

HAROLD GARY
Chairman

CRAIG PAEPRER
Vice-Chair

BOARD MEMBERS
ANTHONY GIANNICO
DAVE FURFARO
CARL STONE
KIM KUGLER
RAYMOND COTE

TOWN OF CARMEL
PLANNING BOARD



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

MICHAEL CARNAZZA
*Director of Code
Enforcement*

RICHARD FRANZETTI, P.E.
Town Engineer

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

VINCENT FRANZE
Architectural Consultant

PLANNING BOARD AGENDA
JULY 13, 2016 – 7:00 P.M.

MEETING ROOM #2

TAX MAP # PUB. HEARING MAP DATE COMMENTS

RESOLUTION

1. Rooney, Sean – 17 Miller Road	86.11-1-18	05/05/16	Amended Site Plan
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SITE PLAN

2. Lake Plaza Shopping Center, LLC (Proposed Stop & Shop) – 983-1005 Route 6	65.10-1-45&46	07/11/16	Architectural Review
3. NY Fuel Distributors LLC (Coco Farms) 1923 Route 6, Carmel	55.11-1-40	06/08/16	Amended Site Plan
4. Taco Bell – 1819 Route 6, Carmel	55.6-1-51	06/10/16	Site Plan
5. Day Road LLC – 20 Day Road, Carmel	55.6-1-41	06/09/16	Amended Site Plan
6. Meadowland Extension – 1979 Route 6, Carmel	55.15-1-20	06/30/16	Site Plan
7. Loewenberg, Ralph – 260 West Lake Blvd.	64.16-1-30	07/01/16	Site Plan
8. NYSMSA Limited Partnership – 692 Route 6 d/b/a Verizon Wireless	76.30-1-22	06/28/16	Amended Site Plan
9. Zef Smajlaj – 803 South Lake Blvd	75.42-1-39	07/08/16	Site Plan
10. Hudson Valley Vet EMS – 559 Route 6N	76.5-1-67	07/05/16	Site Plan

MISC.

11. Minutes – 06/08/16

HOCHERMAN TORTORELLA & WEKSTEIN, LLP
ATTORNEYS AT LAW

ONE NORTH BROADWAY, SUITE 701
WHITE PLAINS, NEW YORK 10601-2319

GERALDINE N. TORTORELLA
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HENRY M. HOCHERMAN
RETIRED

July 11, 2016

Via Electronic Mail

Hon. Harold Gary, Chairman
and Members of the Planning Board
Town of Carmel
60 McAlpin Avenue
Mahopac, New York 10541

*Re: Application of Lake Plaza Shopping Center, LLC for
Site Plan and Stormwater Pollution Prevention Plan Approval
for the Lake Plaza Shopping Center
983-1005 Route 6, Route 6 and Baldwin Lane
Tax Identification Number: Section 65.10, Block 1, Lots 45 and 46*

Dear Chairman Gary and Members of the Planning Board:

On June 8, 2016, we submitted revised architectural plans for the proposed Stop & Shop Supermarket and the central retail stores in the Shopping Center. Since that time, Lake Plaza Shopping Center, LLC and its architect, Jay Tuller, AIA, have been working with Vincent Franze, AIA, the Board's architectural consultant, on revisions to the central retail stores to arrive at a design for the entire Center that we believe is consistent with the Board's vision. We are pleased to enclose five sets of the following plans showing the revised facade renovations for the central retail stores:¹

1. Lake Plaza Shopping Center – Proposed Facade Renovation, Sheet A-1, prepared by Rosenbaum Design Group, dated July 11, 2016; and
2. Proposed Overall Facade and Partial Elevations, Sheets A-1 and A-2, showing the Stop & Shop Supermarket, the central retail stores, and the Kmart space, compiled by Rosenbaum Design Group, dated July 11, 2016.

As you will see from the enclosed plans, the continuous horizontal cornice line previously proposed has been changed to a shingled mansard and gables alternating with short horizontal cornices.

¹ The June 8th submission included revised plans for the Stop & Shop Supermarket building to respond to comments previously received from your Board. Those plans have not changed and, therefore, are not resubmitted herewith. However, Stop & Shop's architect will be prepared to discuss the revised plans at your July 13th meeting.

HOCHERMAN TORTORELLA & WEKSTEIN, LLP

Hon. Harold Gary, Chairman
and Members of the Planning Board

July 11, 2016

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The gables include a design element in the peak area and are centered over the column bays. The red brick across the fascia has been changed to clapboard material (Hardiplank). The design of the columns has been revised to eliminate the brick column enclosures; the exposed existing columns will be clad with clapboard material (Hardiplank) and a new column capital will be added to the top of each column to add definition. The base of the columns, previously proposed to be stone-clad, is now proposed to be wrapped with new brick and a "stone" sill.

With respect to the sign band, Lake Plaza is now proposing to fasten the signs to the fascia and create interest at the sign band with a subtle accent color instead of the horizontal aluminum sign support bars previously proposed. Lake Plaza will also be adding new wooden slat screens under the canopy along the tops of the store fronts, to match Stop & Shop's material.

As explained in our June 8th submission, Lake Plaza has also committed to repaint the EIFS and band on the front of the Kmart building with light and dark tan, respectively, and to paint the coping and band accent red. These measures will create a link between the Kmart facade and the balance of the Center renovations.

The foregoing design changes are the culmination of several meetings and conferences with Mr. Franze during which the professionals and representatives of Lake Plaza Shopping Center, LLC discussed a number of different treatments, ultimately arriving at the enclosed design for the central retail stores. Lake Plaza Shopping Center, LLC has worked hard to be responsive to Mr. Franze's comments made on behalf of your Board. We sincerely hope the Board will be pleased with the effort.

Kindly schedule this application for further consideration at your July 13, 2016 meeting at which time the architects for Lake Plaza Shopping Center, LLC and Stop & Shop will present material samples to your Board and answer any questions your Members may have. Please let us know if you have any questions or require additional information in the interim.

Respectfully yours,

Hocherman Tortorella & Wekstein, LLP

By: 
Geraldine N. Tortorella

GNT:hc
Enclosures

cc: *Via Electronic Mail (with enclosures)*
Vincent Franze, AIA
Patrick Cleary, AICP, CEP, PP, LEED AP

HOCHERMAN TORTORELLA & WEKSTEIN, LLP

Hon. Harold Gary, Chairman
and Members of the Planning Board

July 11, 2016

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Richard Franzetti, P.E.
Mr. Michael Carnazza
Mr. Robert Heidenberg
Mr. Pablo Medeiros
Ms. Cynthia Hanenberg
Michael W. Junghans, P.E.
John Canning, P.E.
Ms. Deborah Farr
Anthony Guzzo, AIA
Jay Tuller, AIA
Noelle C. Wolfson, Esq.



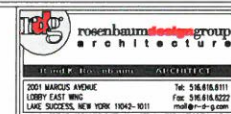
REFER TO A-2 FOR INFORMATION



	DATE	COMMENT:
05.27.2016	05.19.18	SUBMITTED FOR NEW PLAN APPROVAL
	07.11.18	RESUBMITTED TO PLANNING BOARD



LAKE PLAZA SHOPPING CENTER - PROPOSED FACADE RENOVATION
U.S. ROUTE 6 & BALDWIN LANE - MAHOPAC, NEW YORK



North Carolina Department of Transportation, 1111 Westover Road, Raleigh, NC 27601-1095

16050



LEO NAPIOR

DIRECT TEL.: 914-701-0800
MAIN FAX: 914-701-0808
LNAPIOR@HKPLAW.COM

June 10, 2016
VIA HAND DELIVERY

Chairman Harold Gary and
Members of the Planning Board
60 McAlpin Avenue
Mahopac, New York 10541

Re: ***1923 US Route 6, Town of Carmel (the "Subject Property")***

Dear Gary and Members of the Planning Board:

We respectfully submit to you herewith an application for Amended Site Plan Approval on behalf of NY Fuel Distributors LLC (the "Applicant"), and ask that this matter be placed on the Planning Board's agenda for June 22, 2016. For your convenience an Executive Summary is provided below.

Submitted herewith are:

- Site Plan Application Form
- Long Environmental Assessment Form
- Site Plan Completeness Certification Form
- Stormwater Management Statement
- Traffic Impact Study
- Current deed and easements, covenants and restrictions
- Proposed Site Plans and Architectural Plans

Executive Summary

The Subject Property is located within the Commercial (C) zoning district at the intersection of US Route 6 and Stoneleigh Avenue. The Subject Property is presently improved with a motor vehicle filling and service station, with three (3) fuel pumps, a canopy and unstriped parking/storage areas which can accommodate approximately twenty-one (21) vehicles. The existing filling station use is a Conditional Use in the Commercial zoning district. The Subject Property is entirely surrounded by commercial uses.

The Applicant is proposing to remove the existing improvements on the Subject Property and construct a new filling station and convenience store, along with a new canopy, six (6) fueling pumps, parking, lighting and landscaping improvements.

A portion of the Subject Property lies within a 100 foot adjacent area of an off-site wetland located across Stoneleigh Avenue. The proposed redevelopment of the Subject Property will result in a net reduction of impervious surfaces on the site of approximately 0.07 acres and no increase in impervious surfaces within the adjacent area. Accordingly, there are no anticipated adverse impacts to downstream water bodies and/or conveyance systems or the off-site wetland.

The Applicant is proposing to maintain all existing curb cuts in their current locations and traffic ingress/egress patterns at the Subject Property shall not be altered. Specifically, there will be a right turn only ingress point on US Route 6, a right turn only egress point on US Route 6 and a full movement driveway on Stoneleigh Avenue. Submitted herewith is Traffic Impact Study, which indicates that the proposed redevelopment of the Subject Property will not have a significant impact on the traffic operations of the adjacent roadways and the egress points off the Subject Property will operate at acceptable Levels of Service.


The Applicant is also proposing to install new landscaping on the eastern and western portions of the Subject Property as well as along the southern property boundary to improve the aesthetics.

We look forward to addressing any questions or comments at your upcoming meeting. Thank you for your attention to this matter.

Very Truly Yours,

HARFENIST KRAUT & PERLSTEIN LLP

By:


Leo Napior

Coco Farms



TOWN OF CARMEL
SITE PLAN APPLICATION
INSTRUCTIONS



The Town of Carmel Planning Board meetings are held twice a month, on the second and fourth Wednesday's, at 7:00 PM at Carmel Town Hall, 60 McAlpin Avenue, Carmel

The submission deadline is 10 days prior to the Planning Board meeting. New site plan applications that have been deemed complete will be placed on the agenda in the order they are received.

No application will be placed on the agenda that is incomplete

Pre-Submission:

Prior to the formal submission of the site plan, a pre-submission conference may be requested by the applicant to be conducted with representatives from the Town, which may include the Town Planner, Town Engineer, Director of Code Enforcement and/or the Planning Board Attorney. This conference will serve to educate the applicant on the process he/she must follow, clarify the information required to submit a complete site plan application, and to highlight any specific areas of concern. You may arrange a pre-submission conference through the Planning Board Secretary at (845) 628-1500 extension 190.

Submission Requirements:

At least 10 days prior to the Planning Board meeting, the site plan application shall be submitted to the Planning Board Secretary as follows:

All site plans shall be signed, sealed and folded with the title box legible. The application package shall include:

- ☒ 11 copies of the Site Plan Application Form, signed and notarized.
- ☒ 11 copies of the SEQR Environmental Assessment Form (use of short form or long form shall be determined at pre-submission conference).
- ☒ 5 full size sets of the Site Plan (including floor plans and elevations)
- ☒ 1 CD (in pdf. format) containing an electronic version of the Site Plan
- ☒ 2 copies of the Disclosure Statement
- ☒ 11 copies of the Site Plan Completeness Certification Form
- ☒ All supplemental studies, reports, plans and renderings.
- ☒ 2 copies of the current deed.
- ☒ 2 copies of all easements, covenants and restrictions.
- ☐ The appropriate fee, determined from the attached fee schedule. Make checks payable to the *Town of Carmel*.

Rose Grimaldi 6/23/16
Planning Board Secretary; Date

BO 7/5/16
Town Engineer; Date



TOWN OF CARMEL SITE PLAN APPLICATION



Per Town of Carmel Code – Section 156 - Zoning

SITE IDENTIFICATION INFORMATION			
Application Name: PROPOSED COCO FARMS CONVENIENCE STORE AND FUELING STATION		Application # 16-0011	Date Submitted: 6/18/16
Site Address: NYS HIGHWAY No. 1923 Street: ROUTE US 6 Hamlet:			
Property Location: (Identify landmarks, distance from intersections, etc.) 0 FT FROM NYS HIGHWAY ROUTE US 6 & STONELIEGH AVENUE INTERSECTION			
Town of Carmel Tax Map Designation: Section 55.11 Block 1 Lot(s) 40		Zoning Designation of Site: COMMERCIAL	
Property Deed Recorded in County Clerk's Office Date 06/15/2010 Liber 1862 Page 340		Liens, Mortgages or other Encumbrances Yes No <input checked="" type="checkbox"/>	
Existing Easements Relating to the Site No Yes <input checked="" type="checkbox"/> Describe and attach copies: Sewer Easement		Are Easements Proposed? No <input checked="" type="checkbox"/> Yes Describe and attach copies:	
Have Property Owners within a 500' Radius of the Site Been Identified? Yes No Attached List to this Application Form			
APPLICANT/OWNER INFORMATION			
Property Owner: NY FUEL DISTRIBUTORS, LLC		Phone #:	Email:
Owners Address: No. 235 Street: MAMARONECK AVENUE, STE 400 Town: WHITE PLAINS State: NY Zip:		Phone #: Fax#:	
Applicant (if different than owner):		Phone #: Fax#:	Email:
Applicant Address (if different than owner): No. Street: Town: State: Zip:			
Individual/ Firm Responsible for Preparing Site Plan: STONEFIELD ENGINEERING & DESIGN, LLC		Phone #: Fax#: 201-340-4468	Email: jmartell@stonefieldeng.com
Address: No. 75 Street: ORIENT WAY, SUITE 303 Town: RUTHERFORD State: NJ Zip: 07070			
Other Representatives:		Phone #: Fax#:	Email:
Owners Address: No. Street: Town: State: Zip:			
PROJECT DESCRIPTION			
Describe the project, proposed use and operation thereof: PROPOSED 1,824 SF COCO FARMS CONVENIENCE STORE AND FUELING STATION WITH PARKING, LIGHTING, LANDSCAPING, AND STORMWATER MANAGEMENT IMPROVMENTS.			


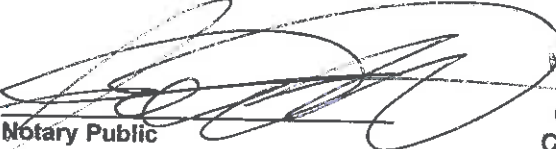
TOWN OF CARMEL SITE PLAN APPLICATION

PROJECT INFORMATION			
Lot size: Acres: 0.91 AC. Square Feet: 40,048 SF		Square footage of all existing structures (by floor): 1,696 SF	
# of existing parking spaces: 21 SPACES		# of proposed parking spaces: 27 SPACES	
# of existing dwelling units: N/A		# of proposed dwelling units: N/A	
Is the site served by the following public utility infrastructure:			
<div style="display: flex; justify-content: space-between;"> Is project in sewer district or will private septic system(s) be installed? SEWER DISTRICT </div>			
<div style="display: flex; justify-content: space-between;"> If yes to Sanitary Sewer answer the following: </div>			
<div style="display: flex; justify-content: space-between;"> Does approval exist to connect to sewer main? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> Is this an in-district connection? <input checked="" type="checkbox"/> Out-of district connection? <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> What is the total sewer capacity at time of application? </div>			
<div style="display: flex; justify-content: space-between;"> What is your anticipated average and maximum daily flow 800 GPD </div>			
For Town of Carmel Town Engineer			
<div style="display: flex; justify-content: space-between;"> What is the sewer capacity 10000 GPD </div>			
<div style="display: flex; justify-content: space-between;"> Water Supply Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> If Yes: SEWER DISTRICT </div>			
<div style="display: flex; justify-content: space-between;"> Does approval exist to connect to water main? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> What is the total water capacity at time of application? 10000 GPD </div>			
<div style="display: flex; justify-content: space-between;"> What is your anticipated average and maximum daily demand 800 GPD </div>			
<div style="display: flex; justify-content: space-between;"> Storm Sewer Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> Electric Service Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> Gas Service Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> Telephone/Cable Lines Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
For Town of Carmel Town Engineer			
<div style="display: flex; justify-content: space-between;"> Water Flows 115 6/24/16 </div>			
<div style="display: flex; justify-content: space-between;"> Sewer Flows </div>			
Town Engineer; Date			
What is the predominant soil type(s) on the site? UDORTHENTS, SMOOTHED		What is the approximate depth to water table? 1 FT	
Site slope categories: 15-25% <input type="checkbox"/> 25-35% <input type="checkbox"/> >35% <input type="checkbox"/>			
Estimated quantity of excavation: Cut (C.Y.) _____ Fill (C.Y.) _____			
Is Blasting Proposed Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/> Unknown: <input type="checkbox"/>			
Is the site located in a designated Critical Environmental Area? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Does a curb cut exist on the site? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>		Are new curb cuts proposed? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
What is the sight distance? Left _____ Right _____			
Is the site located within 500' of:			
• The boundary of an adjoining city, town or village			Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
• The boundary of a state or county park, recreation area or road right-of-way			Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>
• A county drainage channel line.			Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>
• The boundary of state or county owned land on which a building is located			Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>

TOWN OF CARMEL SITE PLAN APPLICATION

Is the site listed on the State or Federal Register of Historic Place (or substantially contiguous) Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Is the site located in a designated floodplain? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Will the project require coverage under the Current NYSDEC Stormwater Regulations <div style="text-align: right;">Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/></div>			
Will the project require coverage under the Current NYCDEP Stormwater Regulations <div style="text-align: right;">Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/></div>			
Does the site disturb more than 5,000 sq ft		Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	
Does the site disturb more than 1 acre		Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
Does the site contain freshwater wetlands? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Jurisdiction: NYSDEC: <input type="checkbox"/> Town of Carmel: <input type="checkbox"/>			
<i>If present, the wetlands must be delineated in the field by a Wetland Professional, and survey located on the Site Plan.</i>			
Are encroachments in regulated wetlands or wetland buffers proposed?		Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	
Does this application require a referral to the Environmental Conservation Board?		Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	
Does the site contain waterbodies, streams or watercourses? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Are any encroachments, crossings or alterations proposed? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Is the site located adjacent to New York City watershed lands? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>			
Is the project funded, partially or in total, by grants or loans from a public source? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Will municipal or private solid waste disposal be utilized? Public: <input type="checkbox"/> Private: <input checked="" type="checkbox"/>			
Has this application been referred to the Fire Department?		Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	
What is the estimated time of construction for the project? 6 MONTHS			
ZONING COMPLIANCE INFORMATION			
Zoning Provision	Required	Existing	Proposed
Lot Area	40,000 SF	40,048 SF	40,048 SF
Lot Coverage	30%	4.2%	13.5%
Lot Width	200 FT	228 FT	228 FT
Lot Depth	200 FT	90 FT	90 FT
Front Yard	40 FT	25.8 FT	40 FT
Side Yard	25 FT	75.4 FT	32.4 FT
Rear Yard	30 FT	N/A	N/A
Minimum Required Floor Area	5,000 SF	1,696 SF	1,824 SF
Floor Area Ratio			
Height	35 FT	< 35 FT	< 35 FT
Off-Street Parking	27 SPACES	21 SPACES	27 SPACES
Off-Street Loading	1 SPACE	1 SPACE	1 SPACE

TOWN OF CARMEL SITE PLAN APPLICATION

Will variances be required? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	If yes, identify variances:
PROPOSED BUILDING MATERIALS	
Foundation	Poured concrete foundation
Structural System	Wood bearing walls with wood roof trusses
Roof	Asphalt roof shingles
Exterior Walls	Wood frame with fiber cement siding masonry veneer
APPLICANTS ACKNOWLEDGEMENT	
I hereby depose and certify that all the above statements and information, and all statements and information contained in the supporting documents and drawings attached hereto are true and correct.	
<u>NY Fuel Distributors, LLC</u> Applicants Name	 Applicants Signature
Sworn before me this <u>10th</u> day of <u>June</u> 20 <u>16</u>	
 Notary Public	JONATHAN D. KRAUT Notary Public, State of New York No. 02KR5038508 Qualified in Westchester County Commission Expires Jan. 30, <u>2019</u>



TOWN OF CARMEL SITE PLAN COMPLETENESS CERTIFICATION FORM



All Site Plans submitted to the Planning Board for review shall include the following information and details, as set forth in Section 156-61 B of the Town of Carmel Zoning Ordinance.

This form shall be included with the site plan submission

	Requirement Data	To Be Completed by the Applicant	Waived by the Town
1	Name and title of person preparing the site plan	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
2	Name of the applicant and owner (if different from applicant)	✓ <input checked="" type="checkbox"/>	<input type="checkbox"/>
3	Original drawing date, revision dates, scale and north arrow	✓ <input checked="" type="checkbox"/>	<input type="checkbox"/>
4	Tax map, block and lot number(s), zoning district	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	All existing property lines, name of owner of each property within a 500' radius of the site	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	Contour lines at two-foot intervals, grades of all roads, driveways, sanitary and storm sewers	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
7	The location of all water bodies, streams, watercourses, wetland areas, wooded areas, rights-of-way, streets, roads, highways, railroads, buildings, structures	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
8	The location of all existing and proposed easements	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
9	The location of all existing and proposed structures, their use, setback dimensions, floor plans, front, side and rear elevations, buildable area.	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
10	On site circulation systems, access, egress ways and service roads, emergency service access and traffic mitigation measures	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
11	Sidewalks, paths and other means of pedestrian circulation	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
12	On-site parking and loading spaces and travel aisles with dimensions	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
13	The location, height and type of exterior lighting fixtures	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
14	Proposed signage	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
15	For non-residential uses, an <u>estimate of the number of employees who will be using the site</u> , description of the operation, types of products sold, types of machinery and equipment used	<input checked="" type="checkbox"/>	<input type="checkbox"/>

NOT
Provide

NOT
Provide

NOT
Provide



TOWN OF CARMEL SITE PLAN COMPLETENESS CERTIFICATION FORM

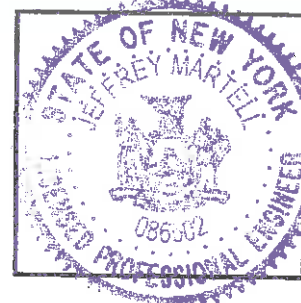


Requirement Data		To Be Completed by the Applicant	Waived by the Town
16	The location of clubhouses, swimming pools, open spaces, parks or other recreational areas, and identification of who is responsible for maintenance	<input checked="" type="checkbox"/> <i>NA</i>	<input type="checkbox"/>
17	The location and design of buffer areas, screening or other landscaping, including grading and water management. A comprehensive landscaping plan in accordance with the Tree Conservation Law	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
18	The location of public and private utilities, maintenance responsibilities, trash and garbage areas	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
19	A list, certified by the Town Assessor, of all property owners within 500 feet of the site boundary	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20	Any other information required by the Planning Board which is reasonably necessary to ascertain compliance with this chapter	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*} 7 Cr H
NOT
FN*

Applicants Certification (to be completed by the licensed professional preparing the site plan:

I *Jeffrey Martell* hereby certify that the site plan to which I have attached my seal and signature, meets all of the requirements of §156-61B of the Town of Carmel Zoning Ordinance:



Professionals Seal

[Signature]
Signature - Applicant

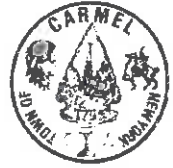
6/10/16
Date

[Signature]
Signature - Owner

6/10/16
Date



TOWN OF CARMEL
SITE PLAN COMPLETENESS
CERTIFICATION FORM



Town Certification (to be completed by the Town)

I _____ hereby confirm that the site plan meets all of the requirements of §156-61B of the Town of Carmel Zoning Ordinance:

Rose Krombholz

Signature - Planning Board Secretary

7/5/16

Date

[Signature]

Signature - Town Engineer

7/5/16

Date



STONEFIELD
engineering & design

STORMWATER MANAGEMENT STATEMENT

ATTENTION: Town of Carmel, NY

PROJECT: Proposed Convenience Store and Fueling Station
Block I, Lot 40
1923 U.S. Route 6
Town of Carmel, Putnam County, New York

DATED: June 6, 2016

REFERENCE: Site Plan
Prepared by Stonefield Engineering & Design, LLC
Plans dated: 6/6/2016
SED Project No.: T-15086

The purpose of this statement is to assess the stormwater management impacts of a commercial redevelopment project in Carmel, NY. The property in question is an approximate 0.92 acre parcel located on the southern side of NY State Highway Route 6 at the intersection with Stoneleigh Avenue. The existing site, which is a Shell gasoline service station, contains an approximate 1,696 SF one-story building, which is to be removed. The proposed improvements consist of a 1,824 SF Coco Farms convenience store, 3,600 SF gas canopy, and parking, lighting, and landscaping improvements. The total area of disturbance is 30,536 SF (0.70 acres) and a decrease of impervious area of 0.07 acres is proposed.

As the site is located within the Croton Watershed Area and a new gasoline station is proposed, the development is subject to NYCDEP review and a SWPPP is required. Per Section 18-39(b)(7) of the NYCDEP Rules and Regulations for the Protection from Contamination, Degradation and Pollution of the New York City Water Supply and Its Sources, the proposed redevelopment must meet the following criteria:

1. Be prepared and implemented, to the extent possible, in accordance with the requirements of Part III of the New York State Department of Environmental Conservation General Permit No. G-0-10-001 that are applicable to construction activities identified in Table 2 of Appendix B.
2. Be prepared and implemented, to the extent possible, in accordance with the additional requirements for stormwater pollution prevention plans set forth in subsection (c) below; and
3. Provide an improvement in stormwater management and/or stormwater treatment as compared with conditions prior to the activity.



Per Item 1 above, the redevelopment conditions meet the criteria in Section 9.2.1 of the New York State Stormwater Management Design Manual (January 2015) in order to utilize alternative sizing and selection of stormwater management controls as described in Chapter 9. Since the current drainage patterns are to remain and there is no increase in impervious area, there is no change in hydrology that increases the discharge rate from the project site. Therefore, the ten-year, hundred-year, and channel protection criteria do not apply.

Items 2 and 3 above are met, as the proposed redevelopment improves the stormwater management on site with a decrease in total impervious area. Since the drainage patterns on site are to remain, it is not feasible to install SMPs without redesigning the on-site drainage system.

In conclusion, the proposed improvements constitute an increase in pervious/landscape area, resulting in a decrease of peak discharge runoff rates and an increase in groundwater recharge volume. As such, there are no adverse impacts anticipated for downstream water bodies and/or conveyances systems.

Prepared by:

Jeffrey Martell, PE, CME, LEED AP
New York Professional Engineer License No. 086502
Stonefield Engineering and Design, LLC



STONEFIELD
engineering & design

January 20, 2015

Revised: June 6, 2016

Carmel Town Hall
60 McAlpin Avenue
Mahopac, New York 10541
Attn: Richard Franzetti, P.E., LEED

**RE: Traffic Impact Letter Report for CoCo Farms
Proposed Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
SE&D Job No. S-14141**

Dear Mr. Franzetti:

On behalf of CoCo Farms (the "Applicant"), Stonefield Engineering and Design, LLC ("Stonefield") has prepared this analysis to examine the potential traffic impacts of the proposed gasoline station and convenience market on the adjacent roadway network. The subject property is located at the southeast corner of the intersection of U.S. Route 6 and Stoneleigh Avenue in the Town of Carmel, Putnam County, New York. The site location is shown on appended **Figure 1**. The subject property is designated as Map 55.11, Block 1, Lot 40 on the Putnam County Tax Map and presently contains a gasoline and automotive service station with three (3) fueling pumps (six (6) fueling positions), three (3) service bays, and a small convenience market. The existing access is provided via two (2) full-movement driveways along U.S. Route 6 and one (1) full-movement driveway along Stoneleigh Avenue. Under the Applicant's development plan, the existing structure would be razed and a gasoline station with six (6) fueling pumps (12 fueling positions) and a 1,824-square-foot convenience market would be constructed in its place. The formerly proposed car wash is no longer part of the application. Access along U.S. Route 6 would be signed to provide one (1) right-turn ingress-only driveway and one (1) right-turn egress-only driveway; the full-movement driveway along Stoneleigh Avenue would remain as-is.

2016 Existing Condition

Existing Roadway Conditions

The subject site has approximately 430 feet of frontage along U.S. Route 6 and approximately 500 feet of frontage along Stoneleigh Avenue. Land uses in the area are predominantly commercial. Existing uses proximate to the subject site include a McDonald's restaurant directly east of the site, Friendly's restaurant west of the site along the opposite side of Stoneleigh Avenue, and Hannaford supermarket and the associated shopping center located north of the site along the opposite side of U.S. Route 6.

U.S. Route 6 is classified as an Urban Principal Arterial roadway and has a general east-west orientation. The roadway is under the jurisdiction of the New York State Department of Transportation (NYSDOT). Along the site frontage, the roadway provides one (1) through lane in each direction and has posted speed limit of 40 miles per hour. Curb and shoulders are provided along both sides of the roadway, sidewalk is provided along the northerly side of the roadway, and on-street parking is not permitted. U.S. Route 6 provides east-west mobility within Carmel and surrounding municipalities for a mix of commercial and residential uses along its length. U.S. Route 6 provides connections to Taconic State Parkway to the west and Interstates 84 and 684 to the east. U.S. Route 6 is also known as the Grand Army of the Republic Highway and connects Massachusetts to California over a distance of 3,205 miles.

Stoneleigh Avenue, also known as Putnam County Road 35, or CR 35, is classified as an Urban Minor Arterial roadway and has a general north-south orientation. The roadway is under the jurisdiction of Putnam

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County. Along the site frontage, the roadway provides one (1) through lane in each direction. Stoneleigh Avenue has a posted speed limit of 45 miles per hour. Curb and sidewalk are provided along the west side of the roadway, narrow shoulders are provided intermittently along both sides of the roadway, and on-street parking is not permitted. Stoneleigh Avenue provides north-south mobility within the Town of Carmel for predominantly residential uses, connecting U.S. Route 6 and U.S. Route 202/NYS Route 22.

U.S. Route 6 intersects Stoneleigh Avenue and the Hannaford supermarket/shopping center main driveway to form a four-leg signalized intersection controlled by a four-phase traffic signal operating on a variable cycle length. The northbound (Stoneleigh Avenue) and southbound (shopping center driveway) approaches operate with split phasing. The eastbound and westbound approaches of U.S. Route 6 each provide one (1) exclusive left-turn lane, one (1) exclusive through lane, and one (1) exclusive right-turn lane. The northbound approach of Stoneleigh Avenue provides one (1) shared left-turn/through lane and one (1) channelized right-turn lane operating under yield control. The southbound approach of the shopping center driveway provides one (1) exclusive left-turn lane and one (1) shared through/right-turn lane. Crosswalks, pedestrian signal heads with countdown timers, and push buttons are provided at the northerly and westerly crossings of the intersection.

Existing Traffic Volumes

Manual turning movement counts were collected during the typical weekday morning and evening time periods to evaluate existing traffic conditions and identify the specific hours when traffic activity on the adjacent roadways is at a maximum and could be potentially impacted by the development of the site. Turning movement counts were collected at the following locations:

- ◆ Signalized intersection of U.S. Route 6 and Stoneleigh Avenue
- ◆ Three (3) existing site driveways located along the site frontages

Specifically, manual turning movement counts were conducted on Thursday, October 2, 2014, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m.

The study time periods were chosen as they are representative of the peak periods of both the adjacent roadway network and the proposed development. The traffic volume data was collected and analyzed to identify the design peak hour in accordance with Highway Capacity Manual (HCM) and Institute of Transportation Engineers (ITE) guidelines. Based on a review of the count data, the weekday morning peak hour occurred from 8:00 a.m. to 9:00 a.m. and the weekday evening peak hour occurred from 4:30 p.m. to 5:30 p.m. In order to account for background traffic growth along the roadway network since the date of the original counts, supplemental counts were conducted on May 19, 2016 during the weekday morning peak period. After adjusting for seasonal traffic variation, the overall intersection volumes exhibited a growth rate of approximately 1.00% per year, which is consistent with the rate utilized within the January 20, 2015 issuance of this report. As such, a 1.00% annual growth rate was applied to the 2014 traffic volumes for two (2) years to establish the 2016 Existing Condition traffic volumes and reflect the date of this report. The 2016 Existing Condition weekday morning and evening peak-hour traffic volumes are summarized on appended **Figure 2. Table I** provides the as-counted weekday morning peak-hour and weekday evening peak-hour trip generation volumes associated with the existing gasoline and automotive service station.

TABLE I – EXISTING TRIP GENERATION

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
As-counted Existing Gasoline/Service Station	42	40	82	50	46	96



Existing LOS/Capacity Analysis

A Level of Service and Volume/Capacity analysis was conducted for the 2016 Existing Condition during the weekday morning and evening peak hours at the study intersection and site driveways. Under the existing condition, the signalized intersection of U.S. Route 6 and Stoneleigh Avenue is calculated to operate at overall Level of Service of C during the weekday morning peak hour and at overall Level of Service of D during the weekday evening peak hour. The existing site driveways are calculated to operate at acceptable levels of service during the peak hours studied.

2018 No-Build Condition

Background Growth

The 2016 existing traffic volume data were further adjusted to a horizon year of 2018, which is a conservative estimate for when the proposed gasoline station and convenience market are expected to be fully constructed. In accordance with industry guidelines, the existing traffic volumes at the study intersections were increased by 1.00% for two (2) years. These volumes, known as the 2018 Base Condition traffic volumes, are summarized on appended **Figure 3**.

Other Planned Development Projects

To evaluate the future traffic conditions, it is important to consider the potential site-generated traffic of other planned development projects that could influence the traffic volume at the study intersections. Other planned development projects include those in the entitlement process or recently approved for building permits in proximity to the proposed development. Based on consultations with the Town of Carmel Planning Department, the retail building at the southwest corner of U.S. Route 6 and Stoneleigh Avenue, which was vacant at the date of the October 2014 traffic counts, was projected to be occupied by a 15,723-square-foot CVS Pharmacy and 31,076 square feet of specialty retail use. As the 2014 traffic counts did not include the traffic associated with these uses, Stonefield obtained the "Traffic and Parking Assessment for Proposed CVS/Pharmacy NY Route 6, Carmel, NY" prepared by VHB Inc., dated January 2, 2014, and incorporated the projected traffic into the analysis for the January 2015 report. The anticipated traffic generation of the adjacent developments, as calculated by VHB Inc., is provided in **Table 2**.

TABLE 2 – ADJACENT DEVELOPMENTS TRIP GENERATION

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Pharmacy/Drugstore with Drive-Through Window <i>ITE Land Use 881</i>	28	26	54	78	78	156
Specialty Retail Center <i>ITE Land Use 826</i>	--	--	--	37	47	84
Total	28	26	54	115	125	240

Source: VHB Inc. "Traffic and Parking Assessment for Proposed CVS/Pharmacy NY Route 6, Carmel, NY" dated January 2, 2014

It is important to note that while a portion of the retail space is presently vacant, the CVS Pharmacy was opened in August 2015, and as such, the vehicle trips associated with the CVS Pharmacy were captured within the May 2016 supplemental traffic count. As the growth in background traffic observed on the roadway network between 2014 and 2016 included trips associated with the CVS Pharmacy, the trip generation projections prepared by VHB Inc. for the CVS Pharmacy were not utilized in determining trip generation from other planned development projects. Therefore, only trips that would be generated by the reoccupation of the specialty retail space were included within the other planned development projects traffic volumes. Appended **Figure 4** illustrates the development traffic assigned to the study area network.



2018 No-Build Traffic Volumes

The other planned development trips were added to the 2018 Base Condition traffic volumes to calculate the 2018 No-Build Condition traffic volumes for the weekday morning and weekday evening peak hours. These volumes are summarized on appended **Figure 5**.

2018 No-Build LOS/Capacity Analysis

A Level of Service and Volume/Capacity analysis was also conducted for the 2018 No-Build Condition during the weekday morning and evening peak hours at the study intersection and site driveways. The signalized intersection of U.S. Route 6 and Stoneleigh Avenue is calculated to operate consistently with the findings of the Existing Condition analysis during each of the peak hours. The northbound shared left-turn/through lane is calculated to operate with capacity constraints during the weekday evening peak hour due to the increase in background traffic on the roadway network. The site driveways are calculated to operate at acceptable levels of service during the peak hours studied.

2018 Build Condition

The site-generated traffic volume of the proposed development was estimated to identify the potential impact of the project. For the purpose of this analysis, a complete project "build out" is assumed within two (2) years of the preparation of this study.

Trip Generation

Trip generation projections for the proposed CoCo Farms gasoline station and convenience market were prepared based on ITE's *Trip Generation Manual*, 9th Edition. Specifically, the trip generation rates associated with Land Use 945 "Gasoline/Service Station with Convenience Market," for a gasoline station with 12 fueling positions was used for analysis purposes. Given that the existing site is currently active and that existing patrons would likely continue to visit the site once it is improved, the net increase in site-generated traffic is applied and analyzed in the 2018 Build Condition, as depicted in **Table 3**.

TABLE 3 – PROPOSED TRIP GENERATION

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Proposed Gasoline/Service Station with Convenience Market <i>ITE Land Use 945</i>	61	61	122	81	81	162
As-counted Existing Gasoline/Service Station	42	40	82	50	46	96
Net Trip Increase	+19	+21	+40	+31	+35	+66

As stated within Chapter 10 of ITE's *Trip Generation Handbook*, 3rd Edition, there are instances when the total number of trips generated by a site is different from the amount of new traffic added to the street system by the generator. Gasoline stations and convenience markets are specifically located on or adjacent to busy streets to attract motorists already on the roadway. Therefore, the proposed site would be expected to attract a portion of its trips from the traffic passing the site on the way from an origin to an ultimate destination. These trips do not add new traffic to the adjacent roadway system and are referred to as pass-by trips.

Based on the published data for Land Use 945 "Gasoline/Service Station with Convenience Market," 62% of the site-generated traffic during the weekday morning peak period and 56% during the weekday evening peak period is comprised of pass-by traffic. **Table 4** shows the additional site-generated traffic for the proposed gasoline station with convenience market based on newly generated traffic and pass-by traffic.



TABLE 4 – PROPOSED TRIP GENERATION – NEW & PASS-BY TRIPS

	Weekday AM Peak Hour			Weekday PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
New	7	9	16	13	17	30
Pass-By	12	12	24	18	18	36
Total	19	21	40	31	35	66

At the site driveways, the calculated number of pass-by trips is shown as a negative number at the through movement as the vehicles are temporarily diverted from the through travel stream into and out of the site access point.

Trip Assignment/Distribution

The trips generated by the proposed development were distributed according to the existing travel patterns along U.S. Route 6 and Stoneleigh Avenue and the access management plan of the site. Note that as the site driveways along U.S. Route 6 are being converted from full-movement driveways to a right-turn ingress-only driveway and a right-turn egress-only driveway, the existing trips utilizing the full-movement driveways for turning movements other than ingress right-turns and egress right-turns would be required to use the driveway located on Stoneleigh Avenue. As such, the existing traffic at these site driveways was rerouted to the Stoneleigh Avenue site driveway. The "Rerouted" Traffic Volumes are provided on appended **Figure 6**. The "New" Site Traffic Volumes are illustrated on appended **Figure 7** and the "Pass-By" Site Traffic Volumes are illustrated on appended **Figure 8**.

2018 Build Traffic Volumes

The site-generated trips were added to the 2018 No-Build Volumes to calculate the 2018 Build Volumes and are shown on appended **Figure 9**.

2018 Build LOS/Capacity Analysis

A Level of Service and Volume/Capacity analysis was also conducted for the 2018 Build Condition during the weekday morning and evening peak hours at the study intersection and site driveways. Appended **Table A.1** compares the Existing, No-Build, and Build Conditions Level of Service and delay values. The signalized intersection of U.S. Route 6 and Stoneleigh Avenue is calculated to continue to operate at an overall Level of Service of C during the weekday morning peak hour and would operate at an overall Level of Service of E during the weekday evening peak hour. The northbound approach at the signalized intersection of U.S. Route 6 and Stoneleigh Avenue is calculated to continue to operate under capacity constraints. Note that by modifying the signal timing at the intersection of U.S. Route 6 with Stoneleigh Avenue to provide an additional four (4) seconds of green time to the northbound approach, average delay for the approach would decrease to an operating level consistent with the Existing Condition analysis. Level of Service results for this mitigated condition are also provided in **Table A.1**. The site driveways are calculated to continue to operate at acceptable Levels of Service for the peak hours studied.

Site Circulation/Parking Supply

A review was conducted of the proposed gasoline station with convenience market using the Site Plan dated June 6, 2016. In completing this review, particular attention has been focused on the site access, circulation, and parking supply.

Access is proposed via one (1) right-turn ingress-only driveway and one (1) right-turn egress-only driveway along U.S. Route 6 and one (1) full-movement driveway along Stoneleigh Avenue. The throat depth of the proposed minimum 24-foot-wide site driveways is sufficient to support the 95th percentile queue length of one (1) vehicle in each of the peak hours studied.



The Town of Carmel Zoning Ordinance requires one (1) parking stall for every 200 square feet of floor area for the convenience store use and one (1) parking stall for each 200 square feet underneath the fueling canopy. For the proposed 1,824-square-foot convenience market and 3,600-square-foot fueling canopy, this equates to 27 required spaces. The subject site proposes 15 parking stalls, inclusive of one (1) ADA-accessible parking space, and 12 dedicated fueling positions, for a total of 27 parking spaces, which meets the Town of Carmel's requirement. The proposed parking supply was also compared to the anticipated parking demand, which was calculated using ITE's *Parking Generation*, 4th Edition. According to ITE data for Land Use 945 "Gasoline/Service Station with Convenience Market," the 85th percentile peak-period parking demand for a gasoline/service station with convenience market is 1.03 vehicles per fueling position, resulting in an anticipated peak parking demand of 13 vehicles. As such, the proposed parking supply of 15 dedicated parking stalls (27 total parking spaces, including the vehicle fueling positions) would be sufficient to accommodate the anticipated parking demand. The proposed stalls would be a minimum of 9 feet wide by 18 feet deep in accordance with industry standards.

Conclusions

This report was prepared to examine the potential traffic impact of the proposed gasoline station and convenience market at the subject property. The findings of this analysis, which have been based on industry-standard guidelines, indicate that the proposed development will not have a significant impact on the traffic operations of the adjacent roadway network after minor mitigation measures are applied. The site driveways and on-site layout have been designed to provide for effective access to and from the subject property and the parking supply accommodations would be adequate to support the proposed development.

