other than that afforded by the existing side road: Nichole Way, would not appear possible unless significant earth work is performed on site, that would satisfy prevailing criteria used for commercial access.

While there, we had also evaluated existing sight distances for the left turn (traveling west on the State highway) onto Nicole Way, including turning movements taken on Nicole Way, entering the State highway -- while simultaneously observing a vertical curvature of the State highway, approximately 300 feet west of the intersection of Nichole Way, with the State highway.

We also briefly discussed stormwater mitigation measures proposed for site.

At this time Stage 1 of the PERM 33-Com Commercial application may be completed and forwarded to myself and our Poughkeepsie office along with detailed plans, associated engineering studies and approvals provided by the local municipality and other interested agencies, if/when available -- refer to attached guidance previously given, instructing applicant in regards to future application submissions, being forwarded to the Department of Transportation.

Thank you.

-Rocco

Albert R. DeNigro Jr.

Permit Engineer -- Southern Dutchess & Putnam Counties

New York State Department of Transportation, Hudson Valley

106 Ludingtonville Road Holmes, NY 12531

(845) 878-6363 | albert.denigro@dot.ny.gov

www.dot.ny.gov



Good afternoon Al,

Thank you for verification of the towns receipt of your application as requested -- attached.

With respect to how we progress your application going forward from here, we require that both digital (pdf.) FORMAT -- CD; DVD or Thumb Drive and one (1) paper copy of pertinent documents: plans, completed engineering studies, and all correspondences in furtherance of your application, be forwarded to:

- Regional Permit Coordinator
NYSDOT Department of Transportation

4 Burnett Boulevard

Poughkeepsie, NY

12603-2594

- Permit Engineer
NYS Department of Transportation
106 Ludingtonville Road
Holmes, NY
12531

Additionally, the applicant is encouraged to review the permit process and all required Highway Work Permit (HWP) forms, on our NYSDOT website (<https://www.dot.ny.gov/index>).

As a part of the HWP process, the applicant will be completing the Stage 1 (Initial Proposal Review) of the attached ***PERM 33-Com Commercial Access Highway Work Permit Application and Checklist***, and submitting the completed application (Stage 1) -- with the items listed above -- to both Department Permit Coordinator and Permit Engineer, at addresses indicated above.

All future correspondences to NYSDOT should include the assigned or designated NYSDOT SEQRA number, in the subject line of all correspondence. For your application we assigned **NYSDOT SEQRA 19-026**, to your work proposal.

As verification of our receipt of your work proposal, I have copied both the town engineer and member of the planning board, in this email correspondence.

If you have any questions which I can assist you with, please don't hesitate to call or return my correspondence for help.

Thanks again.

-Rocco

Albert R. DeNigro Jr.

Permit Engineer -- Southern Dutchess & Putnam Counties

New York State Department of Transportation, Hudson Valley

106 Ludingtonville Road Holmes, NY 12531

(845) 878-6363 | albert.denigro@dot.ny.gov

www.dot.ny.gov



From: acappe2102@aol.com [mailto:acappe2102@aol.com]

Sent: Wednesday, January 30, 2019 8:09 AM

To: DeNigro, Albert (DOT) <Albert.DeNigro@dot.ny.gov>

Subject: Zakon, Rt. 6 Property, Comments from Town of Carmel

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April 3, 2019

VIA EMAIL

Mr. Alfred A. Cappelli, Jr.
1136 Route 6
Wappinger Falls, NY 12590

Re: Zakon Property, 14 Nicole Way
Town of Carmel, New York
MC Project No. 18004114A

Dear Mr. Cappelli:

We have received a copy of the revised site plan and updated information regarding the proposed development, which will include two buildings totaling approximately 9,876 square feet. The building containing approximately 5,376 square feet will be used for the storage of the delivery vehicles and the other building (4,500 s.f.) will be the contractor's operation. Based on the data provided by the owner, together with information published by the Institute of Transportation Engineers (ITE), we have prepared estimates of the expected trip generation for the site proposed.

Based on the elimination of the previously proposed retail space, the peak hour trip traffic generation for this use will be significantly less. It is anticipated that there will be four to five delivery trucks using the site and accounting for employees, including drivers, the peak hour trip estimates for the site are shown in Table No. 1, which has been adjusted based on the ITE data.

We have analyzed this relative to the operation of the Route 6 and Nicole Way intersection with the access as proposed on the site plan. The attached analysis indicates that acceptable Levels of Service (see Table No. 2) will be experienced at the intersection. Please note that the New York State Department of Transportation (NYSDOT) typically requires access to the Town road when possible. We did also run a separate analysis with the driveway connection directly to Route 6. That analysis is also attached and summarized in Table No. 2. Note however, that the sight distances at the entrance would determine the location of the access and may require significant clearing and grading along that section of Route 6.



Mr. Alfred A. Cappelli, Jr.
MC Project No. 18004114A
April 3, 2019
Page 2 of 2

Based on our analysis, the elimination of the retail space from the site will significantly reduce the number of peak hour trips compared to that analyzed in our report dated July 30, 2018. Based on the generation, the intersection of Nicole Way and Route 6 will operate at acceptable Levels of Service.

Very truly yours,

MASER CONSULTING P.A.

A handwritten signature in black ink, appearing to read 'Philip J. Grealy', is written over the printed name.

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

PJGces
Enclosures
cc:

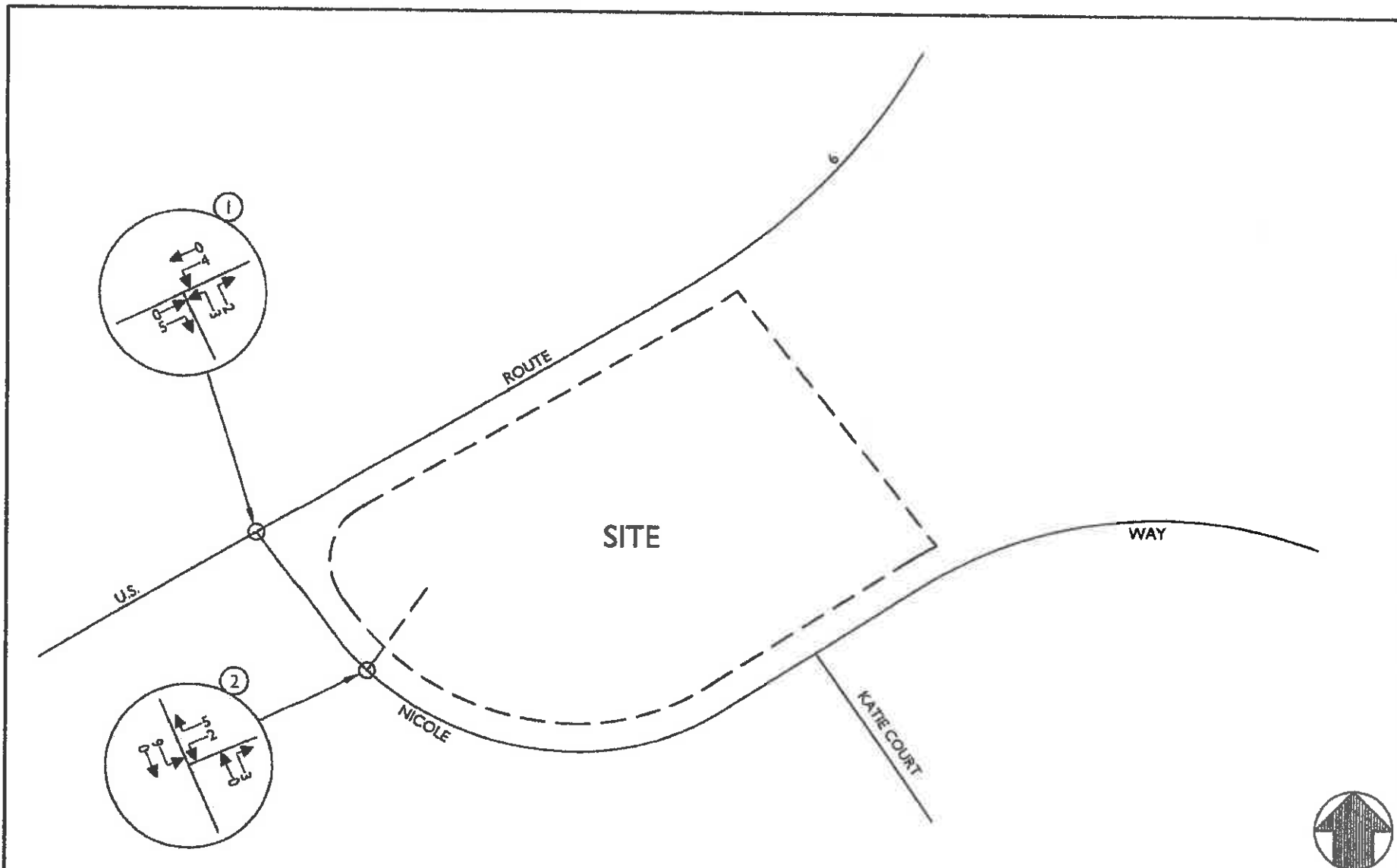
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Zakon Property
MC Project No.: 18004114A

ZAKON PROPERTY

WITH NICOLE WAY ACCESS



NOTE: LINE DIAGRAM NOT TO SCALE



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REV	DATE	DRAWN BY	DESCRIPTION

ZAKON PROPERTY

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PUTNAM COUNTY
NEW YORK



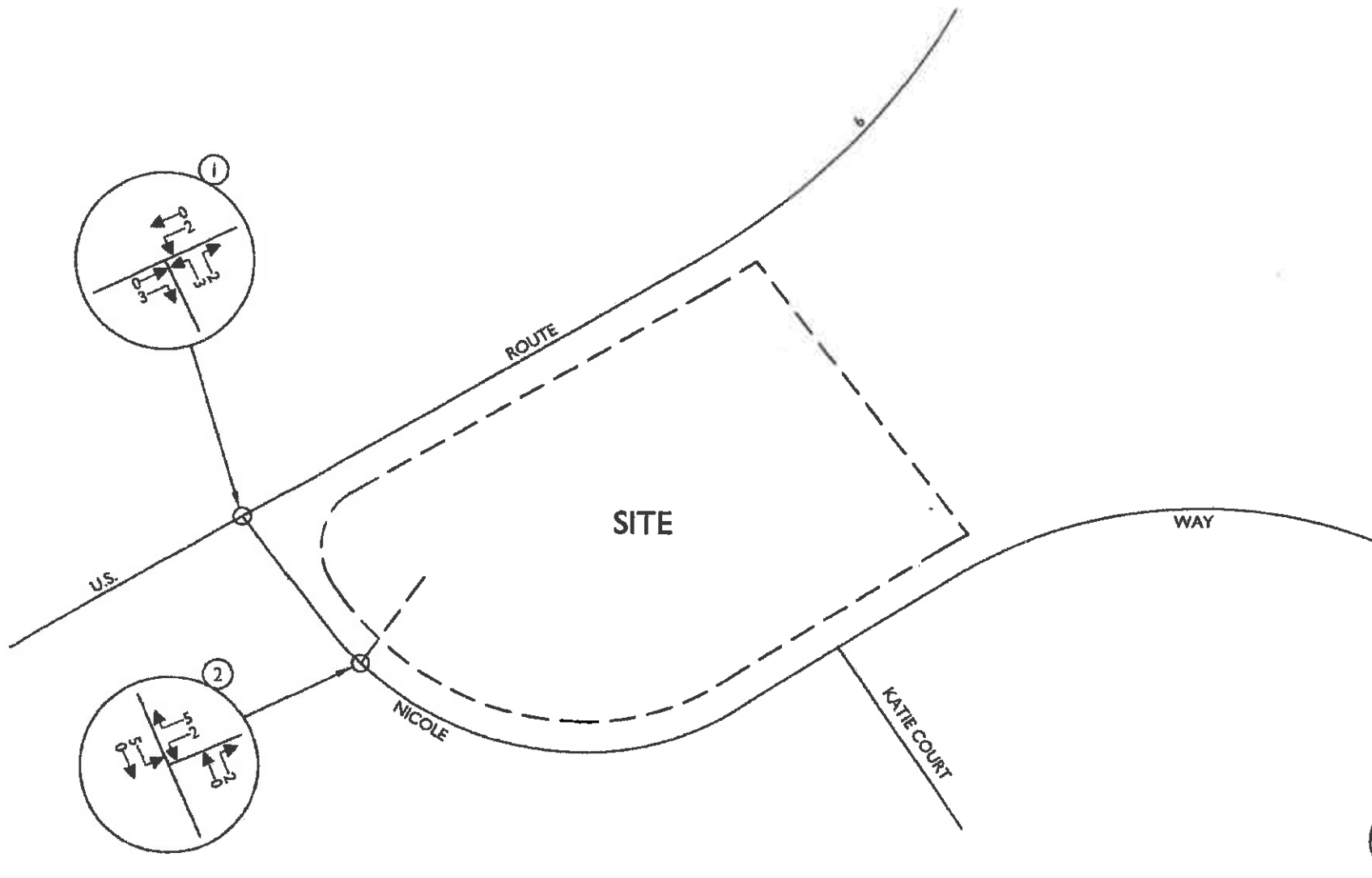
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Yonkers, NY 10593
Phone: 914.347.7300
Fax: 914.347.7266

TRAFFIC IMPACT STUDY			
SCALE AS SHOWN	DATE 4/2/19	DRAWN BY R.H.	CHECKED BY P.J.G.
PROJECT NUMBER 18004114A	DRAWING NAME 190402TRM_FIGURE		
SHEET TITLE SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK AM HOUR			
SHEET NUMBER 8			



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ZAKON PROPERTY

NYS ROUTE 6
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PUTNAM COUNTY
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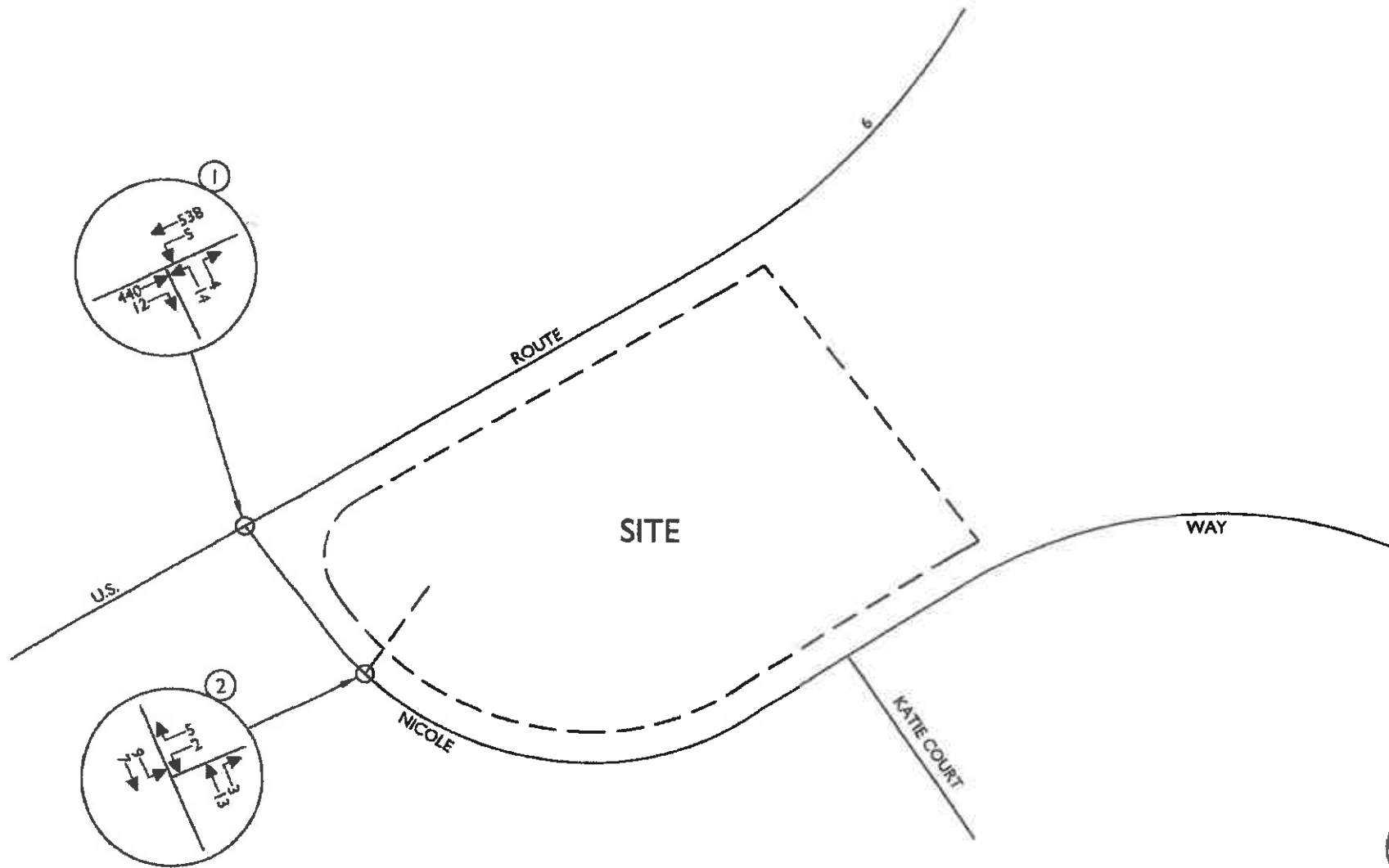
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Phone: 914.347.7200
Fax: 914.347.7204

TRAFFIC IMPACT STUDY			
SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	4/2/19	R.H.	P.J.G.
PROJECT NUMBER	DRAWING NAME		
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SHEET TITLE			
SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR			
SHEET NUMBER			
9			



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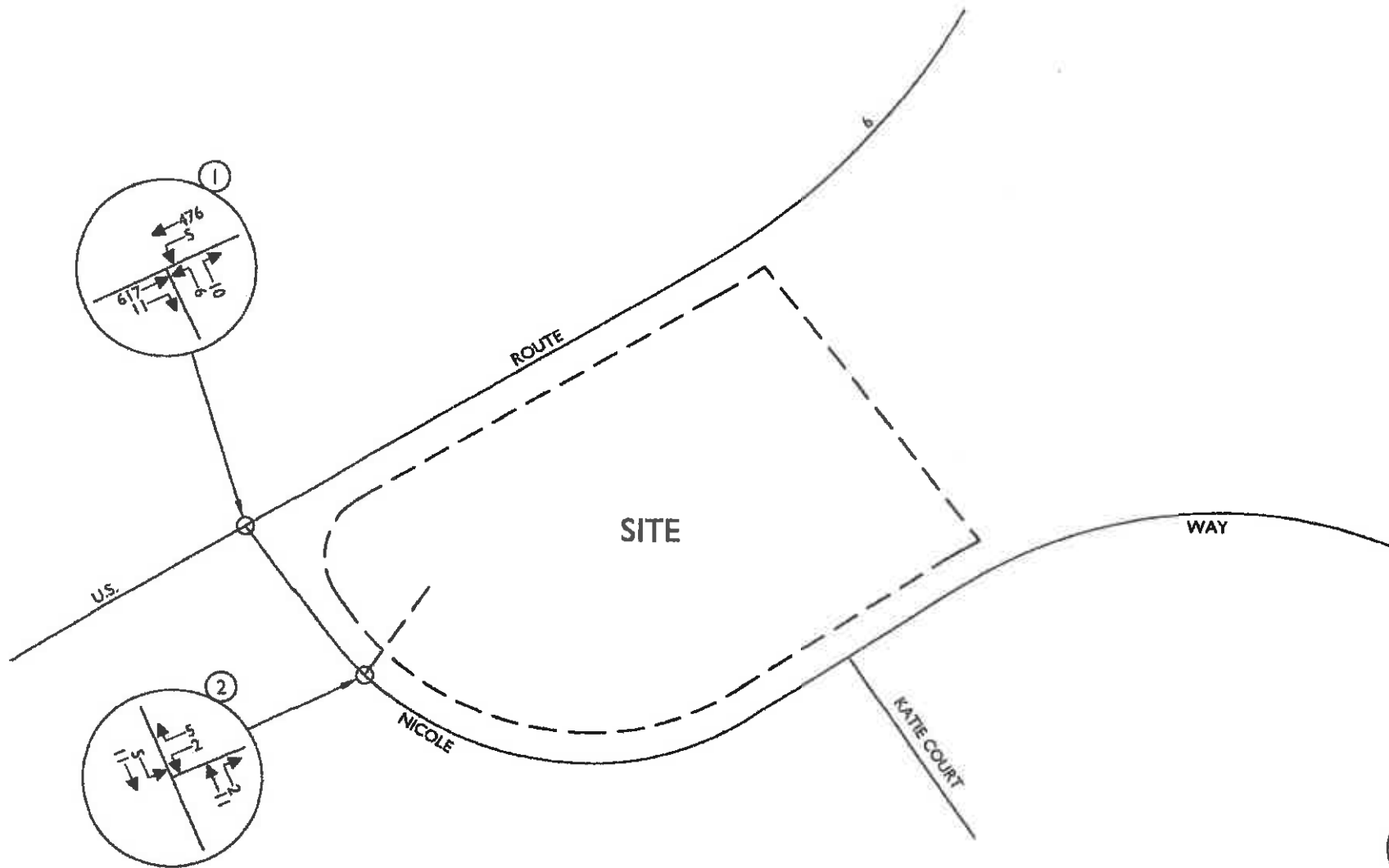
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Valhalla, NY 10595
Phone 914 347 7320
Fax 914 347 7366

TRAFFIC IMPACT STUDY

SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	4/23/19	R.M.	P.J.G.
PROJECT NUMBER	18004114A	DRAWING NAME	190407RM_FIGURE

BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR

SHEET NUMBER
10



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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	4/2/19	R.H.	R.J.G.
PROJECT NUMBER	18004114A	DRAWING NAME	180402AH_FIGURE

SHEET TITLE
**BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR**

SHEET NUMBER:
11

TABLE 1
HOURLY TRIP GENERATION RATES (HTGR) AND ANTICIPATED
SITE GENERATED TRAFFIC VOLUMES

ZAKON PROPERTY CARMEL, NY	ENTRY		EXIT	
	HTGR*	VOLUME	HTGR*	VOLUME
CONTRACTOR/ VEHICLE BUILDINGS (9,876 S.F.)				
PEAK AM HOUR	1.22	12	0.71	7
PEAK PM HOUR	0.61	6	0.61	6

NOTES:

1) * HTGR-HOURLY TRIP GENERATION RATES EXPRESSED IN TERMS OF TRIPS PER 1000 S.F. FOR LAND USES 110 - LIGHT INDUSTRIAL ; BASED ON THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) PUBLICATION ENTITLED "TRIP GENERATION".

2) TRIP GENERATION INCLUDE 5 TRUCKS EXITING IN THE AM PEAK HOUR AND 5 TRUCKS ENTERING IN THE PM PEAK HOUR

TABLE NO. 2
LEVEL OF SERVICE SUMMARY TABLE

			2018 EXISTING		NO-BUILD		BUILD	
			AM	PM	AM	PM	AM	PM
1	U.S. ROUTE 6 & NICOLE WAY	UNSIGNALIZED WB NB	A[8.3] C[18.3]	A[8.9] C[15.4]	A[8.3] C[18.7]	A[8.9] C[15.7]	A[8.3] C[20.0]	A[9.7] C[17.0]
2	NICOLE WAY & SITE ACCESS DRIVEWAY	UNSIGNALIZED WB NB	- -	- -	- -	- -	A[9.2] A[7.3]	A[8.5] A[8.2]

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS.

2) SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Build Traffic Volumes
1: U.S. Route 6 & Nicole Way

Peak AM Hour
04/03/2019

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	LT	RT	RT	RT	RT	RT
Traffic Volume (vph)	14	4	440	12	5	538
Future Volume (vph)	14	4	440	12	5	538
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			5%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.972		0.996			
Fit Protected	0.962					
Satd. Flow (prot)	1398	0	1777	0	0	1765
Fit Permitted	0.962					
Satd. Flow (perm)	1398	0	1777	0	0	1765
Link Speed (mph)	30		45			40
Link Distance (ft)	152		487			570
Travel Time (s)	3.5		7.4			9.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	21%	50%	5%	2%	2%	5%
Adj. Flow (vph)	15	4	468	13	5	572
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	481	0	0	577
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Build Traffic Volumes
1: U.S. Route 6 & Nicole Way

Peak AM Hour
04/03/2019

Intersection

Int Delay, s/veh 0.4

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		↑			↓
Traffic Vol, veh/h	14	4	440	12	5	538
Future Vol, veh/h	14	4	440	12	5	538
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage #	0	-	0	-	-	0
Grade, %	0	-	3	-	-	5
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	21	50	5	2	2	5
Mvmt Flow	15	4	468	13	5	572

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1057	475	0
Stage 1	475	-	-
Stage 2	582	-	-
Critical Hdwy	6.61	6.7	-
Critical Hdwy Stg 1	5.61	-	-
Critical Hdwy Stg 2	5.61	-	-
Follow-up Hdwy	3.689	3.75	-
Pot Cap-1 Maneuver	229	503	-
Stage 1	588	-	-
Stage 2	523	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	227	503	-
Mov Cap-2 Maneuver	227	-	-
Stage 1	584	-	-
Stage 2	523	-	-

Approach	NW	NE	SW
HCM Control Delay, s	20	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT
Capacity (veh/h)	-	-	259	1082	-
HCM Lane V/C Ratio	-	-	0.074	0.005	-
HCM Control Delay (s)	-	-	20	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Build Traffic Volumes
2: Nicole Way & Site Access

Peak AM Hour
04/03/2019

	SEL	SET	NWT	NWR	SWL	SWR
Lane Group						
Lane Configurations		4	1		2	
Traffic Volume (vph)	9	7	13	3	2	5
Future Volume (vph)	9	7	13	3	2	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.976		0.899	
Flt Protected		0.973			0.988	
Satd. Flow (prot)	0	1812	1818	0	962	0
Flt Permitted		0.973			0.988	
Satd. Flow (perm)	0	1812	1818	0	962	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		152	376		135	
Travel Time (s)		3.5	8.5		3.1	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	100%
Adj. Flow (vph)	10	8	14	3	2	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	18	17	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Build Traffic Volumes
2: Nicole Way & Site Access

Peak AM Hour
04/03/2019

Intersection

Int Delay, s/veh 3.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		4	1		Y	
Traffic Vol, veh/h	9	7	13	3	2	5
Future Vol, veh/h	9	7	13	3	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	-	- None	-	- None	-
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	100
Mvmt Flow	10	8	14	3	2	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	17	0	0 44 16
Stage 1	-	-	- 16 -
Stage 2	-	-	- 28 -
Critical Hdwy	4.12	-	- 6.42 7.2
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 4.2
Pot Cap-1 Maneuver	1600	-	- 967 838
Stage 1	-	-	- 1007 -
Stage 2	-	-	- 995 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1600	-	- 961 838
Mov Cap-2 Maneuver	-	-	- 961 -
Stage 1	-	-	- 1001 -
Stage 2	-	-	- 995 -

Approach	SE	NW	SW
HCM Control Delay, s		0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SE	SWLn1
Capacity (veh/h)	-	- 1600	-	- 870	
HCM Lane V/C Ratio	-	- 0.006	-	- 0.009	
HCM Control Delay (s)	-	- 7.3	0	9.2	
HCM Lane LOS	-	- A	A	A	
HCM 95th %tile Q(veh)	-	- 0	-	0	

Build Traffic Volumes
1: U.S. Route 6 & Nicole Way

Peak PM Hour
04/03/2019

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	TT		T			T
Traffic Volume (vph)	6	10	617	11	5	476
Future Volume (vph)	6	10	617	11	5	476
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			5%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.913		0.998			
Flt Protected	0.983					
Satd. Flow (prot)	1672	0	1772	0	0	1759
Flt Permitted	0.983					
Satd. Flow (perm)	1672	0	1772	0	0	1759
Link Speed (mph)	30		45			40
Link Distance (ft)	152		487			570
Travel Time (s)	3.5		7.4			9.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	5%	27%	40%	5%
Adj. Flow (vph)	6	11	656	12	5	506
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	668	0	0	511
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Build Traffic Volumes
1: U.S. Route 6 & Nicole Way

Peak PM Hour
04/03/2019

Intersection

Int Delay, s/veh 0.3

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		Y		Y	
Traffic Vol, veh/h	6	10	617	11	5	476
Future Vol, veh/h	6	10	617	11	5	476
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	3	-	-	5
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	5	27	40	5
Mvmt Flow	6	11	656	12	5	506

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1178	662	0
Stage 1	662	-	-
Stage 2	516	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuve	211	462	-
Stage 1	513	-	-
Stage 2	599	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuve	209	462	-
Mov Cap-2 Maneuve	209	-	-
Stage 1	508	-	-
Stage 2	599	-	-

Approach	NW	NE	SW
HCM Control Delay, s	17	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	SWL	SWT
Capacity (veh/h)	-	-	318	766
HCM Lane V/C Ratio	-	-	0.054	0.007
HCM Control Delay (s)	-	-	17	9.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Build Traffic Volumes
2: Nicole Way & Site Access

Peak PM Hour
04/03/2019

						
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	5	11	11	2	2	5
Future Volume (vph)	5	11	11	2	2	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.981		0.899	
Flt Protected		0.984			0.988	
Satd. Flow (prot)	0	1388	1827	0	1655	0
Flt Permitted		0.984			0.988	
Satd. Flow (perm)	0	1388	1827	0	1655	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		152	376		128	
Travel Time (s)		3.5	8.5		2.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	100%	2%	2%	2%	2%	2%
Adj. Flow (vph)	6	12	12	2	2	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	18	14	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection

Int Delay, s/veh 2.8

Movement SEL SET NWT NWR SWL SWR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	11	11	2	2	5
Future Vol, veh/h	5	11	11	2	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	100	2	2	2	2	2
Mvmt Flow	6	12	12	2	2	6

Major/Minor Major1 Major2 Minor2

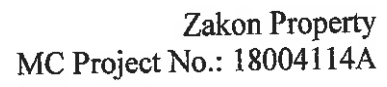
Conflicting Flow All	14	0	-	0	37	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	24	-
Critical Hdwy	5.1	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3.1	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	145	-	-	-	975	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	999	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	145	-	-	-	970	1067
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	999	-

Approach SE NW SW

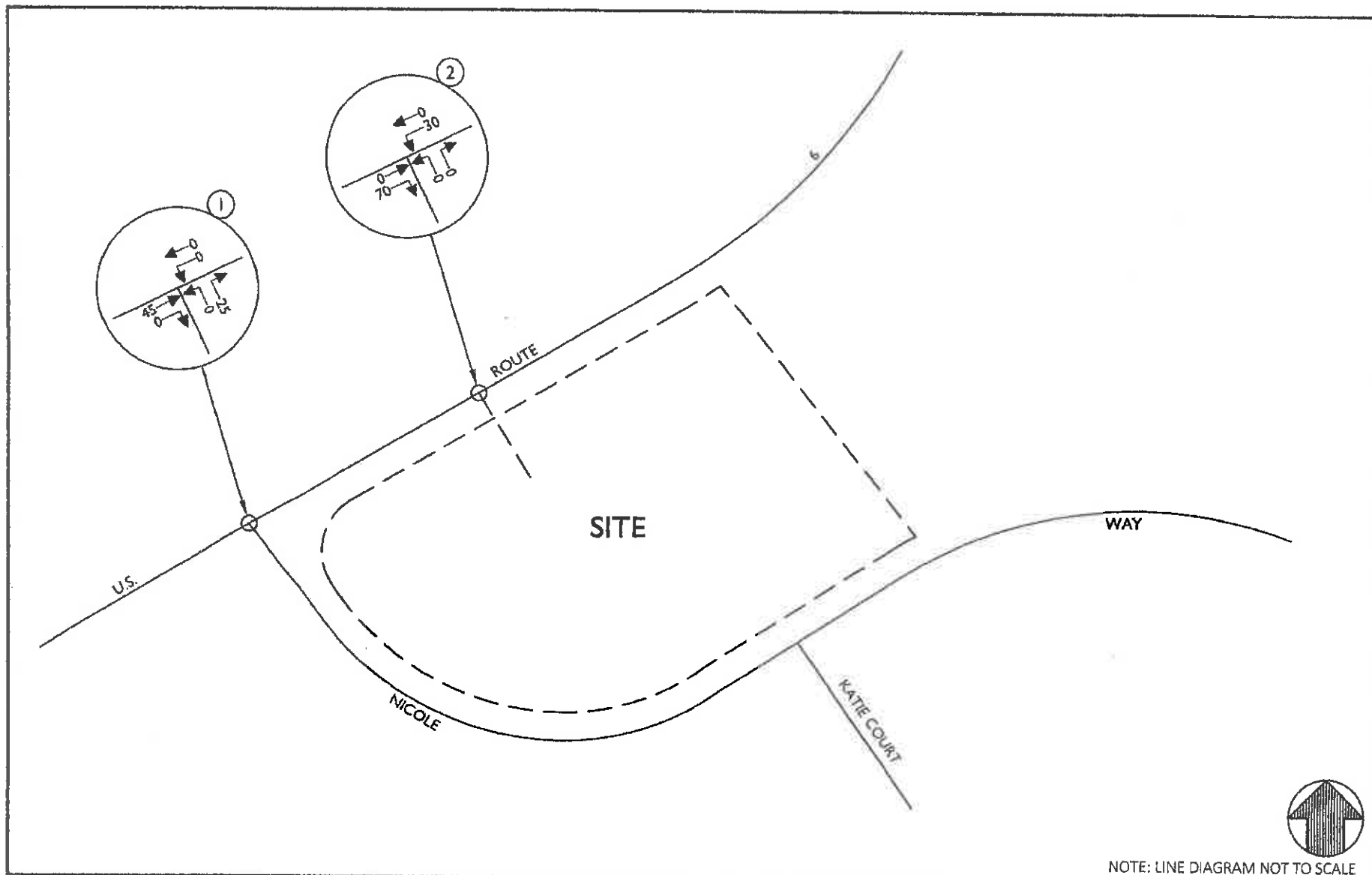
HCM Control Delay, s	8.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt NWT NWR SEL SE SWLn1

Capacity (veh/h)	-	-	1145	-	1037
HCM Lane V/C Ratio	-	-	0.005	-	0.008
HCM Control Delay (s)	-	-	8.2	0	8.5
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0

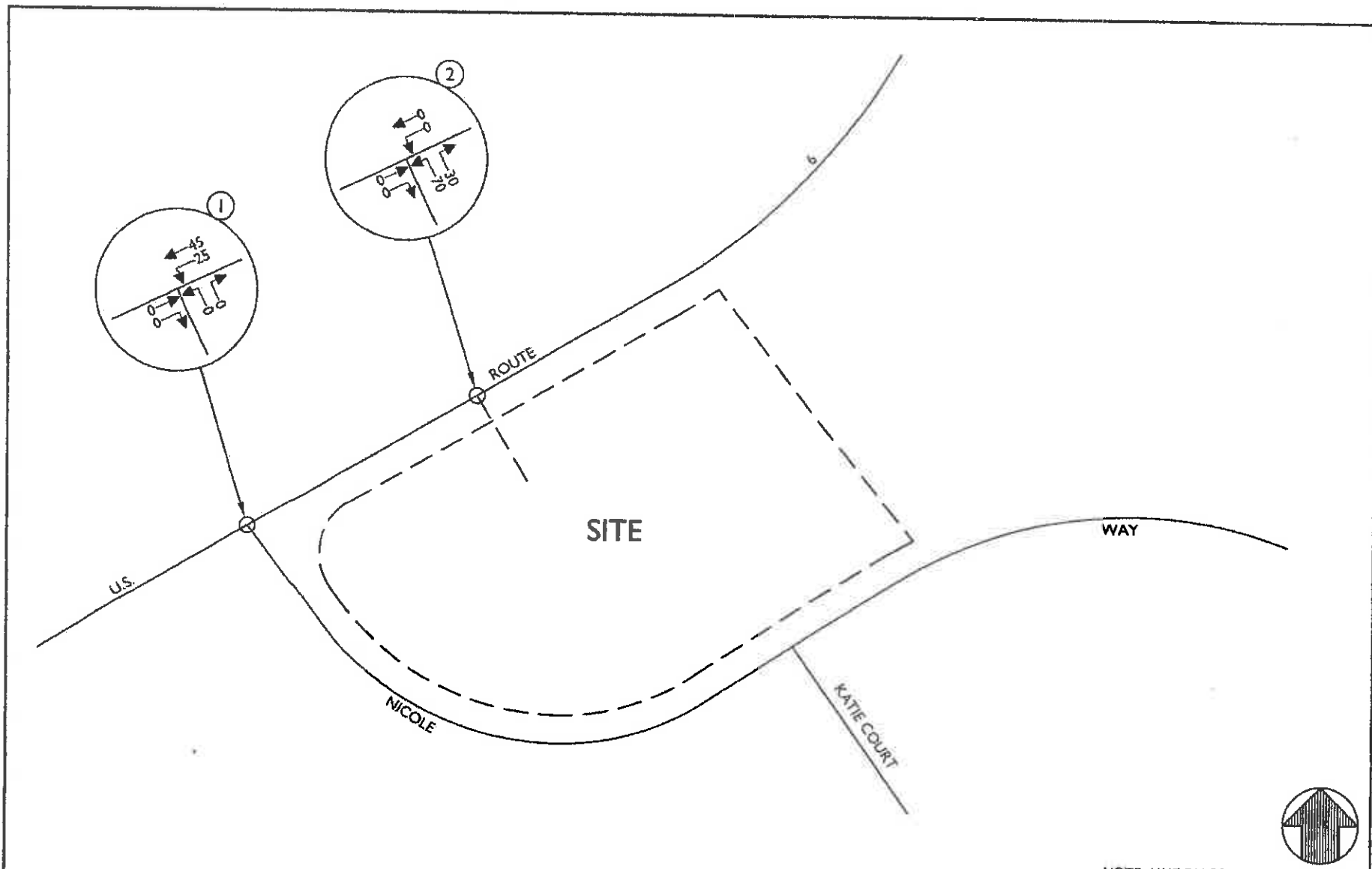


WITH ROUTE 6 DIRECT ACCESS



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PUTNAM COUNTY
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TRAFFIC IMPACT STUDY