Best regards,

Charles D. Olivo, P.E., PTOE
Stonefield Engineering and Design, LLC

Frank A. Filicotto, P.E.
Stonefield Engineering and Design, LLC

cc: Danny Porco
Leo Napoir







TECHNICAL APPENDIX

LEVEL OF SERVICE/AVERAGE CONTROL DELAY CRITERIA

LEVEL OF SERVICE /AVERAGE CONTROL DELAY CRITERIA

The ability of a roadway to effectively accommodate traffic demand is determined through an assessment of the volume-to-capacity ratio, delay and Level of Service of the lane group and/or intersection. The volume-to-capacity ratio is the ratio of traffic flow rate to capacity for a given transportation facility. As defined within the Highway Capacity Manual 2010 (HCM 2010), intersection delay is the total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility. Level of service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

For an unsignalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle, while LOS F describes operations with delay in excess of 50 seconds per vehicle. For a signalized intersection, LOS A indicates operations with delay less than 10 seconds per vehicle and LOS F denotes operations with delay in excess of 80 seconds per vehicle.

	Level Of Service (LOS)	Signalized Delay Range (average control delay in sec/veh)	Unsignalized Delay Range (average control delay in sec/veh)
	A	≤ 10	≤ 10
	B	> 10 and ≤ 20	> 10 and ≤ 15
	C	> 20 and ≤ 35	> 15 and ≤ 25
	D	> 35 and ≤ 55	> 25 and ≤ 35
	E	> 55 and ≤ 80	> 35 and ≤ 50
	F	> 80	> 50

Source: Highway Capacity Manual 2010

Table A.1

Comparative Level of Service (Delay) Tables

X (n) = Level of Service (seconds of delay)

Intersection	Lane Group	2016 Existing Condition		2018 No-Build Condition		2018 Build Condition		2018 Build with Mitigation Condition	
		AM Peak LOS (Delay)	PM Peak LOS (Delay)	AM Peak LOS (Delay)	PM Peak LOS (Delay)	AM Peak LOS (Delay)	PM Peak LOS (Delay)	AM Peak LOS (Delay)	PM Peak LOS (Delay)
Route 6 (EB/VVB) & Stoneleigh Avenue (NB/SB)	EB Left	B (12.5)	C (29.1)	B (12.6)	C (32.0)	B (12.8)	C (33.8)	B (12.8)	D (38.2)
	EB Through	C (27.0)	D (44.8)	C (27.2)	D (46.3)	C (29.7)	D (54.2)	C (29.5)	E (59.4)
	EB Right	A (5.9)	A (7.3)	A (5.9)	A (7.3)	A (6.2)	A (7.7)	A (6.2)	A (7.5)
	VVB Left	B (14.0)	C (27.3)	B (14.2)	C (27.9)	B (16.5)	D (35.0)	B (16.7)	D (38.1)
	VVB Through	C (24.1)	D (48.3)	C (24.4)	D (49.3)	C (27.6)	D (50.1)	C (28.0)	D (54.0)
	VVB Right	A (0.2)	A (0.2)	A (0.2)	A (0.2)	A (0.2)	A (0.2)	A (0.2)	A (0.2)
	NB Left/Through	C (34.1)	E (78.8)	C (34.5)	F (90.1)	D (36.3)	F (105.2)	D (36.3)	E (79.5)
	SB Left	D (35.7)	E (55.3)	D (36.2)	E (57.1)	D (37.8)	E (57.7)	D (38.0)	E (62.2)
	SB Through/Right	C (22.5)	C (28.9)	C (22.6)	C (29.9)	C (23.0)	C (30.4)	C (23.0)	C (32.7)
	Overall	C (22.1)	D (47.1)	C (22.4)	D (50.3)	C (24.2)	E (55.5)	C (24.2)	D (53.3)
Route 6 (EB/VVB) & Westerly Driveway (NB)	VVB Left/Through	A (8.8)	A (10.0)	A (8.8)	B (10.1)				
	NB Left/Right	B (12.4)	C (17.6)	B (12.6)	C (18.4)				
Route 6 (EB/VVB) & Easterly Driveway (NB)	EB Left/Through/Right	A (8.5)	A (8.9)	A (8.5)	A (9.1)	A (8.5)	A (9.1)		
	VVB Left/Through/Right	A (8.5)	A (9.8)	A (8.5)	A (9.9)				
	NB Left/Right	B (13.4)	C (23.2)	B (13.5)	C (24.9)	B (12.2)	C (18.4)		
Stoneleigh Avenue (NB/SB) & Site Driveway (VVB)	VVB Left/Right	A (7.6)	A (8.6)	A (7.6)	A (8.6)	A (7.6)	A (8.8)		
	SB Left/Through	B (11.0)	B (14.6)	B (11.1)	B (14.8)	B (10.8)	B (14.6)		

TURNING MOVEMENT COUNT DATA

Stonefield Engineering & Design, LLC

27-02 41st Avenue, Long Island City, New York 11101
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Intersection of U.S. Route 6 (EB/WB)
and Stoneleigh Avenue (NB/SB)
Town of Carmel, Putnam County, New York
Thursday, October 2, 2014

File Name : s-14141
Site Code : 00014141
Start Date : 10/2/2014
Page No : 1

Groups Printed- Auto - HV - B/SB

Start Time	U.S. Route 6 Eastbound					U.S. Route 6 Westbound					Stoneleigh Avenue Northbound					Shopping Center Driveway Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	85	45	0	132	3	21	5	5	34	19	7	4	0	30	6	6	0	1	13	209
07:15 AM	3	86	77	0	166	6	48	8	2	64	15	5	0	0	20	12	5	2	1	20	270
07:30 AM	2	96	51	0	149	13	58	7	2	80	21	10	1	0	32	12	1	0	1	14	275
07:45 AM	9	113	47	0	169	13	57	5	4	79	33	9	4	0	46	15	4	0	2	21	315
Total	16	380	220	0	616	35	184	25	13	257	88	31	9	0	128	45	16	2	5	68	1069
08:00 AM	14	92	67	0	173	16	76	5	2	99	18	6	3	0	27	18	6	3	1	28	327
08:15 AM	5	109	42	0	156	9	60	8	2	79	21	6	6	0	33	17	4	1	3	25	293
08:30 AM	6	104	37	0	147	15	66	5	8	94	31	6	10	0	47	18	7	1	4	30	318
08:45 AM	6	98	37	0	141	11	82	6	1	100	35	8	8	0	51	20	7	5	6	38	330
Total	31	403	183	0	617	51	284	24	13	372	105	26	27	0	158	73	24	10	14	121	1268
*** BREAK ***																					
04:00 PM	12	74	22	0	108	17	77	8	1	103	66	31	23	0	120	40	20	4	5	69	400
04:15 PM	11	120	48	0	179	13	98	10	2	123	50	35	22	0	107	66	7	3	14	90	499
04:30 PM	14	139	27	0	180	10	98	5	4	117	79	22	28	0	129	68	22	11	9	110	536
04:45 PM	15	140	32	0	187	8	101	4	1	114	62	22	26	0	110	53	4	11	19	87	498
Total	52	473	129	0	654	48	374	27	8	457	257	110	99	0	466	227	53	29	47	356	1933
05:00 PM	16	110	27	0	153	10	138	9	0	157	98	21	17	0	136	60	20	13	16	109	555
05:15 PM	27	91	26	0	144	6	98	6	4	114	105	19	24	0	148	80	19	14	16	129	535
05:30 PM	15	102	23	0	140	9	120	9	4	142	73	18	18	0	109	85	15	16	10	126	517
05:45 PM	12	71	43	0	126	6	119	8	2	135	80	21	18	0	119	61	13	17	9	100	480
Total	70	374	119	0	563	31	475	32	10	548	356	79	77	0	512	286	67	60	51	464	2087
06:00 PM	16	87	27	0	130	4	93	11	11	119	76	29	24	0	129	56	13	14	14	97	475
06:15 PM	9	70	10	0	89	5	98	10	1	114	76	17	25	0	118	51	6	10	11	78	399
06:30 PM	14	78	22	0	114	22	78	11	3	114	48	13	9	0	70	67	14	5	4	90	388
06:45 PM	9	96	12	0	117	7	78	14	1	100	55	15	18	0	88	60	3	14	8	85	390
Total	48	331	71	0	450	38	347	46	16	447	255	74	76	0	405	234	36	43	37	350	1652
Grand Total	217	1961	722	0	2900	203	1664	154	60	2081	1061	320	288	0	1669	865	196	144	154	1359	8009
Apprch %	7.5	67.6	24.9	0		9.8	80	7.4	2.9		63.6	19.2	17.3	0		63.6	14.4	10.6	11.3		
Total %	2.7	24.5	9	0	36.2	2.5	20.8	1.9	0.7	26	13.2	4	3.6	0	20.8	10.8	2.4	1.8	1.9	17	
Auto	215	1922	716	0	2853	200	1617	153	60	2030	1053	320	282	0	1655	863	196	144	154	1357	7895
% Auto	99.1	98	99.2	0	98.4	98.5	97.2	99.4	100	97.5	99.2	100	97.9	0	99.2	99.8	100	100	100	99.9	98.6
HV	1	37	3	0	41	3	47	1	0	51	8	0	6	0	14	2	0	0	0	2	108
% HV	0.5	1.9	0.4	0	1.4	1.5	2.8	0.6	0	2.5	0.8	0	2.1	0	0.8	0.2	0	0	0	0.1	1.3
B/SB	1	2	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
% B/SB	0.5	0.1	0.4	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Stonefield Engineering & Design, LLC

27-02 41st Avenue, Long Island City, New York 11101

718.606.8305 t

Intersection of U.S. Route 6 (EB/WB)
and Stoneleigh Avenue (NB/SB)
Town of Carmel, Putnam County, New York
Thursday, October 2, 2014

File Name : s-14141
Site Code : 00014141
Start Date : 10/2/2014
Page No : 2

	U.S. Route 6 Eastbound					U.S. Route 6 Westbound					Stoneleigh Avenue Northbound					Shopping Center Driveway Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	14	92	67	0	173	16	76	5	2	99	18	6	3	0	27	18	6	3	1	28	327
08:15 AM	5	109	42	0	156	9	60	8	2	79	21	6	6	0	33	17	4	1	3	25	293
08:30 AM	6	104	37	0	147	15	66	5	8	94	31	6	10	0	47	18	7	1	4	30	318
08:45 AM	6	98	37	0	141	11	82	6	1	100	35	8	8	0	51	20	7	5	6	38	330
Total Volume	31	403	183	0	617	51	284	24	13	372	105	26	27	0	158	73	24	10	14	121	1268
% App. Total	5	65.3	29.7	0		13.7	76.3	6.5	3.5		66.5	16.5	17.1	0		60.3	19.8	8.3	11.6		
PHF	.554	.924	.683	.000	.892	.797	.866	.750	.406	.930	.750	.813	.675	.000	.775	.913	.857	.500	.583	.796	.961
Auto	30	385	180	0	595	49	262	24	13	348	102	26	24	0	152	73	24	10	14	121	1216
% Auto	96.8	95.5	98.4	0	96.4	96.1	92.3	100	100	93.5	97.1	100	88.9	0	96.2	100	100	100	100	100	95.9
HV	0	17	2	0	19	2	22	0	0	24	3	0	3	0	6	0	0	0	0	0	49
% HV	0	4.2	1.1	0	3.1	3.9	7.7	0	0	6.5	2.9	0	11.1	0	3.8	0	0	0	0	0	3.9
B/SB	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
% B/SB	3.2	0.2	0.5	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	14	139	27	0	180	10	98	5	4	117	79	22	28	0	129	68	22	11	9	110	536
04:45 PM	15	140	32	0	187	8	101	4	1	114	62	22	26	0	110	53	4	11	19	87	498
05:00 PM	16	110	27	0	153	10	138	9	0	157	98	21	17	0	136	60	20	13	16	109	555
05:15 PM	27	91	26	0	144	6	98	6	4	114	105	19	24	0	148	80	19	14	16	129	535
Total Volume	72	480	112	0	664	34	435	24	9	502	344	84	95	0	523	261	65	49	60	435	2124
% App. Total	10.8	72.3	16.9	0		6.8	86.7	4.8	1.8		65.8	16.1	18.2	0		60	14.9	11.3	13.8		
PHF	.667	.857	.875	.000	.888	.850	.788	.667	.563	.799	.819	.955	.848	.000	.883	.816	.739	.875	.789	.843	.957
Auto	72	478	112	0	662	34	431	23	9	497	343	84	94	0	521	260	65	49	60	434	2114
% Auto	100	99.6	100	0	99.7	100	99.1	95.8	100	99.0	99.7	100	98.9	0	99.6	99.6	100	100	100	99.8	99.5
HV	0	2	0	0	2	0	4	1	0	5	1	0	1	0	2	1	0	0	0	1	10
% HV	0	0.4	0	0	0.3	0	0.9	4.2	0	1.0	0.3	0	1.1	0	0.4	0.4	0	0	0	0.2	0.5
B/SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% B/SB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

STONEFIELD ENGINEERING AND DESIGN, LLC

27-02 41st Avenue, Long Island City, New York 11101 - 718.606.8305 c

Project : CoCo Farms Location: Site Driveways and
SE&D No.: S-14141 Municipality: Carmel County: Putnam County
Weather: 58° and sunny Surveyor's Name: DV Date: 02-Oct-14

		TURNING MOVEMENTS															
		U.S. Route 6 and West Driveway				U.S. Route 6 and East Driveway				U.S. Route 6 and Putnam Plaza Shopping Center				Stoneleigh Avenue and Site Driveway			
TIME	TYPE	Right-In	Right-Out	Left-In	Left-Out	Right-In	Right-Out	Left-In	Left-Out	Right-In	Right-Out	Left-In	Left-Out	Right-In	Right-Out	Left-In	Left-Out
7:00 AM	Car	1	1	0	1	1	2	2	0	1	0	0	0	3	0	0	4
to	HV Truck	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0
7:15 AM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	Car	3	3	1	0	0	3	1	0	0	0	0	0	3	0	1	3
to	HV Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	Car	1	0	4	0	0	2	0	0	0	0	0	0	0	0	0	2
to	HV Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	Car	5	4	1	0	0	6	0	0	1	0	0	0	6	0	0	4
to	HV Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	Car	4	4	1	1	1	3	3	0	1	0	0	0	4	0	1	2
to	HV Truck	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
8:15 AM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	Car	1	2	1	1	0	0	2	1	1	0	2	0	2	2	0	1
to	HV Truck	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:30 AM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	Car	2	1	1	0	0	2	1	1	1	0	0	0	3	1	1	4
to	HV Truck	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	Car	2	8	2	0	0	1	2	0	3	0	1	0	5	0	2	4
to	HV Truck	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00 AM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

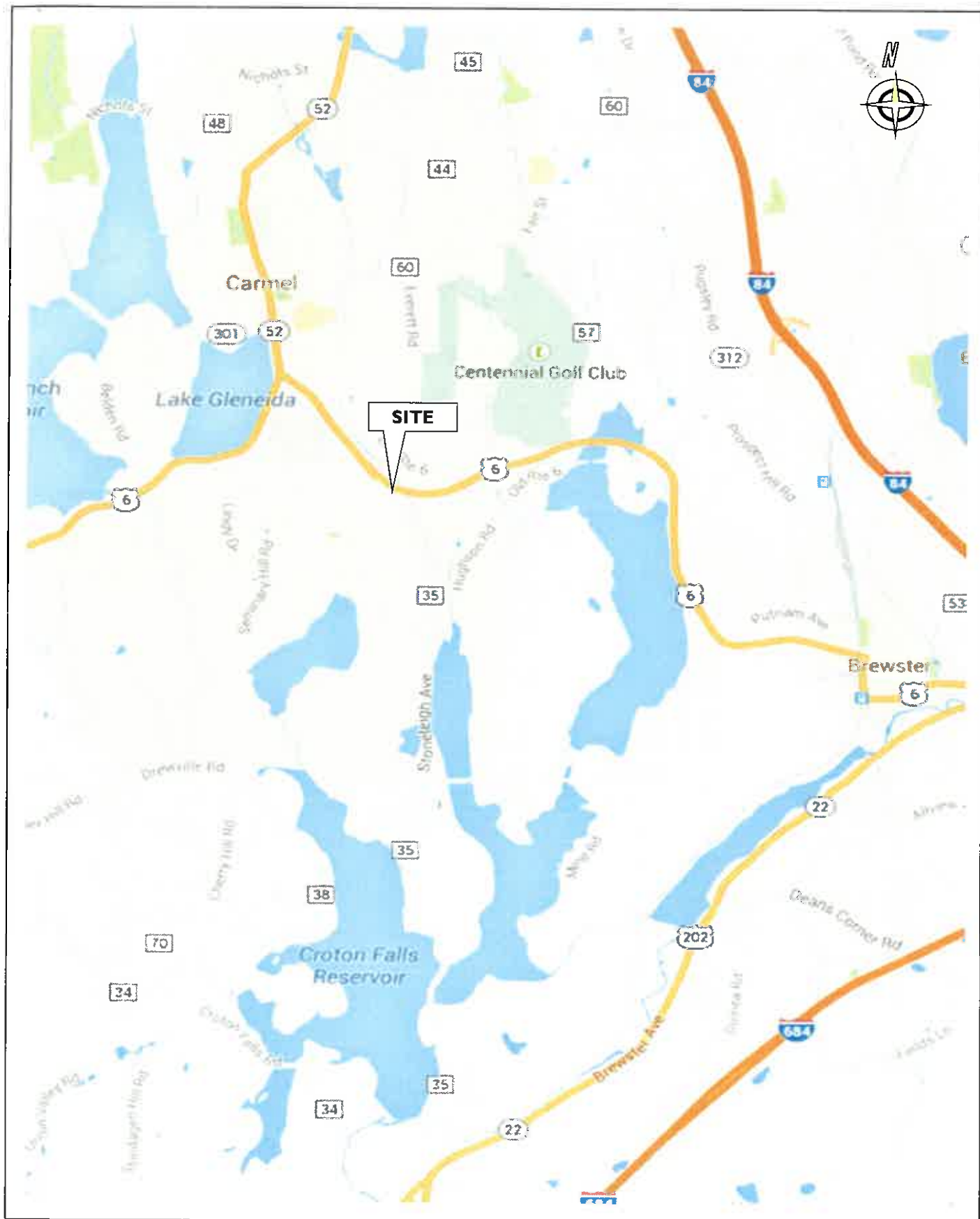
STONEFIELD ENGINEERING AND DESIGN, LLC

27-02 41st Avenue, Long Island City, New York 11101 - 718.606.8305 t.

Project: CoCo Farms Location: Site Driveways and
SE&D No.: S-14141 Municipality: Carmel County: Putnam County
Weather: 58° and sunny Surveyor's Name: DV Date: 02-Oct-14

		TURNING MOVEMENTS															
		U.S. Route 6 and West Driveway				U.S. Route 6 and East Driveway				U.S. Route 6 and Putnam Plaza Shopping Center				Stoneleigh Avenue and Site Driveway			
TIME	TYPE	Right-In	Right-Out	Left-In	Left-Out	Right-In	Right-Out	Left-In	Left-Out	Right-In	Right-Out	Left-In	Left-Out	Right-In	Right-Out	Left-In	Left-Out
4:00 PM	Car	1	6	7	1	0	4	2	1	10	0	1	0	7	1	1	4
to	HV Truck	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:15 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	Car	2	10	2	1	0	7	1	1	17	0	2	0	10	1	2	4
to	HV Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	Car	0	7	1	0	0	1	0	1	17	0	2	0	10	0	0	1
to	HV Truck	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	Car	0	4	2	0	0	0	4	1	14	0	3	0	7	1	0	2
to	HV Truck	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	Car	1	5	5	2	0	2	2	0	21	0	1	0	5	2	1	4
to	HV Truck	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	Car	0	7	2	0	0	2	0	1	21	0	2	0	11	1	0	3
to	HV Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	Car	3	1	2	0	0	4	1	0	17	0	3	0	5	2	1	2
to	HV Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	Car	1	6	0	0	0	4	2	0	9	0	2	0	9	2	0	0
to	HV Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	Car	2	3	2	1	1	4	1	0	12	0	2	0	5	3	0	1
to	HV Truck	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
6:15 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	Car	1	4	0	0	0	4	3	0	9	0	1	0	2	1	1	1
to	HV Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	Car	0	0	0	3	0	0	3	1	14	0	0	0	2	1	0	0
to	HV Truck	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	Car	3	4	1	0	0	3	1	0	13	0	1	0	3	1	2	1
to	HV Truck	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:00 PM	School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FIGURES



STONEFIELD
engineering & design

Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
Traffic Impact Letter Report

FIGURE I
Site Location Map




Putnam Plaza Shopping Center

U.S. Route 6

Stoneleigh Avenue

Site

LEGEND

- Existing Roadway
- - - Existing Driveway
- · - Existing Private Driveway
- ← AM (PM) Peak Hour Volumes
-  Signalized Intersection

not to scale



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Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
Traffic Impact Letter Report

FIGURE 2
2016 Existing Traffic
Volumes



Putnam Plaza Shopping Center

U.S. Route 6

Stoneleigh Avenue

Site

LEGEND

- Existing Roadway
- Existing Driveway
- Existing Private Driveway
- AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale



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Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
Traffic Impact Letter Report

FIGURE 3
2018 Base Traffic Volumes



Putnam Plaza Shopping Center

U.S. Route 6


Stoneleigh Avenue

Site

← 0 (24) ← 0 (24) ← 0 (24)

(19) 0 → (19) 0 → (19) 0 →

LEGEND

- Existing Roadway
- - - Existing Driveway
- · - Existing Private Driveway
- ← AM (PM) Peak Hour Volumes
-  Signalized Intersection

not to scale



Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
Traffic Impact Letter Report

FIGURE 4
Other Planned Projects
Future Traffic Volumes




Putnam Plaza Shopping Center

U.S. Route 6

Stoneleigh Avenue

Site

LEGEND

- Existing Roadway
- - - Existing Driveway
- · - Existing Private Driveway
- ← AM (PM) Peak Hour Volumes
-  Signalized Intersection

not to scale



Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
Traffic Impact Letter Report

FIGURE 5
2018 No-Build Traffic
Volumes




Putnam Plaza Shopping Center

U.S. Route 6

Stoneleigh Avenue

Site

LEGEND

- Existing Roadway
- - - Existing Driveway
- · - Existing Private Driveway
- ← AM (PM) Peak Hour Volumes
-  Signalized Intersection

not to scale



Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
Traffic Impact Letter Report

FIGURE 6
"Rerouted" Traffic
Volumes 2018




Putnam Plaza Shopping Center

U.S. Route 6

Stoneleigh Avenue

Site

LEGEND

- Existing Roadway
- - - Existing Driveway
- . - Existing Private Driveway
- ← AM (PM) Peak Hour Volumes
-  Signalized Intersection

not to scale



Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
Traffic Impact Letter Report

FIGURE 7
"New" Site-Generated
Traffic Volumes 2018




Putnam Plaza Shopping Center

U.S. Route 6

Stoneleigh Avenue

Site

LEGEND

- Existing Roadway
- - - Existing Driveway
- . - Existing Private Driveway
- ← AM (PM) Peak Hour Volumes
-  Signalized Intersection

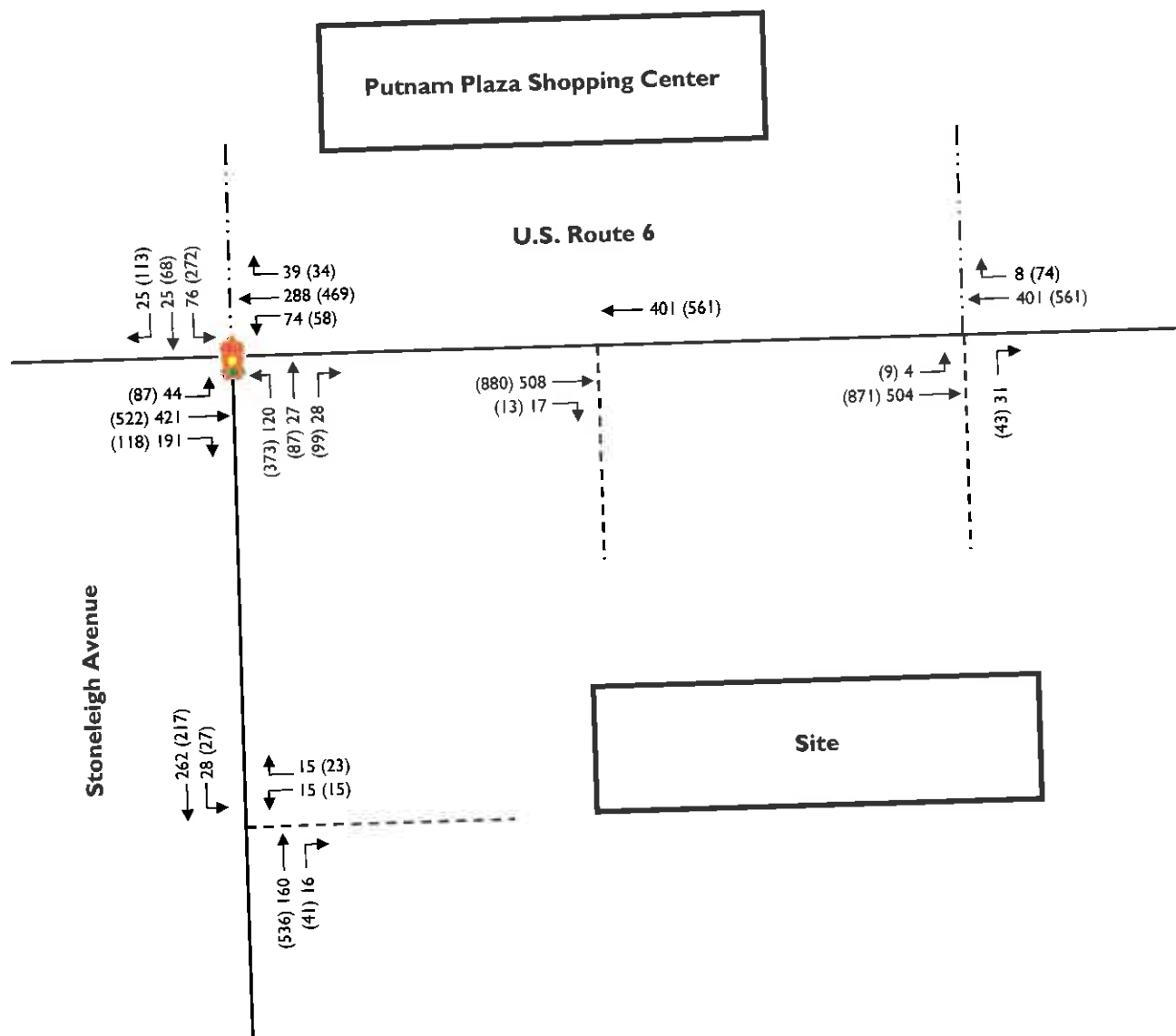
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Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
Traffic Impact Letter Report

FIGURE 8
"Pass-By" Site-Generated
Traffic Volumes 2018



LEGEND

- Existing Roadway
- - - Existing Driveway
- . - Existing Private Driveway
- ← AM (PM) Peak Hour Volumes
- Signalized Intersection

not to scale



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Gasoline Station and Convenience Market
1923 U.S. Route 6
Town of Carmel, Putnam County, New York
Traffic Impact Letter Report

FIGURE 9
2018 Build Traffic Volumes

CAPACITY ANALYSIS DETAIL SHEETS

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↗	↖	↩	↗	↖	↩	↗	↖	↩	↗	↖
Traffic Volume (vph)	32	411	187	52	290	38	107	27	28	74	24	24
Future Volume (vph)	32	411	187	52	290	38	107	27	28	74	24	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12		12	12	12	14	14	16	14	16	16
Storage Length (ft)	100		200	100		175	0		170	0		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	1827	1583	1736	1759	1615	0	1904	1649	1925	1992	0
Flt Permitted	0.494			0.328				0.962		0.950		
Satd. Flow (perm)	911	1827	1583	599	1759	1615	0	1904	1649	1925	1992	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						136			136			25
Link Speed (mph)		40			40			45			25	
Link Distance (ft)		775			377			423			359	
Travel Time (s)		13.2			6.4			6.4			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	2%	4%	8%	0%	3%	0%	11%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	428	195	54	302	40	0	139	29	77	50	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	3	1	6		3	3	3	4	4	
Permitted Phases	2		2	6		6	3	3	3	4	4	
Detector Phase	5	2	3	1	6	6						
Switch Phase												
Minimum Initial (s)	3.0	12.0	5.0	3.0	12.0	12.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	18.0	11.0	9.0	18.0	18.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	45.0	30.0	15.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	12.5%	37.5%	25.0%	12.5%	37.5%	37.5%	25.0%	25.0%	25.0%	25.0%	25.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None	
Act Effct Green (s)	31.4	23.3	41.9	29.3	23.7	23.7		11.9	11.9	9.3	9.3	
Actuated g/C Ratio	0.47	0.35	0.63	0.44	0.36	0.36		0.18	0.18	0.14	0.14	
v/c Ratio	0.06	0.67	0.20	0.14	0.48	0.06		0.41	0.07	0.29	0.17	
Control Delay	12.5	27.0	5.9	14.0	24.1	0.2		34.1	0.4	35.7	22.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	12.5	27.0	5.9	14.0	24.1	0.2		34.1	0.4	35.7	22.5	
LOS	B	C	A	B	C	A		C	A	D	C	
Approach Delay		20.0			20.3			28.3			30.5	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	8	169	23	12	81	0		57	0	32	10	
Queue Length 95th (ft)	25	314	48	36	244	0		134	0	87	47	
Internal Link Dist (ft)		695			297			343			279	
Turn Bay Length (ft)	100		200	100		175			170			

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

2016 Existing

AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	617	1158	1208	481	1115	1074		808	778	817	860	
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	0.05	0.37	0.16	0.11	0.27	0.04		0.17	0.04	0.09	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 66.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 22.1

Intersection LOS: C

Intersection Capacity Utilization: 54.0%

ICU Level of Service: A

Analysis Period (min): 15

Splits and Phases: 1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6



HCM 2010 TWSC
2: Westerly Driveway & U.S. Route 6

2016 Existing
AM Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	504	9	6	378	2	15
Future Vol, veh/h	504	9	6	378	2	15
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	96	96	96	96	96	96
Heavy Vehicles, %	4	0	17	8	0	0
Mvmt Flow	525	9	6	394	2	16

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	936
Stage 1	-	-	530
Stage 2	-	-	406
Critical Hdwy	-	4.27	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	2.353	3.5
Pot Cap-1 Maneuver	-	962	297
Stage 1	-	-	594
Stage 2	-	-	677
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	962	295
Mov Cap-2 Maneuver	-	-	295
Stage 1	-	-	594
Stage 2	-	-	672

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	501	-	-	962	-
HCM Lane V/C Ratio	0.035	-	-	0.006	-
HCM Control Delay (s)	12.4	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 2010 TWSC
3: Easterly Driveway & U.S. Route 6

2016 Existing
AM Peak Hour

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	4	514	1	8	382	8	2	0	7	0	0	0
Future Vol, veh/h	4	514	1	8	382	8	2	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	25	4	0	0	8	25	0	0	14	0	0	0
Mvmt Flow	4	535	1	8	398	8	2	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	406	0	0	536	0	0	963	967	536
Stage 1	-	-	-	-	-	-	544	544	-
Stage 2	-	-	-	-	-	-	419	423	-
Critical Hdwy	4.35	-	-	4.1	-	-	6.4	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.5	4	3.426
Pot Cap-1 Maneuver	1039	-	-	1042	-	-	286	256	522
Stage 1	-	-	-	-	-	-	586	522	-
Stage 2	-	-	-	-	-	-	668	591	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1039	-	-	1042	-	-	282	0	522
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	0	-
Stage 1	-	-	-	-	-	-	583	0	-
Stage 2	-	-	-	-	-	-	661	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.2	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	439	1039	-	-	1042	-	-
HCM Lane V/C Ratio	0.021	0.004	-	-	0.008	-	-
HCM Control Delay (s)	13.4	8.5	0	-	8.5	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-

HCM 2010 TWSC
4: Stoneleigh Avenue & Site Driveway

2016 Existing
AM Peak Hour

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	11	3	159	14	4	259
Future Vol, veh/h	11	3	159	14	4	259
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	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	11	3	166	15	4	270

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	451	173	0
Stage 1	173	-	-
Stage 2	278	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	570	876	1408
Stage 1	862	-	-
Stage 2	774	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	568	876	1408
Mov Cap-2 Maneuver	568	-	-
Stage 1	862	-	-
Stage 2	772	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	614	1408	-
HCM Lane V/C Ratio	-	0.024	0.003	-
HCM Control Delay (s)	-	11	7.6	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-

Lanes, Volumes, Timings

2016 Existing

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

PM Peak Hour


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	490	114	35	444	34	351	86	97	266	66	111
Future Volume (vph)	73	490	114	35	444	34	351	86	97	266	66	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	14	16	14	16	16
Storage Length (ft)	100		200	100		175	0		170	0		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1900	1583	1805	1881	1553	0	1948	1812	1925	1951	0
Flt Permitted	0.206			0.131				0.961		0.950		
Satd. Flow (perm)	391	1900	1583	249	1881	1553	0	1948	1812	1925	1951	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						136			136			63
Link Speed (mph)		40			40			45			25	
Link Distance (ft)		775			377			423			359	
Travel Time (s)		13.2			6.4			6.4			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	2%	0%	1%	4%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	510	119	36	463	35	0	456	101	277	185	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.0	12.0	5.0	3.0	12.0	12.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	18.0	11.0	9.0	18.0	18.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	45.0	30.0	15.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	12.5%	37.5%	25.0%	12.5%	37.5%	37.5%	25.0%	25.0%	25.0%	25.0%	25.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None	
Act Effct Green (s)	39.2	33.9	61.6	36.4	30.6	30.6		24.7	24.7	19.5	19.5	
Actuated g/C Ratio	0.38	0.33	0.60	0.35	0.30	0.30		0.24	0.24	0.19	0.19	
v/c Ratio	0.32	0.82	0.13	0.21	0.83	0.06		0.98	0.19	0.76	0.44	
Control Delay	29.1	44.8	7.3	27.3	48.3	0.2		78.8	3.6	55.3	28.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	29.1	44.8	7.3	27.3	48.3	0.2		78.8	3.6	55.3	28.9	
LOS	C	D	A	C	D	A		E	A	E	C	
Approach Delay		36.8			43.7			65.2			44.8	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	32	338	25	15	310	0		~368	0	187	75	
Queue Length 95th (ft)	63	#499	47	36	433	0		#606	23	292	148	
Internal Link Dist (ft)		695			297			343			279	
Turn Bay Length (ft)	100		200	100		175			170			

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

2016 Existing

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	286	741	946	236	734	688		467	538	462	516	
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	0.27	0.69	0.13	0.15	0.63	0.05		0.98	0.19	0.60	0.36	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 103

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 47.1

Intersection LOS: D

Intersection Capacity Utilization: 87.8%

ICU Level of Service: E

Analysis Period (min): 15

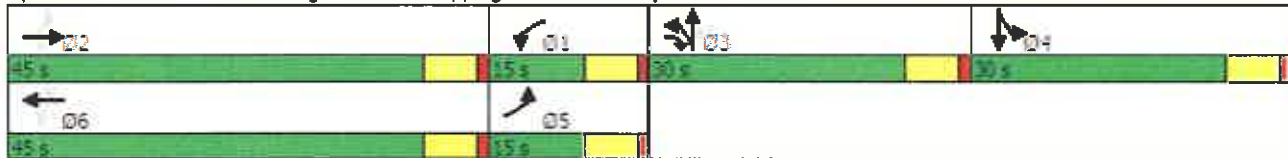
~ Volume exceeds capacity, queue is theoretically infinite.

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: 1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6



HCM 2010 TWSC
2: Westerly Driveway & U.S. Route 6

2016 Existing
PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	852	1	9	511	2	23
Future Vol, veh/h	852	1	9	511	2	23
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	96	96	96	96	96	96
Heavy Vehicles, %	1	0	9	1	0	0
Mvmt Flow	888	1	9	532	2	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	889	0	1439	888
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	551	-
Critical Hdwy	-	-	4.19	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.281	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	734	-	148	345
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	734	-	145	345
Mov Cap-2 Maneuver	-	-	-	-	145	-
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	571	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		17.6	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	311	-	-	734	-	
HCM Lane V/C Ratio	0.084	-	-	0.013	-	
HCM Control Delay (s)	17.6	-	-	10	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 2010 TWSC
3: Easterly Driveway & U.S. Route 6

2016 Existing
PM Peak Hour

Intersection												
Int Delay, s/veh	0.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	9	866	0	6	517	74	3	0	5	0	0	0
Future Vol, veh/h	9	866	0	6	517	74	3	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	11	1	0	0	1	0	0	0	17	0	0	0
Mvmt Flow	9	902	0	6	539	77	3	0	5	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	616	0	0	902	0	0	1511	1549	902
Stage 1	-	-	-	-	-	-	921	921	-
Stage 2	-	-	-	-	-	-	590	628	-
Critical Hdwy	4.21	-	-	4.1	-	-	6.4	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4	3.453
Pot Cap-1 Maneuver	922	-	-	762	-	-	134	115	316
Stage 1	-	-	-	-	-	-	391	352	-
Stage 2	-	-	-	-	-	-	558	479	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	922	-	-	762	-	-	130	0	316
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	0	-
Stage 1	-	-	-	-	-	-	383	0	-
Stage 2	-	-	-	-	-	-	551	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.1	23.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	206	922	-	-	762	-	-
HCM Lane V/C Ratio	0.04	0.01	-	-	0.008	-	-
HCM Control Delay (s)	23.2	8.9	0	-	9.8	0	-
HCM Lane LOS	C	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-

HCM 2010 TWSC
4: Stoneleigh Avenue & Site Driveway

2016 Existing
PM Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Vol, veh/h	10	3	531	33	1	214
Future Vol, veh/h	10	3	531	33	1	214
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	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	3	553	34	1	223

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	795	570	0
Stage 1	570	-	-
Stage 2	225	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	359	525	997
Stage 1	570	-	-
Stage 2	817	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	359	525	997
Mov Cap-2 Maneuver	359	-	-
Stage 1	570	-	-
Stage 2	816	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0
HCM LOS	B		
























Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	387	997
HCM Lane V/C Ratio	-	-	0.035	0.001
HCM Control Delay (s)	-	-	14.6	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Lanes, Volumes, Timings

2018 No Build

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	419	190	53	296	39	109	27	28	76	25	25
Future Volume (vph)	32	419	190	53	296	39	109	27	28	76	25	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	14	16	14	16	16
Storage Length (ft)	100		200	100		175	0		170	0		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	1827	1583	1736	1759	1615	0	1902	1649	1925	1992	0
Flt Permitted	0.486			0.319				0.961		0.950		
Satd. Flow (perm)	897	1827	1583	583	1759	1615	0	1902	1649	1925	1992	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						136			136		26	
Link Speed (mph)		40			40			45			25	
Link Distance (ft)		775			377			423			359	
Travel Time (s)		13.2			6.4			6.4			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	2%	4%	8%	0%	3%	0%	11%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	436	198	55	308	41	0	142	29	79	52	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.0	12.0	5.0	3.0	12.0	12.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	18.0	11.0	9.0	18.0	18.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	45.0	30.0	15.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	12.5%	37.5%	25.0%	12.5%	37.5%	37.5%	25.0%	25.0%	25.0%	25.0%	25.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None	
Act Effct Green (s)	31.7	23.8	42.6	29.6	24.0	24.0		12.1	12.1	9.4	9.4	
Actuated g/C Ratio	0.47	0.36	0.64	0.44	0.36	0.36		0.18	0.18	0.14	0.14	
v/c Ratio	0.06	0.67	0.20	0.15	0.49	0.06		0.42	0.07	0.29	0.17	
Control Delay	12.6	27.2	5.9	14.2	24.4	0.2		34.5	0.3	36.2	22.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	12.6	27.2	5.9	14.2	24.4	0.2		34.5	0.3	36.2	22.6	
LOS	B	C	A	B	C	A		C	A	D	C	
Approach Delay		20.2			20.5			28.7			30.8	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	8	174	23	13	83	0		59	0	33	11	
Queue Length 95th (ft)	25	323	49	37	252	0		137	0	90	49	
Internal Link Dist (ft)		695			297			343			279	
Turn Bay Length (ft)	100		200	100		175			170			

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

2018 No Build

AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	612	1149	1207	474	1107	1066		801	773	810	853	
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	0.05	0.38	0.16	0.12	0.28	0.04		0.18	0.04	0.10	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 67

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 22.4

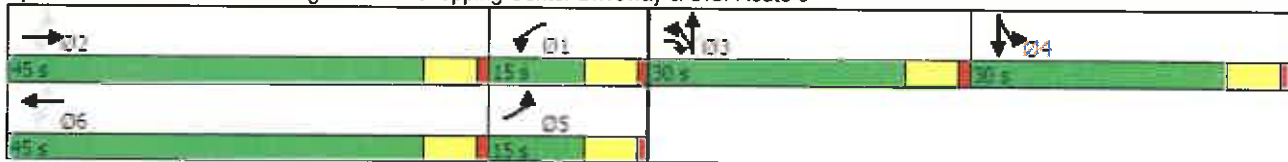
Intersection LOS: C

Intersection Capacity Utilization 54.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6



HCM 2010 TWSC
2: Westerly Driveway & U.S. Route 6

2018 No Build
AM Peak Hour

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↱	↱	
Traffic Vol, veh/h	514	9	6	386	2	15
Future Vol, veh/h	514	9	6	386	2	15
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	96	96	96	96	96	96
Heavy Vehicles, %	4	0	17	8	0	0
Mvmt Flow	535	9	6	402	2	16
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	545	0	955	540
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	-	-	4.27	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.353	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	953	-	289	546
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	953	-	287	546
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	666	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		12.6	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	494	-	-	953	-	
HCM Lane V/C Ratio	0.036	-	-	0.007	-	
HCM Control Delay (s)	12.6	-	-	8.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

HCM 2010 TWSC
3: Easterly Driveway & U.S. Route 6

2018 No Build
AM Peak Hour

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	4	524	1	8	390	8	2	0	7	0	0	0
Future Vol, veh/h	4	524	1	8	390	8	2	0	7	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	25	4	0	0	8	25	0	0	14	0	0	0
Mvmt Flow	4	546	1	8	406	8	2	0	7	0	0	0




Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	415	0	0	547	0	0	982	986	546
Stage 1	-	-	-	-	-	-	555	555	-
Stage 2	-	-	-	-	-	-	427	431	-
Critical Hdwy	4.35	-	-	4.1	-	-	6.4	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.425	-	-	2.2	-	-	3.5	4	3.426
Pot Cap-1 Maneuver	1031	-	-	1033	-	-	279	250	515
Stage 1	-	-	-	-	-	-	579	516	-
Stage 2	-	-	-	-	-	-	662	586	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1031	-	-	1033	-	-	275	0	515
Mov Cap-2 Maneuver	-	-	-	-	-	-	275	0	-
Stage 1	-	-	-	-	-	-	576	0	-
Stage 2	-	-	-	-	-	-	655	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.2	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	431	1031	-	-	1033	-	-
HCM Lane V/C Ratio	0.022	0.004	-	-	0.008	-	-
HCM Control Delay (s)	13.5	8.5	0	-	8.5	0	-
HCM Lane LOS	B	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-

HCM 2010 TWSC
4: Stoneleigh Avenue & Site Driveway

2018 No Build
AM Peak Hour
























Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	3	161	14	4	264
Future Vol, veh/h	11	3	161	14	4	264
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	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	11	3	168	15	4	275
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	458	175	0	0	182	0
Stage 1	175	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	565	874	-	-	1405	-
Stage 1	860	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	563	874	-	-	1405	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	11.1		0		0.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	609	1405	-		
HCM Lane V/C Ratio	-	0.024	0.003	-		
HCM Control Delay (s)	-	11.1	7.6	0		
HCM Lane LOS	-	B	A	A		
HCM 95th %tile Q(veh)	-	0.1	0	-		

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

2018 No Build

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	518	117	35	477	34	358	87	99	272	68	113
Future Volume (vph)	75	518	117	35	477	34	358	87	99	272	68	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	14	16	14	16	16
Storage Length (ft)	100		200	100		175	0		170	0		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1900	1583	1805	1881	1553	0	1948	1812	1925	1951	0
Flt Permitted	0.179			0.122				0.961		0.950		
Satd. Flow (perm)	340	1900	1583	232	1881	1553	0	1948	1812	1925	1951	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						136			136		62	
Link Speed (mph)		40			40			45			25	
Link Distance (ft)		775			377			423			359	
Travel Time (s)		13.2			6.4			6.4			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	2%	0%	1%	4%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	540	122	36	497	35	0	464	103	283	189	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.0	12.0	5.0	3.0	12.0	12.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	18.0	11.0	9.0	18.0	18.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	45.0	30.0	15.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	12.5%	37.5%	25.0%	12.5%	37.5%	37.5%	25.0%	25.0%	25.0%	25.0%	25.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None	
Act Effct Green (s)	40.8	35.7	63.3	38.7	32.9	32.9		24.6	24.6	20.0	20.0	
Actuated g/C Ratio	0.39	0.34	0.60	0.37	0.31	0.31		0.23	0.23	0.19	0.19	
v/c Ratio	0.36	0.84	0.13	0.21	0.85	0.06		1.02	0.20	0.77	0.45	
Control Delay	32.0	46.3	7.3	27.9	49.3	0.2		90.1	3.8	57.1	29.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	32.0	46.3	7.3	27.9	49.3	0.2		90.1	3.8	57.1	29.9	
LOS	C	D	A	C	D	A		F	A	E	C	
Approach Delay		38.4			45.0			74.5			46.2	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	33	370	27	15	343	0		~407	0	200	82	
Queue Length 95th (ft)	65	#566	48	36	#478	0		#621	25	298	153	
Internal Link Dist (ft)		695			297			343			279	
Turn Bay Length (ft)	100		200	100		175			170			

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

2018 No Build

PM Peak Hour

	↗	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	270	728	951	230	715	674		455	528	450	504	
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	0.29	0.74	0.13	0.16	0.70	0.05		1.02	0.20	0.63	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 105.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 50.3

Intersection LOS: D

Intersection Capacity Utilization 90.1%

ICU Level of Service E

Analysis Period (min) 15

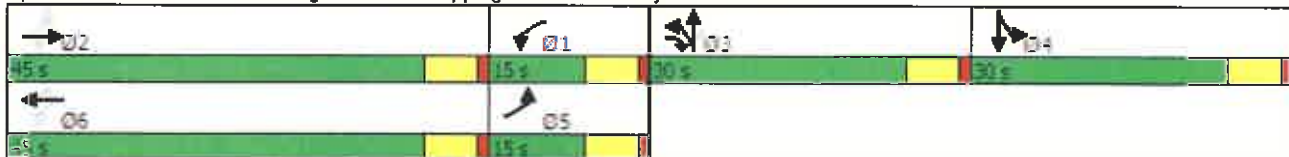
- Volume exceeds capacity, queue is theoretically infinite.