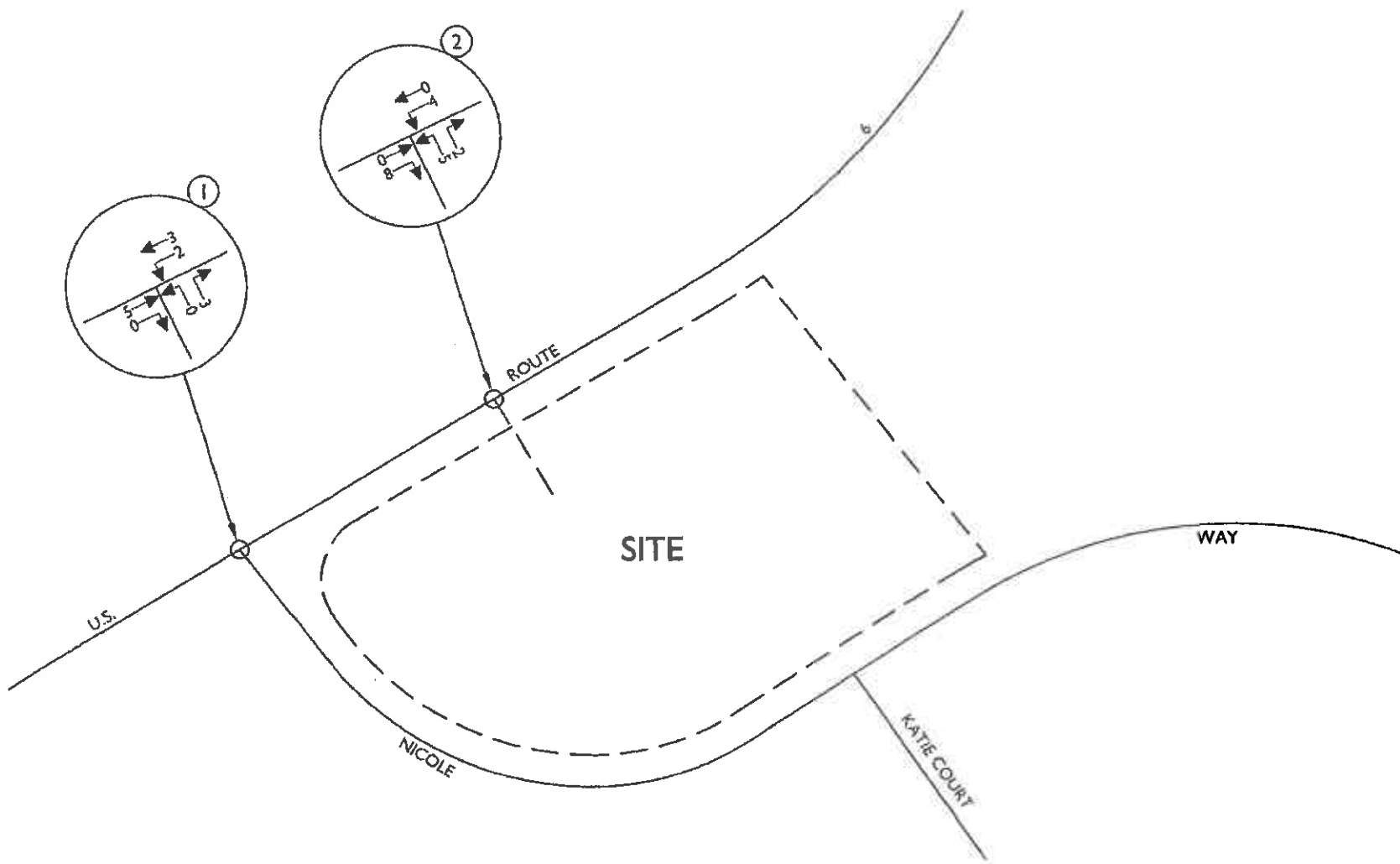
SCALE	DATE	DRAWN BY	CHECKED BY
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PROJECT NUMBER	18004114A	DRAWING NAME	170-WITH_FIGURE-ALT RTE & ACCESS

SHEET TITLE:

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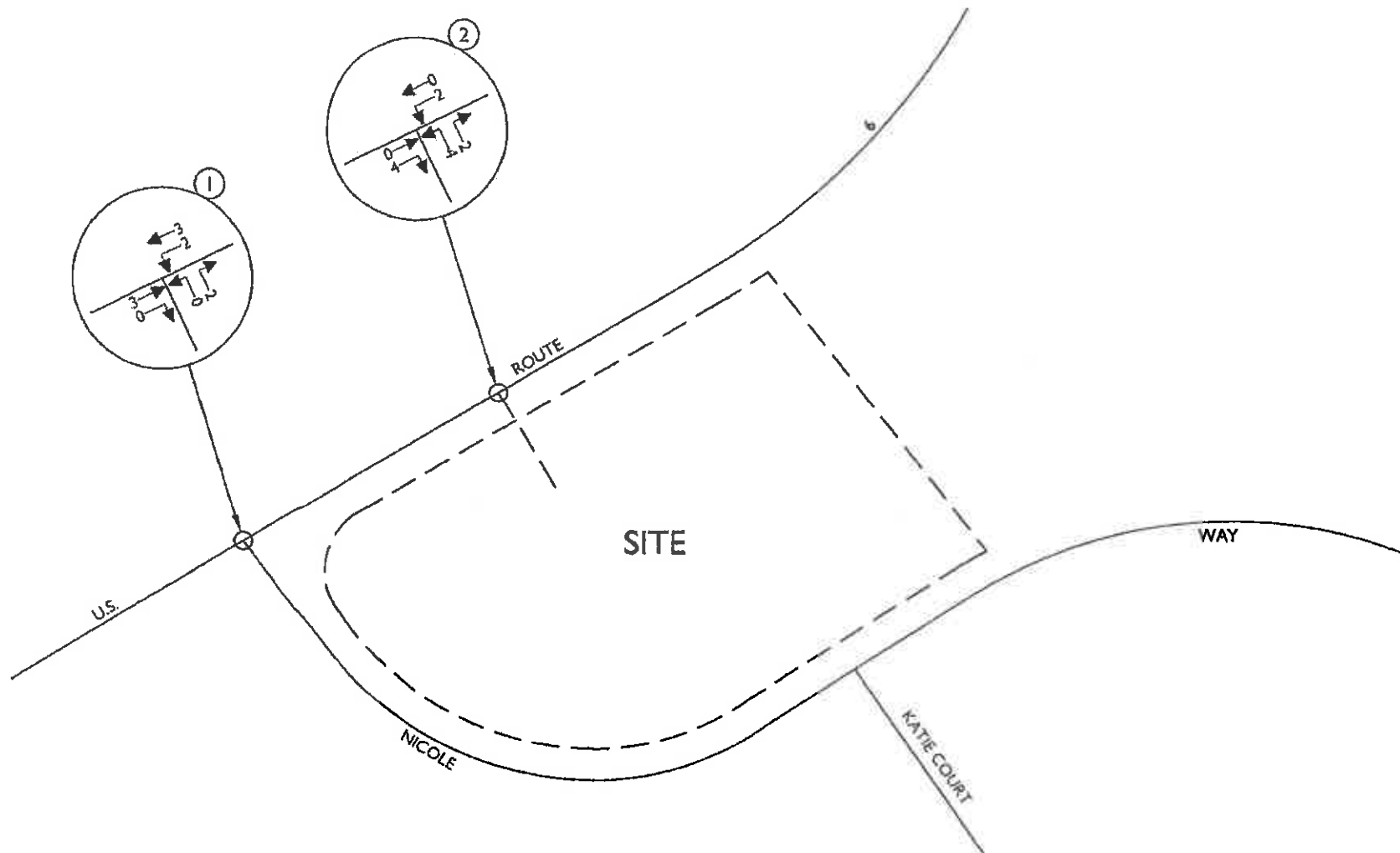
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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	4/2/19	A.H.	P.J.G.
PROJECT NUMBER:	18004114A	DRAWING CODE:	170002RM, FIGURE A-1, RTE 6 ACCESS

SITE GENERATED TRAFFIC VOLUMES
 WEEKDAY PEAK AM HOUR

SHEET NUMBER
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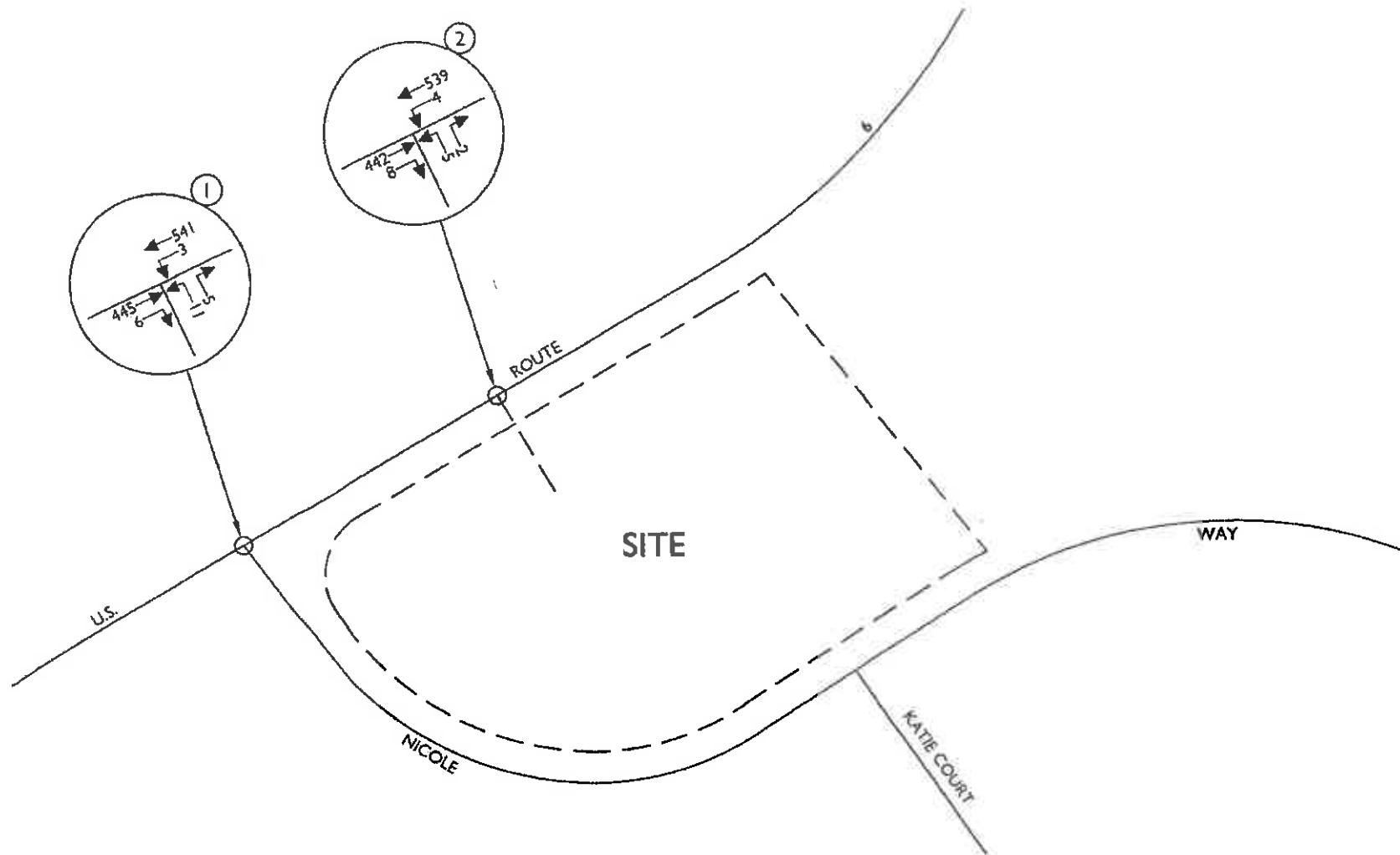
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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	4/2/19	R.H.	P.J.G.
PROJECT NUMBER	DRAWING NAME	PROJECT TITLE	
16004114A	190402RM, FIGURE A LT RTE 6 ACCESS	SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR	

PROJECT TITLE		SITE GENERATED TRAFFIC VOLUMES WEEKDAY PEAK PM HOUR	
SHEET #A, MAX1		9A	



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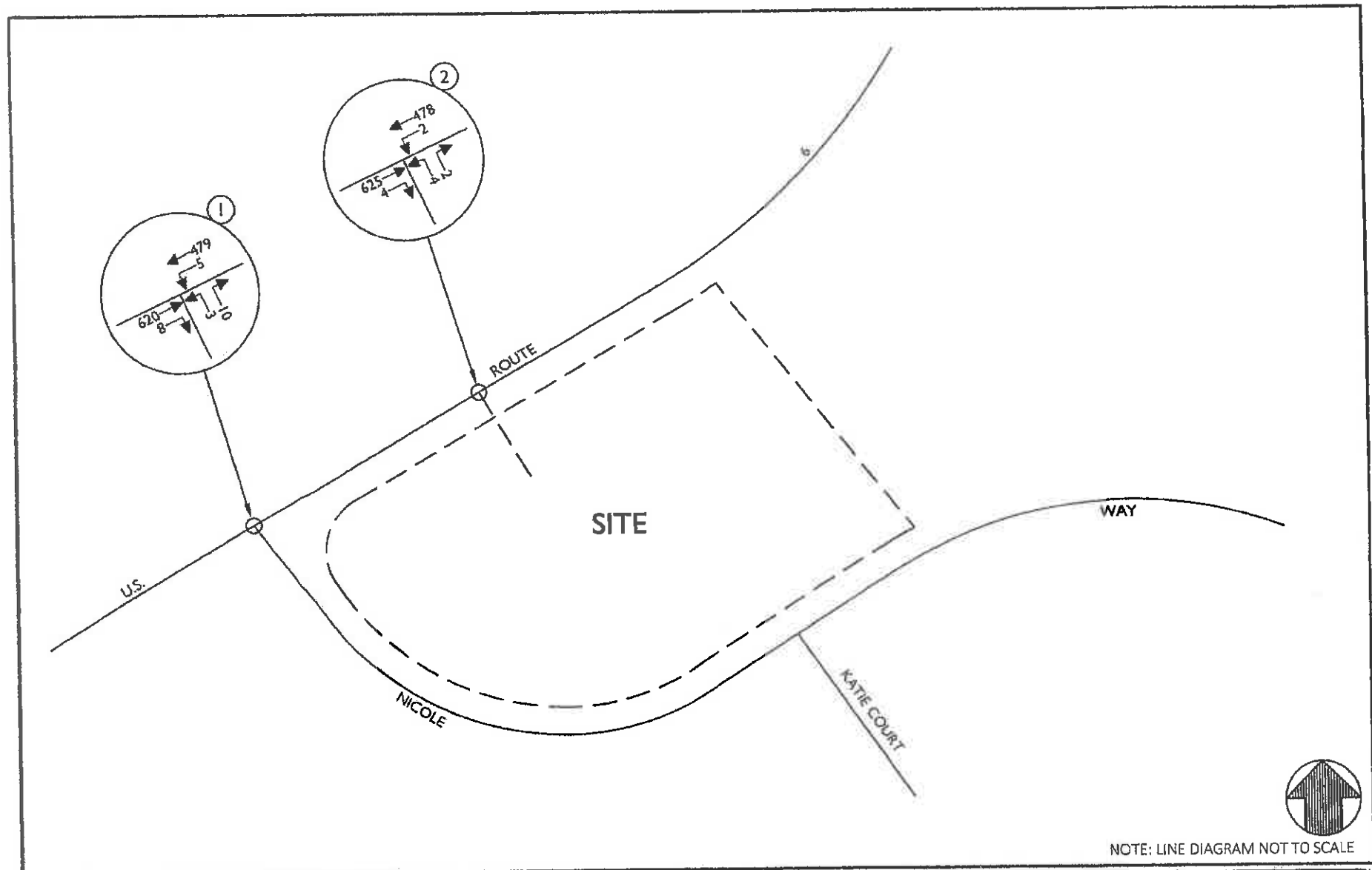
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SCALE	DATE	DRAWN BY	CHECKED BY
AS SHOWN	4/2/19	R.H.	P.J.G.
PROJECT NUMBER	18004114A	DRAWING TADIS	PROJECT NUMBER
		PROJECT NUMBER	

SHEET TITLE:
**BUILD TRAFFIC VOLUMES
WEEKDAY PEAK AM HOUR**

SHEET NUMBER:
10A



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TRAFFIC IMPACT STUDY

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AS SHOWN	4/2/19	R.H.	P.J.S.
PROJECT NAME:	1800H114A	DRAWING NAME:	1190-0218H, FIGURE A17 RYE
			16.6 CFS

SHEET NO. 11

BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HOUR

SHEET NUMBER: 11A

TABLE NO. 2A

LEVEL OF SERVICE SUMMARY TABLE

			2018 EXISTING		NO-BUILD		BUILD	
			AM	PM	AM	PM	AM	PM
1	U.S. ROUTE 6 & NICOLE WAY	UNSIGNALIZED WB NB	A[8.3] C[18.3]	A[8.9] C[15.4]	A[8.3] C[18.7]	A[8.9] C[15.7]	A[8.3] C[17.6]	A[9.8] C[15.4]
2	U.S. ROUTE 6 & SITE ACCESS DRIVEWAY	UNSIGNALIZED WB NB	- -	- -	- -	- -	A[8.4] C[22.3]	B[11.3] C[20.4]

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS.

2) SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

Build Traffic Volumes (Alt Route 6 Access)
1: U.S. Route 6 & Nicole Way

Peak AM Hour
04/03/2019

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	11	5	445	6	3	541
Future Volume (vph)	11	5	445	6	3	541
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			5%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960		0.998			
Flt Protected	0.966					
Satd. Flow (prot)	1727	0	1779	0	0	1748
Flt Permitted	0.966					
Satd. Flow (perm)	1727	0	1779	0	0	1748
Link Speed (mph)	30		45			40
Link Distance (ft)	152		487			172
Travel Time (s)	3.5		7.4			2.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	5%	2%	2%	6%
Adj. Flow (vph)	12	5	473	6	3	576
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	479	0	0	579
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Build Traffic Volumes (Alt Route 6 Access)
1: U.S. Route 6 & Nicole Way

Peak AM Hour
04/03/2019

Intersection						
Int Delay, s/veh	0.3					
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	11	5	445	6	3	541
Future Vol, veh/h	11	5	445	6	3	541
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None	- None	- None	- None	- None	- None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	3	-	-	5
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	12	5	473	6	3	576

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1058	476	0
Stage 1	476	-	-
Stage 2	582	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	249	589	-
Stage 1	625	-	-
Stage 2	559	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	248	589	-
Mov Cap-2 Maneuver	248	-	-
Stage 1	623	-	-
Stage 2	559	-	-

Approach	NW	NE	SW
HCM Control Delay (s)	17.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT
Capacity (veh/h)	-	-	303	1083	-
HCM Lane V/C Ratio	-	-	0.056	0.003	-
HCM Control Delay (s)	-	-	17.6	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Build Traffic Volumes (Alt Route 6 Access)
2: U.S. Route 6 & Site Access

Peak AM Hour
04/03/2019

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	5	2	442	8	4	539
Future Volume (vph)	5	2	442	8	4	539
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			5%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966		0.998			
Flt Protected	0.964					
Satd. Flow (prot)	1041	0	1780	0	0	1765
Flt Permitted	0.964					
Satd. Flow (perm)	1041	0	1780	0	0	1765
Link Speed (mph)	30		45			40
Link Distance (ft)	72		172			398
Travel Time (s)	1.6		2.6			6.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	60%	100%	5%	2%	2%	5%
Adj. Flow (vph)	6	2	491	9	4	599
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	500	0	0	603
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Build Traffic Volumes (Alt Route 6 Access)
2: U.S. Route 6 & Site Access

Peak AM Hour
04/03/2019

Intersection

Int Delay, s/veh 0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		↑			↓
Traffic Vol, veh/h	5	2	442	8	4	539
Future Vol, veh/h	5	2	442	8	4	539
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0					
Veh in Median Storage	0		0			0
Grade, %	0		3			5
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	60	100	5	2	2	5
Mvmt Flow	6	2	491	9	4	599

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1103	496	0
Stage 1	496	-	-
Stage 2	607	-	-
Critical Hdwy	7	7.2	-
Critical Hdwy Stg 1	6	-	-
Critical Hdwy Stg 2	6	-	-
Follow-up Hdwy	4.04	4.2	-
Pot Cap-1 Maneuver	82	419	-
Stage 1	508	-	-
Stage 2	447	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	81	419	-
Mov Cap-2 Maneuver	81	-	-
Stage 1	505	-	-
Stage 2	447	-	-

Approach	NW	NE	SW
HCM Control Delay	22.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	SWL	SWT
Capacity (veh/h)	-	-	216	1064
HCM Lane V/C Ratio	-	-	0.036	0.004
HCM Control Delay (s)	-	-	22.3	8.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Build Traffic Volumes (Alt Route 6 Access)

1: U.S. Route 6 & Nicole Way

Peak PM Hour

04/03/2019

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	3	10	620	8	5	479
Future Volume (vph)	3	10	620	8	5	479
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			5%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.894		0.998			
Flt Protected	0.989					
Satd. Flow (prot)	1647	0	1780	0	0	1765
Flt Permitted	0.989					
Satd. Flow (perm)	1647	0	1780	0	0	1765
Link Speed (mph)	30		45			40
Link Distance (ft)	152		487			172
Travel Time (s)	3.5		7.4			2.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	5%	2%	2%	5%
Adj. Flow (vph)	3	11	660	9	5	510
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	669	0	0	515
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Build Traffic Volumes (Alt Route 6 Access)
1: U.S. Route 6 & Nicole Way

Peak PM Hour
04/03/2019

Intersection

Int Delay, s/veh 0.2

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	Y		1			4
Traffic Vol, veh/h	3	10	620	8	5	479
Future Vol, veh/h	3	10	620	8	5	479
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	3	-	-	5
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	5	2	2	5
Mvmt Flow	3	11	660	9	5	510

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1185	665	0	0	669
Stage 1	665	-	-	-	-
Stage 2	520	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218
Pot Cap-1 Maneuver	209	460	-	-	921
Stage 1	511	-	-	-	-
Stage 2	597	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	207	460	-	-	921
Mov Cap-2 Maneuver	207	-	-	-	-
Stage 1	507	-	-	-	-
Stage 2	597	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay	15.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	SWL	SWT
Capacity (veh/h)	-	-	359	921
HCM Lane V/C Ratio	-	-0.039	0.006	-
HCM Control Delay (s)	-	15.4	8.9	0
HCM Lane LOS	-	C	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-