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: 1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6



HCM 2010 TWSC
2: Westerly Driveway & U.S. Route 6

2018 No Build
PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	2	
Traffic Vol, veh/h	888	1	9	544	2	23
Future Vol, veh/h	888	1	9	544	2	23
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	96	96	96	96	96	96
Heavy Vehicles, %	1	0	9	1	0	0
Mvmt Flow	925	1	9	567	2	24
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	926	0	1511	926
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	585	-
Critical Hdwy	-	-	4.19	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.281	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	710	-	134	329
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	710	-	131	329
Mov Cap-2 Maneuver	-	-	-	-	131	-
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	550	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		18.4	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	294	-	-	710	-	
HCM Lane V/C Ratio	0.089	-	-	0.013	-	
HCM Control Delay (s)	18.4	-	-	10.1	0	
HCM Lane LOS	C	-	-	B	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 2010 TWSC
3: Easterly Driveway & U.S. Route 6

2018 No Build
PM Peak Hour

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	9	902	0	6	550	74	3	0	5	0	0	0
Future Vol, veh/h	9	902	0	6	550	74	3	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	11	1	0	0	1	0	0	0	17	0	0	0
Mvmt Flow	9	940	0	6	573	77	3	0	5	0	0	0




Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	650	0	0	940	0	0	1582	1621	940
Stage 1	-	-	-	-	-	-	958	958	-
Stage 2	-	-	-	-	-	-	624	663	-
Critical Hdwy	4.21	-	-	4.1	-	-	6.4	6.5	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.299	-	-	2.2	-	-	3.5	4	3.453
Pot Cap-1 Maneuver	895	-	-	737	-	-	121	104	300
Stage 1	-	-	-	-	-	-	376	338	-
Stage 2	-	-	-	-	-	-	538	462	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	895	-	-	737	-	-	117	0	300
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	0	-
Stage 1	-	-	-	-	-	-	368	0	-
Stage 2	-	-	-	-	-	-	531	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0.1	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	189	895	-	-	737	-	-
HCM Lane V/C Ratio	0.044	0.01	-	-	0.008	-	-
HCM Control Delay (s)	24.9	9.1	0	-	9.9	0	-
HCM Lane LOS	C	A	A	-	A	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-

HCM 2010 TWSC
4: Stoneleigh Avenue & Site Driveway

2018 No Build
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	3	541	33	1	219
Future Vol, veh/h	10	3	541	33	1	219
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	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	3	564	34	1	228

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	811	581	0	0	598	0
Stage 1	581	-	-	-	-	-
Stage 2	230	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	352	517	-	-	989	-
Stage 1	563	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	352	517	-	-	989	-
Mov Cap-2 Maneuver	352	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	WB		NB		SB	
HCM Control Delay, s	14.8		0		0	
HCM LOS	B					
























Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	380	989	-
HCM Lane V/C Ratio	-	0.036	0.001	-
HCM Control Delay (s)	-	14.8	8.6	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

2018 Build

AM Peak Hour













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	421	191	74	288	39	120	27	28	76	25	25
Future Volume (vph)	44	421	191	74	288	39	120	27	28	76	25	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	14	16	14	16	16
Storage Length (ft)	100		200	100		175	0		170	0		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	1827	1583	1736	1759	1615	0	1901	1649	1925	1992	0
Flt Permitted	0.484			0.297				0.961		0.950		
Satd. Flow (perm)	893	1827	1583	543	1759	1615	0	1901	1649	1925	1992	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						136			136		26	
Link Speed (mph)		40			40			45			25	
Link Distance (ft)		775			377			498			359	
Travel Time (s)		13.2			6.4			7.5			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	2%	4%	8%	0%	3%	0%	11%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	439	199	77	300	41	0	153	29	79	52	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.0	12.0	5.0	3.0	12.0	12.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	18.0	11.0	9.0	18.0	18.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	45.0	30.0	15.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	12.5%	37.5%	25.0%	12.5%	37.5%	37.5%	25.0%	25.0%	25.0%	25.0%	25.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None	
Act Effect Green (s)	33.4	24.1	42.2	29.2	23.6	23.6		12.6	12.6	9.5	9.5	
Actuated g/C Ratio	0.47	0.34	0.60	0.41	0.33	0.33		0.18	0.18	0.13	0.13	
v/c Ratio	0.09	0.70	0.21	0.23	0.51	0.06		0.45	0.07	0.30	0.18	
Control Delay	12.8	29.7	6.2	16.5	27.6	0.2		36.3	0.4	37.8	23.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	12.8	29.7	6.2	16.5	27.6	0.2		36.3	0.4	37.8	23.0	
LOS	B	C	A	B	C	A		D	A	D	C	
Approach Delay		21.7			22.9			30.5			31.9	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	11	179	23	18	123	0		64	0	34	11	
Queue Length 95th (ft)	33	331	49	49	252	0		149	0	92	50	
Internal Link Dist (ft)		695			297			418			279	
Turn Bay Length (ft)	100		200	100		175			170			

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

2018 Build

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	598	1090	1121	433	1050	1018		761	742	770	813	
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	0.08	0.40	0.18	0.18	0.29	0.04		0.20	0.04	0.10	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 70.5

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 24.2

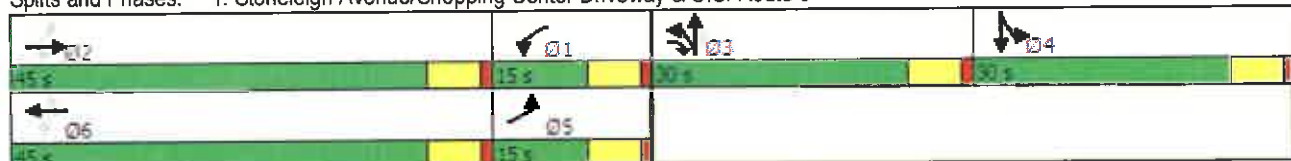
Intersection LOS: C

Intersection Capacity Utilization: 56.0%

ICU Level of Service: B

Analysis Period (min): 15

Splits and Phases: 1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6



HCM 2010 TWSC
3: Easterly Driveway & U.S. Route 6

2018 Build
AM Peak Hour

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↑			
Traffic Vol, veh/h	4	504	0	0	401	8	0	0	31	0	0	0
Future Vol, veh/h	4	504	0	0	401	8	0	0	31	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	25	4	0	0	8	25	0	0	14	0	0	0
Mvmt Flow	4	525	0	0	418	8	0	0	32	0	0	0




Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	426	0	525
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.35	-	6.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.425	-	3.426
Pot Cap-1 Maneuver	1021	0	530
Stage 1	-	0	0
Stage 2	-	0	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1021	-	530
Mov Cap-2 Maneuver	-	-	0
Stage 1	-	-	0
Stage 2	-	-	0

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	530	1021	-	-	-
HCM Lane V/C Ratio	0.061	0.004	-	-	-
HCM Control Delay (s)	12.2	8.5	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	15	160	16	28	262
Future Vol, veh/h	15	15	160	16	28	262
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	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	16	16	167	17	29	273

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	506	175	0
Stage 1	175	-	-
Stage 2	331	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	530	874	1404
Stage 1	860	-	-
Stage 2	732	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	517	874	1404
Mov Cap-2 Maneuver	517	-	-
Stage 1	860	-	-
Stage 2	714	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.7
HCM LOS	B		
























Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	650	1404	-
HCM Lane V/C Ratio	-	0.048	0.021	-
HCM Control Delay (s)	-	10.8	7.6	0
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.2	0.1	-

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

2018 Build

PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	522	118	58	469	34	373	87	99	272	68	113
Future Volume (vph)	87	522	118	58	469	34	373	87	99	272	68	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	14	16	14	16	16
Storage Length (ft)	100		200	100		175	0		170	0		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1805	1900	1583	1805	1881	1553	0	1948	1812	1925	1951	0
Flt Permitted	0.174			0.121				0.961		0.950		
Satd. Flow (perm)	331	1900	1583	230	1881	1553	0	1948	1812	1925	1951	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						136			136			62
Link Speed (mph)		40			40			45			25	
Link Distance (ft)		775			377			480			359	
Travel Time (s)		13.2			6.4			7.3			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	2%	0%	1%	4%	0%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	544	123	60	489	35	0	480	103	283	189	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.0	12.0	5.0	3.0	12.0	12.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	18.0	11.0	9.0	18.0	18.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	45.0	30.0	15.0	45.0	45.0	30.0	30.0	30.0	30.0	30.0	
Total Split (%)	12.5%	37.5%	25.0%	12.5%	37.5%	37.5%	25.0%	25.0%	25.0%	25.0%	25.0%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None	
Act Effct Green (s)	41.9	34.3	60.6	39.2	33.0	33.0		24.6	24.6	20.4	20.4	
Actuated g/C Ratio	0.39	0.32	0.57	0.37	0.31	0.31		0.23	0.23	0.19	0.19	
v/c Ratio	0.39	0.89	0.14	0.34	0.84	0.06		1.07	0.20	0.77	0.45	
Control Delay	33.8	54.2	7.7	35.0	50.1	0.2		105.2	3.9	57.7	30.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	33.8	54.2	7.7	35.0	50.1	0.2		105.2	3.9	57.7	30.4	
LOS	C	D	A	D	D	A		F	A	E	C	
Approach Delay		44.2			45.6			87.3			46.8	
Approach LOS		D			D			F			D	
Queue Length 50th (ft)	39	376	27	26	342	0		~433	0	200	82	
Queue Length 95th (ft)	73	#589	48	52	#480	0		#661	25	#308	156	
Internal Link Dist (ft)		695			297			400			279	
Turn Bay Length (ft)	100		200	100		175			170			

Lanes, Volumes, Timings

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

2018 Build

PM Peak Hour

	↗	→	↘	↙	←	↖	↗	↑	↘	↙	↓	↖
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	262	710	896	226	703	665		448	521	443	496	
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	0.35	0.77	0.14	0.27	0.70	0.05		1.07	0.20	0.64	0.38	

Intersection Summary

Area Type Other

Cycle Length: 120

Actuated Cycle Length: 107

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 55.5

Intersection LOS: E

Intersection Capacity Utilization: 91.1%

ICU Level of Service: F

Analysis Period (min): 15

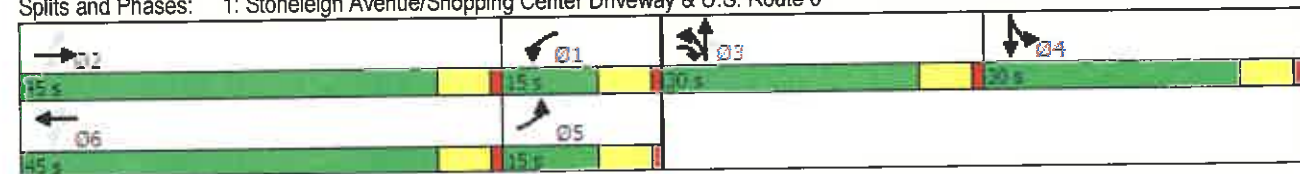
- Volume exceeds capacity, queue is theoretically infinite.

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: 1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6



HCM 2010 TWSC
3: Easterly Driveway & U.S. Route 6

2018 Build
PM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑				↑			
Traffic Vol, veh/h	9	871	0	0	561	74	0	0	43	0	0	0
Future Vol, veh/h	9	871	0	0	561	74	0	0	43	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	11	1	0	0	1	0	0	0	17	0	0	0
Mvmt Flow	9	907	0	0	584	77	0	0	45	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	661	0	-	-	-	0	-	-	907
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.21	-	-	-	-	-	-	-	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.299	-	-	-	-	-	-	-	3.453
Pot Cap-1 Maneuver	886	-	0	0	-	-	0	0	314
Stage 1	-	-	0	0	-	-	0	0	-
Stage 2	-	-	0	0	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	886	-	-	-	-	-	-	0	314
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-
Stage 1	-	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	-	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	18.4
HCM LOS			C




Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR
Capacity (veh/h)	314	886	-	-	-
HCM Lane V/C Ratio	0.143	0.011	-	-	-
HCM Control Delay (s)	18.4	9.1	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.5	0	-	-	-

HCM 2010 TWSC
4: Stoneleigh Avenue & Site Driveway

2018 Build
PM Peak Hour

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	23	536	41	27	217
Future Vol, veh/h	15	23	536	41	27	217
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	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	24	558	43	28	226

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	862	580	0 0 601 0
Stage 1	580	-	-
Stage 2	282	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	328	518	986
Stage 1	564	-	-
Stage 2	770	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	318	518	986
Mov Cap-2 Maneuver	318	-	-
Stage 1	564	-	-
Stage 2	745	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR/WBLn1	SBL	SBT
Capacity (veh/h)	-	- 415	986	-
HCM Lane V/C Ratio	-	- 0.095	0.029	-
HCM Control Delay (s)	-	- 14.6	8.8	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.3	0.1	-

Lanes, Volumes, Timings

2018 Build Mitigated

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

AM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↘	↖	↗	↘		↖	↗	↘	↖	↗
Traffic Volume (vph)	44	421	191	74	288	39	120	27	28	76	25	25
Future Volume (vph)	44	421	191	74	288	39	120	27	28	76	25	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	14	14	16	14	16	16
Storage Length (ft)	100		200	100		175	0		170	0		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	1827	1583	1736	1759	1615	0	1901	1649	1925	1992	0
Flt Permitted	0.483			0.297				0.961		0.950		
Satd. Flow (perm)	891	1827	1583	543	1759	1615	0	1901	1649	1925	1992	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						129			129			26
Link Speed (mph)		40			40			45			25	
Link Distance (ft)		775			377			495			359	
Travel Time (s)		13.2			6.4			7.5			9.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	4%	2%	4%	8%	0%	3%	0%	11%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	439	199	77	300	41	0	153	29	79	52	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Protected Phases	5	2	3	1	6		3	3		4	4	
Permitted Phases	2		2	6		6			3			
Detector Phase	5	2	3	1	6	6	3	3	3	4	4	
Switch Phase												
Minimum Initial (s)	3.0	12.0	5.0	3.0	12.0	12.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.0	18.0	11.0	9.0	18.0	18.0	11.0	11.0	11.0	11.0	11.0	
Total Split (s)	15.0	45.0	37.0	15.0	45.0	45.0	37.0	37.0	37.0	30.0	30.0	
Total Split (%)	11.8%	35.4%	29.1%	11.8%	35.4%	35.4%	29.1%	29.1%	29.1%	23.6%	23.6%	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?												
Recall Mode	None	Min	None	None	Min	Min	None	None	None	None	None	
Act Effct Green (s)	33.8	24.5	42.7	29.2	23.7	23.7		12.8	12.8	9.6	9.6	
Actuated g/C Ratio	0.48	0.35	0.60	0.41	0.33	0.33		0.18	0.18	0.14	0.14	
v/c Ratio	0.08	0.70	0.21	0.23	0.51	0.07		0.45	0.07	0.31	0.18	
Control Delay	12.8	29.5	6.2	16.7	28.0	0.2		36.3	0.4	38.0	23.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay	12.8	29.5	6.2	16.7	28.0	0.2		36.3	0.4	38.0	23.0	
LOS	B	C	A	B	C	A		D	A	D	C	
Approach Delay		21.6			23.2			30.6			32.0	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	11	180	24	19	124	0		65	0	34	11	
Queue Length 95th (ft)	33	330	49	49	255	0		148	0	91	50	
Internal Link Dist (ft)		695			297			415			279	
Turn Bay Length (ft)	100		200	100		175			170			

Stonefield Engineering & Design
2BAMMIT.syn

Synchro 9 Report
6/6/2016

Lanes, Volumes, Timings

2018 Build Mitigated

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

AM Peak Hour

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	602	1083	1250	430	1043	1010		974	908	764	807	
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	0.08	0.41	0.16	0.18	0.29	0.04		0.16	0.03	0.10	0.06	

Intersection Summary

Area Type: Other

Cycle Length: 127

Actuated Cycle Length: 71

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 24.2

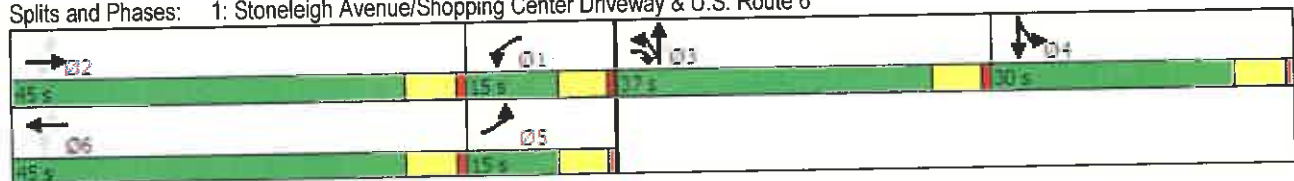
Intersection LOS: C

Intersection Capacity Utilization 56.0%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6



Lanes, Volumes, Timings

2018 Build Mitigated

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

PM Peak Hour

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	87	522	118	58	469	34	373	87	99	272	68	113
Traffic Volume (vph)	87	522	118	58	469	34	373	87	99	272	68	113
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	12	12	12	12	12	12	14	14	16	14	16	16
Lane Width (ft)	100		200	100		175	0		170	0		0
Storage Length (ft)	1		1	1		1	0		1	1		0
Storage Lanes	25			25			25			25		
Taper Length (ft)	1805	1900	1583	1805	1881	1553	0	1948	1812	1925	1951	0
Satd. Flow (prot)	0.160			0.117				0.961		0.950		
Fit Permitted	304	1900	1583	222	1881	1553	0	1948	1812	1925	1951	0
Satd. Flow (perm)			No			Yes			Yes			Yes
Right Turn on Red						132			132			
Satd. Flow (RTOR)		40			40			45			25	
Link Speed (mph)		775			377			480			359	
Link Distance (ft)		13.2			6.4			7.3			9.8	
Travel Time (s)	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Peak Hour Factor	0%	0%	2%	0%	1%	4%	0%	0%	1%	0%	0%	0%
Heavy Vehicles (%)												
Shared Lane Traffic (%)	91	544	123	60	489	35	0	480	103	283	189	0
Lane Group Flow (vph)	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	
Turn Type	5	2	3	1	6		3	3		4	4	
Protected Phases	2		2	6		6			3			
Permitted Phases	5	2	3	1	6	6	3	3	3	4	4	
Detector Phase												
Switch Phase	3.0	12.0	5.0	3.0	12.0	12.0	5.0	5.0	5.0	5.0	5.0	
Minimum Initial (s)	9.0	18.0	11.0	9.0	18.0	18.0	11.0	11.0	11.0	11.0	11.0	
Minimum Split (s)	15.0	45.0	34.0	15.0	45.0	45.0	34.0	34.0	34.0	30.0	30.0	
Total Split (s)	12.1%	36.3%	27.4%	12.1%	36.3%	36.3%	27.4%	27.4%	27.4%	24.2%	24.2%	
Total Split (%)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Yellow Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Lost Time Adjust (s)	6.0	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	
Total Lost Time (s)	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lag	Lag	
Lead/Lag												
Lead-Lag Optimize?	None	Min	None	None	Min	Min	None	None	None	None	None	
Recall Mode	43.2	35.5	65.6	40.8	34.2	34.2		28.6	28.6	20.9	20.9	
Act Effect Green (s)	0.38	0.31	0.58	0.36	0.30	0.30		0.25	0.25	0.19	0.19	
Actuated g/C Ratio	0.42	0.91	0.13	0.35	0.86	0.06		0.98	0.19	0.79	0.46	
v/c Ratio	38.2	59.4	7.5	38.1	54.0	0.2		79.5	3.9	62.2	32.7	
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	
Queue Delay	38.2	59.4	7.5	38.1	54.0	0.2		79.5	3.9	62.2	32.7	
Total Delay	D	E	A	D	D	A		E	A	E	C	
LOS		48.4			49.1			66.2			50.4	
Approach Delay		D			D			E			D	
Approach LOS	43	401	28	28	357	0		~412	0	209	87	
Queue Length 50th (ft)	77	#629	47	55	#536	0		#645	27	#338	165	
Queue Length 95th (ft)		695			297			400			279	
Internal Link Dist (ft)												
Turn Bay Length (ft)	100		200	100		175			170			

Lanes, Volumes, Timings

2018 Build Mitigated

1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6

PM Peak Hour

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	244	669	919	213	662	632		492	556	417	470	
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	0.37	0.81	0.13	0.28	0.74	0.06		0.98	0.19	0.68	0.40	

Intersection Summary

Area Type: Other

Cycle Length: 124

Actuated Cycle Length: 112.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 53.3

Intersection Capacity Utilization 91.1%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service F

~ 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: 1: Stoneleigh Avenue/Shopping Center Driveway & U.S. Route 6





LOCATION MAP
SCALE: 1" = 2,000'±



AERIAL MAP
SCALE: 1" = 100'±

SITE PLAN FOR NY FUEL DISTRIBUTORS, LLC PROPOSED CONVENIENCE STORE AND FUELING STATION

BLOCK 1, LOT 40
1923 U.S. ROUTE 6
TOWN OF CARMEL
PUTNAM COUNTY, NEW YORK

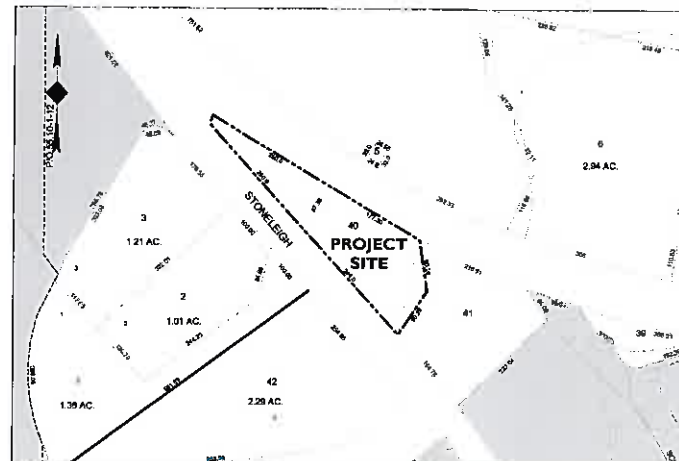
TOWN CERTIFICATION	
I HEREBY CERTIFY THAT THE SITE PLAN MEETS ALL OF THE REQUIREMENTS OF THE TOWN OF CARMEL, NEW YORK.	
SECRETARY - PLANNING BOARD	DATE
TOWN ENGINEER	DATE

APPLICANT

GOCO FARMS
235 MAHARONCK AVENUE
SUITE 100
WHITE PLAINS, NY 10605

OWNER

NY DEALER STATIONS LLC
11 ST. CHARLES STREET
THORNWOOD, NY, 10954



TAX MAP
SCALE: 1" = 100'±

PLANS PREPARED BY:



Rutherford, NJ · Long Island City, NY · Royal Oak, MI
www.stonefieldeng.com

Headquarters: 75 Orient Way, Suite 303, Rutherford, NJ 07070
Phone 201.340.4468 · Fax 201.340.4472



Know what's below
Call before you dig.

PLAN REFERENCE MATERIALS:

1. THIS PLAN SET REFERENCES THE FOLLOWING DOCUMENTS INCLUDING, BUT NOT LIMITED TO:
 - BOUNDARY & TOPOGRAPHIC SURVEY, PREPARED BY GALLAS ENGINEERING DATED OCTOBER 3, 2013
 - AERIAL MAP OBTAINED FROM GOOGLE EARTH PRO, LANDSAT (INSERT DATE 1/26/2015)
 - LOCATION MAP OBTAINED FROM US GEOLOGICAL SURVEY 75 PHOENIX SERIES LAKE CARMEL, NY QUADRANGLE, 2013
2. ALL REFERENCE MATERIAL LISTED ABOVE SHALL BE CONSIDERED A PART OF THIS PLAN SET AND ALL INFORMATION CONTAINED WITHIN THESE MATERIALS SHALL BE UTILIZED IN CONJUNCTION WITH THE PLAN SET. THE CONTRACTOR IS RESPONSIBLE TO OBTAIN A COPY OF EACH REFERENCE AND REVIEW IT THOROUGHLY PRIOR TO THE START OF CONSTRUCTION.

SHEET INDEX	
DRAWING TITLE	SHEET #
COVER SHEET	C-1
EXISTING CONDITIONS PLAN	C-2
DEMOLITION PLAN	C-3
SITE PLAN	C-4
GRADING & DRAINAGE PLAN	C-5
UTILITY PLAN	C-6
LIGHTING PLAN	C-7
SOIL EROSION & SEDIMENT CONTROL PLAN	C-8
LANDSCAPING PLAN & DETAILS	C-9 - C-10
CONSTRUCTION DETAILS	C-11 - C-13

NO.	DATE	BY	DESCRIPTION
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NOT APPROVED FOR CONSTRUCTION

STONEFIELD
engineering & design
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NY FUEL DISTRIBUTORS, LLC
PROPOSED CONVENIENCE STORE
AND FUELING STATION
BLOCK 1, LOT 40
1923 U.S. ROUTE 6
TOWN OF CARMEL
PUTNAM COUNTY, NEW YORK

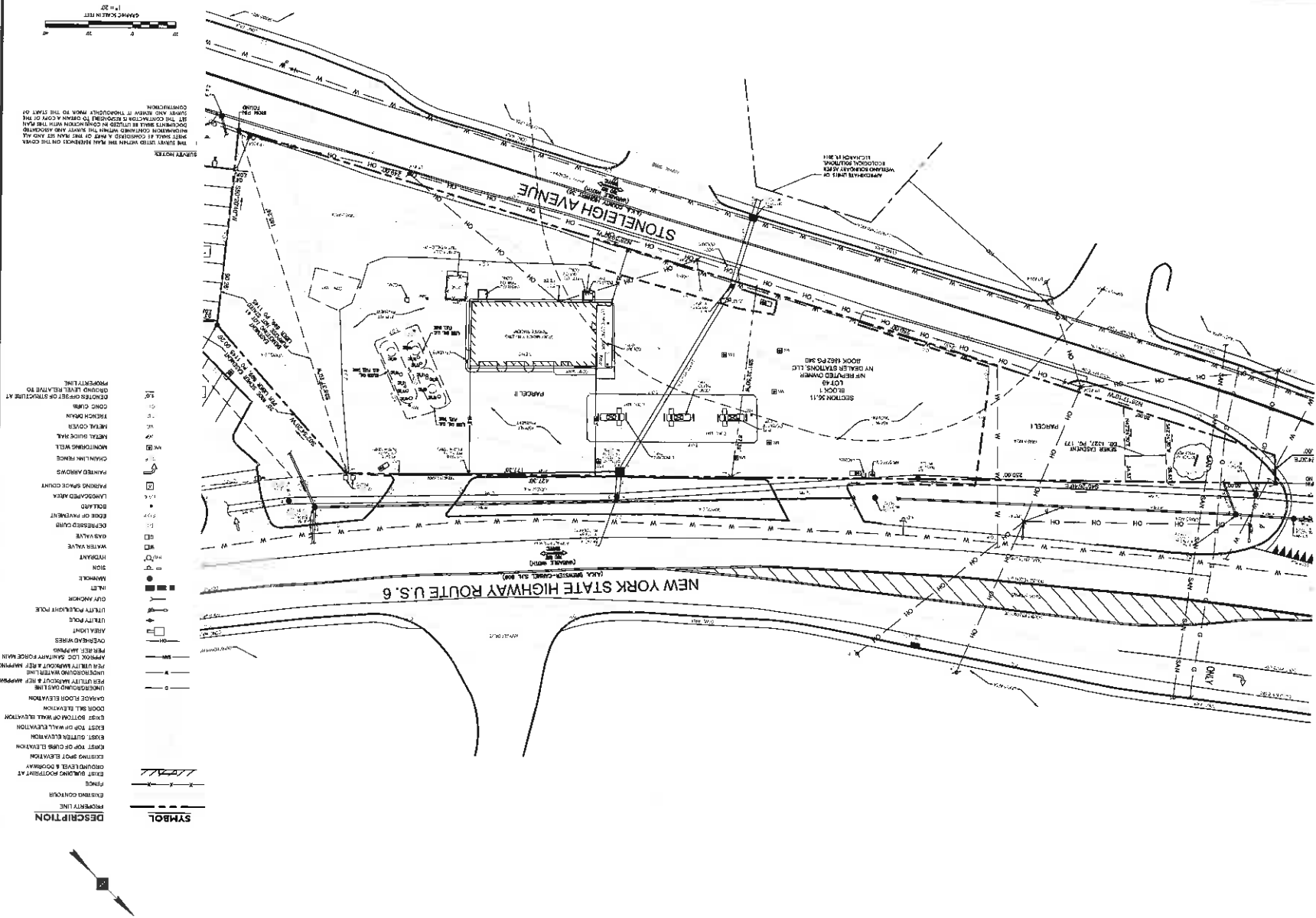
JEFFREY A. MARTELL, P.E.
NEW YORK LICENSE NO. 0802
LOCAL PROFESSIONAL SEAL

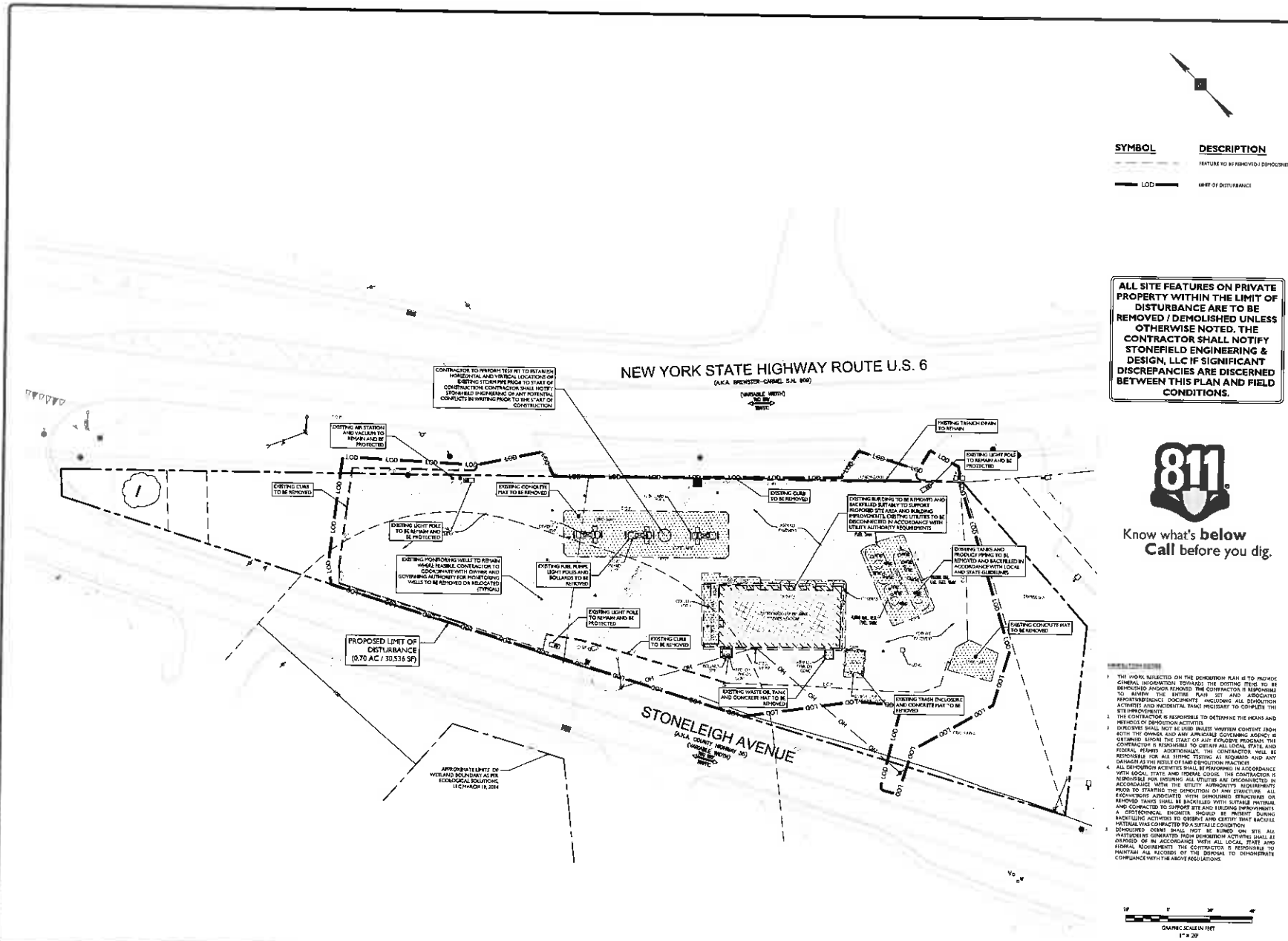
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SCALE: AS SHOWN PROJECT NO. 14-000

COVER SHEET

DRAWING: C-1





SYMBOL	DESCRIPTION
— LOD —	FEATURE TO BE REMOVED / DEMOLISHED
— DISTURBANCE —	

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Headquarters: 75 Oyster Way, Suite 202, Rutherford, NJ 07070
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NY FUEL DISTRIBUTORS, LLC
PROPOSED CONVENIENCE STORE AND FUELING STATION
BLOCK 1, LOT 40
STONELEIGH AVENUE
TOWN OF CARROLL
PUTNAM COUNTY, NEW YORK

JEFFREY A. MARTELL, P.E.
NEW YORK LICENSE NO. 06632
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design, llc

SCALE: 1" = 20' PROJECT ID: 141846

TITLE: **DEMOLITION PLAN**

DRAWING: **C-3**

DRAINAGE AND UTILITY NOTES

1. THE CONTRACTOR TO PERFORM A TEST PIT MADE TO CONSTRUCTION (RECORDING) 30 DAYS PRIOR TO THE START OF CONSTRUCTION FOR STORMWATER IMPROVEMENTS. SHOULD A CONFLICT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC IN WRITING.
2. THE CONTRACTOR SHALL START CONSTRUCTION OF STORM LINES AT THE LOWEST INVERT AND VERTICAL LOCATION.
3. THE CONTRACTOR IS REQUIRED TO OBTAIN THE APPROPRIATE AUTHORITY FOR NOTICE OF CONSTRUCTION FROM THE STATE OF NEW YORK PRIOR TO THE START OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. THE CONTRACTOR IS REQUIRED TO OBTAIN THE NECESSARY PERMITS AND BACKFILL ALL EXCAVATIONS IN ACCORDANCE WITH RECOMMENDATIONS BY THE GEOTECHNICAL ENGINEER OF RECORD.
4. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SHIELDING FOR ALL EXCAVATIONS AS REQUIRED BY THE STATE OF NEW YORK. THE CONTRACTOR SHALL HAVE THE EXCAVATION DESIGN REVIEWED BY A QUALIFIED PROFESSIONAL. SHIELDING DESIGN SHALL BE SUBMITTED TO STONEFIELD ENGINEERING & DESIGN, LLC AND THE OTHER PRIOR TO THE START OF CONSTRUCTION.
5. THE CONTRACTOR IS RESPONSIBLE FOR SECURING ANY ALL OTHER EXCAVATIONS AND PROTECTING IN ACCORDANCE WITH THE LATEST CODE REGULATIONS.
6. THE CONTRACTOR IS RESPONSIBLE FOR ANY EXISTING DESIGN AND OPERATIONS, AS REQUIRED TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED PERMITS FOR EXISTING OPERATIONS AND EXISTING WATER DISPOSAL.

EXCAVATION, SOIL PREPARATION, AND DRAINAGE NOTES

1. THE CONTRACTOR IS REQUIRED TO REVIEW THE NECESSARY GEOTECHNICAL DOCUMENTS PRIOR TO CONSTRUCTION. THESE DOCUMENTS SHALL BE CONSIDERED A PART OF THE PLAN SET.
2. THE CONTRACTOR IS REQUIRED TO MAINTAIN EXISTING SOIL REMAINS ALL PROPOSED IMPROVEMENTS AND BACKFILL ALL EXCAVATIONS IN ACCORDANCE WITH RECOMMENDATIONS BY THE GEOTECHNICAL ENGINEER OF RECORD.
3. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING SHIELDING FOR ALL EXCAVATIONS AS REQUIRED BY THE STATE OF NEW YORK. THE CONTRACTOR SHALL HAVE THE EXCAVATION DESIGN REVIEWED BY A QUALIFIED PROFESSIONAL. SHIELDING DESIGN SHALL BE SUBMITTED TO STONEFIELD ENGINEERING & DESIGN, LLC AND THE OTHER PRIOR TO THE START OF CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR SECURING ANY ALL OTHER EXCAVATIONS AND PROTECTING IN ACCORDANCE WITH THE LATEST CODE REGULATIONS.
5. THE CONTRACTOR IS RESPONSIBLE FOR ANY EXISTING DESIGN AND OPERATIONS, AS REQUIRED TO CONSTRUCT THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL OBTAIN ANY REQUIRED PERMITS FOR EXISTING OPERATIONS AND EXISTING WATER DISPOSAL.

NEW YORK STATE HIGHWAY ROUTE U.S. 6 (A.K.A. BROWSTER-CORNELS S.H. RD.)