Build Traffic Volumes (Alt Route 6 Access)

2: U.S. Route 6 & Site Access

Peak PM Hour

04/03/2019

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	4	2	625	4	2	478
Future Volume (vph)	4	2	625	4	2	478
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Grade (%)	0%		3%			5%
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955		0.999			
Flt Protected	0.968					
Satd. Flow (prot)	1722	0	1774	0	0	1758
Flt Permitted	0.968					
Satd. Flow (perm)	1722	0	1774	0	0	1758
Link Speed (mph)	30		45			40
Link Distance (ft)	72		172			398
Travel Time (s)	1.6		2.6			6.8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	5%	75%	100%	5%
Adj. Flow (vph)	4	2	694	4	2	531
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	698	0	0	533
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.02	1.02	1.03	1.03
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Build Traffic Volumes (Alt Route 6 Access)
2: U.S. Route 6 & Site Access

Peak PM Hour
04/03/2019

Intersection

Int Delay, s/veh 0.1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	W		↑			↑
Traffic Vol, veh/h	4	2	625	4	2	478
Future Vol, veh/h	4	2	625	4	2	478
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	3	-	-	5
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	75	100	5
Mvmt Flow	4	2	694	4	2	531

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1231	696	0
Stage 1	696	-	-
Stage 2	535	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	196	442	-
Stage 1	495	-	-
Stage 2	587	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	195	442	-
Mov Cap-2 Maneuver	195	-	-
Stage 1	493	-	-
Stage 2	587	-	-

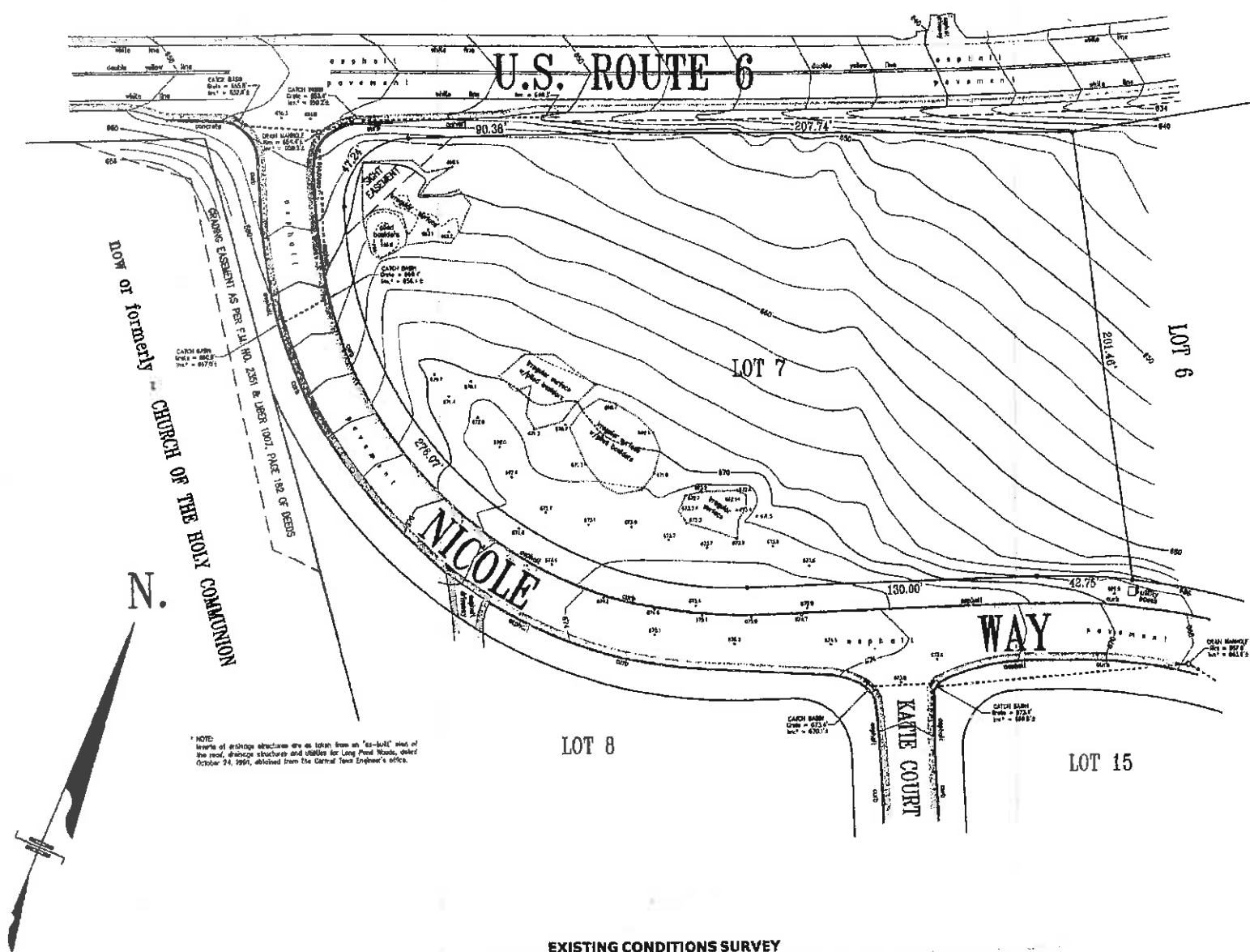
Approach	NW	NE	SW
HCM Control Delay	28.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWL	SWL	SWT
Capacity (veh/h)	-	-	240	575	-
HCM Lane V/C Ratio	-	-	0.028	0.004	-
HCM Control Delay (s)	-	-	20.4	11.3	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

44 Nichols Way
Walton, NY 10563

1

DATE	4/24/19	SITE PLAN PROPOSED NEW STORAGE BUILDING POOL JOE ZAKON DBA 14 NICOLE WAY LLC OWNER OF BOTH A & B MOORE WAY TOWN OF CLAMM, NY	ALFRED A. CAPPELLI JR., AIA ARCHITECT 1116 ROUTE 9 WAHPINGERS FALLS, N.Y. 12580 Phone: (415) 632-1509 alfred@capPELLI.com	REVISIONS	BY
SCALE	1/8" = 1'-0"				
SHEET	14				
DATE	04-01-19				
PROJECT	8-1				



* NOTE:
 Elevation of bridge structures are as taken from an "as-built" view of
 the road, drainage structures and utilities for Long Pond Road, dated
 October 24, 1999, obtained from the Carmel Town Engineer's office.

EXISTING CONDITIONS SURVEY

SCALE: 1 inch = 20 feet

EXISTING CONDITIONS SURVEY AS PREPARED BY BAXTER
 LAND SURVEYING, P.C. DATED MAY 4, 2012.

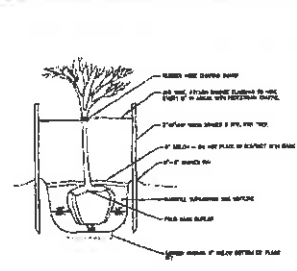
REVISIONS	BY

ALFRED A. CAPPELLI JR., AIA
 ARCHITECT
 1136 ROUTE 9 WAPPINGERS FALLS, N.Y. 12590
 Phone: (845) 532-6599
 mcappell@aol.com

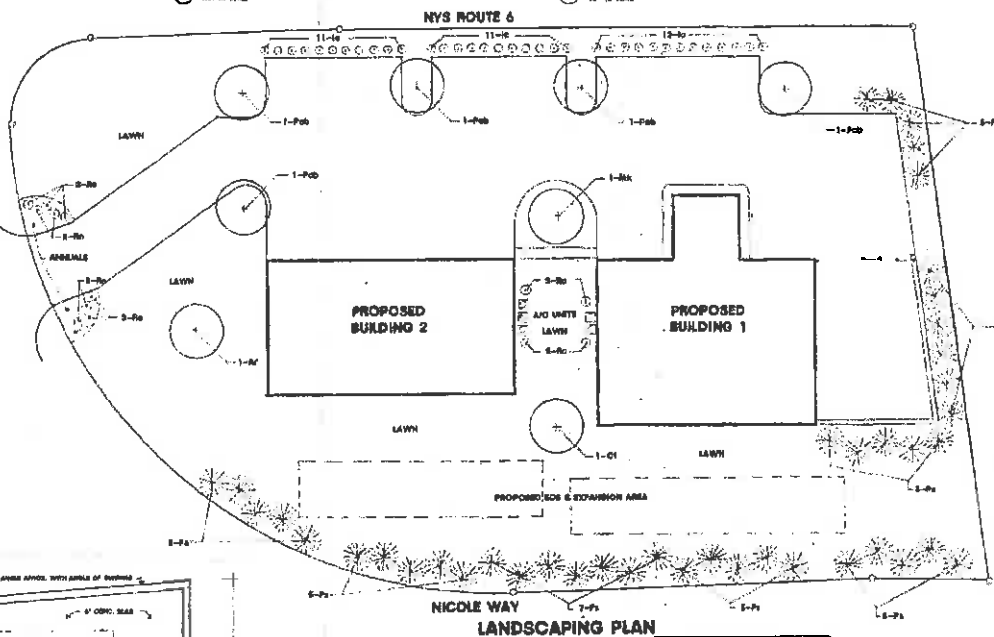
PROPOSED NEW RETAIL AND VEHICLE STORAGE BUILDING FOR
 JOE ZAKON
 CORNER OF ROUTE 6 & NICOLE WAY TOWN OF CARMEL, NY

EXISTING CONDITIONS SURVEY

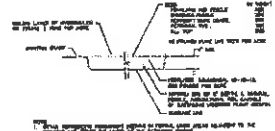
DATE	10/06/18
SCALE	1" = 50'
DRAWN	AG
REV	18-010
PRINT	S 2
BY	MB/2018



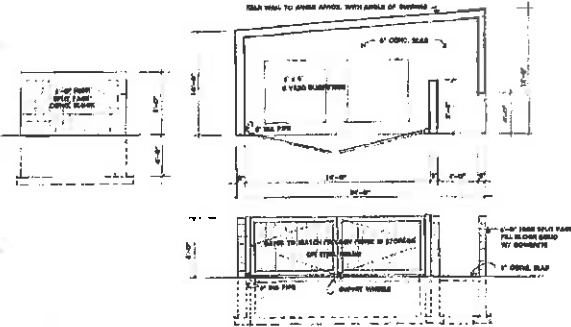
3 DECIDUOUS TREE



5 TOPSOIL, FERTILIZER, SEED & MULCH



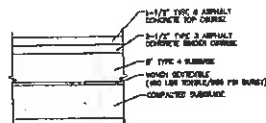
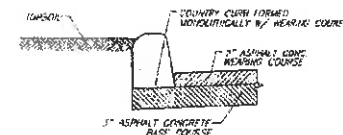
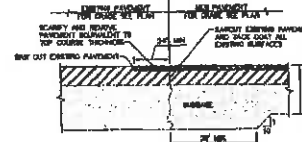
5 TOPSOIL, FERTILIZER, SEED & MULCH



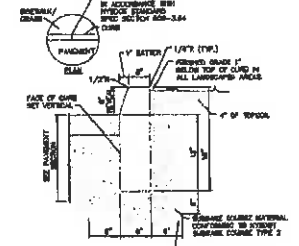
DUMPSTER ENCLOSURE DETAIL

PLANTING SCHEDULE				
Week	Weeks	Interval (Weeks)	Company Name	Size
A1	1	Aspen Ridge	Red Maple	3" x 6"
C1	1	Cornell Florida	Flowering Dogwood	3" x 6"
L1	35	Maple Creek	Soft Maple Variety	2 1/2"
M1	3	Maple Ridge	Corn Maple	2 1/2"
P1	1	Maple Ridge	Redwood Tree	2 1/2"
P1	10	Maple Ridge	Maple Ridge	6" x 10"
P1	30	Cornell Florida	Flowering Dogwood	6" x 10"
P1	4	Maple Ridge	Maple Ridge	2 1/2"
P1	10	Maple Ridge	Maple Ridge	2 1/2"

4/28/19	
DATE	10/16/18
SCALE	1" = 30'
DRAWN	AG
JOB	18-010
SHEET	S-3
OF	20/21

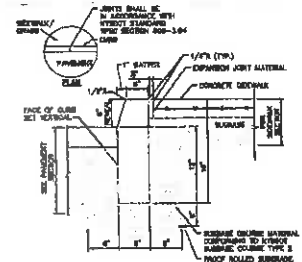
[illegible]

ASPHALT CURB DETAIL



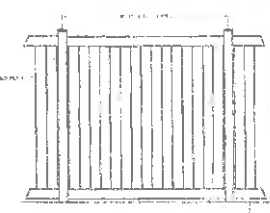
1. CONCRETE CURBS SHALL BE IN ACCORDANCE WITH HYDROT STANDARDS SPECIFICATION SECTION 020.