SYMBOL	DESCRIPTION
	PROPERTY LINE
	PROPOSED GRADING CONTOUR
	PROPOSED GRADING NECKLINE
	PROPOSED DIRECTION OF DRAINAGE FLOW
	PROPOSED GRADE SPOT HEIGHT
	PROPOSED TOP OF CURB / BOTTOM OF CURB SPOT HEIGHT

GRADING NOTES

1. ALL SOIL AND MATERIAL REMOVED FROM THE SITE SHALL BE DEPOSITED IN AN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REGULATIONS. ANY GRADING/DEMOLITION DEMANDING PRACTICES SHALL BE PERFORMED UNDER THE SUPERVISION OF A QUALIFIED PROFESSIONAL. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY PERMITS FOR THE REMOVAL OF EXISTING GRADING/DEMOLITION. ALL SOIL REMOVED TO THE SITE SHALL BE DEPOSITED IN AN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REGULATIONS.
2. THE CONTRACTOR IS REQUIRED TO PROVIDE TEMPORARY AND/OR PERMANENT EROSION CONTROL MEASURES TO PREVENT EROSION AND STABILIZE THE EXISTING GRADING/DEMOLITION. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 1% SLOPE TO THE EXISTING GRADING/DEMOLITION.
3. THE CONTRACTOR IS RESPONSIBLE FOR ALL PROPOSED UTILITY COVERS AND LIFT ALL EXISTING UTILITY COVERS WITHIN THE PROJECT LIMITS TO PROPOSED GRADE IN ACCORDANCE WITH ANY APPLICABLE MUNICIPAL, COUNTY, STATE AND/OR UTILITY AUTHORITY REGULATIONS.
4. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A MINIMUM 3% SLOPE IN ANY DIRECTION WITHIN THE ADA GRADING SPACE AND ACCESS ALLEY.
5. THE CONTRACTOR SHALL PROVIDE COMPACT GRANULAR AT ALL GRADING/DEMOLITION AREAS IN ACCORDANCE WITH STATE REGULATIONS.
6. THE CONTRACTOR SHALL PROVIDE A MINIMUM 1% SLOPE TO THE EXISTING GRADING/DEMOLITION. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 1% SLOPE TO THE EXISTING GRADING/DEMOLITION.
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ADA NOTES

1. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 3% SLOPE IN ANY DIRECTION WITHIN THE ADA GRADING SPACE AND ACCESS ALLEY.
2. THE CONTRACTOR SHALL PROVIDE COMPACT GRANULAR AT ALL GRADING/DEMOLITION AREAS IN ACCORDANCE WITH STATE REGULATIONS.
3. THE CONTRACTOR SHALL PROVIDE A MINIMUM 1% SLOPE TO THE EXISTING GRADING/DEMOLITION. THE CONTRACTOR SHALL MAINTAIN A MINIMUM 1% SLOPE TO THE EXISTING GRADING/DEMOLITION.
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GRAPHIC SCALE IN FEET

1" = 20'

NOT APPROVED FOR CONSTRUCTION

STONEFIELD
engineering & design

Rutherford, NJ • Long Island City, NY • Royal Oak, MI
www.stonefieldeng.com

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Phone: 908.360.4468 • Fax: 201.360.4472

NY FUEL DISTRIBUTORS, LLC
PROPOSED CONVENIENCE STORE
AND FUELING STATION

BLK 10, LOT 40
TOWN OF CAMEL
PUTNAM COUNTY, NEW YORK

JEFFREY A. MARTELL, P.E.
NEW YORK LICENSE NO. 00001
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design, llc

SCALE: 1"=20' PROJECT ID: 17-004

TITLE: GRADING & DRAINAGE PLAN

DRAWING: C-5

DATE: 11/20/2017

BY: JAM

ISSUE: 1

DATE: 11/20/2017

BY: JAM

ISSUE: 1

DATE: 11/20/2017

BY: JAM

ISSUE: 1

DATE: 11/20/2017

BY: JAM

ISSUE: 1

DATE: 11/20/2017

BY: JAM

NEW YORK STATE HIGHWAY ROUTE U.S. 6 (A.K.A. INTERSTATE-DANIEL R. 509)

STONELEIGH AVENUE (A.K.A. COUNTY HIGHWAY 30) (UNPAVED WIDTH 20' - 20' - 20')

PROPOSED COCO FARMS
CONVENIENCE STORE
1,824 SF
FF # 364.00

SYMBOL	DESCRIPTION
---	PROPERTY LINE
---	PROPOSED GRADING CONTOUR
SAN	PROPOSED SANITARY LINE
W	PROPOSED WATER LINE
ETC	PROPOSED ELECTRICAL/DATA CONDUITS
G	PROPOSED GAS LINE
V	PROPOSED VALVE

- DRAINAGE AND UTILITY NOTES**
1. THE CONTRACTOR IS REQUIRED TO CALL THE APPROPRIATE AGENCY FOR NOTICE OF CONSTRUCTION/RECONSTRUCTION AND VERIFY NAME OF ROAD TO THE BEST OF CONSTRUCTION IN ACCORDANCE WITH STATE LAW. CONTRACTOR IS REQUIRED TO VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF UTILITIES IN THE FIELD. SHOULD A DISCREPANCY EXIST BETWEEN THE FIELD LOCATION OF A UTILITY AND THE LOCATION SHOWN ON THE PLAN SET OR SURVEY, THE CONTRACTOR SHALL NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC IMMEDIATELY BY WRITING.
 2. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN IN OPERATION ALL UTILITIES NOT INDICATED TO BE REMOVED.
 3. THE CONTRACTOR IS RESPONSIBLE FOR REMAINING ANY DAMAGE TO ANY EXISTING UTILITIES IDENTIFIED TO REMAIN WITHIN THE LIFE OF THE PROJECT DURING CONSTRUCTION.
 4. A PERMANENT RECORDING/REMARKS OF 10 FEET IS REQUIRED EITHER BY ANY EXISTING SERVICE AND ANY WATER LINE IF THE EXISTING SERVICE CANNOT BE PROVIDED A CONCRETE ENCASUREMENT SHALL BE UTILIZED FOR THE SANITARY SERVICE LINES. ALL WATER LINES SHALL BE SEPARATELY AND SANITARY SERVICE LINES BY A MINIMUM DISTANCE OF 18 INCHES IF THE EXISTING SERVICE CANNOT BE PROVIDED A CONCRETE ENCASUREMENT SHALL BE UTILIZED FOR THE SANITARY SERVICE LINES. THE CONTRACTOR SHALL MAINTAIN A RECORD OF THE LOCATION OF EXISTING UTILITY CONDUITS FOR WATER AND SANITARY SERVICE CONDUITS. PREPARED, SHOULD A CONTRACT EXIST, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY STONEFIELD ENGINEERING & DESIGN, LLC BY WRITING.
 5. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING GAS, ELECTRIC AND TELECOMMUNICATION CONNECTIONS WITH THE APPROPRIATE GOVERNING AGENCY.
 6. THE CONTRACTOR SHALL START CONSTRUCTION OF ANY UTILITY SERVICE AT THE LOWEST POINT AND WORK UP TO GRADE.
 7. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD SET OF PLANS, INCLUDING THE LOCATION OF EXISTING UTILITIES THAT HAVE BEEN CALLED, LAMPED OR REPORTED BASED ON THE EXISTING RECORD SET. THE CONTRACTOR SHALL MAINTAIN THE RECORD SET OF PLANS AND THE RECORD SET SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.
 8. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN A RECORD OF THE AS-BUILT LOCATION OF ALL PROPOSED UNDERGROUND INFRASTRUCTURE. THE CONTRACTOR SHALL NOTE ANY DISCREPANCIES BETWEEN THE AS-BUILT LOCATION AND THE LOCATION SHOWN WITHIN THE PLAN SET. THE RECORD SHALL BE PROVIDED TO THE OWNER FOLLOWING COMPLETION OF WORK.

STONEFIELD
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TOWN OF CARLETON
TOWN OF CARLETON
PUTNAM COUNTY, NEW YORK

JEFFREY A. MARTELL, P.E.
NEW YORK LICENSE NO. 0400
LOCAL LICENSE NO. 0400

STONEFIELD
engineering & design, llc

SCALE: 1" = 10' PROJECT ID: T41886

TITLE: UTILITY PLAN





REVISION:

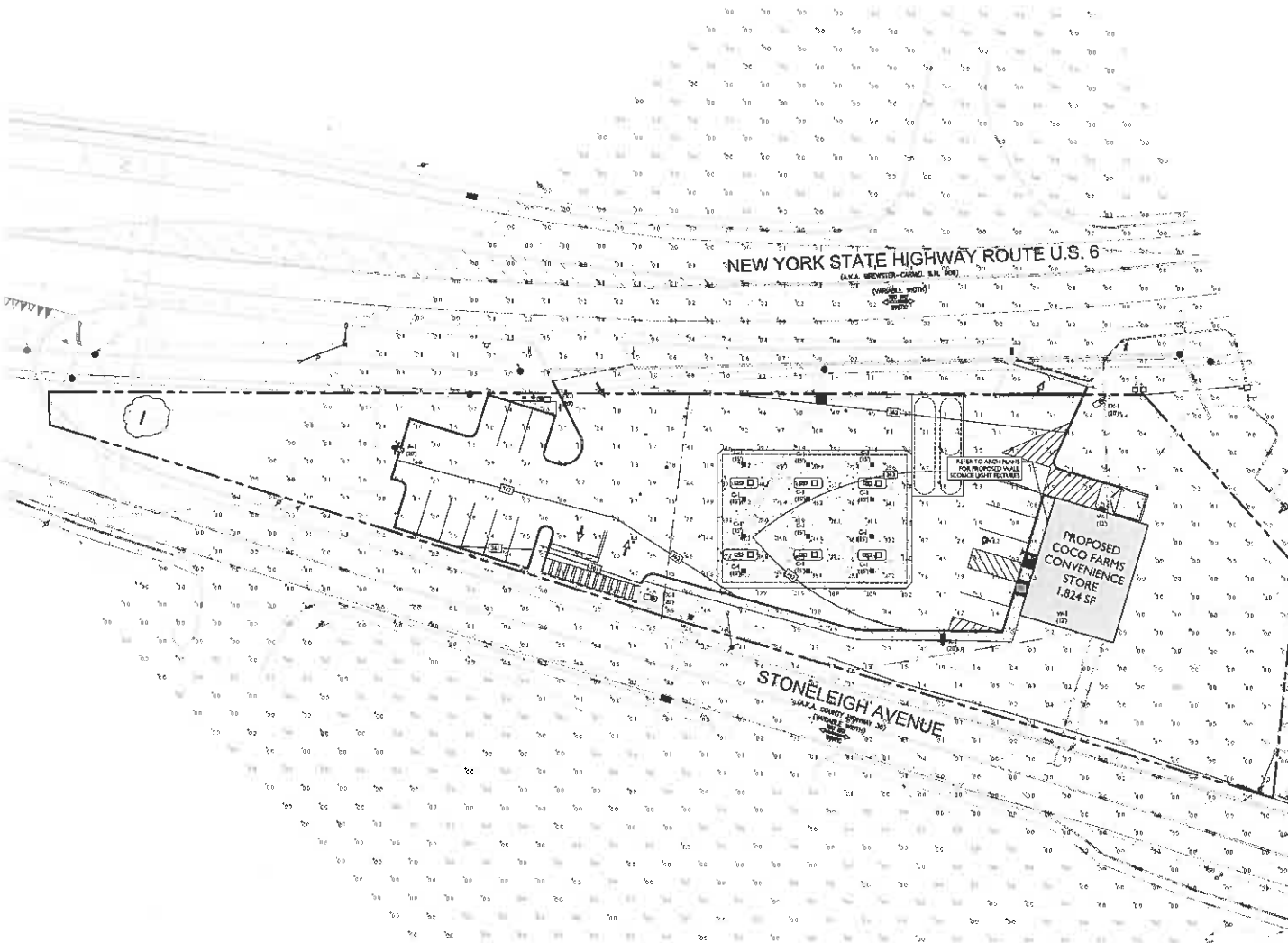
C-6

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NOT APPROVED FOR CONSTRUCTION

GRAPHIC SCALE IN FEET
1" = 20'

LUMINAIRE SCHEDULE						
SYMBOL	QUANTITY	LABEL	FIXTURE DETAILS	DIST	LUF	MANUFACTURER / RS FILE NAME
	1	A-1	SECURITY ASB-RCS METAL HALIDE AREA LIGHT (150W)	IV	0.72	SECURITY LIGHTING / RCS-PH-1150-4TES
	1	EX-1	SECURITY ASB-RCS METAL HALIDE AREA LIGHT (150W)	IV	0.72	SECURITY LIGHTING / RCS-PH-1150-4TES
	12	C-1	LSI LEGACY LED CANOPY LIGHT	SC	0.50	LSI INDUSTRIES / CRU-SC-LED-HO-CW-IES
	1	WM-1	PATRIOT LED WALL MOUNTED LIGHT (FORWARD THROW)	FT	0.50	LSI INDUSTRIES / XPW53-FT-LED-48-65-CW-IES



SYMBOL	DESCRIPTION
	PROPOSED LIGHTING FIXTURE (FOOTCANDLE HEIGHT)
	PROPOSED LIGHTING (FOOTCANDLE HEIGHT) (FOOTCANDLES)
	PROPOSED AREA LIGHT
	PROPOSED BUILDING MOUNTED LIGHT

GENERAL LIGHTING NOTES

THE LIGHTING LEVELS DERIVED WITHIN THE PLAN SET ARE CALCULATED BASED ON DATA OBTAINED FROM THE SPEED PHOTOGRAPHIC ACTUAL ILLUMINATION LEVEL AND PERFORMANCE OF ANY PROPOSED LIGHTING FIXTURES. THESE LEVELS MAY VARY DUE TO UNCONTROLLABLE VARIABLES SUCH AS WEATHER, VOLTAGE SUPPLY, LAMP TOLERANCE, EQUIPMENT SERVICE LIFE AND OTHER VARIABLE FIELD CONDITIONS.

WHERE APPLICABLE, THE EXISTING LIGHT LEVEL DERIVED WITHIN THE PLAN SET SHALL BE CONSIDERED APPROPRIATE. THE EXISTING LIGHT LEVELS ARE BASED ON FIELD OBSERVATIONS AND THE MANUFACTURER DATA OF THE ASSURED OR POST BREAK LIGHTING FIXTURE MODEL.

UNLESS NOTED OTHERWISE WITHIN THE PLAN SET, THE LIGHT LUX FACTOR USED IN THE LIGHTING ANALYSIS ARE AS FOLLOWS:

- LIGHT FIXTURES (FOOTCANDLES) 1.0
- AREA LIGHTS (FOOTCANDLES) 0.75
- METAL HALIDE 0.72

THE CONTRACTOR SHALL VERIFY EXISTING LIGHTING AND DESIGN, AND IN WRITING, PRIOR TO THE START OF CONSTRUCTION, OF ANY PROPOSED LIGHTING LOCATIONS THAT COINCIDE WITH EXISTING LIGHTING LOCATIONS. THE CONTRACTOR SHALL VERIFY EXISTING LIGHTING LOCATIONS THAT COINCIDE WITH EXISTING LIGHTING LOCATIONS. THE CONTRACTOR SHALL VERIFY EXISTING LIGHTING LOCATIONS THAT COINCIDE WITH EXISTING LIGHTING LOCATIONS.

EXISTING LIGHT FIXTURE NOTES

1. CONTRACTOR SHALL VERIFY EXISTING LIGHTING AND DESIGN, AND IN WRITING, PRIOR TO THE START OF CONSTRUCTION, OF ANY PROPOSED LIGHTING LOCATIONS THAT COINCIDE WITH EXISTING LIGHTING LOCATIONS. THE CONTRACTOR SHALL VERIFY EXISTING LIGHTING LOCATIONS THAT COINCIDE WITH EXISTING LIGHTING LOCATIONS. THE CONTRACTOR SHALL VERIFY EXISTING LIGHTING LOCATIONS THAT COINCIDE WITH EXISTING LIGHTING LOCATIONS.

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NOT APPROVED FOR CONSTRUCTION

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engineering & design

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Phone: 201.344.4468 Fax: 201.344.4772

SITE PLAN

NY FUEL DISTRIBUTORS, LLC
PROPOSED CONVENIENCE STORE
AND FUELING STATION

BLOCK 1 LOT 48
TOWN OF CARROLL
PUTNAM COUNTY, NEW YORK

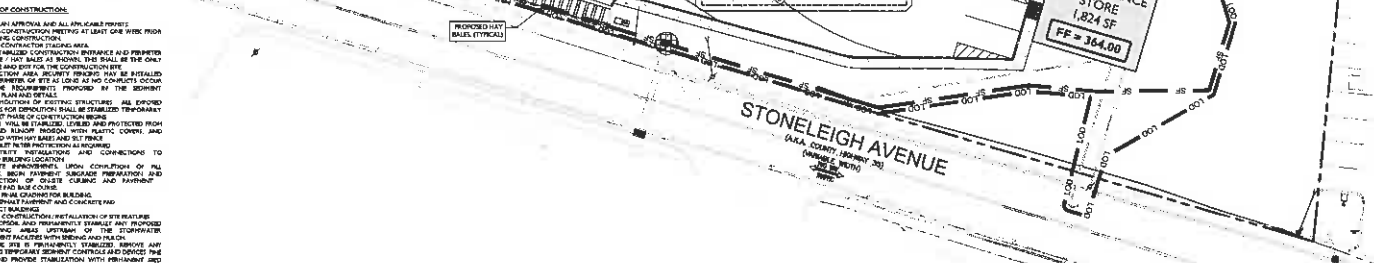
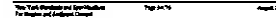
JEFFREY A. MARTELL, P.E.
NEW YORK JUNE 14, 2011
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design, llc

SCALE: 1" = 30' PROJECT NO: 14-004

TITLE:
LIGHTING PLAN

DRAWING:
C-7

[illegible]

SITE PLAN

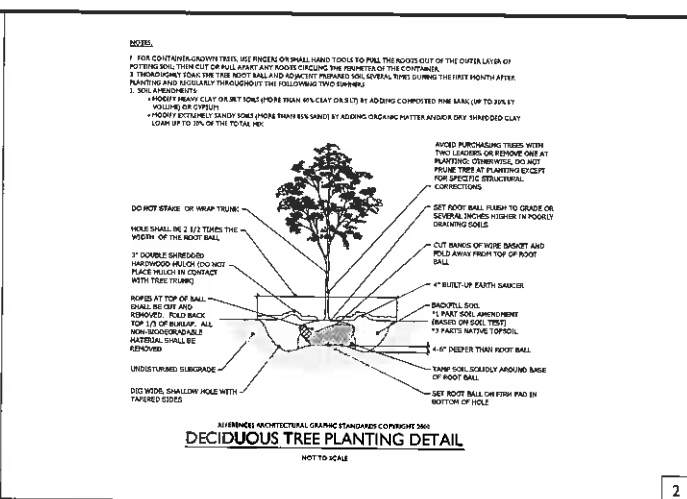
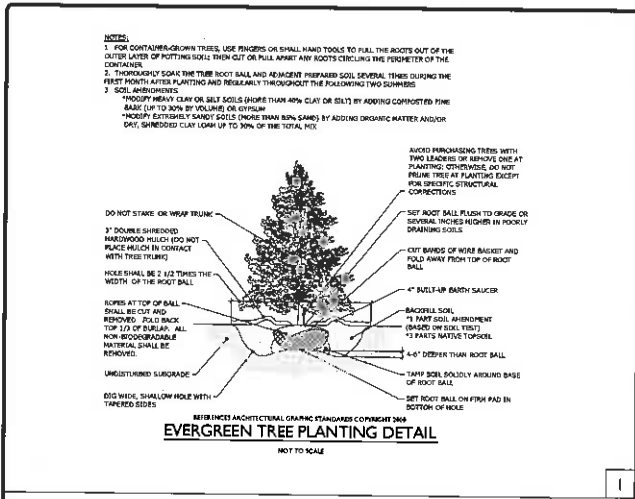
NY FUEL DISTRIBUTORS, LLC

**PROPOSED CONVENIENCE STORE
AND FUELING STATION**

ROCKAWAY LOT 40
TOWN OF CARROLL
PUTNAM COUNTY, NEW YORK

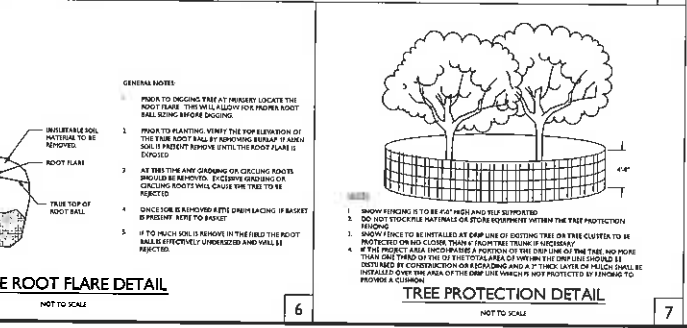
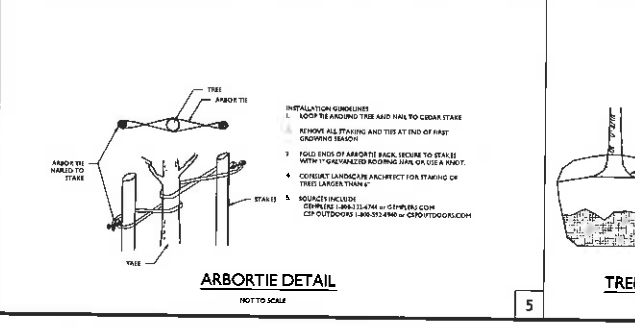
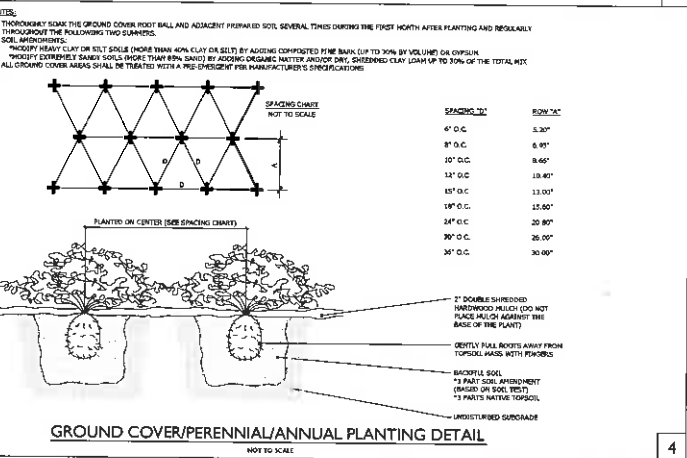
SCALE:	1" = 30'	PROJECT NO. T-4386
TITLE:		
<p align="center">SOIL EROSION & SEDIMENT CONTROL PLAN</p>		
DRAWING:		

C-8



GENERAL SOIL PREPARATION REQUIREMENTS TABLE

SOIL CONDITION	PREP. WIDTH OF PREPARED SOIL (IN)	TYPE OF PREPARATION
GOOD SOIL, NOT PREVIOUSLY GRADED OR CONNECTED TO TOPSOIL LAYER (AT LEAST)	4 FT. OR TRACE THE WIDTH OF THE ROOT BALL, WHICHEVER IS GREATER	SOOTEN THE EXISTING SOIL TO THE WIDTH AND DEPTH SHOWN ON PLANTING DETAILS
COMPACTED SOIL (NOT REMOVED OR GRADED) TOPSOIL LAYER OBTAINED BUT NOT LUMINATED	18 FT.	LOOSEN THE EXISTING SOIL TO THE WIDTH AND DEPTH SHOWN ON PLANTING DETAILS, ADD COMPOSTED ORGANIC MATTER TO BRING THE COMPOST UP TO 30% BY VOLUME
GRADED SUBSOIL AND CLEAN FILL WITH CLAY CONTENT BETWEEN 15% & 35%	18 FT.	PERFORM TREATMENT: LOOSEN EXISTING SOIL TO THE WIDTH AND DEPTH SHOWN, ADD COMPOSTED ORGANIC MATTER TO BRING SUBGRADE CONTENT UP TO 30% BY VOLUME. OPTIMAL TREATMENT: REMOVE TOP 1/3 OF THE EXISTING MATERIAL, LOOSEN EXISTING SOIL TO THE WIDTH AND DEPTH SHOWN ON PLANTING DETAILS, ADD 1-1 1/2" OF LOAM TOPSOIL.
POOR QUALITY FILL HEAVY CLAY SOIL, SOIL CONTAMINATED WITH RUBBER OR TOXIC MATERIAL	28 FT.	REMOVE EXISTING SOIL TO THE WIDTH AND DEPTH SHOWN, REPLACE WITH LOAM AND TOPSOIL.



NOT APPROVED FOR CONSTRUCTION

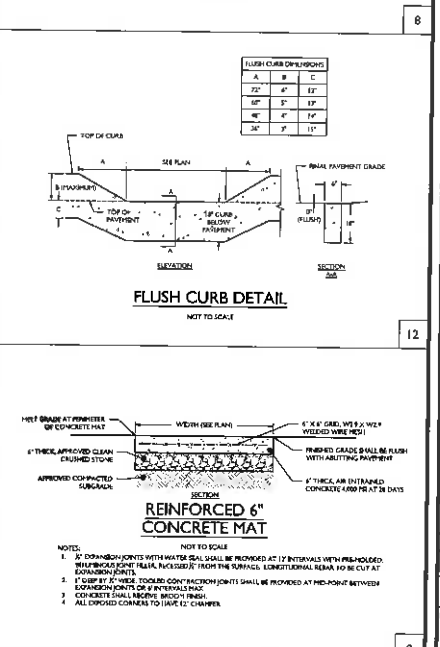
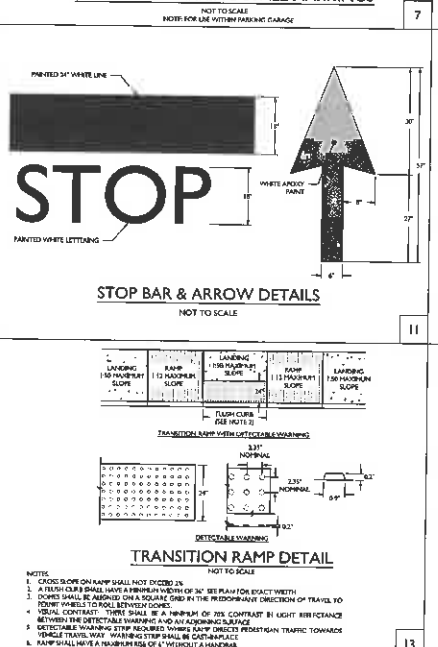
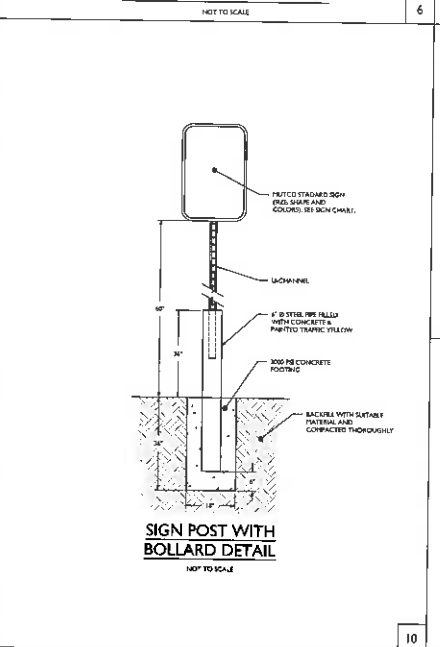
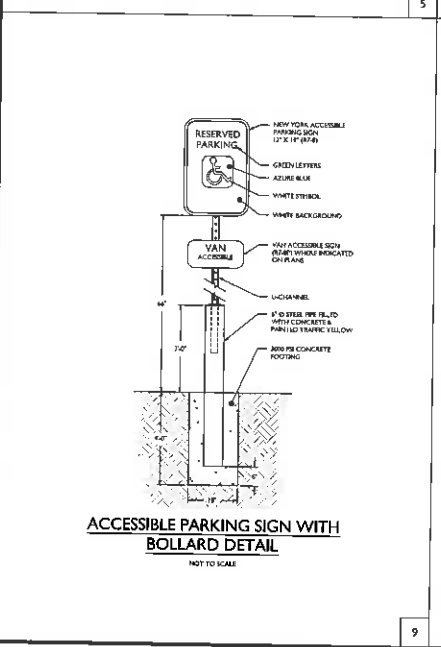
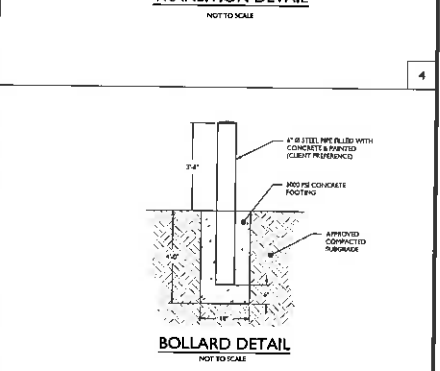
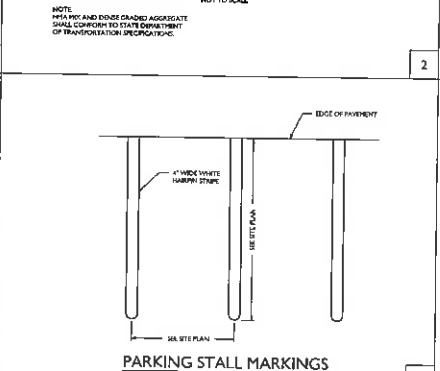
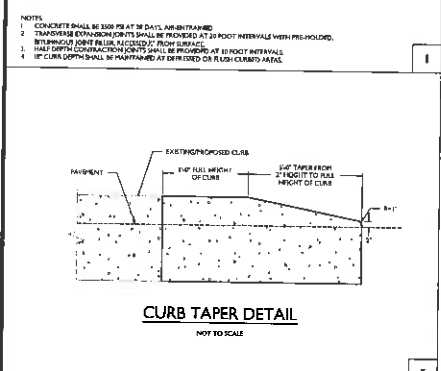
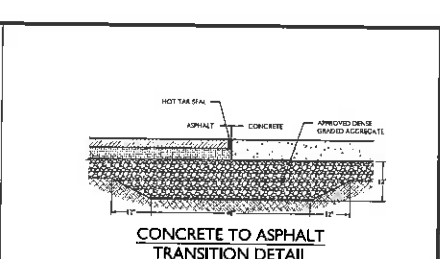
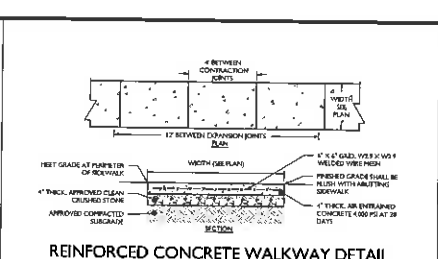
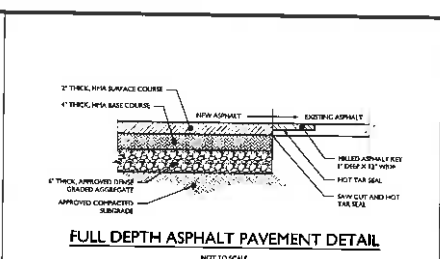
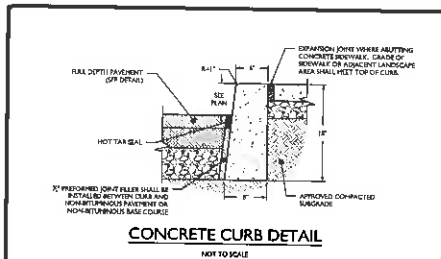
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PROPOSED CONVENIENCE STORE
AND FUELING STATION
BLOCK 1, LOT 48
TOWN OF CARLISLE
PUTNAM COUNTY, NEW YORK

JEFFREY A. MARTELL, P.E.
NEW YORK LICENSE NO. 08652
LICENSED PROFESSIONAL ENGINEER

STONEFIELD
engineering & design, P.C.

SCALE: AS SHOWN PROJECT ID: 17-0084
TITLE: LANDSCAPING DETAILS
DRAWING: C-10



DESCRIPTION		DATE	BY	SCALE
1. CONCRETE CURB DETAIL		10/10/14	ST	AS SHOWN
2. FULL DEPTH ASPHALT PAVEMENT DETAIL		10/10/14	ST	AS SHOWN
3. REINFORCED CONCRETE WALKWAY DETAIL		10/10/14	ST	AS SHOWN
4. CONCRETE TO ASPHALT TRANSITION DETAIL		10/10/14	ST	AS SHOWN
5. CURB TAPER DETAIL		10/10/14	ST	AS SHOWN
6. PARKING STALL MARKINGS		10/10/14	ST	AS SHOWN
7. ACCESSIBLE PARKING STALL MARKINGS		10/10/14	ST	AS SHOWN
8. BOLLARD DETAIL		10/10/14	ST	AS SHOWN
9. ACCESSIBLE PARKING SIGN WITH BOLLARD DETAIL		10/10/14	ST	AS SHOWN
10. SIGN POST WITH BOLLARD DETAIL		10/10/14	ST	AS SHOWN
11. STOP BAR & ARROW DETAILS		10/10/14	ST	AS SHOWN
12. FLUSH CURB DETAIL		10/10/14	ST	AS SHOWN
13. REINFORCED 6" CONCRETE MAT		10/10/14	ST	AS SHOWN
14. TRANSITION RAMP DETAIL		10/10/14	ST	AS SHOWN

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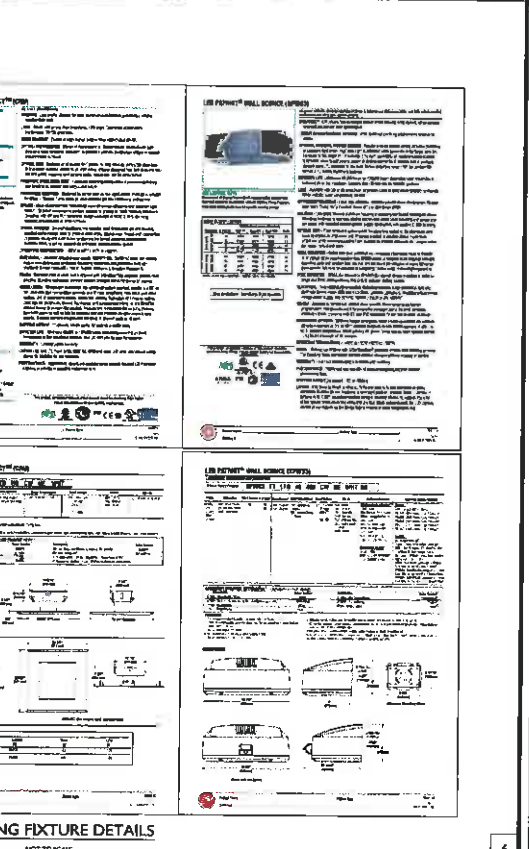
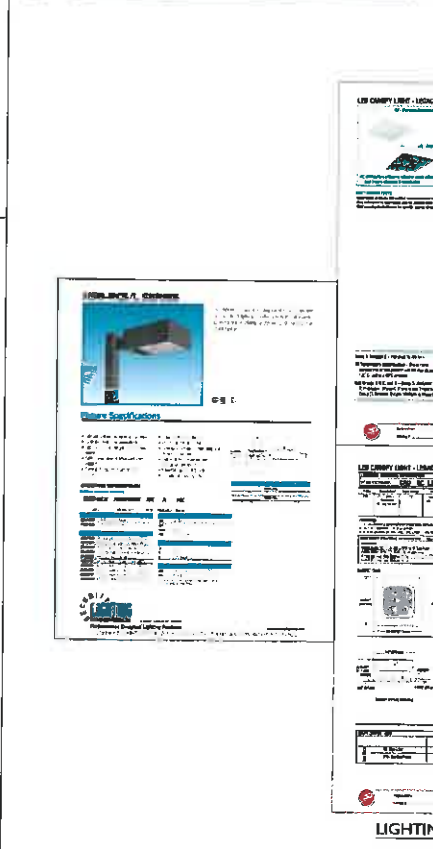
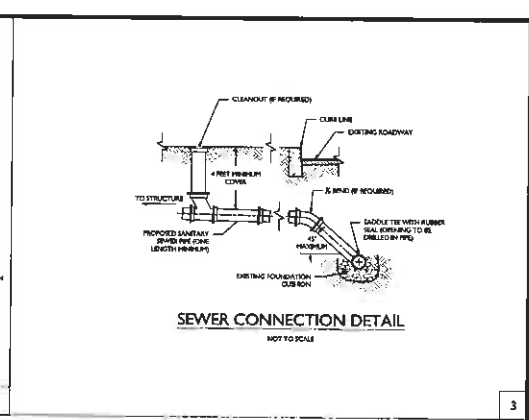
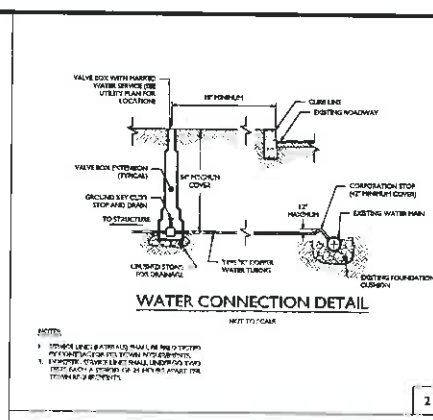
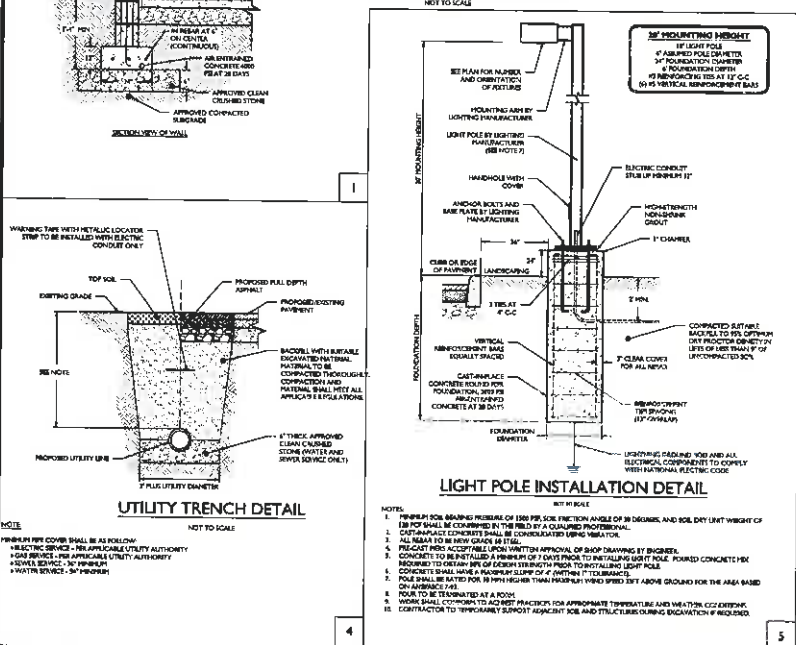
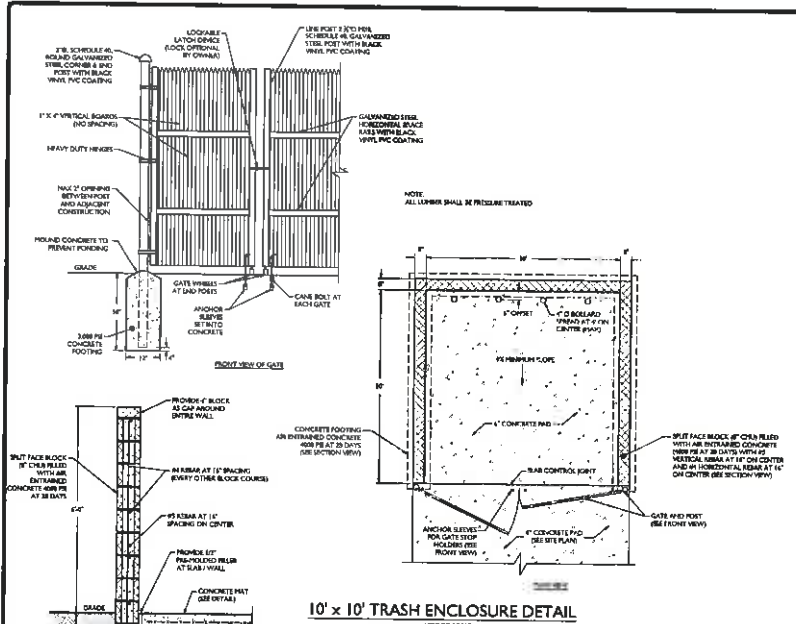
NY FUEL DISTRIBUTORS, LLC
PROPOSED CONVENIENCE STORE
AND FUELING STATION
BLOCK 1, LOT 48
200 WEST 10TH STREET
TOWNSHIP OF CARLETON
PUTNAM COUNTY, NEW YORK

JEFFREY A. MARTELL, P.E.
NEW YORK LICENSE NO. 04342
LOCAL PROFESSIONAL ENGINEER

SCALE: AS SHOWN PROJECT BY: T4506

CONSTRUCTION DETAILS

C-11



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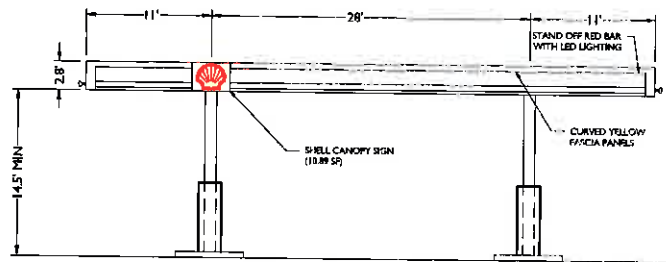
Headquarters: 75 Orient Way, Suite 302, Rutherford, NJ 07070
Phone 201.346.4448 • Fax 201.363.4472

NY FUEL DISTRIBUTORS, LLC
PROPOSED CONVENIENCE STORE
AND FUELING STATION

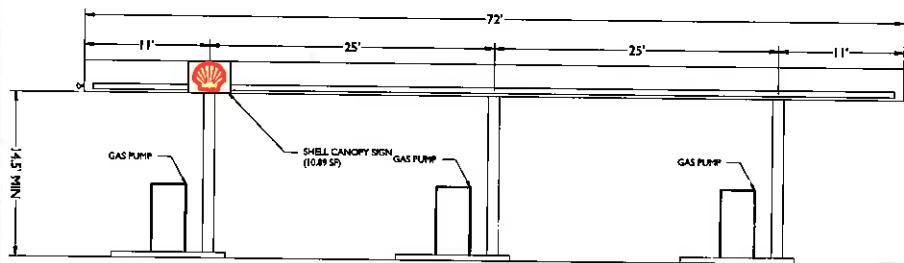
JEFFREY A. MARTELL, P.E.
NEW YORK LICENSE NO. 00882
REGISTERED PROFESSIONAL ENGINEER

STONEFIELD
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SCALE: AS SHOWN PROJECT NO. 17888
TITLE: CONSTRUCTION DETAILS
DRAWING: C-12



WEST ELEVATION

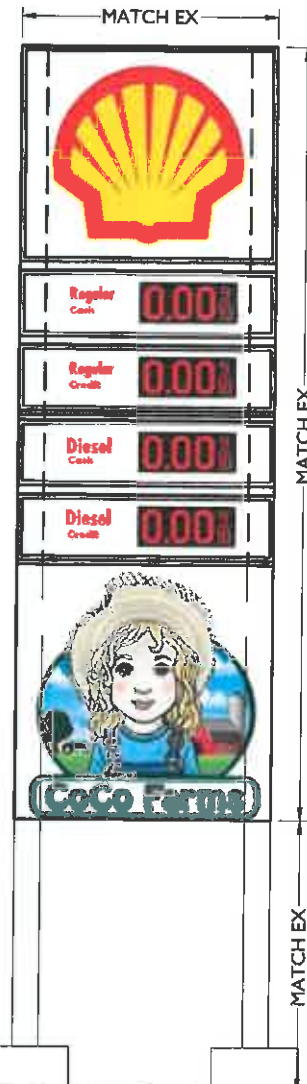


NORTH ELEVATION

CANOPY DETAIL

NOTE:
CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION (DOT) SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS.

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



FREESTANDING SIGN DETAIL

NOT TO SCALE

NO.	DATE	BY	DESCRIPTION
1	06/01/14	STC	DRAWING

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AND FUELING STATION
BLOCK 1, LOT 44
BLVD. AND ROUTE 46
TOWNSHIP OF COCHISEL
PUTNAM COUNTY, NEW YORK

JEFFREY A. MARTELL, P.E.
NEW YORK LICENSE NO. 00000000000000000000
LICENSED PROFESSIONAL ENGINEER

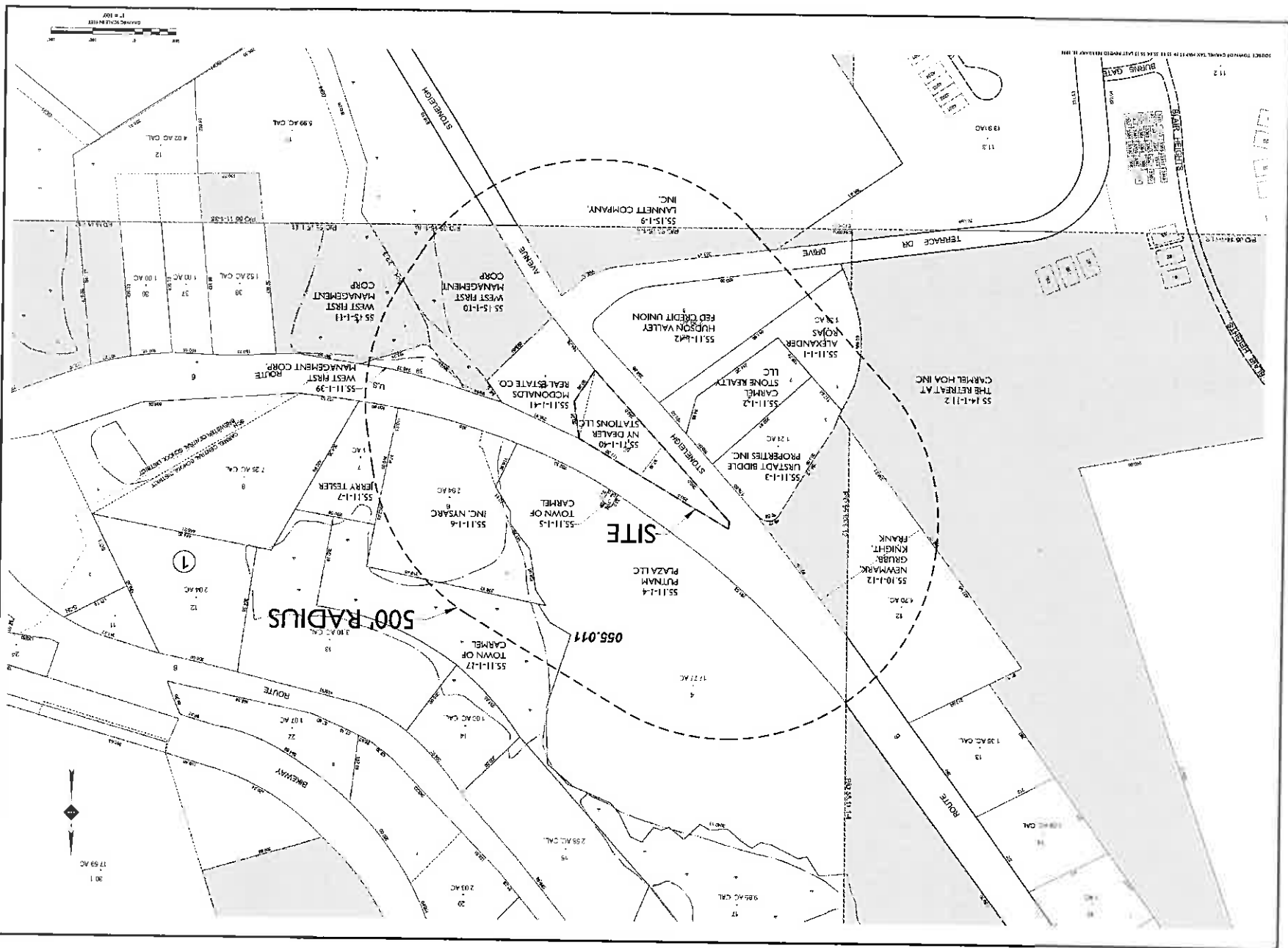
STONEFIELD
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SCALE: AS SHOWN PROJECT NO. 14-000

TITLE:
CONSTRUCTION
DETAILS

DRAWING

C-13



500' RADIUS

SITE

055.011

1 OF 1

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500 FT. RADIUS
PROPERTY OWNER
MAP

PROJECT NO. 10888

DATE: 11/11/11

BY: [Signature]

NOT APPROVED FOR CONSTRUCTION

NO.	DATE	BY	DESCRIPTION
1	11/11/11	STONFIELD	INITIAL DRAFT SET
2	11/11/11	STONFIELD	REVISED PER PLANNING BOARD MEETING COMMENTS

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NY FUEL DISTRIBUTORS, LLC
PROPOSED CONVENIENCE STORE
AND FUELING STATION

10000 ROUTE 108
PUTNAM PLAZA LLC
CARMEL, NEW YORK

Headquarters: 75 Canal Way, Suite 300, Fairfield, NJ 07009
Phone: 973.261.4466 Fax: 973.261.4472
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Taco Bell

TOWN OF CARMEL SITE PLAN APPLICATION INSTRUCTIONS



The Town of Carmel Planning Board meetings are held twice a month, on the second and fourth Wednesday's, at 7:00 PM at Carmel Town Hall, 60 McAlpin Avenue, Carmel

The submission deadline is 10 days prior to the Planning Board meeting. New site plan applications that have been deemed complete will be placed on the agenda in the order they are received.

No application will be placed on the agenda that is incomplete

Pre-Submission:

Prior to the formal submission of the site plan, a pre-submission conference may be requested by the applicant to be conducted with representatives from the Town, which may include the Town Planner, Town Engineer, Director of Code Enforcement and/or the Planning Board Attorney. This conference will serve to educate the applicant on the process he/she must follow, clarify the information required to submit a complete site plan application, and to highlight any specific areas of concern. You may arrange a pre-submission conference through the Planning Board Secretary at (845) 628-1500 extension 190.

Submission Requirements:

At least 10 days prior to the Planning Board meeting, the site plan application shall be submitted to the Planning Board Secretary as follows:

All site plans shall be signed, sealed and folded with the title box legible. The application package shall include:

- ☒ 11 copies of the Site Plan Application Form, signed and notarized.
- ☒ 11 copies of the SEQR Environmental Assessment Form (use of short form or long form shall be determined at pre-submission conference).
- ☒ 5 full size sets of the Site Plan (including floor plans and elevations)
- ☒ 1 CD (in pdf. format) containing an electronic version of the Site Plan
- ☒ 2 copies of the Disclosure Statement
- ☒ 11 copies of the Site Plan Completeness Certification Form
- ☒ All supplemental studies, reports, plans and renderings.
- ☒ 2 copies of the current deed.
- ☒ 2 copies of all easements, covenants and restrictions.
- ☒ The appropriate fee, determined from the attached fee schedule. Make checks payable to the Town of Carmel.

Theresa M. Mulla 6/23/16
Planning Board Secretary; Date

Robert J. Ditt 6/24/16
Town Engineer; Date



TOWN OF CARMEL SITE PLAN APPLICATION



Per Town of Carmel Code – Section 156 - Zoning

SITE IDENTIFICATION INFORMATION		
Application Name: Taco Bell		Application # 16-0012
Site Address: No. 1819 Street: Route 6 Hamlet: Carmel		Date Submitted: 4/22/16
Property Location: (Identify landmarks, distance from intersections, etc.) +/- 400' North of Old Route 6		
Town of Carmel Tax Map Designation: Section 55.6 Block 1 Lot(s) 51		Zoning Designation of Site: C-Commercial District
Property Deed Recorded in County Clerk's Office Date Liber 1845 Page 459		Liens, Mortgages or other Encumbrances Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Existing Easements Relating to the Site <input checked="" type="checkbox"/> Yes Describe and attach copies:		Are Easements Proposed? <input checked="" type="checkbox"/> Yes Describe and attach copies:
Have Property Owners within a 500' Radius of the Site Been Identified? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Attached List to this Application Form		
APPLICANT/OWNER INFORMATION		
Property Owner: VRE Carmel, LLC		Phone #: 504-577-2019 Email: dbrown@verticalcm.com
Owners Address: No. 1209 Street: South White Chapel Blvd., Ste 180 Town: Southlake State: TX Zip: 76092		
Applicant (If different than owner):		Phone #: Fax#: Email:
Applicant Address (If different than owner): No. Street: Town: State: Zip:		
Individual/ Firm Responsible for Preparing Site Plan: Maser Consulting P.A.		Phone #: 845-352-0411 Fax#: 845-352-2611 Email: jcokeley@maserconsulting.com
Address: No. 777 Street: Chestnut Ridge Road Town: Chestnut Ridge State: NY Zip: 10977		
Other Representatives:		Phone #: Fax#: Email:
Owners Address: No. Street: Town: State: Zip:		
PROJECT DESCRIPTION		
Describe the project, proposed use and operation thereof: The overall property consists of approximately 1.1 acres of land and currently is vacant. The proposed development consists of a Taco Bell restaurant with a drive-thru along with typical appurtenant site improvements.		

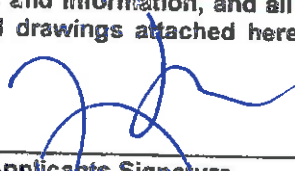
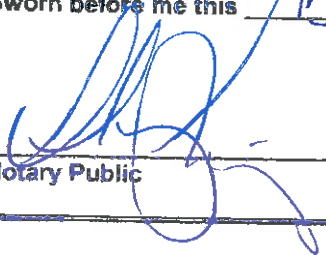
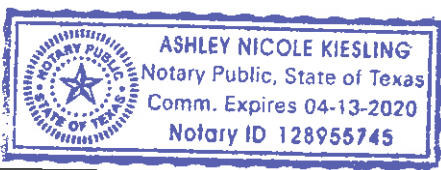
TOWN OF CARMEL SITE PLAN APPLICATION

PROJECT INFORMATION			
Lot size: Acres: 1.1 Square Feet:		Square footage of all existing structures (by floor): First floor = 2,090 SF	
# of existing parking spaces: 0		# of proposed parking spaces: 25	
# of existing dwelling units: 0		# of proposed dwelling units: 0	
Is the site served by the following public utility infrastructure:			
<ul style="list-style-type: none"> Is project in sewer district or will private septic system(s) be installed? <u>Sewer District</u> If yes to Sanitary Sewer answer the following: <ul style="list-style-type: none"> Does approval exist to connect to sewer main? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> Is this an in-district connection? <u>X</u> Out-of district connection? _____ What is the total sewer capacity at time of application? <u>T.B.D.</u> What is your anticipated average and maximum daily flow <u>1,000gpd</u> 			
For Town of Carmel Town Engineer			
What is the sewer capacity <u>~ 100,000 gpd</u>			
<ul style="list-style-type: none"> Water Supply Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> 			
If Yes: <ul style="list-style-type: none"> Does approval exist to connect to water main? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> What is the total water capacity at time of application? <u>T.B.D.</u> What is your anticipated average and maximum daily demand <u>210,000 gpd</u> 			
<ul style="list-style-type: none"> Storm Sewer Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> 			
<ul style="list-style-type: none"> Electric Service Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> 			
<ul style="list-style-type: none"> Gas Service Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> 			
<ul style="list-style-type: none"> Telephone/Cable Lines Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> 			
For Town of Carmel Town Engineer			
Water Flows <u>As above</u> } 6/24/16 Sewer Flows _____			
Town Engineer; Date			
What is the predominant soil type(s) on the site? Soil Group 'D'		What is the approximate depth to water table? 5-10 feet	
Site slope categories:		15-25% 16 % 25-35% 6 % >35% 67 %	
Estimated quantity of excavation:		Cut (C.Y.) 8,600 Fill (C.Y.) 0	
Is Blasting Proposed Yes: <input type="checkbox"/> No: <input type="checkbox"/> Unknown: <input checked="" type="checkbox"/>			
Is the site located in a designated Critical Environmental Area? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Does a curb cut exist on the site? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>		Are new curb cuts proposed? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	
		What is the sight distance? Left >500' Right >500'	
Is the site located within 500' of:			
<ul style="list-style-type: none"> The boundary of an adjoining city, town or village 		Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
<ul style="list-style-type: none"> The boundary of a state or county park, recreation area or road right-of-way 		Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	
<ul style="list-style-type: none"> A county drainage channel line. 		Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
<ul style="list-style-type: none"> The boundary of state or county owned land on which a building is located 		Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	

TOWN OF CARMEL SITE PLAN APPLICATION

Is the site listed on the State or Federal Register of Historic Place (or substantially contiguous) Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Is the site located in a designated floodplain? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Will the project require coverage under the Current NYSDEC Stormwater Regulations Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>			
Will the project require coverage under the Current NYCDEP Stormwater Regulations Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>			
Does the site disturb more than 5,000 sq ft		Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	
Does the site disturb more than 1 acre		Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
Does the site contain freshwater wetlands? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Jurisdiction: NYSDEC: <input type="checkbox"/> Town of Carmel: <input type="checkbox"/>			
<i>If present, the wetlands must be delineated in the field by a Wetland Professional, and survey located on the Site Plan.</i>			
Are encroachments in regulated wetlands or wetland buffers proposed? Yes: <input type="checkbox"/> No: <input type="checkbox"/>			
Does this application require a referral to the Environmental Conservation Board?		Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
Does the site contain waterbodies, streams or watercourses? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Are any encroachments, crossings or alterations proposed? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Is the site located adjacent to New York City watershed lands? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>			
Is the project funded, partially or in total, by grants or loans from a public source? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Will municipal or private solid waste disposal be utilized? Public: <input checked="" type="checkbox"/> Private: <input type="checkbox"/>			
Has this application been referred to the Fire Department?		Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
What is the estimated time of construction for the project?		6-8 months	
ZONING COMPLIANCE INFORMATION			
Zoning Provision	Required	Existing	Proposed
Lot Area	40,000 S.F.	51,000 S.F.	51,000 S.F.
Lot Coverage	30%	5%	38%
Lot Width	200'	170'	170'
Lot Depth	200'	300'	300'
Front Yard	40'	N/A	40.5'
Side Yard	25'	N/A	67'
Rear Yard	30'	N/A	181'
Minimum Required Floor Area	5,000 S.F.	N/A	2,090 S.F.
Floor Area Ratio	N/A	-	-
Height	35'	N/A	<35'
Off-Street Parking	1 per 3 seats = 14	N/A	25
Off-Street Loading	0	N/A	1

TOWN OF CARMEL SITE PLAN APPLICATION

Will variances be required? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	If yes, identify variances: Min. required floor area Lot width Lot coverage Retaining wall setbacks
PROPOSED BUILDING MATERIALS	
Foundation	Reinforced concrete
Structural System	Wood frame
Roof	Single ply TPO
Exterior Walls	EFIS and brick with slat wall
APPLICANTS ACKNOWLEDGEMENT	
I hereby depose and certify that all the above statements and information, and all statements and information contained in the supporting documents and drawings attached hereto are true and correct.	
Jason Keen _____ Applicants Name	 _____ Applicants Signature
Sworn before me this <u>15th</u> day of <u>June</u> 20 <u>16</u>	
 _____ Notary Public	



TOWN OF CARMEL SITE PLAN COMPLETENESS CERTIFICATION FORM



All Site Plans submitted to the Planning Board for review shall include the following information and details, as set forth in Section 156-61 B of the Town of Carmel Zoning Ordinance.

This form shall be included with the site plan submission

	Requirement Data	To Be Completed by the Applicant	Waived by the Town
1	Name and title of person preparing the site plan	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
2	Name of the applicant and owner (if different from applicant)	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
3	Original drawing date, revision dates, scale and north arrow	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
4	Tax map, block and lot number(s), zoning district	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
5	All existing property lines, name of owner of each property within a 500' radius of the site	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
6	Contour lines at two-foot intervals, grades of all roads, driveways, sanitary and storm sewers	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
7	The location of all water bodies, streams, watercourses, wetland areas, wooded areas, rights-of-way, streets, roads, highways, railroads, buildings, structures	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
8	The location of all existing and proposed easements	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
9	The location of all existing and proposed structures, their use, setback dimensions, floor plans, front, side and rear elevations, buildable area.	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
10	On site circulation systems, access, egress ways and service roads, emergency service access and traffic mitigation measures	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
11	Sidewalks, paths and other means of pedestrian circulation	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
12	On-site parking and loading spaces and travel aisles with dimensions	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
13	The location, height and type of exterior lighting fixtures	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
14	Proposed signage	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
15	For non-residential uses, an estimate of the number of employees who will be using the site, description of the operation, types of products sold, types of machinery and equipment used	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>



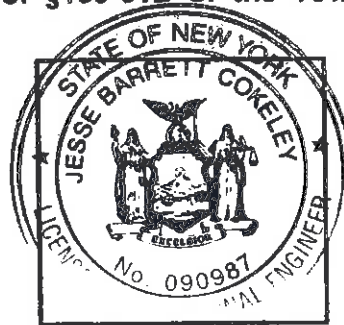
TOWN OF CARMEL SITE PLAN COMPLETENESS CERTIFICATION FORM



	Requirement Data	To Be Completed by the Applicant	Waived by the Town
16	The location of clubhouses, swimming pools, open spaces, parks or other recreational areas, and identification of who is responsible for maintenance	<input checked="" type="checkbox"/> NA	<input type="checkbox"/>
17	The location and design of buffer areas, screening or other landscaping, including grading and water management. A comprehensive landscaping plan in accordance with the Tree Conservation Law	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
18	The location of public and private utilities, maintenance responsibilities, trash and garbage areas	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
19	A list, certified by the Town Assessor, of all property owners within 500 feet of the site boundary	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>
20	Any other information required by the Planning Board which is reasonably necessary to ascertain compliance with this chapter	<input checked="" type="checkbox"/> ✓	<input type="checkbox"/>

Applicants Certification (to be completed by the licensed professional preparing the site plan:

I Jesse Cokeley hereby certify that the site plan to which I have attached my seal and signature, meets all of the requirements of §156-61B of the Town of Carmel Zoning Ordinance:



Signature - Applicant

Signature - Owner

6/21/16
Date

6/15/16
Date

Professionals Seal



TOWN OF CARMEL
**SITE PLAN COMPLETENESS
CERTIFICATION FORM**



Town Certification (to be completed by the Town)

I _____ hereby confirm that the site plan meets all of the requirements of §156-61B of the Town of Carmel Zoning Ordinance:

Rose Guomietta

Signature - Planning Board Secretary

6/23/16
Date

[Signature]

Signature - Town Engineer

6/24/16
Date

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Sponsor Information.

Name of Action or Project: Taco Bell		
Project Location (describe, and attach a general location map): West of U.S. Route 6 (Stoneleigh Ave) along the southbound lane, approximately 290 feet north of the intersection with Old Route 6		
Brief Description of Proposed Action (include purpose or need): Verdad Real Estate is looking to construct a +/- 2,090 square foot Taco Bell restaurant on a vacant site which is mostly wooded in the rear of the property, which includes the demolition of an existing asphalt drive as well as remnants of stone retaining walls and steps throughout the site. In addition to the new building, the proposed action also includes accompanying site improvements such as parking, utilities, and stormwater management facilities.		
Name of Applicant/Sponsor: Jesse Cokeley (Engineer - Sponsor)		Telephone: 845-352-0411 E-Mail: jcokeley@maserconsulting.com
Address: 777 Chestnut Ridge Road, Suite 202		
City/PO: Chestnut Ridge	State: New York	Zip Code: 10977
Project Contact (if not same as sponsor, give name and title/role): Derek Brown - Vertical Construction Management		Telephone: 504-577-2019 E-Mail: dbrown@verticalcm.com
Address: 1240 Camp Street		
City/PO: New Orleans	State: LA	Zip Code: 70130
Property Owner (if not same as sponsor): VRE Carmel, LLC		Telephone: 214-862-6570 E-Mail: ltucker@verticalcm.com
Address: 1209 South White Chapel Blvd. Suite 180		
City/PO: Southlake	State: TX	Zip Code: 76092

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No or Village Board of Trustees		
b. City, Town or Village <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Planning Board or Commission	Planning Board - Site Plan Approval	
c. City Council, Town or <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Village Zoning Board of Appeals	Zoning Board - Variance Relief	
d. Other local agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
e. County agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Putnam County Health Department	
f. Regional agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
g. State agencies <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	NYSDOT - Highway Work Permit	
h. Federal agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
i. Coastal Resources. i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No iii. Is the project site within a Coastal Erosion Hazard Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐ Yes ☒ No

- If Yes, complete sections C, F and G.
- If No, proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☐ Yes ☒ No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐ Yes ☐ No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☒ Yes ☐ No

If Yes, identify the plan(s):

NYC Watershed Boundary

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐ Yes ☒ No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☒ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
Zoning District C (Commercial)

b. Is the use permitted or allowed by a special or conditional use permit? ☒ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☒ No
If Yes,

i. What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Carmel Central School District

b. What police or other public ~~protection~~ forces serve the project site?
Carmel Police Dept

c. Which fire protection and emergency medical services serve the project site?
Carmel Fire Dept., Ambulance #1

d. What parks serve the project site?
None

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Commercial

b. a. Total acreage of the site of the proposed action? 1.17 acres
b. Total acreage to be physically disturbed? 0.73 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1.17 acres

c. Is the proposed action an expansion of an existing project or use? ☐ Yes ☒ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☒ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types) _____

ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No

iii. Number of lots proposed? _____

iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will proposed action be constructed in multiple phases? ☐ Yes ☒ No

i. If No, anticipated period of construction: 8 months

ii. If Yes:

• Total number of phases anticipated _____

• Anticipated commencement date of phase I (including demolition) _____ month _____ year

• Anticipated completion date of final phase _____ month _____ year

• Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

f. Does the project include new residential uses?

If Yes, show numbers of units proposed.

☐ Yes ☒ No

One Family

Two Family

Three Family

Multiple Family (four or more)

Initial Phase

At completion

of all phases

g. Does the proposed action include new non-residential construction (including expansions)?

If Yes,

☒ Yes ☐ No

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: +/-20 height; 28 width; and 77 length

iii. Approximate extent of building space to be heated or cooled: +/- 2,090 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage?

☐ Yes ☒ No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: _____

☐ Ground water ☐ Surface water streams ☐ Other specify: _____

iii. If other than water, identify the type of impounded/contained liquids and their source. _____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

☐ Yes ☒ No

If Yes:

i. What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

• Volume (specify tons or cubic yards): _____

• Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____

iv. Will there be onsite dewatering or processing of excavated materials?

If yes, describe. _____ ☐ Yes ☐ No

v. What is the total area to be dredged or excavated? _____

acres

vi. What is the maximum area to be worked at any one time? _____

acres

vii. What would be the maximum depth of excavation or dredging? _____

feet

viii. Will the excavation require blasting? _____

☐ Yes ☐ No

ix. Summarize site reclamation goals and plan: _____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area?

☐ Yes ☒ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will proposed action cause or result in disturbance to bottom sediments?

☐ Yes ☐ No

If Yes, describe:

iv. Will proposed action cause or result in the destruction or removal of aquatic vegetation?

☐ Yes ☐ No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water?

☒ Yes ☐ No

If Yes:

i. Total anticipated water usage/demand per day: _____ 1,500 gallons/day

ii. Will the proposed action obtain water from an existing public water supply?

☒ Yes ☐ No

If Yes:

- Name of district or service area: Carmel Water #2
- Does the existing public water supply have capacity to serve the proposal? ☒ Yes ☐ No
- Is the project site in the existing district? ☒ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☒ No
- Do existing lines serve the project site? ☐ Yes ☒ No

iii. Will line extension within an existing district be necessary to supply the project?

☐ Yes ☒ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site?

☐ Yes ☐ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes?

☒ Yes ☐ No

If Yes:

i. Total anticipated liquid waste generation per day: _____ 1,500 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
Sanitary Wastewater

iii. Will the proposed action use any existing public wastewater treatment facilities?

☒ Yes ☐ No

If Yes:

- Name of wastewater treatment plant to be used: T.B.D.
- Name of district: Carmel Sewer District #2
- Does the existing wastewater treatment plant have capacity to serve the project? ☒ Yes ☐ No
- Is the project site in the existing district? ☒ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☒ No

- Do existing sewer lines serve the project site?
- Will line extension within an existing district be necessary to serve the project?

☐ Yes ☒ No

☐ Yes ☒ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site?

☐ Yes ☒ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge, or describe subsurface disposal plans):

N/A

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

None

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction?

☐ Yes ☒ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or _____ acres (impervious surface)

_____ Square feet or _____ acres (parcel size)

ii. Describe types of new point sources: _____

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

- If to surface waters, identify receiving water bodies or wetlands: _____

- Will stormwater runoff flow to adjacent properties?

iv. Does proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?

☐ Yes ☐ No

☐ Yes ☐ No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations?

☒ Yes ☐ No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

Heavy construction equipment

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

None

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

None

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit?

☐ Yes ☒ No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year)

☐ Yes ☐ No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____ Tons/year (short tons) of Carbon Dioxide (CO₂)
- _____ Tons/year (short tons) of Nitrous Oxide (N₂O)
- _____ Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆)
- _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)
- _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐ Yes ☒ No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐ Yes ☒ No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☒ Yes ☐ No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☒ Evening ☒ Weekend
☐ Randomly between hours of _____ to _____

ii. For commercial activities only, projected number of semi-trailer truck trips/day: _____ +/- 1

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____ +25

iv. Does the proposed action include any shared use parking? ☐ Yes ☒ No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: _____
Access will be NYSDOT commercial driveway

vi. Are public/private transportation service(s) or facilities available within 1/2 mile of the proposed site? ☐ Yes ☒ No

vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐ Yes ☒ No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐ Yes ☒ No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☒ Yes ☐ No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____
T.B.D.

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____
Local Utility

iii. Will the proposed action require a new, or an upgrade to, an existing substation? ☐ Yes ☒ No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: _____ 7am - 4pm
- Saturday: _____ Same as above, only as needed
- Sunday: _____ Same as above, only as needed
- Holidays: _____

ii. During Operations:

- Monday - Friday: _____ 24 hours
- Saturday: _____ 24 hours
- Sunday: _____ 24 hours
- Holidays: _____ 24 hours

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☒ Yes ☐ No
 If yes:
 i. Provide details including sources, time of day and duration:
During normal construction hours, sound of trucks and equipment. During normal operation hours, sound of cars circulating site.

ii. Will proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☒ No
 Describe: _____

n. Will the proposed action have outdoor lighting? ☒ Yes ☐ No
 If yes:
 i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:
Pole mounted, LED area lights mounted at a height of 18 feet throughout the site. All lights to be full cut-off, dark sky compliant fixtures.

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☒ No
 Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☒ No
 If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☒ No
 If Yes:
 i. Product(s) to be stored _____
 ii. Volume(s) _____ per unit time _____ (e.g., month, year)
 iii. Generally describe proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☒ No
 If Yes:
 i. Describe proposed treatment(s): _____

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☒ Yes ☐ No
 If Yes:
 i. Describe any solid waste(s) to be generated during construction or operation of the facility:
 • Construction: _____ Varies tons per _____ (unit of time)
 • Operation: _____ 12 tons per _____ month (unit of time)
 ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:
 • Construction: Recycle as possible

 • Operation: Recycle as possible

iii. Proposed disposal methods/facilities for solid waste generated on-site:
 • Construction: Construction dumpsters likely to be on-site and emptied via private hauler

 • Operation: Trash enclosure located on site

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☒ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing: _____

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☒ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

- ☐ Urban ☐ Industrial ☒ Commercial ☒ Residential (suburban) ☐ Rural (non-farm)
- ☒ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

The site and adjacent properties are commercially zoned, but the adjacent properties to the north and south have residential uses. There is also a large wooded area in the rear of the site.

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	0.065	0.468	+0.403
• Forested	0.878	0.530	-0.348
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	0.227	.168	-0.059
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	0	0	0
• Wetlands (freshwater or tidal)	0	0	0
• Non-vegetated (bare rock, earth or fill)	0	0	0
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation? ☐ Yes ☒ No
i. If Yes: explain: _____

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☒ No
If Yes:
i. Identify Facilities: _____

e. Does the project site contain an existing dam? ☐ Yes ☒ No
If Yes:
i. Dimensions of the dam and impoundment:
• Dam height: _____ feet
• Dam length: _____ feet
• Surface area: _____ acres
• Volume impounded: _____ gallons OR acre-feet
ii. Dam's existing hazard classification: _____
iii. Provide date and summarize results of last inspection: _____

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☒ No
If Yes:
i. Has the facility been formally closed?
• If yes, cite sources/documentation: _____ ☐ Yes ☐ No
ii. Describe the location of the project site relative to the boundaries of the solid waste management facility: _____
iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☒ No
If Yes:
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred: _____

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☐ Yes ☒ No
If Yes:
i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☐ Yes ☐ No
☐ Yes – Spills Incidents database Provide DEC ID number(s): _____
☐ Yes – Environmental Site Remediation database Provide DEC ID number(s): _____
☐ Neither database
ii. If site has been subject of RCRA corrective activities, describe control measures: _____
iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☒ No
If yes, provide DEC ID number(s): _____
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s): _____

v. Is the project site subject to an institutional control limiting property uses?

☐ Yes ☐ No

• If yes, DEC site ID number: _____

• Describe the type of institutional control (e.g., deed restriction or easement): _____

• Describe any use limitations: _____

• Describe any engineering controls: _____

• Will the project affect the institutional or engineering controls in place? _____

☐ Yes ☐ No

• Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____

15 feet

b. Are there bedrock outcroppings on the project site?

☐ Yes ☒ No

If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %

c. Predominant soil type(s) present on project site:

Urban land-Paxton complex

46 %

Paxton fine sandy loam

38 %

Charlton loam

16 %

d. What is the average depth to the water table on the project site? Average: _____

5-10 feet

e. Drainage status of project site soils: ☐ Well Drained: _____ % of site

☒ Moderately Well Drained: 16 % of site

☒ Poorly Drained 84 % of site

f. Approximate proportion of proposed action site with slopes: ☒ 0-10%: _____ % of site

☒ 10-15%: 15 % of site

☒ 15% or greater: 80 % of site

g. Are there any unique geologic features on the project site?

☐ Yes ☒ No

If Yes, describe: _____

h. Surface water features

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)?

☐ Yes ☒ No

ii. Do any wetlands or other waterbodies adjoin the project site?

☒ Yes ☐ No

If Yes to either i or ii, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency?

☒ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

• Streams: Name Off-site, unimpacted wetland

Classification _____

• Lakes or Ponds: Name _____

Classification _____

• Wetlands: Name _____

Approximate Size _____

• Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies?

☐ Yes ☒ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway?

☐ Yes ☒ No

j. Is the project site in the 100 year Floodplain?

☐ Yes ☒ No

k. Is the project site in the 500 year Floodplain?

☐ Yes ☒ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer?

☐ Yes ☒ No

If Yes:

i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:
 birds _____ local woodland animals _____

n. Does the project site contain a designated significant natural community?
 If Yes: ☐ Yes ☒ No
 i. Describe the habitat/community (composition, function, and basis for designation): _____
 ii. Source(s) of description or evaluation: _____
 iii. Extent of community/habitat:
 • Currently: _____ acres
 • Following completion of project as proposed: _____ acres
 • Gain or loss (indicate + or -): _____ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☒ Yes ☐ No

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☐ Yes ☒ No

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing?
 If yes, give a brief description of how the proposed action may affect that use: _____
☐ Yes ☒ No

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☒ No
 If Yes, provide county plus district name/number: _____

b. Are agricultural lands consisting of highly productive soils present?
 i. If Yes: acreage(s) on project site? ☐ Yes ☒ No
 ii. Source(s) of soil rating(s): _____

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☒ No
 If Yes:
 i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
 ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area?
 If Yes: ☐ Yes ☒ No
 i. CEA name: _____
 ii. Basis for designation: _____
 iii. Designating agency and date: _____

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on, or has been nominated by the NYS Board of Historic Preservation for inclusion on, the State or National Register of Historic Places? ☐ Yes ☒ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based: _____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☒ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☒ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☐ Yes ☒ No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☒ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

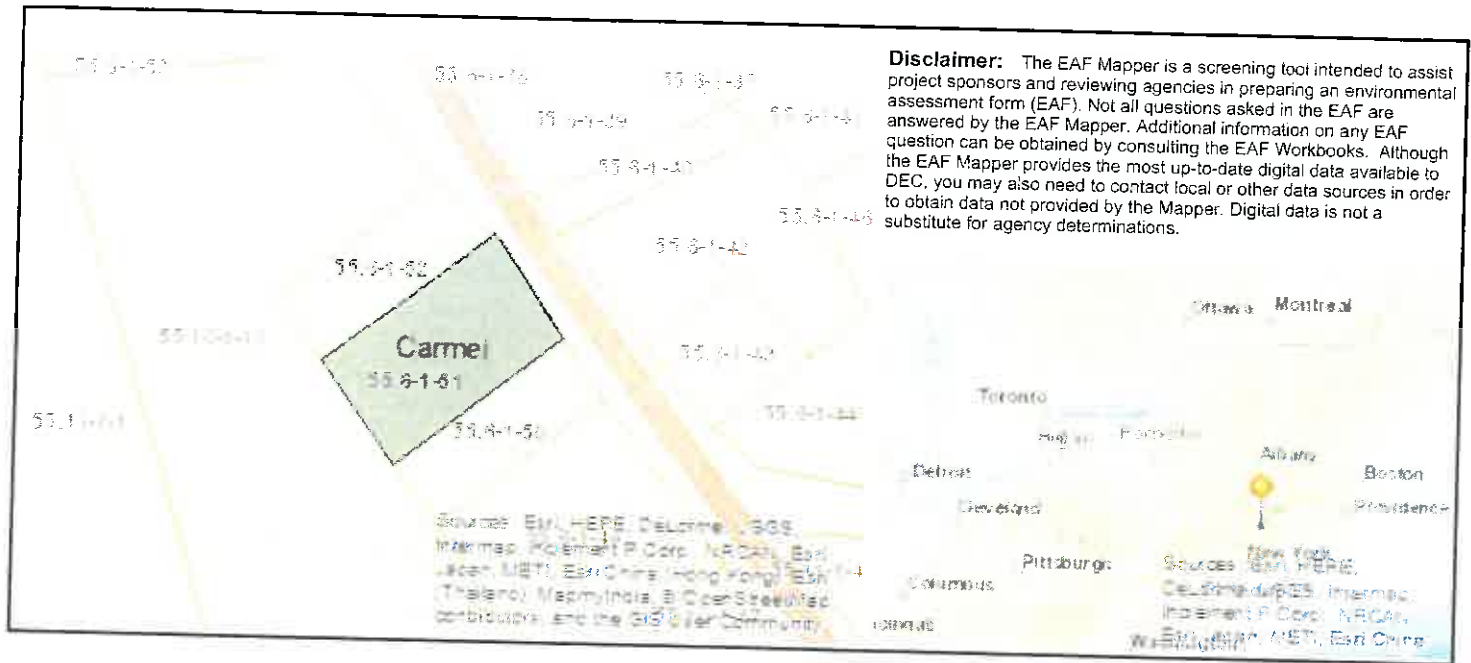
Applicant/Sponsor Name Jesse Cokeley

Date June 21, 2016

Signature _____

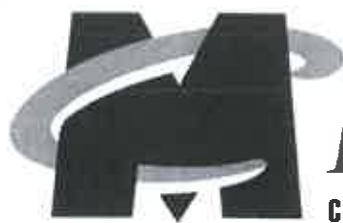
Title Engineer - Sponsor

PRINT FORM



B.1.i [Coastal or Waterfront Area]	No
B.1.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYC Watershed Boundary
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	No
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	No
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	Yes

E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National Register of Historic Places]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No



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Traffic Impact Study

Taco Bell (1819 Route 6)
Town of Carmel, New York

June 30, 2016

Prepared For

VRE Carmel, LLC
1211 South White Chapel Boulevard
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Prepared By

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MC Project No. 16000789A



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APPENDIX C.....	LEVEL OF SERVICE STANDARDS
APPENDIX D	SYNCHRO ANALYSIS SUMMARY SHEETS
APPENDIX E.....	TRAFFIC COUNT DATA

A. INTRODUCTION

This Study was prepared to evaluate the potential traffic impacts of the proposed Taco Bell restaurant with a drive-thru to be located on the west side of U.S. Route 6 (1819 Route 6) approximately 400' north of Old Route 6 in the Town of Carmel, New York. The following sections provide a description of the proposed Project and the tasks undertaken in completing our evaluation.

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

The proposed development consists of a Taco Bell restaurant with drive-thru (2,090 s.f.) to be located on the west side of U.S. Route 6 (1819 Route 6) approximately 400' north of Old Route 6 in the Town of Carmel, New York. Access to the Site will be provided via a driveway to U.S. Route 6. The Site Location is shown on Figure No. 1.

C. DESCRIPTION OF EXISTING ROADWAY NETWORK

As discussed in Section B and shown on Figure No. 1, the Site will have access to U.S. Route 6. In the vicinity of the Site, U.S. Route 6 consists of one travel lane with shoulders in each direction and has a posted speed limit of 40 mph.

D. YEAR 2016 EXISTING TRAFFIC VOLUMES (Figures No. 2 and 3)

In order to identify current traffic conditions in the vicinity of the Site, turning movement traffic counts were conducted at the U.S. Route 6/Old Route 6 intersection on Thursday, June 2, 2016 between the hours of 4:00 PM – 7:00 PM to determine Weekday Peak PM Hour and on Saturday, June 4, 2016 between the hours 11:00 AM to 2:00 PM to determine the Saturday Peak Hour. These counts were also compared with historical data from the New York State Department of Transportation (NYSDOT).

Based upon a review of the traffic count data, the peak hours generally are:

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

The resulting Year 2016 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak PM Highway Hour and Saturday Peak Hour, respectively. A copy of the Traffic Count Data is contained in Appendix E of this Study.

E. YEAR 2018 NO-BUILD TRAFFIC VOLUMES (Figures No. 4 and 5)

For the purpose of analysis, a Design Year of 2018 has been utilized in completing the traffic analysis. In order to account for normal background growth in the area as well as other potential development in the area, the Year 2016 Existing Traffic Volumes were increased by a conservative total growth factor of 5%.

The resulting Year 2018 No-Build Traffic Volumes are shown on Figures No. 4 and 5 for each of the Peak Hours, respectively.

F. SITE GENERATED TRAFFIC VOLUMES

In order to estimate the amount of traffic to be generated by the the proposed Taco Bell restaurant with drive-thru (2,090 s.f.), the Hourly Trip Generation Rates and Anticipated Site Generated Traffic Volumes were developed based on information contained in the Institute of Transportation Engineers (ITE) "Trip Generation Handbook", 9th Edition, 2013. The Hourly Trip Generation Rates and anticipated Site Generated Traffic Volumes are summarized below:

PROPOSED TACO BELL WITH DRIVE-THRU (2,090 s.f.)	ENTRY		EXIT		TOTAL	
	HTGR*	TRIPS	HTGR*	TRIPS	HTGR*	TRIPS
WEEKDAY PEAK PM HIGHWAY HOUR	16.98	36	15.67	32	32.65	68
SATURDAY PEAK HOUR	30.09	63	28.91	60	59.00	123
"NEW TRIPS"						
W/ 25% Pass-By Credit						
WEEKDAY PEAK PM HIGHWAY HOUR	-----	28	-----	24	-----	52
SATURDAY PEAK HOUR	-----	48	-----	45	-----	93

ITE Land Use 934 – Fast Food Restaurant with Drive-Thru

It should be noted that a significant portion of the Taco Bell generated trips would be traffic from the existing traffic stream as "pass-by" credit. A 25% "pass-by" credit was utilized.

As shown on above Table, the proposed Taco Bell restaurant with drive-thru would generate a total of 52 “new” trips (28 “new” entering trips and 24 “new” exiting trips) during the Weekday Peak PM Highway Hour and a total of 93 “new” trips (48 “new” entering trips and 45 “new” exiting trips) during the Saturday Peak Hour.

G. YEAR 2018 BUILD TRAFFIC VOLUMES (Figures No. 6, 7, 8, 9 and 10)

In order to assign the above site generated traffic volumes to the roadway network, arrival and departure distributions were established based on a review of the existing traffic volumes and expected travel patterns. The above Site Generated Traffic Volumes for the proposed Taco Bell restaurant with drive-thru was assigned to the roadway network based on the anticipated arrival/departure distribution patterns shown on Figure No. 6. The resulting Site Generated Traffic Volumes are shown on Figures No. 7 and 8 for each of the Peak Hours, respectively. The Site Generated Traffic Volumes were added to the Year 2018 No-Build Traffic Volumes to obtain the Year 2018 Build Traffic Volumes.

The resulting Year 2018 Build Traffic Volumes are shown on Figures No. 9 and 10 for each of the Peak Hours, respectively.

H. DESCRIPTION OF ANALYSIS PROCEDURES

In order to determine existing and future operating conditions at the U.S. Route 6/Old Route 6 intersection and the future operation of the proposed Site driveway, it was necessary to perform intersection capacity analysis. The following is a brief description of the Unsignalized Analysis procedure use in the evaluation:

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

The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity.

Additional information concerning unsignalized Levels of Service can be found in Appendix C of this Study.

I. RESULTS OF ANALYSIS (Table No. 1)

In order to evaluate existing and future traffic operating conditions at the U.S. Route 6/Old Route 6 intersection and the future operation of the proposed Site driveway, SYNCHRO analyses were conducted utilizing the procedure described above. Table No. 1 summarizes the results of the SYNCHRO analysis indicating the Levels of Service, vehicle delays and volume-to-capacity (v/c) ratios for the Year 2016 Existing, Year 2018 No-Build and Year 2018 Build Conditions. Summarized below is a description of the existing geometrics and a summary of the existing and future Levels of Service. Copies of the SYNCHRO analysis are contained in Appendix D of this Study.