2. PRECAST CONCRETE CURBS MAY BE SUBSTITUTED WHEN ALTERNATE CONSTRUCTION DETAILS ARE SUBMITTED BY THE CONTRACTOR AND



1. CONCRETE CURB SHALL BE IN ACCORDANCE WITH HYDOT STANDARD SPECIFICATION SECTION 606.

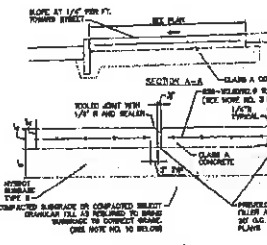
2. PRECAST CONCRETE CURB MAY BE SUBSTITUTED WHEN ALTERNATE CONSTRUCTION DETAILS ARE SUBMITTED BY THE CONTRACTOR AND APPROVED BY THE PROJECT.



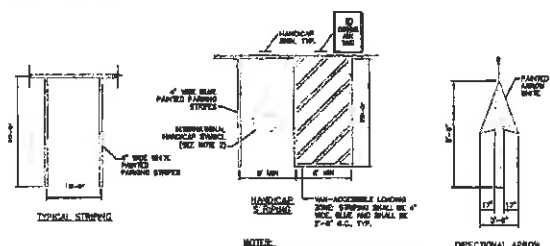
VINYL STOCKADE FENCE DETAIL



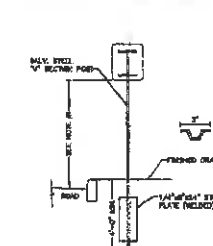
LOCATED A MAMMAL



CONCRETE SIDEWALK DETAIL



1. ALL DISTANCES SUBJECT TO CURRENT ZONING AND CITY REGULATIONS
2. PAINTED HANDICAP SYMBOL TO BE IN ACCORDANCE W/ ADA STANDARDS



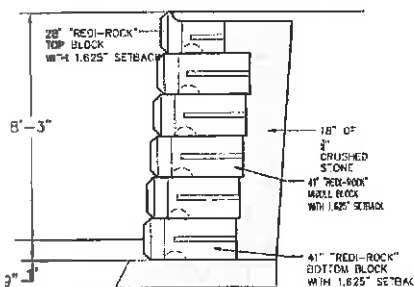
1. SPON MOUNTING HEIGHT SHALL BE A MINIMUM OF
MOUNTING HEIGHT MAY BE ADJUSTED ONLY BY AD-
PROVISIONS OUTLINED IN "HYDRA, CHAPTER V-USE
CONTROL DEVICE."

SIGN SCHEDULE						
SIGN NO.	SIGN FACT	MESSAGE	TEXT	COLOR		
				BACK GND	TEXT	LINE
1		WH1-1	24"x24"	BLUE		
2		PL-1C (NO) PARKING	12"x18"	WHITE		
3		PL-1B	24"x24"	RED		

1. ALL SUCH SHALL CONFORM TO THE LATEST EDITION OF THE
HYDRO STANDARD SPECIFICATIONS, SECTION 840 AND THE CO
RULES AND REGULATIONS OF THE STATE OF NEW YORK (NYC
TITLE 17 - MARINE AND NAVIGATION ACTS AND REGULATIONS, 1900-1901)

SINGLE POST SIGN MOUNTING





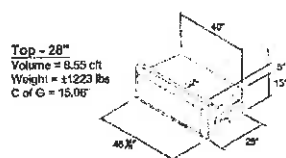
1 RETAINING WALL DETAIL
NOT TO SCALE

- THE CONTRACTOR SHALL EXCAVATE TO THE UNDER GRADE SHOWN IN THE BELOW TABLES. IF EXISTING THE EXISTING EXCAVATION, THE EXISTING EXCAVATION RETAINING WALL SHALL BE REMOVED AND DISCARDED IN AN APPROPRIATE MANNER.
- UNDESIRABLE ROCKS IN THE FOUNDATION SHALL BE REMOVED AND REPLACED WITH CRUSHED STONE.
- THE EXISTING WALL LIMITS SHALL HAVE A MIN. 20% COMPRESSIVE STRENGTH OF 4,000 PSI.
- THE EXISTING BACKFILL SHALL BE AS FOLLOWS:

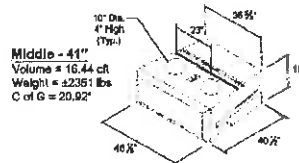
STONE SIZE	% PASSING
2"	100
4"	100-75
6-8"	100-100
Max. 30"	0-25

- THE BASE STONE SHALL BE A 12" THICK BED OF CRUSHED STONE. THE BASE STONE SHALL BE COMPACTED TO 95% OF STANDARD PROCTOR DENSITY (ASTM D1557).
- THE FIRST COURSE OF BOTTOM BLOCK SHALL BE PLACED ON THE STONE BASE AND CHECKED FOR LEVEL AND ALIGNMENT PRIOR TO INSTALLING SUBSEQUENT LAYERS OF BLOCK.
- REMOVE ALL EXCESS MATERIAL FROM THE TOP OF THE BLOCK PRIOR TO INSTALLING THE NEXT LAYER OF BLOCK.
- UNIMPELMENT EACH COURSE OF BLOCK COMPLETELY INSTALLED, BACKFILL AND COMPACTED PRIOR TO INSTALLING SUBSEQUENT LAYERS OF BLOCK.
- BACKFILL SHALL BE PLACED WITH A MINIMUM DEPTH OF 6" LAYERS AND COMPACTED TO 95% STANDARD PROCTOR DENSITY (ASTM D1557).
- ONLY HAND OPERATED COMPACTION EQUIPMENT SHALL BE ALLOWED WITHIN 2' OF THE BACK SURFACE OF THE CONCRETE BLOCK.

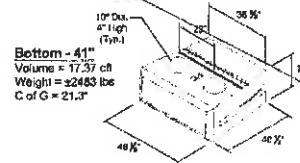
3 GENERAL NOTES
NOT TO SCALE



Top - 28"
Volume = 8.55 cu ft
Weight = 1223 lbs
C of G = 15.06'



Middle - 41"
Volume = 16.44 cu ft
Weight = 2231 lbs
C of G = 20.92'



Bottom - 41"
Volume = 17.37 cu ft
Weight = 2463 lbs
C of G = 21.3'

2 BLOCK DETAILS
NOT TO SCALE

DESIGN NOTES

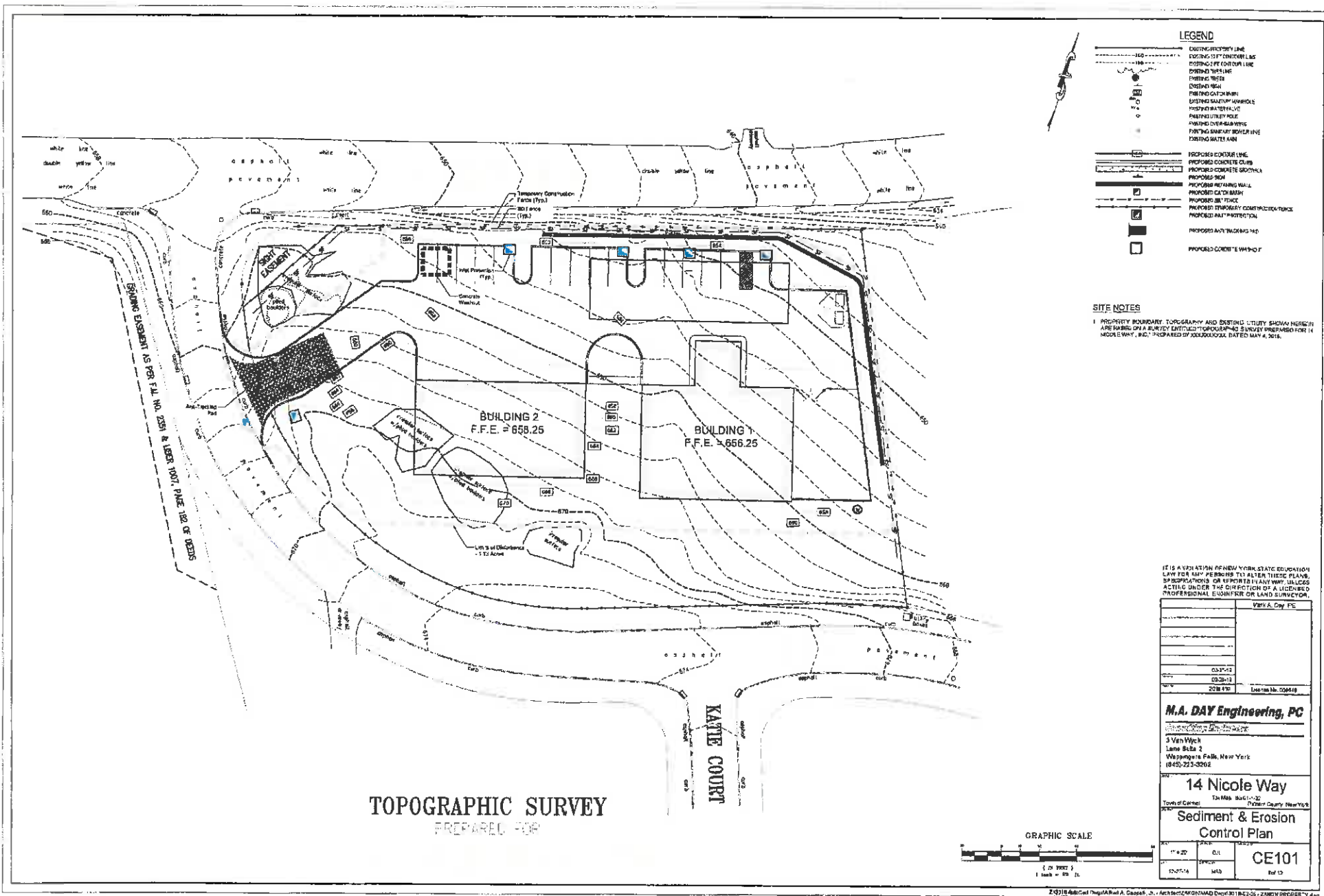
- THE WALL WAS DESIGNED TO SUPPORT:
 - LIVE LOAD: 200 PSF
 - DEAD LOAD: NONE
 - BACKSLOPE: 1:1.5 (H:V)
 - SEISMIC: 100
 - HYDROSTATIC: N/A
- THE FOUNDATION SOLE AT THE WALL SHALL BE CAPABLE OF SUPPORTING 2,000 PSF WITH FAILURE ON UNIFORM SETTLEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONFIRMING THE BEARING CAPACITY OF THE FOUNDATION SOLES AT THIS SITE.

THIS OFFICE IS NOT BEING RETAINED TO INSPECT THE INSTALLATION OF THE RETAINING WALL.

4 DESIGN NOTES
NOT TO SCALE

THIS IS A VIOLATION OF NEW YORK STATE EDUCATION LAW FOR ANY PERSON TO ALTER THESE PLANS SPECIFICATIONS, OR CONTRACTS IN ANY WAY, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR.