1. U.S. Route 6 and Old Route 6

Old Route 6 intersects U.S. Route 6 at a "T" shaped, unsignalized intersection. The U.S. Route 6 northbound approach consists of one lane for through and right turn movements and the U.S. Route 6 southbound approach consists of one lane for left and through movements. The Old Route 6 westbound approach consists of one lane for left and right turns and is "stop" sign controlled.

Capacity analysis conducted utilizing the Year 2016 Existing Traffic Volumes indicates that the Old Route 6 approach (westbound approach) is currently operating at a Level of Service "C" during the Weekday Peak PM Highway Hour and is currently operating at a Level of Service "C" during the Saturday Peak Hour.

Capacity analysis conducted utilizing the Year 2018 No-Build Traffic Volumes indicates that the Old Route 6 approach (westbound approach) is projected to operate at a Level of Service "D" during the Weekday Peak PM Hour and is projected to operate at a Level of Service "C" during the Saturday Peak Hour.

Capacity analysis conducted utilizing the Year 2018 Build Traffic Volumes indicates that the Old Route 6 approach (westbound approach) is projected to continue to operate at a Level of Service "D" during the Weekday Peak PM Hour and is projected to continue to operate at a Level of Service "C" during the Saturday Peak Hour.

2. U.S. Route 6 and Proposed Site Driveway

In the vicinity of the Site, U.S. Route 6 consists on one travel lane with shoulders in each direction and has a posted speed limit of 40 mph. The proposed driveway will intersect U.S. Route 6 at a "T" shaped, unsignalized intersection. The U.S. Route 6 northbound approach will consist of one lane for left and through movements and the U.S. Route 6 southbound approach will consist of one lane for through and right turn movements. The driveway will consist of one entering lane and one exiting lane for left and right turn movements and will be "stop" sign controlled.

Capacity analysis conducted utilizing the Year 2018 Build Traffic Volumes indicates that the proposed Site driveway is projected to operate at a Level of Service "D" during the Weekday Peak PM Highway and Saturday Peak PM Hours.

J. SUMMARY AND CONCLUSION

Based on the anticipated generation and results of the capacity analysis, the proposed Taco Bell driveway will operate at a Level of Service "D" and will not result in significant impact on the surrounding roadways.



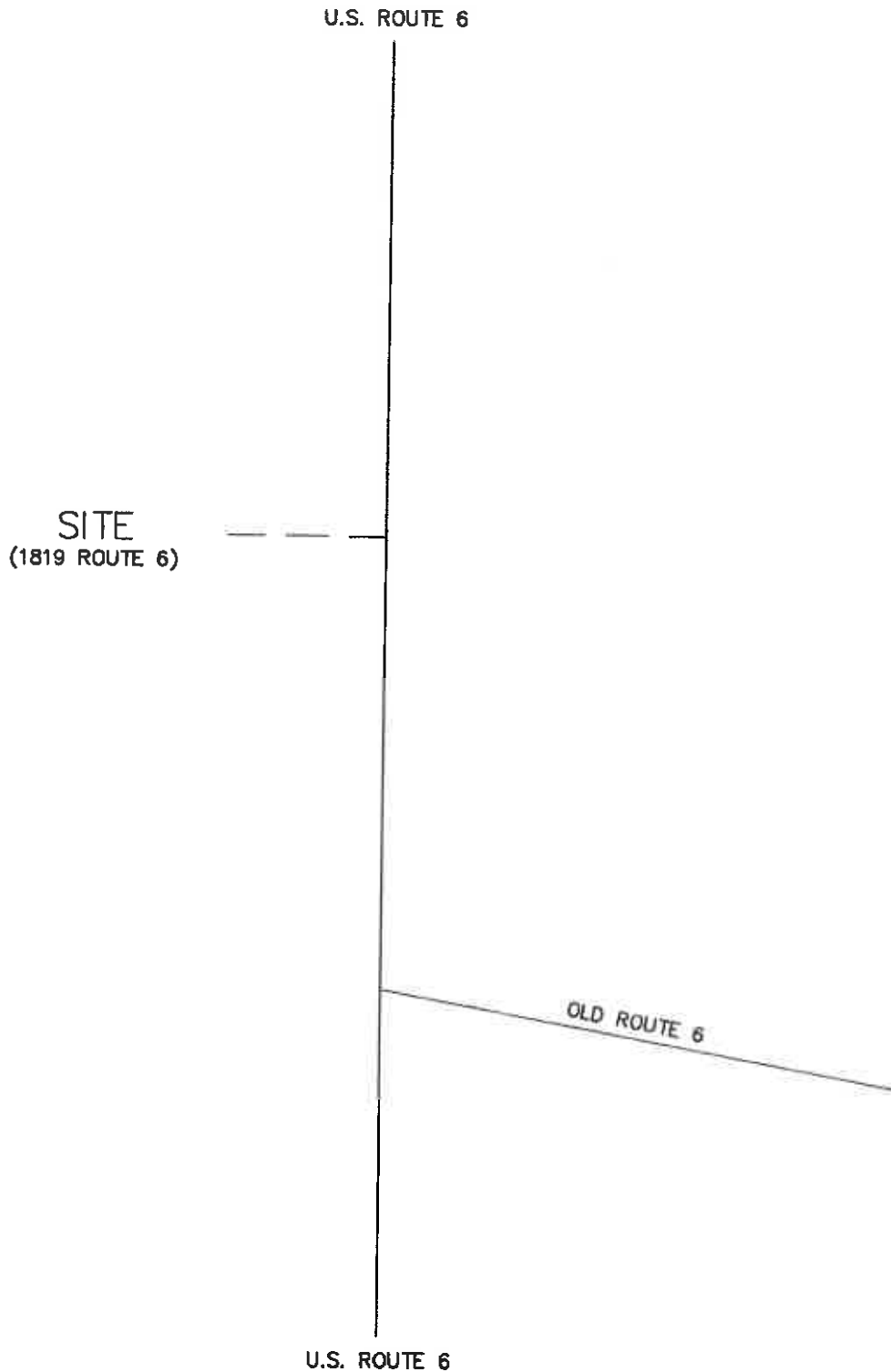
Traffic Impact Study
Proposed Taco Bell
1819 Route 6
MC Project No.: 16000789A
Appendix

***PROPOSED TACO BELL
1819 ROUTE 6***

APPENDIX A

FIGURES

NOTE: LINE DIAGRAM NOT TO SCALE



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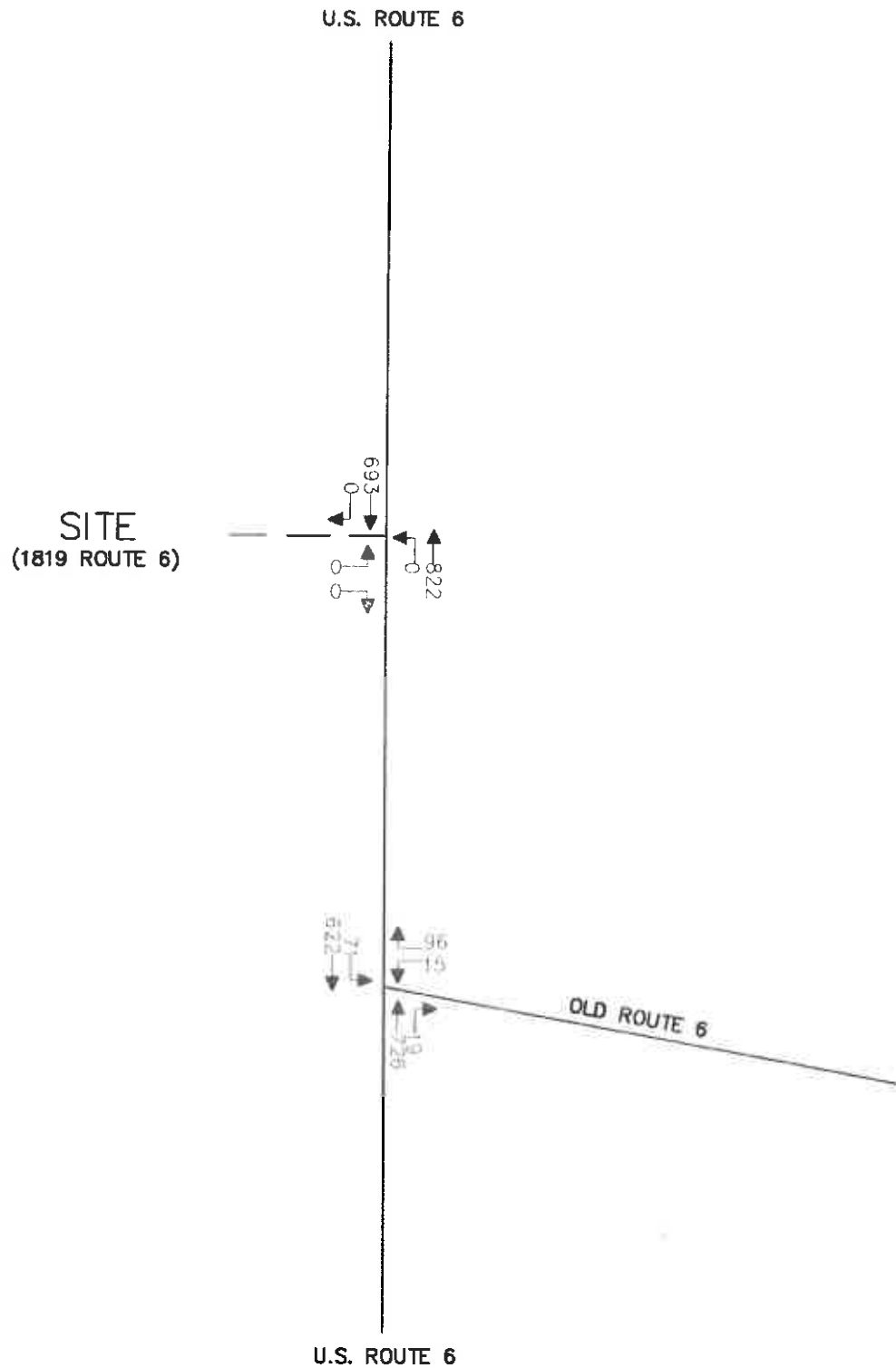
TACO BELL (1819 ROUTE 6)
CARMEL, NEW YORK

SITE LOCATION



JOB NUMBER:	DATE:
16000789A	6/22/2016
FIGURE NUMBER:	
1	

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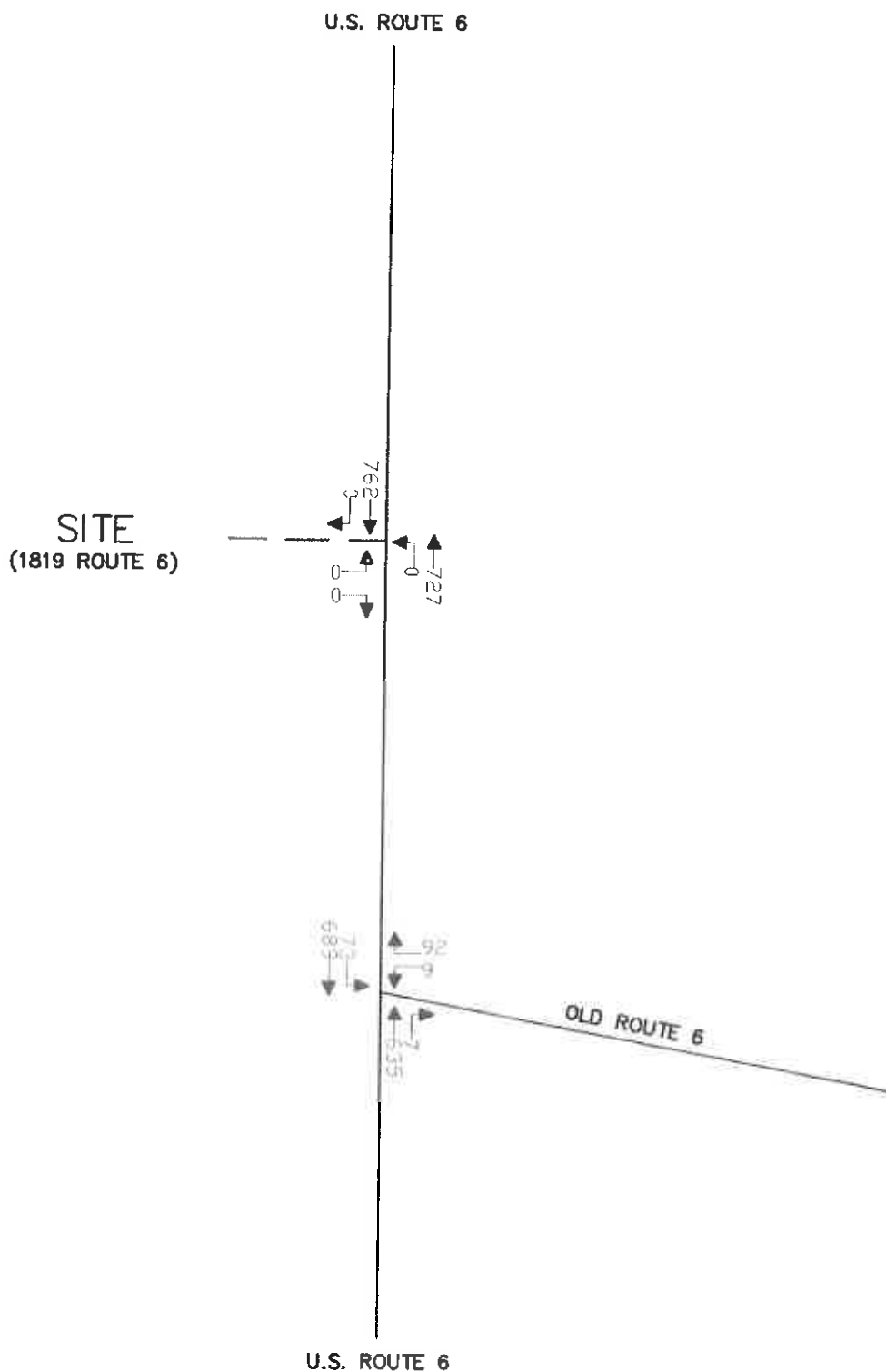
YEAR 2016 EXISTING TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR



JOB NUMBER: 18000789A DATE: 6/22/2016

FIGURE NUMBER:

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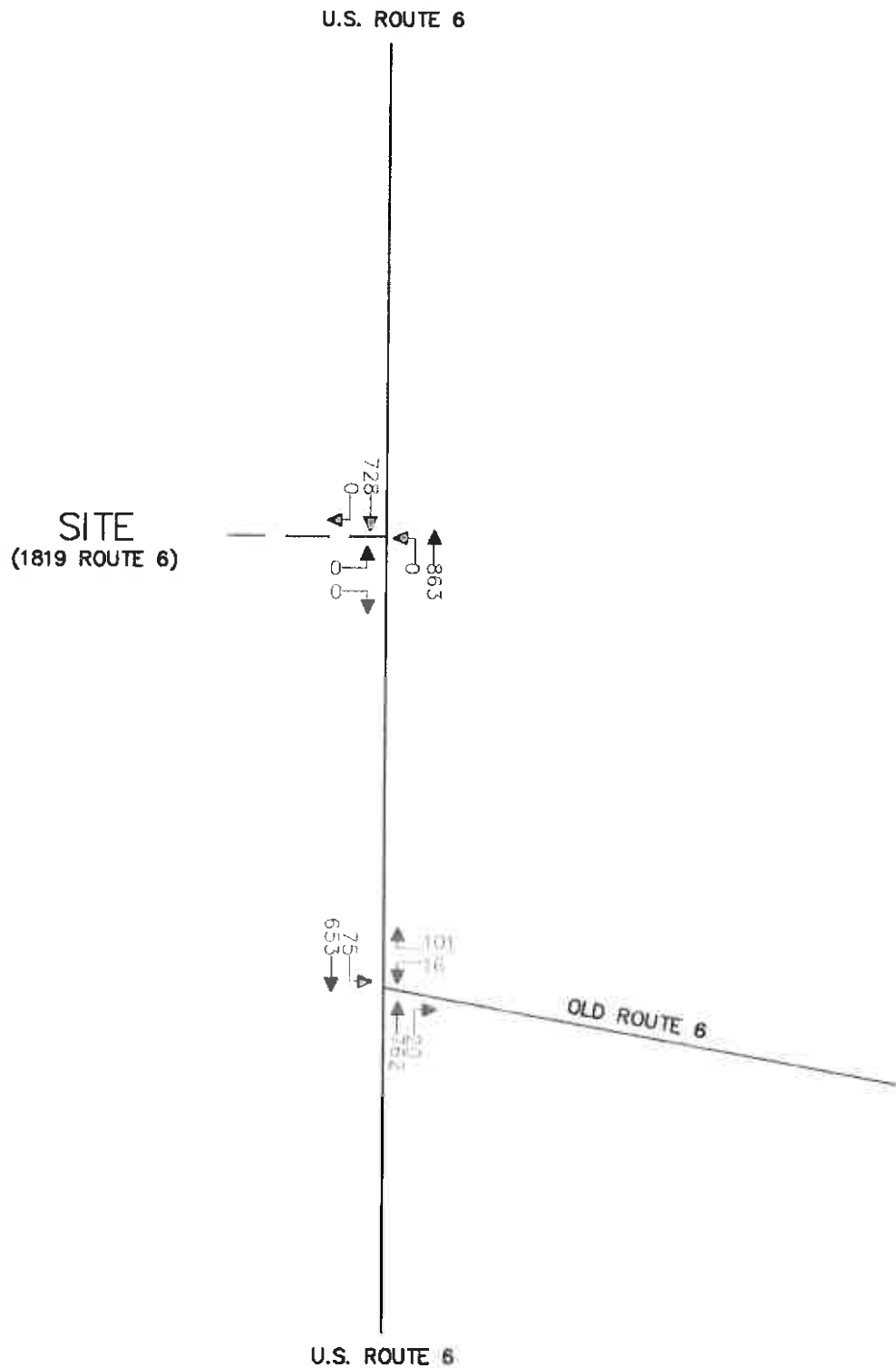
TACO BELL (1819 ROUTE 6)
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YEAR 2016 EXISTING TRAFFIC VOLUMES
SATURDAY PEAK HOUR



JOB NUMBER:	DATE:
18000789A	6/22/2016
FIGURE NUMBER:	
3	

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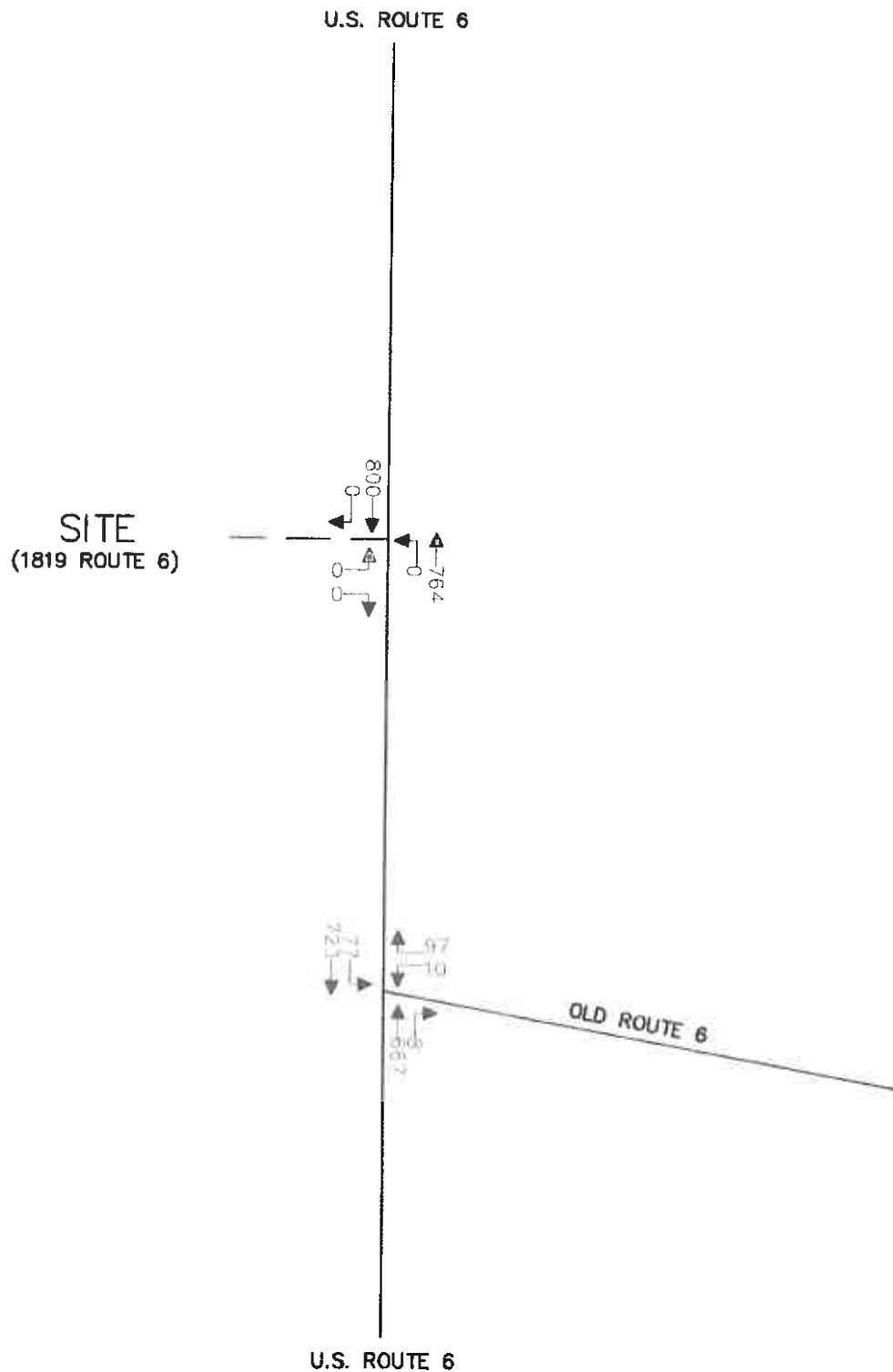
YEAR 2018 NO-BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR



JOB NUMBER:	DATE:
16000789A	6/22/2016

FIGURE NUMBER:

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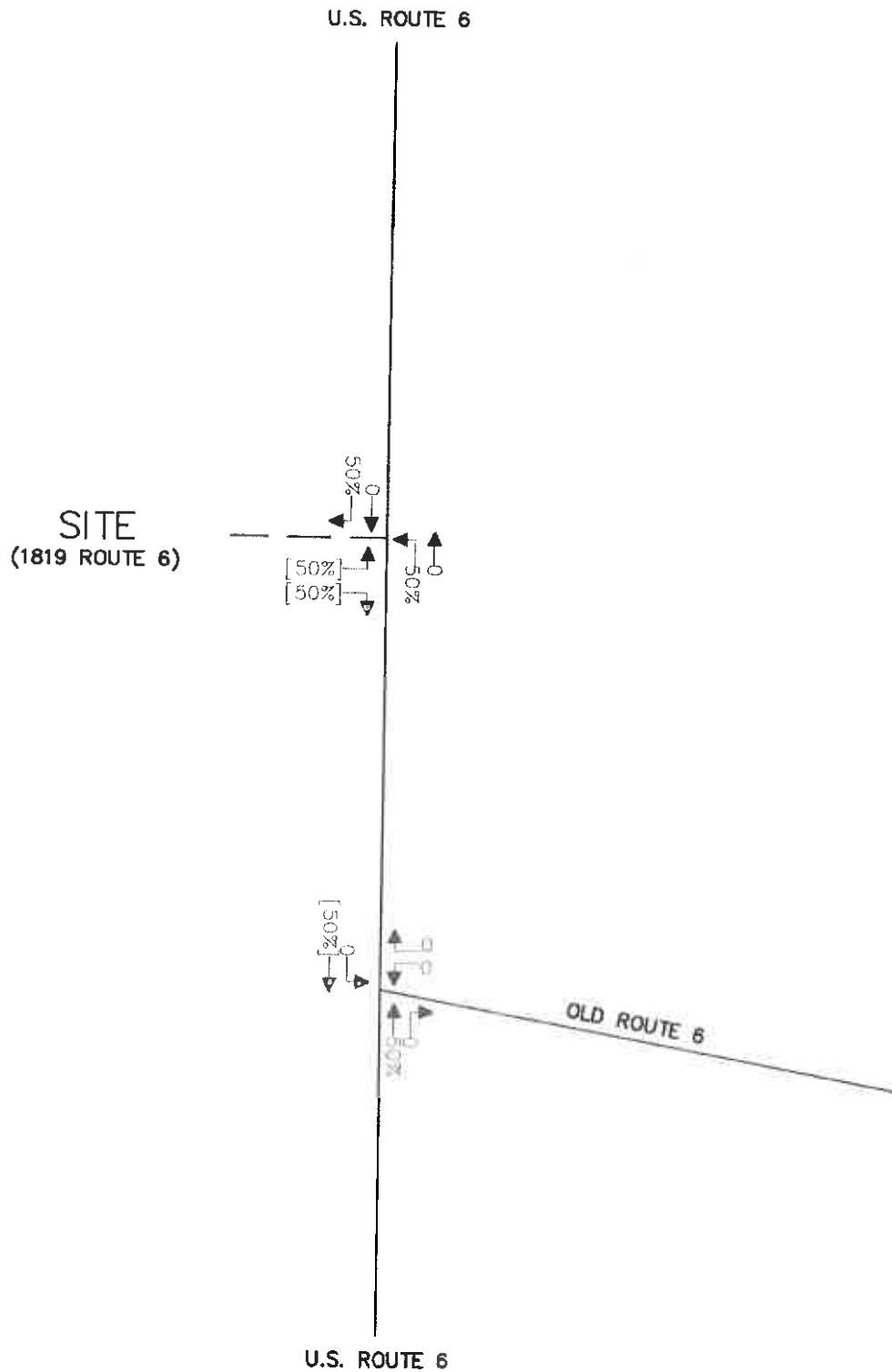
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YEAR 2018 NO-BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR



JOB NUMBER:	DATE:
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FIGURE NUMBER:	
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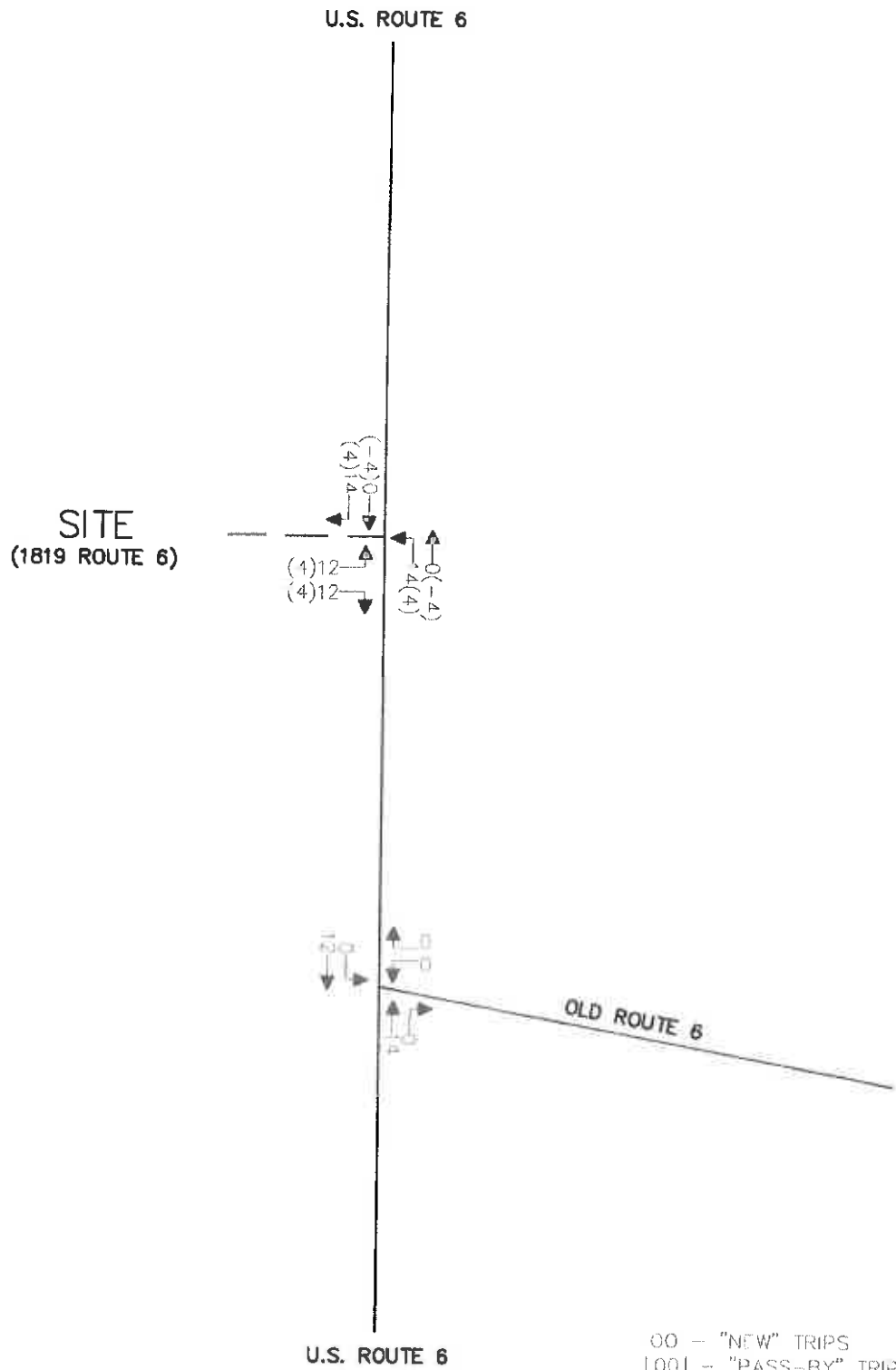
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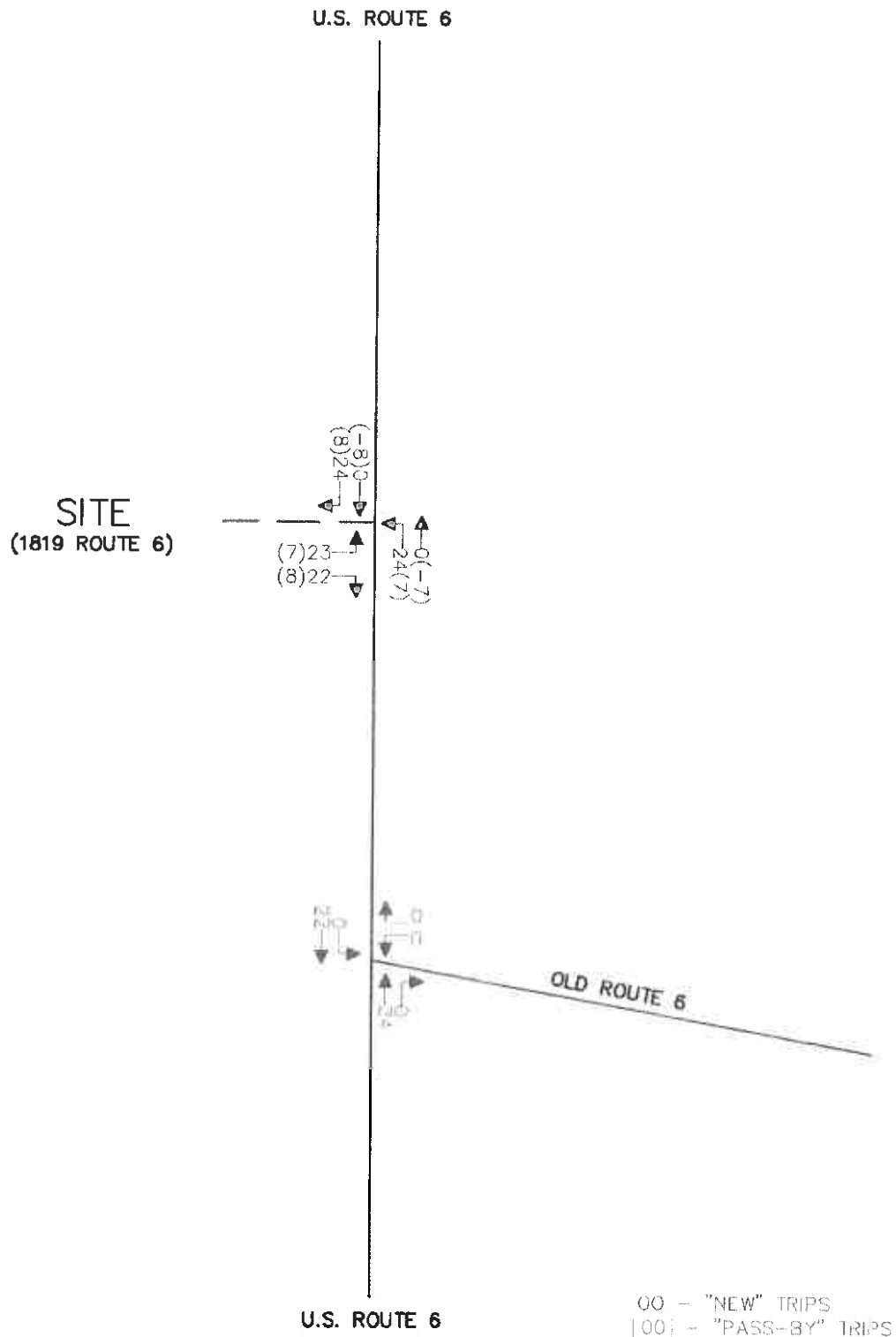
TACO BELL (1819 ROUTE 6)
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SITE GENERATED TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR



JOB NUMBER:	DATE:
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FIGURE NUMBER:	
7	

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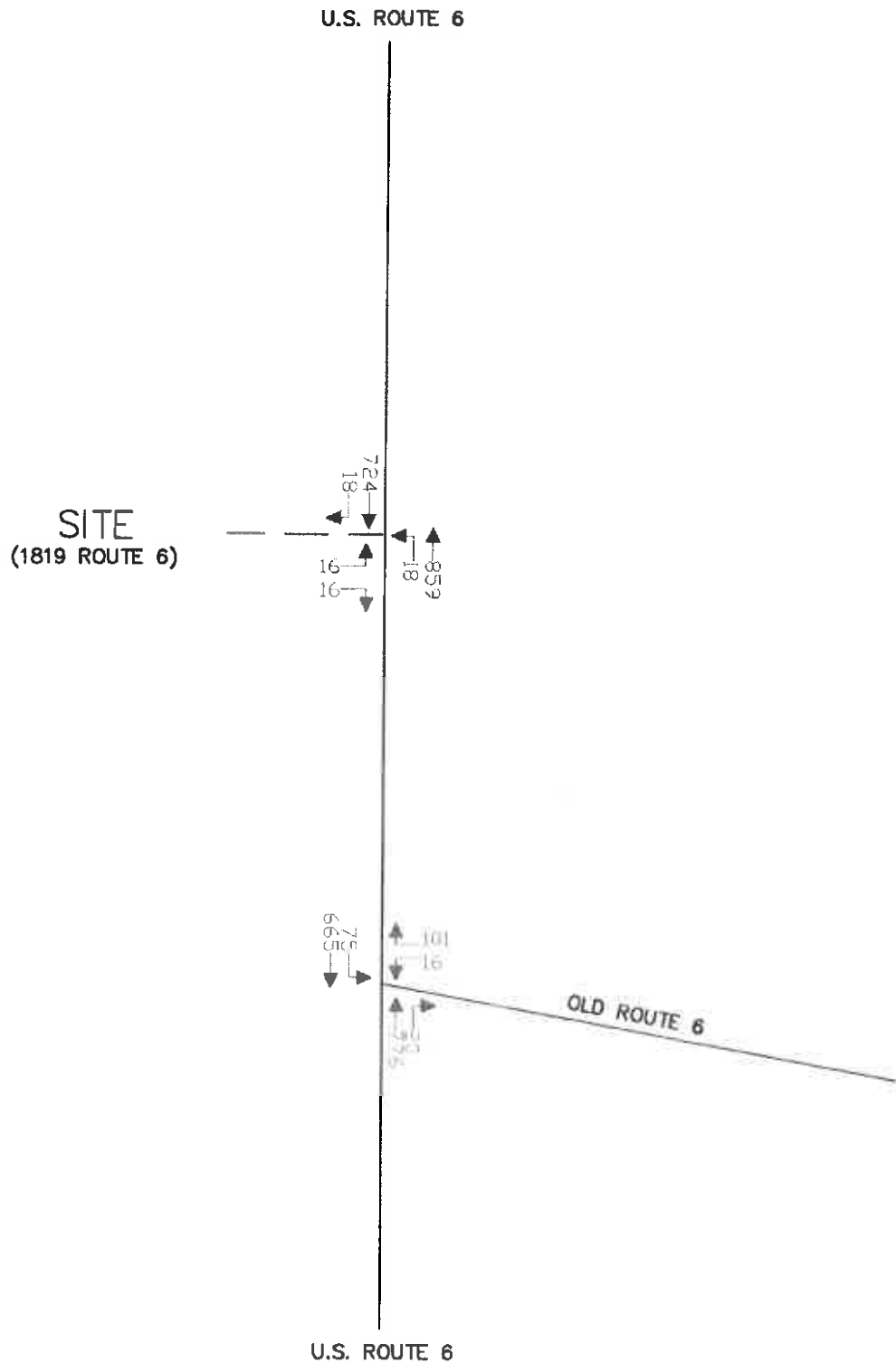
TACO BELL (1819 ROUTE 6)
CARMEL, NEW YORK

SITE GENERATED TRAFFIC VOLUMES
SATURDAY PEAK HOUR



JOB NUMBER:	DATE:
16000789A	6/22/2016
FIGURE NUMBER:	

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YEAR 2018 BUILD TRAFFIC VOLUMES
WEEKDAY PEAK PM HIGHWAY HOUR

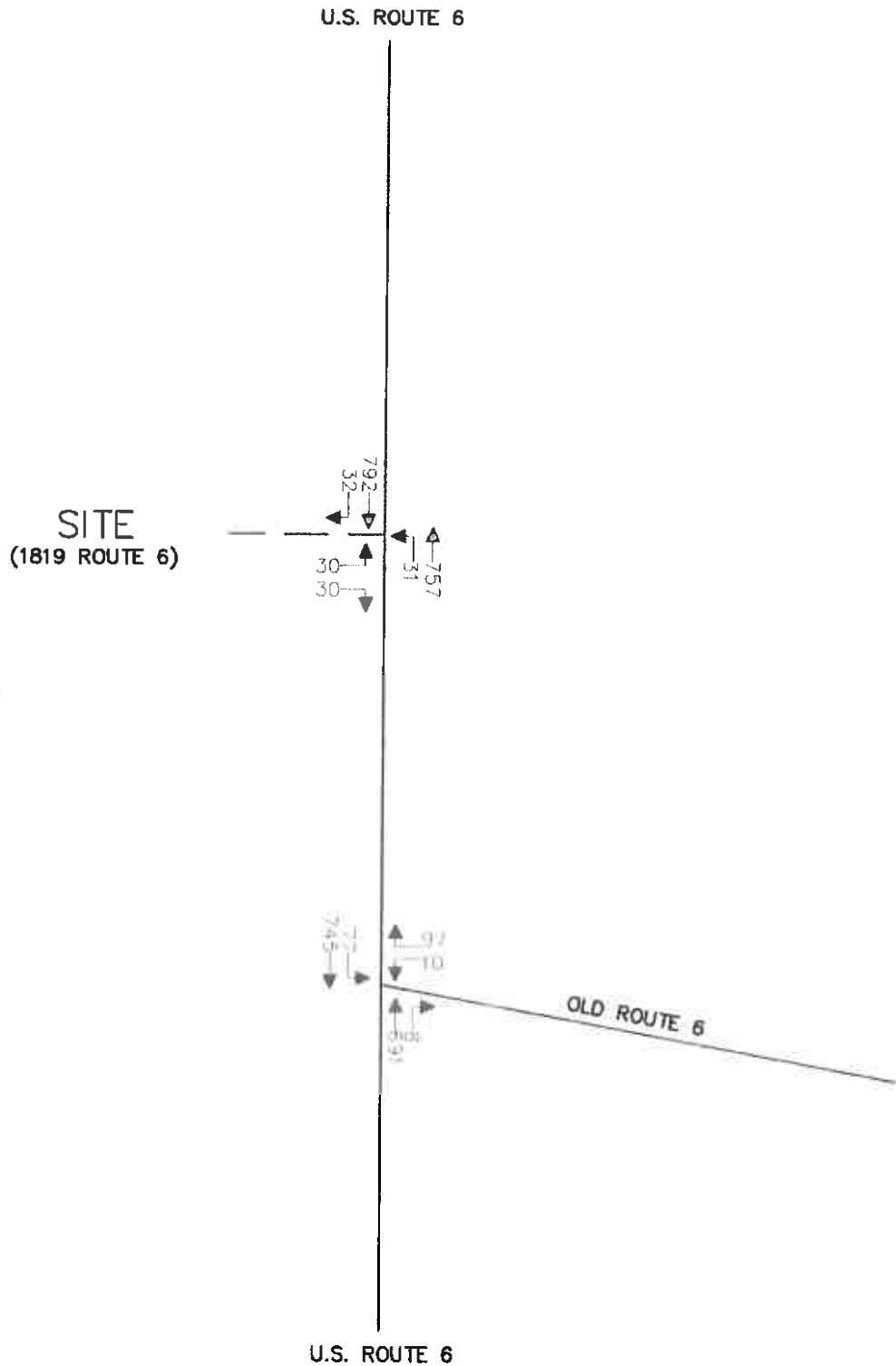


JOB NUMBER: DATE:

16000789A 6/22/2016

FIGURE NUMBER:

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YEAR 2018 BUILD TRAFFIC VOLUMES
SATURDAY PEAK HOUR



JOB NUMBER: DATE:
16000789A 6/22/2016

FIGURE NUMBER:

10



Traffic Impact Study
Proposed Taco Bell
1819 Route 6
MC Project No.: 16000789A
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***PROPOSED TACO BELL
1819 ROUTE 6***

APPENDIX B

LOS TABLE

TABLE NO. 1

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION	YEAR 2016 EXISTING		YEAR 2018 NO-BUILD CONDITIONS		YEAR 2018 BUILD CONDITIONS	
		WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR	WEEKDAY PEAK PM HOUR	SATURDAY PEAK HOUR
1	U.S. ROUTE 6 & OLD ROUTE 6 UN SIGNALIZED SOUTHBOUND LEFT WESTBOUND LEFT / RIGHT	A (9.6) {0.085} C (23.9) {0.375}	A (9.2) {0.080} C (18.5) {0.279}	A (9.8) {0.093} D (27.2) {0.428}	A (9.4) {0.087} C (20.5) {0.321}	A (9.9) {0.094} D (28.5) {0.442}	A (9.5) {0.089} C (21.6) {0.336}
2	U.S. ROUTE 6 & PROPOSED SITE DRIVEWAY (1819 ROUTE 6) UN SIGNALIZED NORTHBOUND LEFT EASTBOUND LEFT / RIGHT					A (9.3) {0.022} D (32.1) {0.198}	A (9.7) {0.040} D (42.3) {0.392}

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, AVERAGE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO, B (10.9) {0.50}



Traffic Impact Study
Proposed Taco Bell
1819 Route 6
MC Project No.: 16000789A
Appendix

***PROPOSED TACO BELL
1819 ROUTE 6***

**APPENDIX C
LEVEL OF SERVICE STANDARDS**

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

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	$v/c \leq 1.0$	$v/c > 1.0$
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.



Traffic Impact Study
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Appendix

***PROPOSED TACO BELL
1819 ROUTE 6***







APPENDIX D
SYNCHRO ANALYSIS

YEAR 2016 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK PM HIGHWAY HOUR

1: U.S. Route 6 & Old Route 6

6/22/2016

	WBL	WBR	SEL	SET	NWL	NWR
Lane Configurations						
Volume (vph)	15	96	71	622	726	19
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	0.883				0.997	
Flt Protected	0.993			0.995		
Satd. Flow (prot)	1633	0	0	1853	1857	0
Flt Permitted	0.993			0.995		
Satd. Flow (perm)	1633	0	0	1853	1857	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	957			330	1144	
Travel Time (s)	21.8			5.6	19.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	15	98	72	635	741	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	113	0	0	707	760	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 92.8%

ICU Level of Service F

Analysis Period (min) 15

YEAR 2016 EXISTING TRAFFIC VOLUMES

WEEKDAY PEAK PM HIGHWAY HOUR

1: U.S. Route 6 & Old Route 6

6/22/2016

Int Delay, s/veh 2.2

	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	15	96	71	622	726	19
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	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	98	72	635	741	19

	Minor2	Major1	Major2
Conflicting Flow All	1531	751	760
Stage 1	751	-	-
Stage 2	780	-	-
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	129	411	852
Stage 1	466	-	-
Stage 2	452	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	112	411	852
Mov Cap-2 Maneuver	112	-	-
Stage 1	466	-	-
Stage 2	393	-	-

	WB	SE	NW
HCM Control Delay, s	23.9	1	0
HCM LOS	C		

	NWT	NWR	WBL1	SEL	SET
Capacity (veh/h)	-	-	302	852	-
HCM Lane V/C Ratio	-	-	0.375	0.085	-
HCM Control Delay (s)	-	-	23.9	9.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.7	0.3	-

YEAR 2016 EXISTING TRAFFIC VOLUMES

1: U.S. Route 6 & Old Route 6

SATURDAY PEAK HOUR

6/22/2016

	←	↖	→	↘	↗	↘
Lane Group	WBL	WBR	SEL	SE	NWT	NWR
Lane Configurations	Y			4	1	
Volume (vph)	9	92	73	689	635	7
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	0.877				0.999	
Flt Protected	0.996			0.995		
Satd. Flow (prot)	1627	0	0	1853	1861	0
Flt Permitted	0.996			0.995		
Satd. Flow (perm)	1627	0	0	1853	1861	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	957			330	1144	
Travel Time (s)	21.8			5.6	19.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	9	94	74	703	648	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	777	655	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Left Turn on Through Priority

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 90.3%

ICU Level of Service E

Analysis Period (min) 15

YEAR 2016 EXISTING TRAFFIC VOLUMES
1: U.S. Route 6 & Old Route 6

SATURDAY PEAK HOUR

6/22/2016

Intersection

Int Delay, s/veh 1.7

	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	9	92	73	689	635	7
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	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	94	74	703	648	7

	Minor2	Major1	Major2
Conflicting Flow All	1504	652	655
Stage 1	652	-	-
Stage 2	852	-	-
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	134	468	932
Stage 1	518	-	-
Stage 2	418	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	117	468	932
Mov Cap-2 Maneuver	117	-	-
Stage 1	518	-	-
Stage 2	364	-	-

	WB	SE	NW
HCM Control Delay, s	18.5	0.9	0
HCM LOS	C		

	NWT	NWR	WBL	SEL	SET
Capacity (veh/h)	-	-	369	932	-
HCM Lane V/C Ratio	-	-	0.279	0.08	-
HCM Control Delay (s)	-	-	18.5	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.3	-

YEAR 2018 NO-BUILD TRAFFIC VOLUMES

WEEKDAY PEAK PM HIGHWAY HOUR

1: U.S. Route 6 & Old Route 6

6/22/2016

	WB	WB	SE	SE	NW	NW
Lane Configurations	Y			4	4	
Volume (vph)	16	101	75	653	762	20
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	0.883				0.997	
Fit Protected	0.993			0.995		
Satd. Flow (prot)	1633	0	0	1853	1857	0
Fit Permitted	0.993			0.995		
Satd. Flow (perm)	1633	0	0	1853	1857	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	957			330	1144	
Travel Time (s)	21.8			5.6	19.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	16	103	77	666	778	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	743	798	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 97.0% ICU Level of Service F
Analysis Period (min) 15

YEAR 2018 NO-BUILD TRAFFIC VOLUMES
1: U.S. Route 6 & Old Route 6

WEEKDAY PEAK PM HIGHWAY HOUR
6/22/2016

Intersection	
Int Delay, s/veh	2.4

	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	16	101	75	653	762	20
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	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	103	77	666	778	20

	Minor2	Major1	Major2
Conflicting Flow All	1607	788	798
Stage 1	788	-	-
Stage 2	819	-	-
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	116	391	824
Stage 1	448	-	-
Stage 2	433	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	99	391	824
Mov Cap-2 Maneuver	99	-	-
Stage 1	448	-	-
Stage 2	369	-	-

	WB	SE	NW
HCM Control Delay, s	27.2	1	0
HCM LOS	D		

	NWT	NWR	WBL	SEL	SET
Capacity (veh/h)	-	-	279	824	-
HCM Lane V/C Ratio	-	-	0.428	0.093	-
HCM Control Delay (s)	-	-	27.2	9.8	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2	0.3	-

YEAR 2018 NO-BUILD TRAFFIC VOLUMES

SATURDAY PEAK HOUR

1: U.S. Route 6 & Old Route 6

6/22/2016



Lane Group	WB	WBR	EB	EBT	NW	NWR
Lane Configurations	Y			Y	Y	
Volume (vph)	10	97	77	723	667	8
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	0.877				0.998	
Flt Protected	0.995			0.995		
Satd. Flow (prot)	1625	0	0	1853	1859	0
Flt Permitted	0.995			0.995		
Satd. Flow (perm)	1625	0	0	1853	1859	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	957			330	1144	
Travel Time (s)	21.8			5.6	19.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	99	79	738	681	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	0	817	689	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 94.4%
Analysis Period (min) 15

ICU Level of Service F

YEAR 2018 NO-BUILD TRAFFIC VOLUMES

SATURDAY PEAK HOUR

1: U.S. Route 6 & Old Route 6

6/22/2016

Intersection

Int Delay, s/veh 1.8

	WB	WB	SE	SE	NW	NW
Vol, veh/h	10	97	77	723	667	8
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	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	99	79	738	681	8

	Minor2	Major1	Major2
Conflicting Flow All	1580	685	689
Stage 1	685	-	-
Stage 2	895	-	-
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	120	448	905
Stage 1	500	-	-
Stage 2	399	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	102	448	905
Mov Cap-2 Maneuver	102	-	-
Stage 1	500	-	-
Stage 2	340	-	-

	WB	SE	NW
HCM Control Delay, s	20.5	0.9	0
HCM LOS	C		

	NW	NW	WB	SE
Capacity (veh/h)	-	-	340	905
HCM Lane V/C Ratio	-	-	0.321	0.087
HCM Control Delay (s)	-	-	20.5	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.4	0.3

YEAR 2018 BUILD TRAFFIC VOLUMES

WEEKDAY PEAK PM HIGHWAY HOUR

1: U.S. Route 6 & Old Route 6

6/22/2016

	←	↖	↗	→	↖	↗
Lane Group	WBL	WBR	SL	SEL	NWL	NWR
Lane Configurations	Y			Y	Y	
Volume (vph)	16	101	75	665	776	20
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	0.883				0.997	
Flt Protected	0.993			0.995		
Satd. Flow (prot)	1633	0	0	1853	1857	0
Flt Permitted	0.993			0.995		
Satd. Flow (perm)	1633	0	0	1853	1857	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	957			330	1144	
Travel Time (s)	21.8			5.6	19.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	16	103	77	679	792	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	119	0	0	756	812	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 98.3%
Analysis Period (min) 15

ICU Level of Service F

YEAR 2018 BUILD TRAFFIC VOLUMES
1: U.S. Route 6 & Old Route 6

WEEKDAY PEAK PM HIGHWAY HOUR

6/22/2016

Intersection	Int Delay, s/veh	2.5
--------------	------------------	-----

Intersection	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	16	101	75	665	776	20
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	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	103	77	679	792	20

Intersection	Minor 1	Major 1	Major 2
Conflicting Flow All	1634	802	812
Stage 1	802	-	-
Stage 2	832	-	-
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	111	384	814
Stage 1	441	-	-
Stage 2	427	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	94	384	814
Mov Cap-2 Maneuver	94	-	-
Stage 1	441	-	-
Stage 2	362	-	-

Intersection	WB	SE	NW
HCM Control Delay, s	28.5	1	0
HCM LOS	D	-	-

Intersection	NWT	NWR	WBL	SEL	SET
Capacity (veh/h)	-	-	270	814	-
HCM Lane V/C Ratio	-	-	0.442	0.094	-
HCM Control Delay (s)	-	-	28.5	9.9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0.3	-

YEAR 2018 BUILD TRAFFIC VOLUMES
2: Proposed Site Driveway & U.S. Route 6

WEEKDAY PEAK PM HIGHWAY HOUR
6/22/2016

	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↰			↱	↰	↱
Volume (vph)	724	18	18	859	16	16
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	0.997				0.932	
Flt Protected				0.999	0.976	
Satd. Flow (prot)	1857	0	0	1861	1694	0
Flt Permitted				0.999	0.976	
Satd. Flow (perm)	1857	0	0	1861	1694	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	542			330	554	
Travel Time (s)	12.3			5.6	9.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	739	18	18	877	16	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	757	0	0	895	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	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)		9	15		15	9
Sign Control	Free			Free	Stop	

Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 69.7%
Analysis Period (min) 15
ICU Level of Service C

YEAR 2018 BUILD TRAFFIC VOLUMES
2: Proposed Site Driveway & U.S. Route 6

WEEKDAY PEAK PM HIGHWAY HOUR
6/22/2016

Int Delay, s/veh	0.7
------------------	-----

	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	724	18	18	859	16	16
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	739	18	18	877	16	16

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	757	0
Stage 1	-	-	748	-
Stage 2	-	-	913	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	854	-
Stage 1	-	-	468	-
Stage 2	-	-	391	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	854	-
Mov Cap-2 Maneuver	-	-	103	-
Stage 1	-	-	468	-
Stage 2	-	-	375	-

	SE	NW	NE
HCM Control Delay, s	0	0.2	32.1
HCM LOS	D	D	D

	SE	NW	NE
Capacity (veh/h)	165	854	-
HCM Lane V/C Ratio	0.198	0.022	-
HCM Control Delay (s)	32.1	9.3	0
HCM Lane LOS	D	A	A
HCM 95th %tile Q(veh)	0.7	0.1	-

YEAR 2018 BUILD TRAFFIC VOLUMES

SATURDAY PEAK HOUR

1: U.S. Route 6 & Old Route 6

6/22/2016

	WBL	WBR	EBL	EBR	NWL	NWR
Lane Configurations	Y			Y	Y	
Volume (vph)	10	97	77	745	691	8
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	0.877				0.998	
Flt Protected	0.995			0.995		
Satd. Flow (prot)	1625	0	0	1853	1859	0
Flt Permitted	0.995			0.995		
Satd. Flow (perm)	1625	0	0	1853	1859	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	957			330	1144	
Travel Time (s)	21.8			5.6	19.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	10	99	79	760	705	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	0	0	839	713	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 96.9%

ICU Level of Service F

Analysis Period (min) 15

YEAR 2018 BUILD TRAFFIC VOLUMES

SATURDAY PEAK HOUR

1: U.S. Route 6 & Old Route 6

6/22/2016

Intersection

Int Delay, s/veh 1.9

	WBL	WBR	SEL	SET	NWT	NWR
Vol, veh/h	10	97	77	745	691	8
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	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	99	79	760	705	8

	Minor2	Major1	Major2
Conflicting Flow All	1626	709	713
Stage 1	709	-	-
Stage 2	917	-	-
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	112	434	887
Stage 1	488	-	-
Stage 2	390	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	95	434	887
Mov Cap-2 Maneuver	95	-	-
Stage 1	488	-	-
Stage 2	330	-	-

	WB	SE	NW
HCM Control Delay, s	21.6	0.9	0
HCM LOS	C	-	-

	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	325	887	-
HCM Lane V/C Ratio	-	-	0.336	0.089	-
HCM Control Delay (s)	-	-	21.6	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.4	0.3	-

YEAR 2018 BUILD TRAFFIC VOLUMES
2: Proposed Site Driveway & U.S. Route 6

SATURDAY PEAK HOUR

6/22/2016

	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↰			↰	↰	
Volume (vph)	792	32	31	757	30	30
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	0.995				0.932	
Flt Protected				0.998	0.976	
Satd. Flow (prot)	1853	0	0	1859	1694	0
Flt Permitted				0.998	0.976	
Satd. Flow (perm)	1853	0	0	1859	1694	0
Link Speed (mph)	30			40	40	
Link Distance (ft)	542			330	554	
Travel Time (s)	12.3			5.6	9.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	808	33	32	772	31	31
Shared Lane Traffic (%)						
Lane Group Flow (vph)	841	0	0	804	62	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	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)		9	15		15	9
Sign Control	Free			Free	Stop	

10/22/2016 10:58:10 AM

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 75.1%

ICU Level of Service D

Analysis Period (min) 15

YEAR 2018 BUILD TRAFFIC VOLUMES
2: Proposed Site Driveway & U.S. Route 6

SATURDAY PEAK HOUR

6/22/2016

Intersection

Int Delay, s/veh 1.7

	SET	SER	NWL	NWT	NEL	NER
Vol, veh/h	792	32	31	757	30	30
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	808	33	32	772	31	31

	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	841	0
Stage 1	-	-	824	-
Stage 2	-	-	836	-
Critical Hdwy	-	4.12	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	5.42	-
Follow-up Hdwy	-	2.218	3.518	3.318
Pot Cap-1 Maneuver	-	794	107	373
Stage 1	-	-	431	-
Stage 2	-	-	425	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	794	99	373
Mov Cap-2 Maneuver	-	-	99	-
Stage 1	-	-	431	-
Stage 2	-	-	395	-

	SE	NW	NE
HCM Control Delay, s	0	0.4	42.3
HCM LOS	-	-	E

	NEL	NWL	NWT	SET	SER
Capacity (veh/h)	156	794	-	-	-
HCM Lane V/C Ratio	0.392	0.04	-	-	-
HCM Control Delay (s)	42.3	9.7	0	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	1.7	0.1	-	-	-

Maser Consulting

11 Bradhurst Avenue

Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : US_ROUTE_6_AT_OLD_ROUTE_6_322931_06-02-2016

Site Code :

Start Date : 6/2/2016

Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
04:00 PM	2	160	18	0	180	18	0	2	0	20	2	162	0	0	164	0	0	1	0	1	365
04:15 PM	1	135	27	0	163	15	0	1	0	16	5	157	2	0	164	2	0	1	0	3	346
04:30 PM	3	151	14	0	168	21	0	4	0	25	2	163	1	0	166	1	1	0	0	2	361
04:45 PM	4	138	16	0	158	9	0	1	0	10	4	166	3	0	173	2	0	2	0	4	345
Total	10	584	75	0	669	63	0	8	0	71	13	648	6	0	667	5	1	4	0	10	1417
05:00 PM	0	190	14	0	204	23	0	0	2	25	4	156	0	0	160	3	0	3	0	6	395
05:15 PM	2	142	16	0	160	20	1	2	0	23	5	185	2	0	192	1	0	2	0	3	378
05:30 PM	1	145	18	0	164	25	0	5	0	30	7	187	3	0	197	3	0	0	0	3	394
05:45 PM	2	140	23	0	165	28	0	8	0	36	3	191	2	0	196	0	0	2	0	2	399
Total	5	617	71	0	693	96	1	15	2	114	19	719	7	0	745	7	0	7	0	14	1566
06:00 PM	0	116	10	0	126	32	0	3	0	35	7	161	1	0	169	0	0	2	0	2	332
06:15 PM	0	149	18	0	167	16	1	0	0	17	6	169	1	0	176	0	0	1	0	1	361
06:30 PM	1	110	11	0	122	17	0	0	0	17	1	150	1	0	152	2	0	2	0	4	295
06:45 PM	0	127	15	0	142	24	0	0	0	24	3	150	1	0	154	0	0	1	0	1	321
Total	1	502	54	0	557	89	1	3	0	93	17	630	4	0	651	2	0	6	0	8	1309
Grand Total	16	1703	200	0	1919	248	2	26	2	278	49	1997	17	0	2063	14	1	17	0	32	4292
Apprch %	0.8	88.7	10.4	0		89.2	0.7	9.4	0.7		2.4	96.8	0.8	0		43.8	3.1	53.1	0		
Total %	0.4	39.7	4.7	0	44.7	5.8	0	0.6	0	6.5	1.1	46.5	0.4	0	48.1	0.3	0	0.4	0	0.7	
Lights	16	1668	197	0	1881	242	2	24	2	270	46	1964	17	0	2027	14	1	17	0	32	4210
% Lights	100	97.9	98.5	0	98	97.6	100	92.3	100	97.1	93.9	98.3	100	0	98.3	100	100	100	0	100	98.1
Buses	0	6	2	0	8	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	13
% Buses	0	0.4	1	0	0.4	0.8	0	0	0	0.7	0	0.2	0	0	0.1	0	0	0	0	0	0.3
Trucks	0	29	1	0	30	4	0	2	0	6	3	30	0	0	33	0	0	0	0	0	69
% Trucks	0	1.7	0.5	0	1.6	1.6	0	7.7	0	2.2	6.1	1.5	0	0	1.6	0	0	0	0	0	1.6

Maser Consulting

11 Bradhurst Avenue

Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : US_ROUTE_6_AT_OLD_ROUTE_6_322931_06-02-2016

Site Code :

Start Date : 6/2/2016

Page No : 2

Start Time	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	190	14	0	204	23	0	0	2	25	4	156	0	0	160	3	0	3	0	6	395
05:15 PM	2	142	16	0	160	20	1	2	0	23	5	185	2	0	192	1	0	2	0	3	378
05:30 PM	1	145	18	0	164	25	0	5	0	30	7	187	3	0	197	3	0	0	0	3	394
05:45 PM	2	140	23	0	165	28	0	8	0	36	3	191	2	0	196	0	0	2	0	2	399
Total Volume	5	617	71	0	693	96	1	15	2	114	19	719	7	0	745	7	0	7	0	14	1566
% App. Total	0.7	89	10.2	0	84.2	0.9	13.2	1.8	0.25	16.4	2.6	96.5	0.9	0	50	0	0	50	0	14	1566
PHF	.625	.812	.772	.000	.849	.857	.250	.469	.250	.792	.679	.941	.583	.000	.945	.583	.000	.583	.000	.583	.981
Lights	5	608	70	0	683	93	1	13	2	109	18	710	7	0	735	7	0	7	0	14	1541
% Lights	100	98.5	98.6	0	98.6	96.9	100	86.7	100	95.6	94.7	98.7	100	0	98.7	100	0	100	0	100	98.4
Buses	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
% Buses	0	0.2	1.4	0	0.3	1.0	0	0	0	0.9	0	0	0	0	0	0	0	0	0	0	0.2
Trucks	0	8	0	0	8	2	0	2	0	4	1	9	0	0	10	0	0	0	0	0	22
% Trucks	0	1.3	0	0	1.2	2.1	0	13.3	0	3.5	5.3	1.3	0	0	1.3	0	0	0	0	0	1.4

Maser Consulting

11 Bradhurst Avenue
Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : US_ROUTE_6_AT_OLD_ROUTE_6-SAT_322932_06-04-2016

Site Code :

Start Date : 6/4/2016

Page No : 1

Groups Printed- Lights - Buses - Trucks

Start Time	Southbound St. From North					Westbound St. From East					Northbound St. From South					Eastbound St. From West					Int. Total
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	
11:00 AM	3	161	17	0	181	20	0	5	0	25	5	119	2	0	126	10	0	1	0	11	343
11:15 AM	4	182	20	0	206	22	0	0	0	22	4	148	0	0	152	4	0	2	0	6	386
11:30 AM	4	164	18	0	186	21	0	0	0	21	4	141	4	0	149	2	0	4	0	6	362
11:45 AM	4	172	16	0	192	20	0	2	0	22	1	162	3	0	166	4	1	6	0	11	391
Total	15	679	71	0	765	83	0	7	0	90	14	570	9	0	593	20	1	13	0	34	1482
12:00 PM	1	161	17	0	179	25	1	3	0	29	1	171	7	0	179	5	0	4	0	9	396
12:15 PM	3	161	18	0	182	27	0	1	0	28	3	141	4	0	148	4	0	3	0	7	365
12:30 PM	1	186	22	0	209	20	0	2	0	22	2	154	3	0	159	3	0	1	0	4	394
12:45 PM	2	157	20	0	179	24	0	5	0	29	2	154	2	0	158	1	0	0	0	1	367
Total	7	665	77	0	749	96	1	11	0	108	8	620	16	0	644	13	0	8	0	21	1522
01:00 PM	0	135	21	0	156	9	0	1	0	10	3	158	2	0	163	2	1	1	0	4	333
01:15 PM	2	164	21	0	187	24	0	1	0	25	8	160	2	0	170	1	0	0	0	1	383
01:30 PM	2	176	13	0	191	18	0	0	0	18	4	164	3	0	171	6	0	1	0	7	387
01:45 PM	2	147	17	0	166	19	0	2	0	21	2	151	4	0	157	3	0	3	0	6	350
Total	6	622	72	0	700	70	0	4	0	74	17	633	11	0	661	12	1	5	0	18	1453
Grand Total	28	1966	220	0	2214	249	1	22	0	272	39	1823	36	0	1898	45	2	26	0	73	4457
Apprch %	1.3	88.8	9.9	0		91.5	0.4	8.1	0		2.1	96	1.9	0		61.6	2.7	35.6	0		
Total %	0.6	44.1	4.9	0	49.7	5.6	0	0.5	0	6.1	0.9	40.9	0.8	0	42.6	1	0	0.6	0	1.6	
Lights	28	1929	218	0	2175	243	1	22	0	266	39	1804	36	0	1879	45	2	26	0	73	4393
% Lights	100	98.1	99.1	0	98.2	97.6	100	100	0	97.8	100	99	100	0	99	100	100	100	0	100	98.6
Buses	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0.1
Trucks	0	35	2	0	37	6	0	0	0	6	0	18	0	0	18	0	0	0	0	0	61
% Trucks	0	1.8	0.9	0	1.7	2.4	0	0	0	2.2	0	1	0	0	0.9	0	0	0	0	0	1.4

Maser Consulting

11 Bradhurst Avenue

Hawthorne, NY 1052

Customer Loyalty through Client Satisfaction

File Name : US_ROUTE_6_AT_OLD_ROUTE_6-SAT_322932_06-04-2016

Site Code :

Start Date : 6/4/2016

Page No : 2

Start Time	Southbound St. From North					Right	Westbound St. From East				Right	Northbound St. From South				Right	Eastbound St. From West				Int. Total
	Thru	Left	U-Turn	App. Total	Thru		Left	U-Turn	App. Total	Thru		Left	U-Turn	App. Total	Thru		Left	U-Turn	App. Total		
Peak Hour Analysis From 11:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45 AM																					
11:45 AM	4	172	16	0	192	20	0	2	0	22	1	162	3	0	166	4	1	6	0	11	391
12:00 PM	1	161	17	0	179	25	1	3	0	29	1	171	7	0	179	5	0	4	0	9	396
12:15 PM	3	161	18	0	182	27	0	1	0	28	3	141	4	0	148	4	0	3	0	7	365
12:30 PM	1	186	22	0	209	20	0	2	0	22	2	154	3	0	159	3	0	1	0	4	394
Total Volume	9	680	73	0	762	92	1	8	0	101	7	628	17	0	652	16	1	14	0	31	1546
% App. Total	1.2	89.2	9.6	0		91.1	1	7.9	0		1.1	96.3	2.6	0		51.6	3.2	45.2	0		
PHF	.563	.914	.830	.000	.911	.852	.250	.667	.000	.871	.583	.918	.607	.000	.911	.800	.250	.583	.000	.705	.976
Lights	9	667	71	0	747	90	1	8	0	99	7	620	17	0	644	16	1	14	0	31	1521
% Lights	100	98.1	97.3	0	98.0	97.8	100	100	0	98.0	100	98.7	100	0	98.8	100	100	100	0	100	98.4
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Trucks	0	12	2	0	14	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	0.1
% Trucks	0	1.8	2.7	0	1.8	2.2	0	0	0	2.0	0	1.3	0	0	1.2	0	0	0	0	0	1.6

STATION: 840042

New York State Department of Transportation Traffic Count Hourly Report

Page 1 of 2

ROUTE #: US 6 ROAD NAME: FROM: RT 52 CARMEL TO: CR 35 CROTON FALLS RD COUNTY: Putnam
 DIRECTION: Eastbound FACTOR GROUP: 30 REC. SERIAL #: 0438 FUNC. CLASS: 14 TOWN: CARMEL
 STATE DIR CODE: 1 WK OF YR: 37 PLACEMENT: 0.5 MI E OF RT 52 NHS: no LION#:
 DATE OF COUNT: 09/08/2009 @ REF MARKER: 6 84041083 JURIS: NYSDOT BIN:
 NOTES LANE 1: WK 36 EB ADDL DATA: CC Stn: RR CROSSING:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: — COUNT TYPE: VEHICLES BATCH ID: DOT-r8contractor9-38 HPMS SAMPLE:
 PROCESSED BY: ORG CODE: DOT INITIALS: TGB

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12				
DATE	DAY	AM											PM											DAILY TOTAL	DAILY HIGH CUNT	DAILY HIGH HOUR			
1	T																												
2	W																												
3	T																												
4	F																												
5	S																												
6	S																												
7	M																												
8	T																												
9	W	30	15	9	19	53	155	432	652	640	561	592	588	607	670	694	703	564	590	510	460	365	253	167	86	45			
10	T	31	14	17	19	51	146	460	676	678	606	539	632	687	651	634	633	599	611	496	474	416	286	182	99	53	8868	652	7
11	F	42	28	16	21	42	158	432	608	621	585	621	602	617	649	650	607	566	554	465	430	350	219	147	73	61	9106	687	12
12	S	50	27	29	35	33	57	157	263	413	578	627	665	741	652	662	531	520	507	477	348	258	198	147	109	9139	650	14	
13	S	57	49	34	25	33	57	95	163	282	369	476	595	586	590	537	497	436	426	387	316	183	135	155	107	8090	741	12	
14	M	28	16	12	25	44	158	422	579	662	595	560	554	671	599	592	594	541	482	433	377	301	249	70	57	6455	595	11	
15	T	27	22	17	21	43	165	434	615																				
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		AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																				ADT				
		32	20	15	20	47	156	436	626	650	587	578	597	670	644	637	601	583	525	472	374	273	194	84	53	8874
<u>DAYS</u>	<u>HOURS</u>	<u>WEEKDAYS</u>		<u>WEEKDAY</u>		<u>AVERAGE WEEKDAY</u>		<u>Axle Adj</u>		<u>Seasonal/Weekday</u>		<u>ESTIMATED (one way)</u>														
<u>Counted</u>	<u>Counted</u>	<u>Counted</u>	<u>Hours</u>	<u>Counted</u>	<u>Hours</u>	<u>High Hour</u>	<u>% of day</u>	<u>Factor</u>	<u>Adjustment Factor</u>																	
8	165	5	99			670	8%	1.000	1.073			AADT 8270														

ROUTE #US 6 ROAD NAME: FROM: RT 52 CARMEL TO: CR 35 CROTON FALLS RD COUNTY: Putnam
 STATION: 840042 STATE DIR CODE: 1 PLACEMENT: 0.5 MI E OF RT 52 DATE OF COUNT: 09/08/2009

STATION: 840042

New York State Department of Transportation Traffic Count Hourly Report

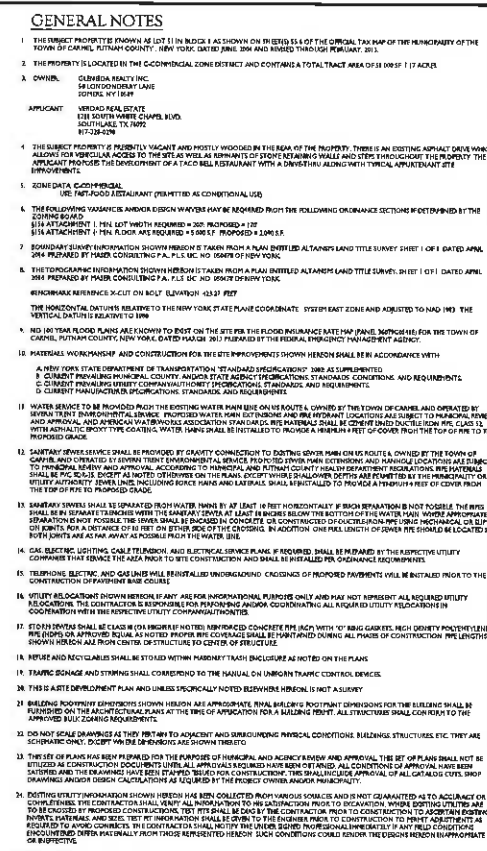
Page 2 of 2

ROUTE #: US 6 ROAD NAME: FROM: RT 52 CARMEL TO: CR 35 CROTON FALLS RD COUNTY: Putnam
 DIRECTION: Westbound FACTOR GROUP: 30 REC. SERIAL #: 0460 FUNC. CLASS: 14 TOWN: CARMEL
 STATE DIR CODE: 2 WK OF YR: 37 PLACEMENT: 0.5 MI E OF RT 52 NHS: no LION#:
 DATE OF COUNT: 09/08/2009 @ REF MARKER: 6 84041083 JURIS: NYSDOT BIN:
 NOTES LANE 1: WK 36 WB ADDL DATA: CC Str: RR CROSSING:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: — COUNT TYPE: VEHICLES BATCH ID: DOT-r8contractor9-38 HPMS SAMPLE:
 PROCESSED BY: ORG CODE: DOT INITIALS: TGB

		12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12			
DATE	DAY	AM												PM												DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
1	T																											
2	W																											
3	T																											
4	F																											
5	S																											
6	S																											
7	M																											
8	T																											
9	W	57	23	8	15	18	66	196	321	399	463	497	595	681	663	671	708	723	763	721	558	342	228	139	99			
10	T	52	22	14	18	19	53	148	287	401	471	503	579	658	663	614	717	717	773	735	604	335	279	129	83	8860	773	17
11	F	65	23	20	17	20	42	157	275	404	484	501	567	574	693	661	727	726	758	742	516	394	279	210	150	9012	819	17
12	S	85	64	36	19	20	39	76	164	299	431	558	648	626	625	644	610	607	556	500	434	365	272	214	126	9005	758	17
13	S	92	52	33	13	17	35	53	120	228	319	387	504	560	572	518	486	507	454	458	353	309	159	90	70	8018	648	11
14	M	33	28	12	14	19	53	168	298	420	406	499	568	624	633	607	677	710	745	700	586	370	264	110	74	6389	572	13
15	T	49	31	17	11	17	46	185	295																			
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AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
56	25	15	15	18	52	171	295	406	456	500	575	645	647	659	697	714	775	718	586	350	260	128	90	8853
<u>DAYS</u>	<u>HOURS</u>	<u>WEEKDAYS</u>		<u>WEEKDAY</u>		<u>AVERAGE WEEKDAY</u>				<u>Axle Adj</u>	<u>Seasonal/Weekday</u>	<u>ESTIMATED (one way)</u>												
<u>Counted</u>	<u>Counted</u>	<u>Counted</u>	<u>Hours</u>			<u>High Hour</u>		<u>% of day</u>		<u>Factor</u>	<u>Adjustment Factor</u>													
8	165	5	99			775		9%		1.000	1.073	AADT 8251												

ROUTE #US 6 ROAD NAME: FROM: RT 52 CARMEL TO: CR 35 CROTON FALLS RD COUNTY: Putnam
 STATION: 840042 STATE DIR CODE: 2 PLACEMENT: 0.5 MI E OF RT 52 DATE OF COUNT: 09/08/2009



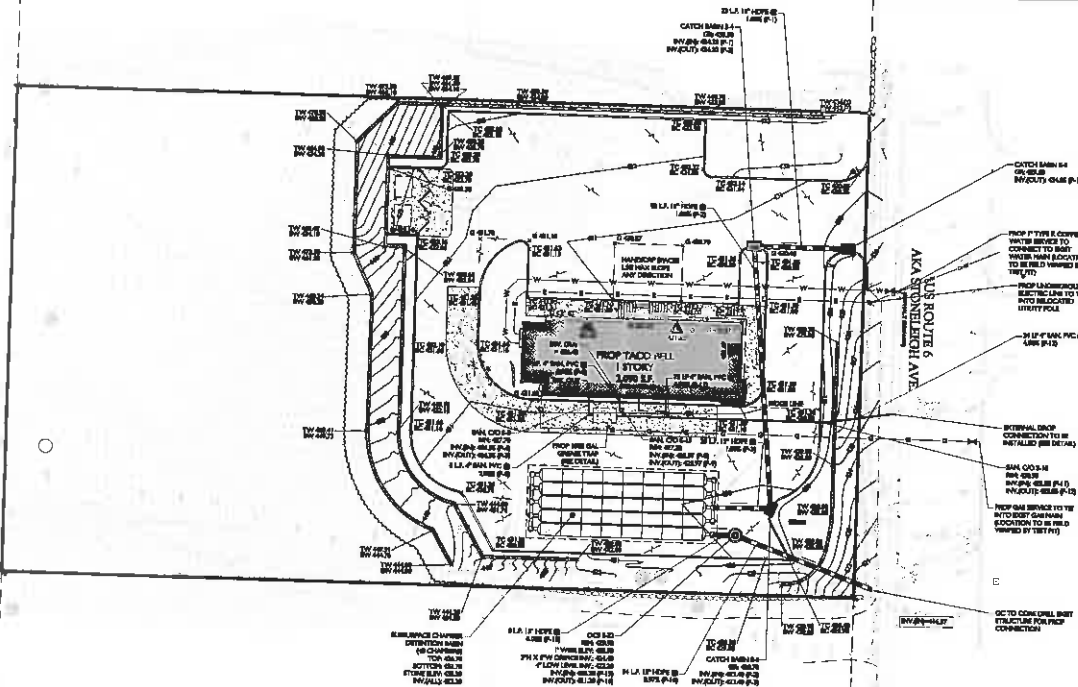
SIGNATURE TABLE			
TYPE	ALLOWABLE	EXISTING	PROPOSED
PRESTANDING	ONE (1) PRESTANDING IDENTIFICATION SIGN <div style="border: 1px solid black; padding: 5px; margin: 5px auto; width: fit-content;"> MAX. AREA ALLOWABLE IN MAX. HEIGHT TOP OF SIGN 12' MAX. HEIGHT BOTTOM OF SIGN 8' NUMBER OF SIGNS 1 </div>	NONE	ONE (1) PRESTANDING TACO BILL Pylon SIGN 15' X 12' 6" <div style="border: 1px solid black; padding: 5px; margin: 5px auto; width: fit-content;"> SIGN AREA 11.32 SQ. FT. HEIGHT TO TOP OF SIGN 20' 6" HEIGHT TO BOTTOM OF SIGN 18.22' 6" NUMBER OF SIGNS 1 </div>
BUILDING MOUNTED	NOT MORE THAN ONE EXTERIOR SIGN ON BUILDING FACADE <div style="border: 1px solid black; padding: 5px; margin: 5px auto; width: fit-content;"> BUILDING FACADE STREET AREA SHALL BE BASED ON ONE SIDE OF TWO (2) SQUARE FEET OF SIGN FOR EACH ONE (1) LINEAR FOOT OF BUILDING FRONTAGE NOT TO EXCEED 40 SF </div>	NONE	NORTH FACADE FACING POINTED TACO BILL CHANNEL LETTERS SIGN 11' X 7' SOUTH FACADE FACING POINTED TACO BILL CHANNEL LETTERS SIGN 12' X 8' EAST FACADE FACING POINTED TACO BILL 20' X 20' 6" FACING POINTED TACO BILL CHANNEL LETTERS SIGN 12' X 7' 6" TOTAL NUMBER OF SIGNS 5 (5) TOTAL SIGN AREA 81.32 SF (5)
DIRECTIONAL	NUMBER OF SIGNS 1 MAX. AREA ALLOWABLE 40 SF ONE DIRECTIONAL SIGN FOR STREET FRONTAGE NOT TO EXCEED 12' X 7'	NONE	NONE
MENU BOARD & PRE-SIGNAGE	NUMBER OF SIGNS 1 MAX. AREA ALLOWABLE 40 SF NOT SCHEDULED	NONE	1 MENU BOARD PROVIDED

§16-21 FAST FOOD RESTAURANTS.
A FAST-FOOD RESTAURANT SHALL BE PERMITTED AS CONDITIONAL USE OF LAND, PROVIDED THAT:

1. THEY ARE FULLY ENCLOSED ESTABLISHMENTS (COMPLETES)
2. THE SITE SHALL NOT BE LOCATED CLOSER THAN 300 FEET TO AN ADJACENT RESIDENTIAL ZONE OR ANOTHER FAST-FOOD ESTABLISHMENT (COMPLETES)
3. POINTS OF VEHICULAR INGRESS AND EGRESS SHALL BE LIMITED TO THE ADJACENT THOROUGHFARE HAVING COMMERCIAL ZONED FRONTAGE



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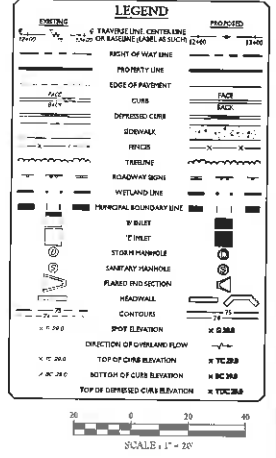


UTILITY NOTES

- LOCATION OF ALL EXISTING AND PROPOSED UTILITIES ARE APPROXIMATE AND MUST BE CONFIRMED INDEPENDENTLY WITH LOCAL UTILITY COMPANIES PRIOR TO CONSTRUCTION OR DISCOVERY. ALL CONSTRUCTION POINTS SHALL BE VERIFIED IN FIELD BY GC AND ENGINEER. ALL UTILITIES SHALL BE NOTIFIED IMMEDIATELY REGARDING ANY DISCOVERY. CONSTRUCTION SHALL BE COMPLETED REGARDING ALL UTILITIES PRIOR TO PROCEEDING WITH CONSTRUCTION. CROSSING OF EXISTING UNDERGROUND UTILITIES SHALL BE AVOIDED BY TEST AT POINT OF CONSTRUCTION.
- THE CONTRACTOR SHALL VERIFY AND LOCATE VERTICALLY AND HORIZONTALLY ALL ACTIVE UTILITY AND SERVICES THAT ARE TO BE REMOVED. THE CONTRACTOR IS RESPONSIBLE TO PROTECT AND MAINTAIN ALL UTILITY SYSTEMS THAT ARE TO REMAIN DURING SITE CONSTRUCTION.
- THE CONTRACTOR TO INSTALL ALL EXISTING UTILITIES WHICH FUNCTION BY GRAVITY PRIOR TO THE INSTALLATION OF ALL OTHER UTILITIES.
- ALL NEW UTILITIES/PIPES TO BE INSTALLED UNDERGROUND. ALL TO BE INSTALLED IN ACCORDANCE WITH THE LOCAL UTILITY/ENGINEERING SPECIFICATIONS AND STANDARDS.
- WATER SERVICE TO BE PROVIDED FROM THE EXISTING WATER MAIN LINE ON U.S. ROUTE 6, OWNED BY THE TOWN OF CARMEL, AND SUBJECT TO CARMEL'S REVIEW AND APPROVAL. ALL UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE TOWN OF CARMEL'S STANDARDS. THE MATERIALS SHALL BE COVERED UNLESS OTHERWISE NOTED. ALL UTILITIES SHALL BE COVERED WITH A MINIMUM 4" TEST OF COVER FROM THE TOP OF PIPE TO THE PROPOSED GRADE.
- SANITARY SERVICE SHALL BE PROVIDED BY GRAVITY CONNECTION TO EXISTING SEWER MAIN ON U.S. ROUTE 6, OWNED BY THE TOWN OF CARMEL, AND SUBJECT TO CARMEL'S REVIEW AND APPROVAL. THE MATERIALS SHALL BE COVERED UNLESS OTHERWISE NOTED. ALL UTILITIES SHALL BE COVERED WITH A MINIMUM 4" TEST OF COVER FROM THE TOP OF PIPE TO THE PROPOSED GRADE.
- ALL MATERIALS USED FOR SANITARY SEWER SYSTEMS SHALL BE MANUFACTURED IN THE UNITED STATES WHERE AVAILABLE AS GOVERNED BY P.L. 112-1 (SEE EFFECTIVE DATE OCTOBER 1, 1992).
- SANITARY SEWER SHALL BE INSTALLED FROM WATER MAIN AT LEAST 18" TEST HORIZONTALLY IF SUCH SEPARATION IS NOT POSSIBLE. THE SEWER SHALL BE IN UNBUTTED JOINTS WITH THE SANITARY SEWER AT LEAST 18" TEST HORIZONTALLY. THE BOTTOM OF THE SEWER LINE AT LEAST ONE FOOT ABOVE THE FINISH GRADE. IN ADDITION ONE FOOT LENGTH OF SEWER PIPE SHOULD BE LOCATED TO BOTH ENDS AS FAR APART AS POSSIBLE FROM THE WATER MAIN.
- GAS ELECTRIC LIGHTING CABLE TELEPHONE AND ELECTRICAL SERVICE SHALL BE PROVIDED BY THE APPLICABLE UTILITY COMPANIES THAT SERVICE THE AREA PRIOR TO SITE CONSTRUCTION AND SHALL BE INSTALLED PER COMPANY REQUIREMENTS.
- TELEPHONE, ELECTRIC AND GAS LINES WILL BE INSTALLED UNDERGROUND. COORDINATES OF PROPOSED PLACEMENTS WILL BE PROVIDED PRIOR TO THE CONSTRUCTION OF ANY BASE COURSE.
- UTILITY ALLOCATIONS SHOWN HEREON IF ANY ARE FOR INFORMATIONAL PURPOSES ONLY AND MAY NOT REPRESENT ALL REQUIRED UTILITY ALLOCATIONS. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING AND LOCATING ALL REQUIRED UTILITY ALLOCATIONS IN COORDINATION WITH THE RESPECTIVE UTILITY COMPANIES.
- STORM DRAINAGE SHALL BE CLASS B (OR HIGHER IF NOTED) CONCRETE PIPE (RCP) WITH 10" RING GASKETS OR EQUIVALENT. UNPULVICATED GASKETS (RINGS) OR EQUIVALENT. ALL 18" HIGH DENSITY POLYETHYLENE (HDPE) HANDED DRAINAGE PIPE (HDD) SHALL BE INSTALLED PER COMPANY REQUIREMENTS. ALL UTILITIES SHALL BE COVERED WITH A MINIMUM 4" TEST OF COVER FROM THE TOP OF PIPE TO THE PROPOSED GRADE.