M.A. Day, PE	
Date: 05/27/16	
Project: 2310-116	
Drawing No. 00000	
M.A. DAY Engineering, PC	
3 Van Wyck	
Lester, Suite 2	
Westchester Falls, New York	
(518) 223-0002	
14 Nicole Way	
Westchester Falls, New York	
Retaining Wall Details	
As Shown	CS502
12/01/16	2/1/17



THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS, AND SHALL MAINTAIN THE CONDITIONS OF THE VARIOUS STATES GENERAL PERMIT ACTS THROUGHOUT THE CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL OBTAIN THE FOLLOWING PERMITS:

1. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA, INCLUDING BUT NOT LIMITED TO, A CONSTRUCTION PERMIT FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.
2. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA, INCLUDING BUT NOT LIMITED TO, A CONSTRUCTION PERMIT FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.
3. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA, INCLUDING BUT NOT LIMITED TO, A CONSTRUCTION PERMIT FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.
4. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA, INCLUDING BUT NOT LIMITED TO, A CONSTRUCTION PERMIT FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.
5. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA, INCLUDING BUT NOT LIMITED TO, A CONSTRUCTION PERMIT FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.
6. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA, INCLUDING BUT NOT LIMITED TO, A CONSTRUCTION PERMIT FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.
7. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA, INCLUDING BUT NOT LIMITED TO, A CONSTRUCTION PERMIT FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.
8. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA, INCLUDING BUT NOT LIMITED TO, A CONSTRUCTION PERMIT FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.
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10. THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS FROM THE STATE OF CALIFORNIA, INCLUDING BUT NOT LIMITED TO, A CONSTRUCTION PERMIT FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS, AND A PERMIT FROM THE CALIFORNIA DEPARTMENT OF INDUSTRIAL RELATIONS.

[illegible]

The diagram shows a cross-section of a compost pile. The top layer is labeled 'BUSH & BRUSH (See notes on this sheet)'. Below it is a layer of '6" MAX. DEPTH INCORPORATED TO PAIL FILL OF BUSH (ABOUT 1/4 MAX.)'. The middle layer is labeled 'TILLED COMPOST'. The bottom layer is another layer of '6" MAX. DEPTH INCORPORATED TO PAIL FILL OF BUSH (ABOUT 1/4 MAX.)'. The total height of the pile is indicated as '12 MAX.' on the right side.

4. MIXED REFUSE OF RELATIVELY LOW INORGANIC NUTRIENT VALUE, THE DISTURBED BUSHES ARE REQUIRED TO INCORPORATE AND THE FOLLOWING ISOL. RESTORATION STEPS ARE APPLIED:

1. APPLY 3 INCHES OF COMPOST OVER BUSHES.
2. TILL COMPOST INTO BUSHES TO A DEPTH OF AT LEAST 12 INCHES USING 4 CAT-MOUNTED REPPLES, TRACTOR-MOUNTED DISC OR TILERS, HANDS, ALSO GROUNDING BAR AND COMPOST INTO SUB-BULKS.
3. ROCKY OR UNTIL UNIFIED FROM ROCKY MATERIALS OF FOUR INCHES AND LARGER SIZE ARE CLEARED OF THE SITE.
4. APPLY TOPSOIL TO A DEPTH OF 8 INCHES.
5. ACCELERATE RE-GROWTH BY APPROVED PLANT.

[illegible]

- 1. PROCESSES
 - a. Production
 - 1. Production is the process of converting inputs into outputs and is influenced by technology and resources.
 - 2. Production Function
 - a. A production function is a mathematical relationship between inputs and outputs.
 - b. It shows the maximum output that can be produced from a given set of inputs.
 - c. It is a function of the inputs and technology.
 - 3. Production Possibility Frontier (PPF)
 - a. A PPF is a graph that shows the maximum possible output combinations of two goods that can be produced with a given set of inputs and technology.
 - b. It is a concave curve that represents the trade-off between the two goods.
 - c. It is a function of the inputs and technology.
 - 4. Production Costs
 - a. Production costs are the costs of the inputs used in the production process.
 - b. They are classified into fixed costs and variable costs.
 - c. Total cost is the sum of fixed and variable costs.
- 2. Distribution
 - a. Distribution is the process of allocating the total output among the factors of production.
 - b. It is a function of the inputs and technology.
 - c. It is a function of the inputs and technology.

- 3. Consumption
- a. Consumption is the process of using the goods and services produced.
- b. It is a function of the inputs and technology.
- c. It is a function of the inputs and technology.

NOTES:

1. AFTER CONCRETE FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE
2. MAXIMUM SLOPE OF STOCKPILE SHALL BE 1V:3H
3. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SURROUNDED WITH SALT PLACING, WITH STABILIZED WITH VEGETATION OR COVERED.
4. SITE SPECIFICATIONS FOR INSTALLATION OF SALT FENCE.
5. RAILWAYS TO BE USED WHERE STOCKPILES ARE LOCATED ON PAVED AREAS.

... *et* ...

The image contains four architectural drawings of a building, likely a school or institutional structure, with various annotations and a list of construction specifications.

- Top Left Drawing:** A plan view showing a building footprint with a central rectangular area and surrounding corridors. Annotations include "22' 0\" C. REED. STAGE" at the top, "17' 0\" WIDE" on the left, and "3' 0\" WIDE" on the right.
- Top Right Drawing:** A plan view showing a building footprint with a central rectangular area and surrounding corridors. Annotations include "STAGE" at the top, "3' 0\" WIDE" on the left, and "BURNED 4\" ASPHALT" on the right.
- Bottom Left Drawing:** A plan view showing a building footprint with a central rectangular area and surrounding corridors. Annotations include "MOOR BUILT WITH SLATE" at the top, "FRONT" on the right, and "BATHING POOL AT CORNER" at the bottom.
- Bottom Right Drawing:** A plan view showing a building footprint with a central rectangular area and surrounding corridors. Annotations include "17' 0\" WIDE" on the left, "3' 0\" WIDE" on the right, and "BURNED 4\" ASPHALT" on the right.

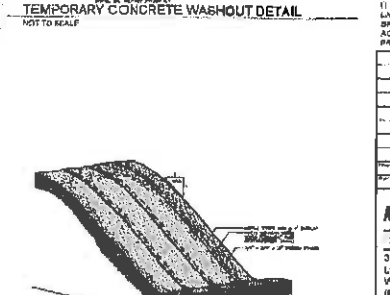
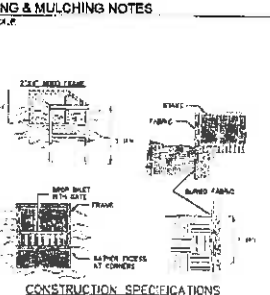
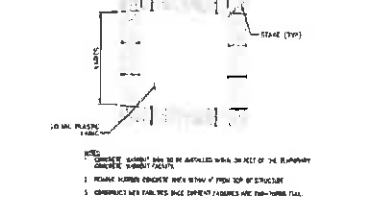
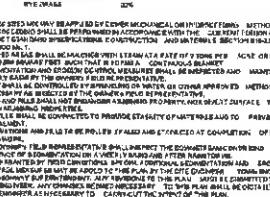
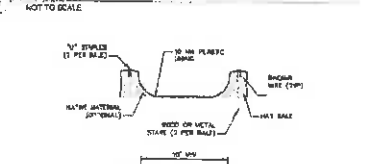
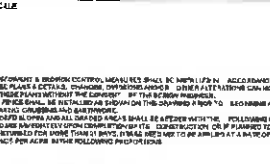
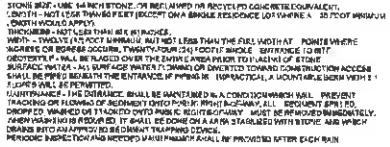
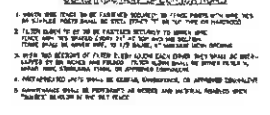
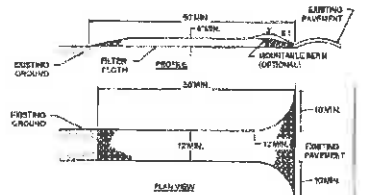
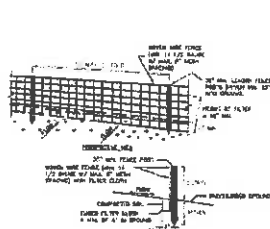
CONSTRUCTION SPECIFICATIONS

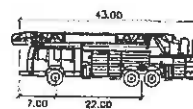
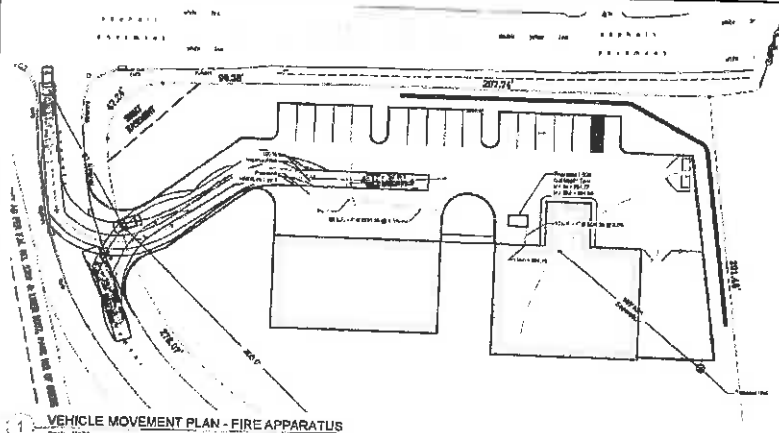
1. EXISTING BUILDING TO BE REMOVED.
2. NEW BUILDING TO BE BUILT ON THE EXISTING SITE.
3. NEW BUILDING TO BE BUILT ON THE EXISTING SITE.
4. NEW BUILDING TO BE BUILT ON THE EXISTING SITE.
5. NEW BUILDING TO BE BUILT ON THE EXISTING SITE.
6. NEW BUILDING TO BE BUILT ON THE EXISTING SITE.
7. NEW BUILDING TO BE BUILT ON THE EXISTING SITE.
8. NEW BUILDING TO BE BUILT ON THE EXISTING SITE.
9. NEW BUILDING TO BE BUILT ON THE EXISTING SITE.
10. NEW BUILDING TO BE BUILT ON THE EXISTING SITE.

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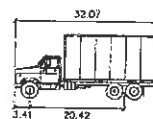
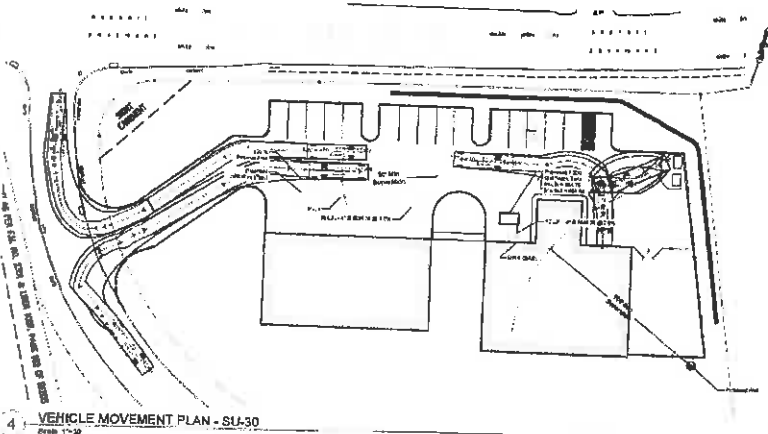
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NOT TO SCALE

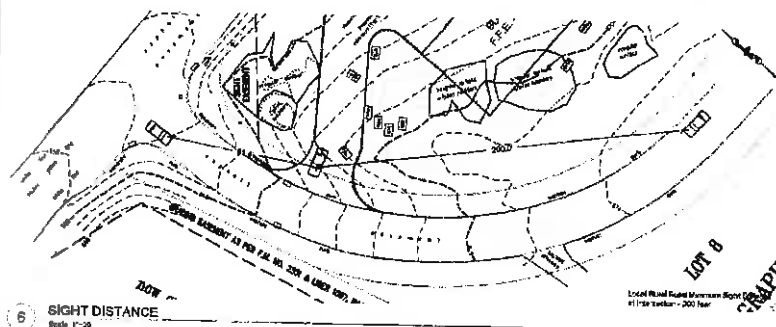




Aerial Fire Truck	
	(feet)
Width	: 8.50
Track	: 8.50
Lock to Lock Time	: 6.0
Steering Angle	: 33.3



Kenworth	T270 245WB
	Feet
Width	: 8.01
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 50.0



IT IS A VIOLATION OF NEW YORK STATE EDUCATION LAW FOR ANY PERSON TO ALTER THESE PLANS, SPECIFICATIONS, OR REPORTS IN ANY WAY, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND SURVEYOR.	
Mark A. Day, PE	
03-27-19	03-28-19
2018-11-18	License No. 0306046
M.A. DAY Engineering, PC 3 Van Wyck Lane Bldg 2 Washington Park, New York (845) 275-1192	
14 Nicole Way	Tax Map: 52-01-1-22 Putnam County, New York
Vehicle Movement Plan	
As Shown	TM101
12-27-14	12-10-16