ADA NOTES TO CONTRACTOR

- CONTRACTOR SHALL PROVIDE APPROPRIATE CARE AND PROVISION IN CONSTRUCTION OF ADA (HANDICAPPED) ACCESSIBLE COMPONENTS FOR THE SITE. THESE COMPONENTS ARE CONSTRUCTED NEXT TO THE EXISTING ADA STAGNANT FOR ACCESSIBLE DRIVE. THE DRIVE SURFACES ALONG THE ACCESSIBLE ROUTE OF TRAVEL FROM PARKING SPACE TO THE TRANSFER POINT. THE DRIVE SURFACES SHALL BE CONSTRUCTED TO THE FOLLOWING:
 - PARKING SPACE AND PARKING AREA - DRIVE SHALL NOT EXCEED 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN ANY DIRECTION. CURB RAMP - DRIVE SHALL NOT EXCEED 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN ANY DIRECTION. CURB RAMP SHALL NOT EXCEED 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN ANY DIRECTION. CURB RAMP SHALL NOT EXCEED 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN ANY DIRECTION.
 - LANDING - SHALL BE PROVIDED AT EACH END OF RAMP. SHALL PROVIDE POSITIVE DRAINAGE AND SHALL NOT EXCEED 1:48 (2%) PER FOOT ON NORMALLY LEVEL CROSS SLOPE.
 - PATH OF TRAVEL ALONG ACCESSIBLE ROUTE - SHALL PROVIDE A 36" MINIMUM CLEARANCE UNOBTAINED WIDTH OF TRAVEL. CLEAR OVERHANGS CANNOT REDUCE THE MINIMUM WIDTH. THE RAMP SHALL BE NO GREATER THAN 1:48 (2%) PER FOOT IN THE DIRECTION OF TRAVEL AND SHALL NOT EXCEED 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN CROSS SLOPE. TRAVEL PATH OF TRAVEL SHALL BE NO GREATER THAN 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN CROSS SLOPE. TRAVEL PATH OF TRAVEL SHALL BE NO GREATER THAN 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN CROSS SLOPE. TRAVEL PATH OF TRAVEL SHALL BE NO GREATER THAN 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN CROSS SLOPE.
 - DOORWAYS - SHALL HAVE A LEVEL LANDING AREA ON THE EXTERIOR SIDE OF THE DOOR THAT IS AT LEAST 60" WIDE AND 48" HIGH. THE DOOR SHALL BE NO GREATER THAN 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN CROSS SLOPE. THE LANDING AREA SHALL BE NO GREATER THAN 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN CROSS SLOPE. THE LANDING AREA SHALL BE NO GREATER THAN 1:48 (2%) PER FOOT ON NORMALLY LEVEL IN CROSS SLOPE.
- IT IS RECOMMENDED THAT THE CONTRACTOR REVIEW THE EXISTING CONSTRUCTION WITH THE LOCAL BUILDING CODE OFFICIAL PRIOR TO CONSTRUCTION WORK.
- AT ALL CROSSINGS, GC IS TO MAINTAIN A MINIMUM 36" CROSS SLOPE AND MAXIMUM 5% RUNNING SLOPE. NOTIFY ENGINEER OF ANY DISCREPANCIES IN FIELD.
- CONTRACTOR SHALL MAINTAIN A MINIMUM OF 18" VERTICAL CHANGE IN LEVEL ALONG THE ACCESSIBLE PATH WHERE A CHANGE IN LEVEL BETWEEN 18" AND 24" EXISTS. CONTRACTOR SHALL MAINTAIN THAT THE TOP OF 18" CHANGE IN LEVEL IS REVEALED WITH A SLOPE NOT STEEPER THAN 1:3.
- OPENINGS (GAPS OR HORIZONTAL SEPARATIONS) ALONG ACCESSIBLE PATH SHALL NOT ALLOW PASSAGE OF A TYRE CHAIR WITH 10".



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NO.	DATE	DESCRIPTION
1	10/1/2000	ISSUED FOR PERMIT
2	10/1/2000	REVISION 1: CORRECTED PERMIT INFORMATION
3	10/1/2000	REVISION 2: CORRECTED PERMIT INFORMATION
4	10/1/2000	REVISION 3: CORRECTED PERMIT INFORMATION
5	10/1/2000	REVISION 4: CORRECTED PERMIT INFORMATION
6	10/1/2000	REVISION 5: CORRECTED PERMIT INFORMATION
7	10/1/2000	REVISION 6: CORRECTED PERMIT INFORMATION
8	10/1/2000	REVISION 7: CORRECTED PERMIT INFORMATION
9	10/1/2000	REVISION 8: CORRECTED PERMIT INFORMATION
10	10/1/2000	REVISION 9: CORRECTED PERMIT INFORMATION

JESSE B. COKELEY
NEW YORK LICENSED PROFESSIONAL
ENGINEER - CIVIL/MECHANICAL

**PRELIMINARY
MAJOR
SITE PLAN
FOR
VERDAD REAL
ESTATE**

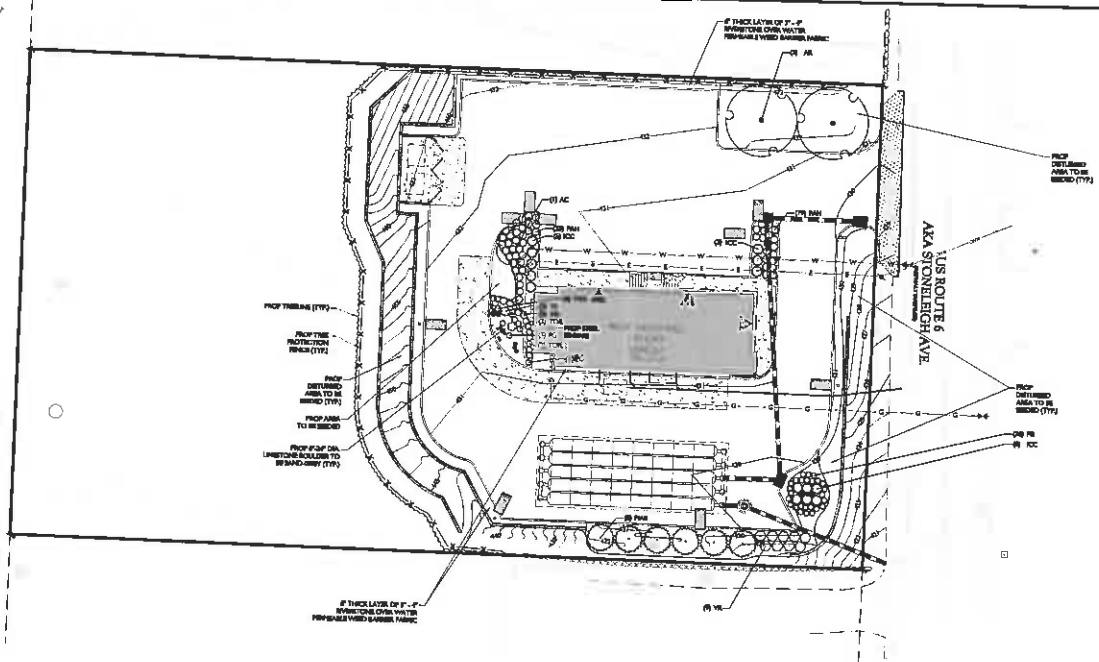
**SECTION 55.6
BLOCK 1
LOT 51
1819 ROUTE 6
TOWN OF CARMEL
PUTNAM COUNTY
NEW YORK**

CHRYSTIAN KIRCHGESSNER
777 Central Ave. Suite 300
Chappaqua, NY 10517
Phone: (914) 351-1111
Fax: (914) 351-1112

DATE	BY	FOR	BY	FOR
10/1/2000	CHRYSTIAN KIRCHGESSNER	FOR	JESSE B. COKELEY	FOR
10/1/2000	CHRYSTIAN KIRCHGESSNER	FOR	JESSE B. COKELEY	FOR

**GRADING, DRAINAGE
& UTILITY PLAN**

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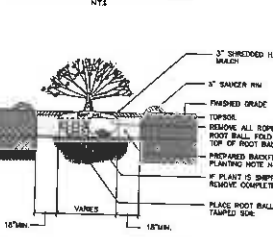
GENERAL PLANTING NOTES

1. THE PLAN SHALL BE USED FOR LANDSCAPE PLANTING PURPOSES ONLY. EXAMINE ALL ENGINEERING DRAWINGS AND FIELD CONDITIONS FOR SPECIFIC LOCATIONS OF UTILITIES AND STRUCTURES AND NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCIES OR LOCATIONS OF UTILITIES PRIOR TO PLANTING AND/OR CONSTRUCTION.
2. THE CONTRACTOR IS RESPONSIBLE TO LOCATE AND VERIFY LOCATION OF ALL UTILITIES ON SITE PRIOR TO CONSTRUCTION.
3. ALL PLANT MATERIAL SHALL CONFORM TO THE LATEST EDITION OF THE AMERICAN ASSOCIATION OF NURSERYMEN'S STANDARD FOR PLANTING STOCK. ALL PLANT MATERIAL SHALL BE UNACCEPTABLE ALL PLANT MATERIAL SHALL BE REMOVED THE RIGHT TO REMOVE ALL PLANT MATERIAL FROM THE SITE OF THE PROJECT PRIOR TO INSTALLATION.
4. NO PLANT SUBSTITUTIONS SHALL BE PERMITTED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED IN WRITING PRIOR TO ANY PLANT MATERIAL SUBSTITUTION. THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED IN WRITING PRIOR TO ANY PLANT MATERIAL SUBSTITUTION.
5. THE LOCATION OF ALL PLANT MATERIAL INDICATED ON THE LANDSCAPE PLAN IS APPROXIMATE. THE FINAL LOCATION OF ALL PLANT MATERIAL AND PLANTING BED LINES SHALL BE DETERMINED BY THE FIELD CONDITIONS OF THE LANDSCAPE. IF ANY PLANT MATERIAL IS PLANTED IN A LOCATION OTHER THAN THAT INDICATED ON THE LANDSCAPE PLAN, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF THE PLANT MATERIAL.
6. ALL STREET TREES AND SHADY TREES PLANTED IN THE PERMANENT OR TEMPORARY AREAS SHOULD NOT BE BRANCHED LONGER THAN 30' ABOVE THE GRADE. ALL PLANT MATERIAL LOCATED WITHIN THE PERMANENT OR TEMPORARY AREAS SHOULD NOT BE BRANCHED LONGER THAN 30' ABOVE THE GRADE. ALL PLANT MATERIAL LOCATED WITHIN THE PERMANENT OR TEMPORARY AREAS SHOULD NOT BE BRANCHED LONGER THAN 30' ABOVE THE GRADE.
7. THE PLANTING PLAN SHALL TAKE PRECEDENCE OVER THE PLANT SCHEDULE. ANY PLANT QUANTITY DISCREPANCIES SHALL BE CORRECTED BY THE CONTRACTOR.
8. ALL PLANT MATERIAL SHALL BE PROPERLY INSTALLED IN CONFORMANCE WITH THE PHYSICAL PLANTING DETAILS. INSTALL ALL PLANT MATERIAL ON UNDISTURBED GRADE. PROVIDE BULWARK WRAPPING WITH A 3/4" OVERLAP AND REMOVE THE BULWARK WRAPPING FROM THE ROOT BALL. PROVIDE BULWARK WRAPPING WITH A 3/4" OVERLAP AND REMOVE THE BULWARK WRAPPING FROM THE ROOT BALL.
9. BRANCHED TREES AND SHADY TREES SHALL BE PLANTED BACK BY NO MORE THAN ONE QUARTER LAYER TO BALANCE THE TOP GROWTH WITH ROOTS AND TO PRESERVE THEIR CHARACTER AND SHAPE. THE CENTRAL LEADER OF THE TREE SHALL NOT BE REMOVED.
10. PROVIDE PLANTING PIT AS INDICATED ON PLANTING DETAILS. BACKFILL PLANTING PIT WITH ONE PART EACH OF TOPSOIL, PEAT MOSS AND PERMANENT FERTILIZER. IF THE SOIL CONDITIONS EXIST THEN PLANTING PIT SHALL BE LOCATED AT AN ADDITIONAL 12" AND FILLED WITH CRUSHED STONE.
11. ALL PLANT MATERIAL SHALL HAVE THE SAME RELATION TO FINISHED GRADE AS SHOWN TO EXISTING GRADE AT HORIZON.
12. OPTIMUM PLANTING TIME IS FROM APRIL 1 TO JUNE 1 OR SEPTEMBER 1 TO DECEMBER 1.
13. NEWLY PLANTED PLANT MATERIAL SHALL BE WATERED AT THE TIME OF INSTALLATION. REGULAR WATERING SHALL BE PROVIDED TO ENSURE THE ESTABLISHMENT, GROWTH AND SURVIVAL OF ALL PLANTS.
14. ALL PLANT MATERIAL SHALL BE MAINTAINED FOR A PERIOD OF TWO YEARS.
15. PLANTS THAT ARE MISSING MORE THAN 20% DEAD, WHICH DO NOT DEVELOP FROM PLANTING STOCK, THAT APPEAR UNHEALTHY OR UNUSUALLY AND/OR HAVE LOST THEIR PLANT MATERIAL DUE TO DEAD BRANCHES OR ANY TREE THAT LOSES THE MAIN LEADER SHALL BE REPLACED.
16. THE LANDSCAPE CONTRACTOR SHALL PROVIDE A MINIMUM 4" LAYER OF TOPSOIL IN ALL PLANTING AREAS AND A MINIMUM OF 12" OF TOPSOIL IN ALL PLANTING AREAS. ALL PLANTING AREAS SHALL BE COMPLETED WITHIN 14 DAYS OF THE START OF PLANTING. TO DETERMINE THE EXTENT OF SOIL AMENDMENT REQUIRED, SOIL IN SHOULD BE TESTED.
17. ALL DISTURBED LAND SHALL BE REVEGETATED WITHIN 14 DAYS OF THE START OF PLANTING. THE REVEGETATION SHALL BE COMPLETED WITHIN 14 DAYS OF THE START OF PLANTING. THE REVEGETATION SHALL BE COMPLETED WITHIN 14 DAYS OF THE START OF PLANTING.
18. NEWLY PLANTED PLANT MATERIAL SHALL BE WATERED AT THE TIME OF INSTALLATION. REGULAR WATERING SHALL BE PROVIDED TO ENSURE THE ESTABLISHMENT, GROWTH AND SURVIVAL OF ALL PLANTS.
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21. IN LANDSCAPE AREAS AT THE BOTTOM CENTER OF BUILDING, GRASS SHALL BE CONTINUOUS TO EDGE OF STEEL BORDER AND CONCRETE CURB AND UNDER ALL PLANTS.
22. PROVIDE PLANTING PIT AS INDICATED ON PLANTING DETAILS.

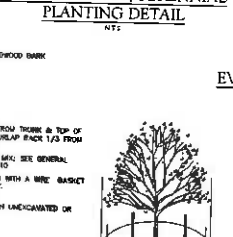
PLANT SCHEDULE

PLANT	QTY	BOTANICAL NAME	COMMON NAME	SIZE	PRICE
1. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50
2. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50
3. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50
4. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50
5. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50
6. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50
7. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50
8. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50
9. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50
10. 3" SHADY HARDWOOD	10	Quercus macrocarpa	White Oak	3" DBH	\$1.50

TREE PLANTING DETAIL



GROUND COVER/PERENNIAL PLANTING DETAIL



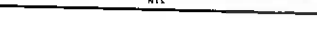
EVERGREEN TREE PLANTING DETAIL



SHRUB PLANTING DETAIL



TEMPORARY TREE PROTECTION FENCE



GENERAL SEEDING NOTES

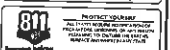
1. SEEDING SHALL BE DONE IN ACCORDANCE WITH THE PHYSICAL PLANTING DETAILS. SEEDING SHALL BE COMPLETED WITHIN 14 DAYS OF THE START OF PLANTING. SEEDING SHALL BE COMPLETED WITHIN 14 DAYS OF THE START OF PLANTING.
2. SEEDING SHALL BE DONE IN ACCORDANCE WITH THE PHYSICAL PLANTING DETAILS. SEEDING SHALL BE COMPLETED WITHIN 14 DAYS OF THE START OF PLANTING. SEEDING SHALL BE COMPLETED WITHIN 14 DAYS OF THE START OF PLANTING.
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TREE PLANT INFORMATION

1. PLANTING SHALL BE DONE IN ACCORDANCE WITH THE PHYSICAL PLANTING DETAILS. PLANTING SHALL BE COMPLETED WITHIN 14 DAYS OF THE START OF PLANTING. PLANTING SHALL BE COMPLETED WITHIN 14 DAYS OF THE START OF PLANTING.
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1111 ROUTE 6
SUITE 100
TOWN OF CARMEL
NEW YORK 12176
PHONE: 516-224-1111
FAX: 516-224-1112
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80
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DEPARTMENT OF ENVIRONMENTAL CONSERVATION
1600 ROUTE 9W
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JESSE B. COKELEY
NEW YORK LICENSED PROFESSIONAL
ENGINEER - LICENSE NUMBER 000001

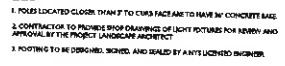
PRELIMINARY MAJOR SITE PLAN FOR VERDAD REAL ESTATE

SECTION 55.4 BLOCK 1 LOT 51 1819 ROUTE 6 TOWN OF CARMEL PUTNAM COUNTY NEW YORK

GHEATHY BROS. ENGINEERS
777 Central Ave. East
Suite 100
Carmel, NY 12176
Phone: 516-224-1111
Fax: 516-224-1112

LANDSCAPE PLAN

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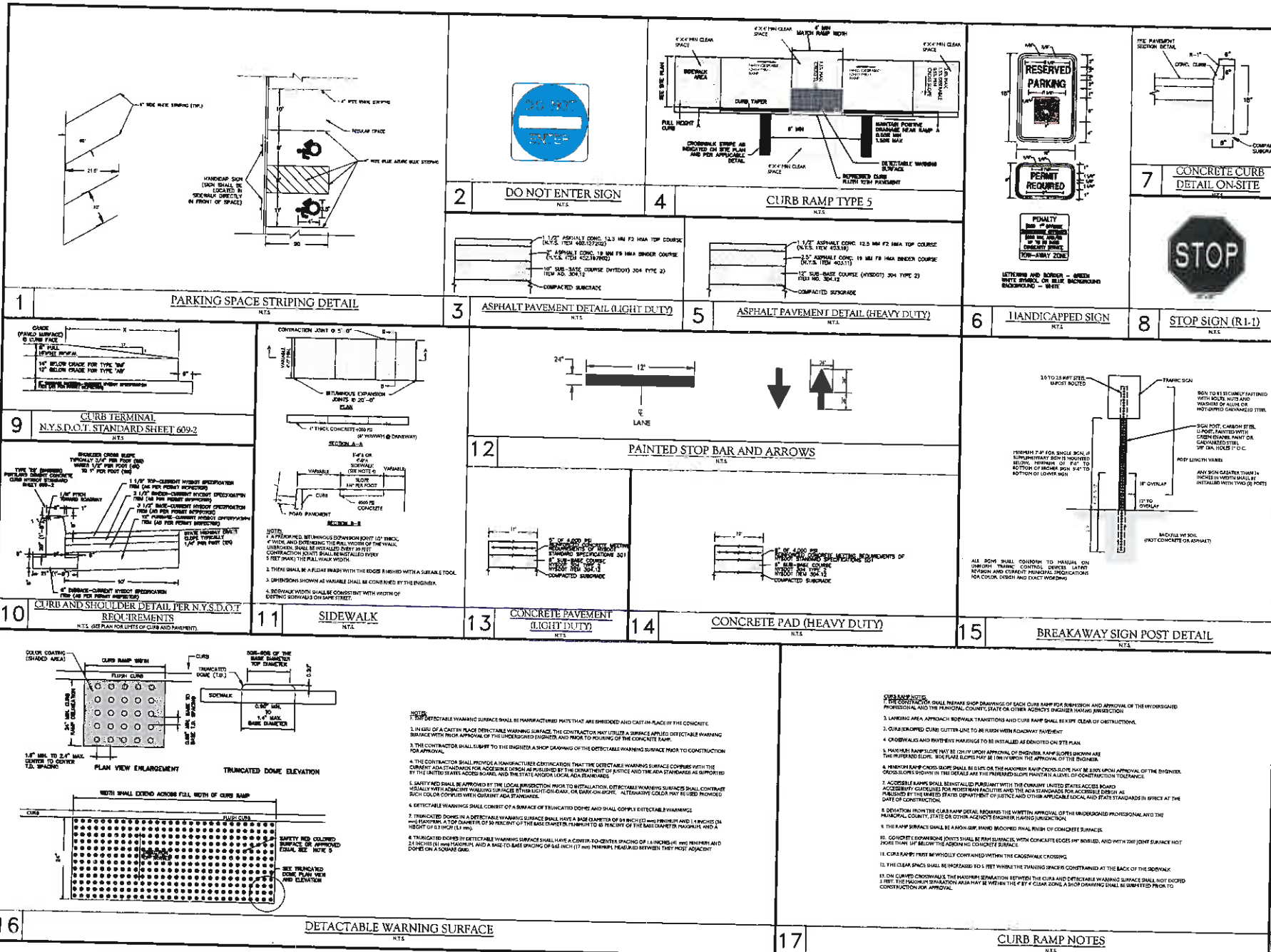
NYE

LUMINAIRE SCHEDULE

- 1. THE LIGHTING PLAN OBJECTS PROVIDE THE NECESSARY INFORMATION FOR THE LIGHTING CALCULATIONS USING DATA PROVIDED BY THE MANUFACTURERS. ACTUAL RESULTS MAY VARY DUE TO SUBSTITUTIONS AND/OR VARIATIONS IN THE PERFORMANCE OF THE LIGHTING DUE TO VARIATIONS IN THE MATERIALS, ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, THE SERVICE USE OF EQUIPMENT AND/OR THE QUALITY OF THE INSTALLATION.
- 2. THE LIGHT LUXES FACTORIZED IN THE LIGHTING DESIGN CALCULATIONS ARE FOR ALL THE LUMINAIRES AND 473 FOR THE EXISTING LUMINAIRES.
- 3. THE LIGHTING PLAN CALCULATIONS POINTS LOCATED ON THE PLAN ARE ALL ASSUMED TO BE ON A HORIZONTAL GEOMETRIC PLANE AT ELEVATION 2200 (GROUND LEVEL). LIGHTING DIFFERENCES MAY OCCUR.
- 4. THE LIGHTING LAYOUT AND THE TYPICAL WALL MOUNTED LUMINAIRE SPECIFICATIONS REQUIRE THAT THEY FUNCTION PROPERLY IF NECESSARY AT ALL TIMES DURING THE 100 MONTHS.
- 5. MINIMAL AESTHETIC LIFE-SPANNING CONTRACTOR SHOULD HAVE A LIMITED AESTHETIC RESPONSIBILITY ON THE FIELD MAINTENANCE AND THE QUALITY OF THE LIGHTING. DUE TO FACTORS SUCH AS LIGHTING PERFORMANCE, VOLTAGE TO DRAMA, WEIGHT, AND THE QUALITY OF THE ACTUAL LIGHTING MAY VARY. DURING LIGHT LUXES DETERMINED ON THE PLAN SHOULD BE CONSIDERED APPROXIMATE.
- 6. THE LIGHTING PLAN IS INTENDED TO SHOW THE LOCATION AND TYPE OF LUMINAIRE, POWER POINTS, COMPLETES THE LIGHTING AND ELECTRICAL CONNECTIONS, AND THE INFORMATION ON THE ELECTRICAL CONNECTIONS. CONTRACTOR TO BE RESPONSIBLE FOR THE CONNECTION CONTRACT DOCUMENTS. THESE ITEMS SHALL BE IDENTICAL TO THE LIGHTING CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CLARITY OF CONNECTIONS, LIGHTING LOCATIONS AND APPROPRIATENESS IN ACCORDANCE WITH ALL APPLICABLE BUILDING AND ELECTRICAL CODES.
- 7. THE LIGHTING CONTRACTOR SHALL BE RESPONSIBLE FOR THE LIGHTING CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LIGHTING CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LIGHTING CONTRACT DOCUMENTS.
- 8. LIGHTING CONTRACTOR TO COORDINATE WITH THE PROJECT ARCHITECT REGARDING POWER SOURCE FROM WITHIN THE BUILDING AND THE LIGHTING CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LIGHTING CONTRACT DOCUMENTS.
- 9. THE LIGHTING CONTRACTOR SHALL BE RESPONSIBLE FOR THE LIGHTING CONTRACT DOCUMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LIGHTING CONTRACT DOCUMENTS.
- 10. THESE PLANS ARE TO BE USED FOR LIGHTING PURPOSE ONLY.
- 11. COLOR OF FINISHING FLOOR AND POINTS ARE TO BE NOTED IN THE LIGHTING CONTRACT DOCUMENTS AS INDICATED ON ARCHITECTURAL PLANS.
- 12. FLOOR MOUNTED RECESSED SHALL BE FLUORESCENT OR THIRDS OF THE FIRST FLOOR OR ON A PENDING AREA.
- 13. FLOOR LOCATIONS ARE APPROPRIATE AND HARMFUL DUE TO SPECIFIC SITE CONDITIONS. THE LIGHTING CONTRACTOR SHALL BE RESPONSIBLE FOR THE LIGHTING CONTRACT DOCUMENTS.
- 14. LIGHTING SHOULD BE ON FLOOR DURING THE LIGHTING CONTRACT DOCUMENTS.
- 15. CONTRACTOR TO PROVIDE SHOP DRAWINGS OF LIGHT FIXTURES FOR REVIEW AND APPROVAL.
- 16. CONCRETE FOOTINGS FOR FLOOR MOUNTED LIGHTS TO BE DESCRIBED BY SIZE AND SHAPE BY A HATCH SYMBOL.
- 17. ELECTRICAL SYMBOLS ARE SUBJECT TO BE PROVIDED BY OTHERS.
- 18. THE PLAN INCLUDES EXISTING LIGHTING ABOVE DOORWAYS.
- 19. THE PLAN INCLUDES EXISTING LIGHTING.
- 20. THE PLAN INCLUDES BUILDING MOUNTED LIGHTS OR ARCHITECTURAL PLANS FOR LOCATION OF BUILDING MOUNTED LIGHTS.

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SCALE: 1" = 20'



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NEW YORK LICENSED PROFESSIONAL
ENGINEER - LICENSE NUMBER: 00067

**PRELIMINARY
MAJOR
SITE PLAN
FOR
VERDAD REAL
ESTATE**

**SECTION 55.6
BLOCK 1
LOT 51
1819 ROUTE 6
TOWN OF CARMEL
PUTNAM COUNTY
NEW YORK**

CONTRACTOR'S SIGNATURE

Date: _____

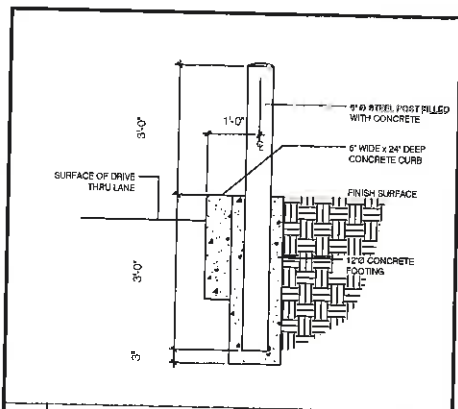
DATE _____

SCALE _____

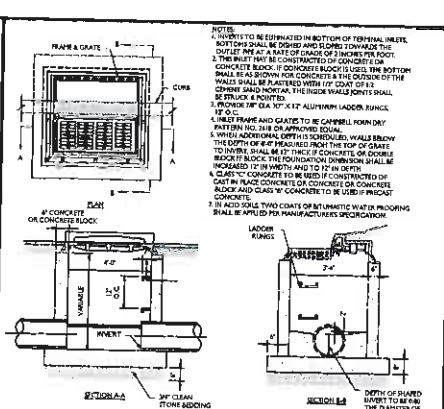
PROJECT _____

CONSTRUCTION DETAILS

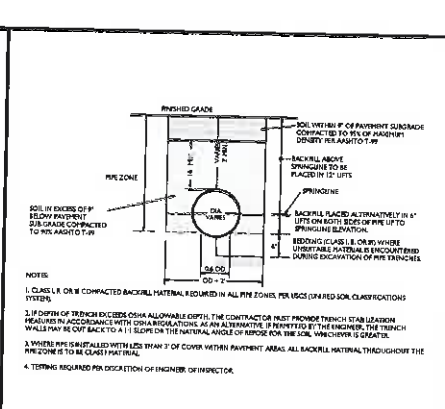
8 of 10



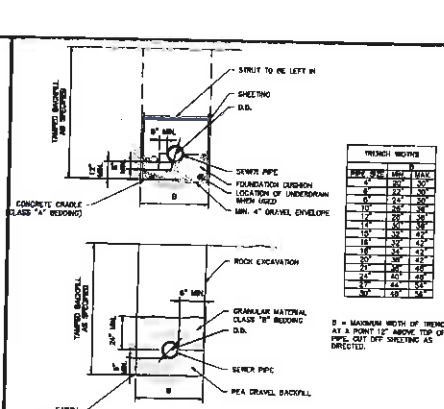
BOLLARD
N.T.S.



TYPE B INLET
N.T.S.

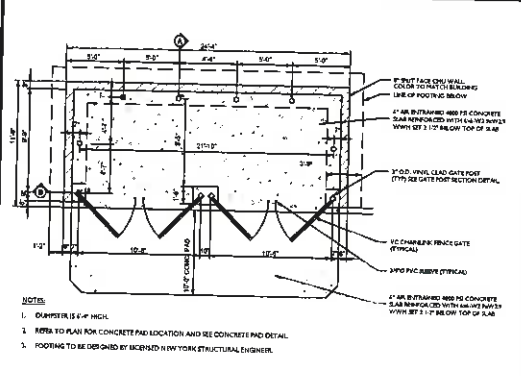


STORM DRAIN TRENCH & BEDDING DETAIL
N.T.S.

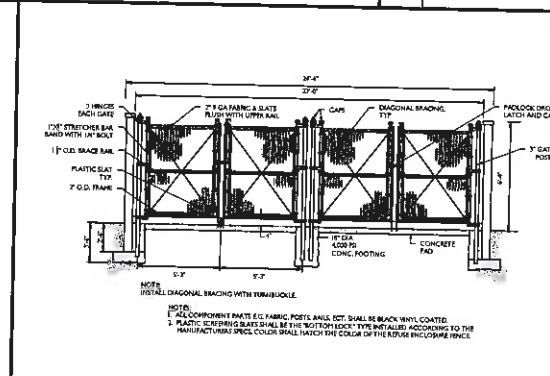


SANITARY SEWER TRENCH
N.T.S.

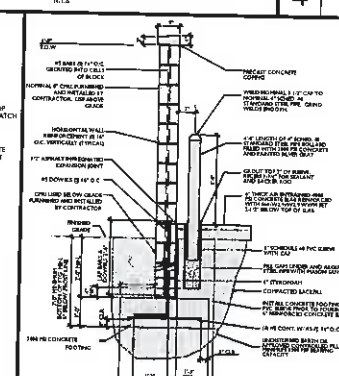
TRENCH WIDTH	DEPTH	LENGTH	AREA
12"	12"	10'	1.00
12"	12"	20'	2.00
12"	12"	30'	3.00
12"	12"	40'	4.00
12"	12"	50'	5.00
12"	12"	60'	6.00
12"	12"	70'	7.00
12"	12"	80'	8.00
12"	12"	90'	9.00
12"	12"	100'	10.00
12"	12"	110'	11.00
12"	12"	120'	12.00
12"	12"	130'	13.00
12"	12"	140'	14.00
12"	12"	150'	15.00
12"	12"	160'	16.00
12"	12"	170'	17.00
12"	12"	180'	18.00
12"	12"	190'	19.00
12"	12"	200'	20.00



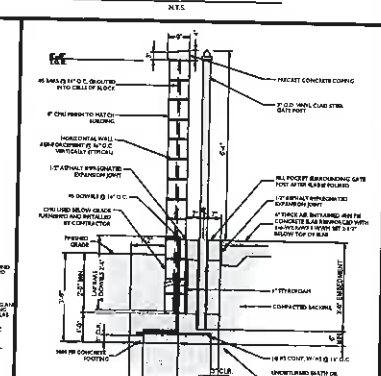
PLAN VIEW OF MASONRY TRASH ENCLOSURE
N.T.S.



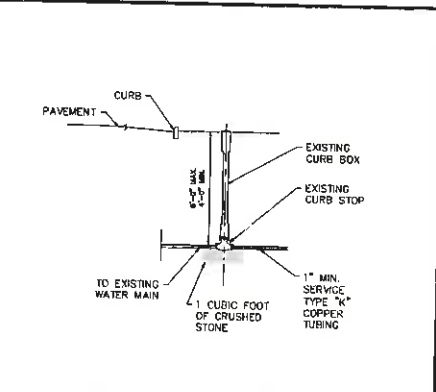
FRONT ELEVATION OF MASONRY TRASH ENCLOSURE
N.T.S.



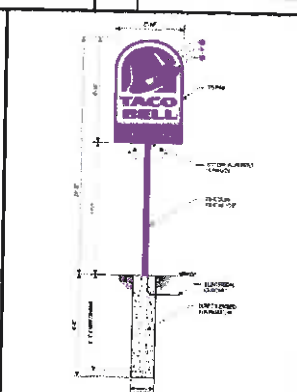
SECTION THROUGH BOLLARD AT MASONRY TRASH ENCLOSURE
N.T.S.



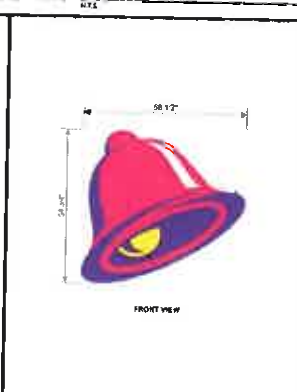
SECTION THROUGH GATE POST AT MASONRY TRASH ENCLOSURE
N.T.S.



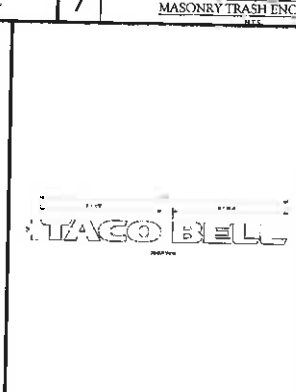
WATER SERVICE CONNECTION
N.T.S.



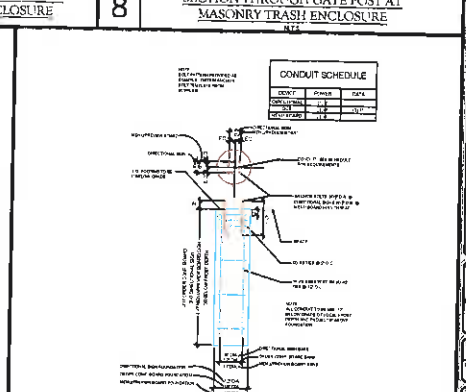
FREESTANDING PYLON SIGN
(51.53 SF)
N.T.S.



BUILDING MOUNTED "BELL" SIGN
(22.5 SF)
N.T.S.



BUILDING MOUNTED CHANNEL LETTERS (12.17 SF)
N.T.S.



MENU BOARD FOOTING
N.T.S.

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Civil Engineering & Surveying
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Putnam County, NY 12561
Phone: 518.338.1234
Fax: 518.338.1235

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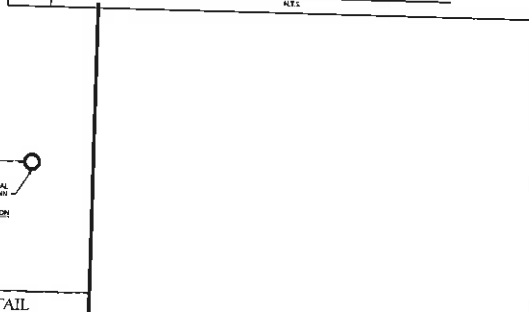
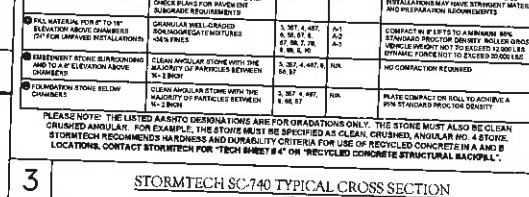
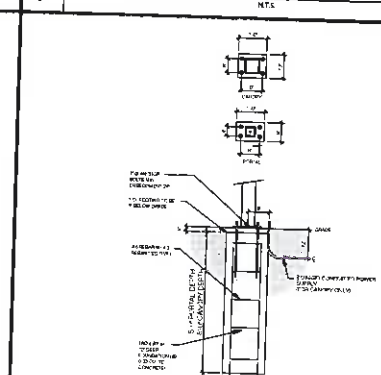
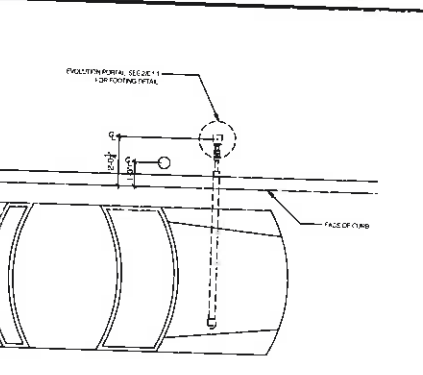
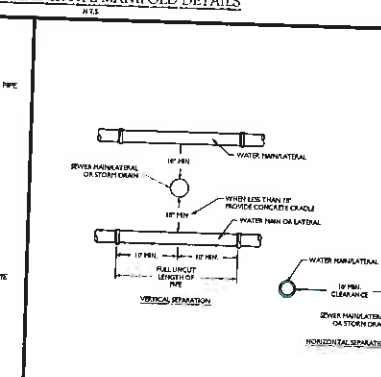
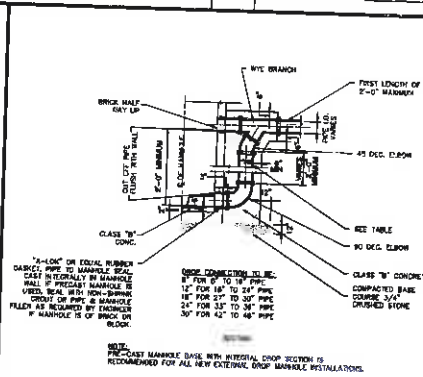
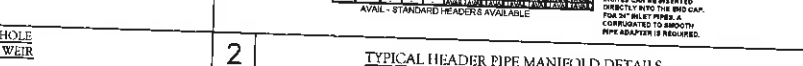
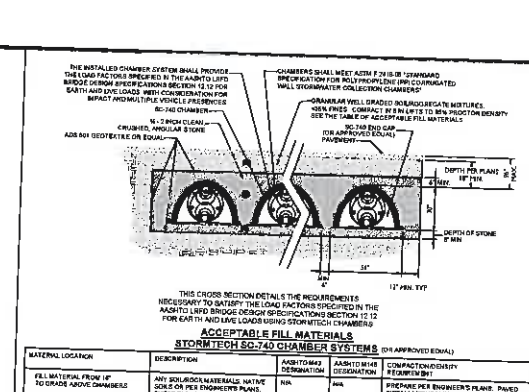
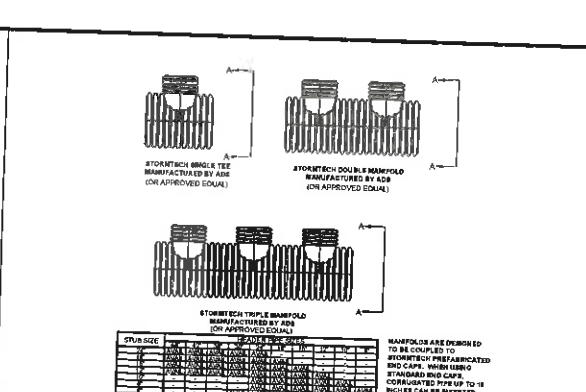
JESSE B. COKELEY
NEW YORK LICENSED PROFESSIONAL ENGINEER - LICENSE NUMBER: 000001

PRELIMINARY MAJOR SITE PLAN FOR VERDAD REAL ESTATE

SECTION 55.6 BLOCK 1 LOT 51
TOWN OF CARMEL
PUTNAM COUNTY
NEW YORK

CONSTRUCTION DETAILS

9 of 10



JESSE B. COKELEY
 NEW YORK LICENSED PROFESSIONAL
 ENGINEER - LICENSE NUMBER: 000607

**PRELIMINARY
 MAJOR
 SITE PLAN**

**FOR
 VERDAD REAL
 ESTATE**

**SECTION 55.6
 BLOCK 1
 LOT 51
 1819 ROUTE 6
 TOWN OF CARLEVE
 PUTNAM COUNTY
 NEW YORK**

CLIENT: ADRIAN CORP.
 777 Chestnut St.
 Suite 202
 Chestnut Hill, NY 10512
 Phone: 845.352.0818
 Fax: 845.352.3411

DATE	SCALE	PROJECT NO.	BY	CHK.
08/08/08	1/8"=1'-0"	220	JBC	JBC
BY: JBC	DATE:	CONTRACT NAME		
10/08/08		CONTRACT NO.		

CONSTRUCTION DETAILS

PROJECT NO. **10** of **10**