PLANNING BOARD MEETING

Lansing Town Hall Board Room
Monday, November 28, 2022
6:30 PM

AGENDA

SUBJECT TO CHANGE

Meeting is open to the public and streamed live on YouTube.

VIEW THE MEETING LIVE - TOWN OF LANSING YOUTUBE CHANNEL

To find our YouTube Channel - Go to *www.lansingtown.com*, click on the "YouTube" Icon (red square) located on the bottom left corner of our Home Page.

1. **Call Meeting to Order**
2. **Discussion Items**

a. Project: Minor Subdivision- 87 Armstrong Rd

Applicant: Perry Cook, owner

Location: 87 Armstrong Rd, Tax Parcel Number 38.-1-14.1

Project Description: The applicant proposes to subdivide a ~9.92 acre lot (TPN 38.-1-14.1), in the R1 and R3 Zones, into two lots: Parcel B - 4.52 acres; Parcel C – 5.2 acres, and a lot line adjustment, Parcel A, of .21 acres.

SEQR: This is an Unlisted action under SEQR 617.4 environmental review.

Anticipated Action: SEQR and Subdivision Review

b. Project: Sketch Plan Major Subdivision – Phase I East Shore Circle

Applicant: Jesse Young, owner

Location: 106 East Shore Rd, Tax Parcel Number 37.1-7-12.2

Project Description: The applicant proposes to subdivide a ~23 acre lot (TPN 37.1-7-12.2), in the R2 Zone, into 6 lots.

SEQR: This is an Unlisted action under SEQR 617.4 environmental review.

Anticipated Action: classification SEQR, scheduling of public hearing

c. Project: Site Plan – Dandy Mini Mart – Convenience (Mini) Mart

Applicant: Brian Grose, Fagan Engineers, representing Dandy Mini Mart

Location: 7 Ridge Rd, Tax Parcel No's 31.-6-9.1, 31.-6-10, 31.-6-11, 31.-6-13, & 31.-6-14

Project Description: The applicant proposes the consolidation of several lots to form an approximately 4.7 acre parcel. The site plan proposal consists of a 6,100 sf convenient store with a 128'x24' gasoline fueling island, a 48'x22' diesel fuel island, fuel tank storage, and a drive through window. 36 vehicle parking spaces (including 4 tractor trailer parking stalls and

up to 4 EV parking stalls) are proposed. The project is located in the B1 – Commercial Mixed Use Zoning District.

SEQR: This is a Type I Action, under 6 NYCRR 617.4 (b)(6)(i) and 617.4 (b)(9) for the purposes of conducting a coordinated environmental review pursuant to the State Environmental Quality Review Act ("SEQRA")

Discussuion: Review of SEQRA Full Environmental Assessment Form Part II and Part III

3. Adjourn Meeting

In accordance with the Americans with Disabilities Act, persons who need accommodation to attend or participate in this meeting should contact the Town Clerk's Office at 607-533-4142. Request should be made 72 hours prior to the meeting.

RECEIVED
OCT 21 2022

Town Of Lansing Planning Board
Application for Review and Approval of Subdivision

Check One: ☒ Subdivision Plat ☒ Boundary Change Fee Paid $_____ Date _____ Receipt No._____

1. Name or Identifying Title Perry L Cook
2. Tax Parcel No. 38.-1-14.1 Zoning District R3/R1
3. Subdivider: (if owner, so state: if agent or other type of relationship, state details on separate sheet)
   Name & Title Perry L Cook
   Signature [redacted] Date 10/17/22
   Address 87 ARMSTRONG ROAD
   Phone 6072800806 Fax_____ E-Mail COOKSLLC@GMAIL.com
   Other Contact information_____
4. Licensed Land Surveyor:
   Name: Sheive Land Surveying
   Address 165 Wood RD Freeville, NY 13068
   Phone 607 347-9800 Fax_____ E-Mail IANSheive15@TWCNY.rr.com
   Other Contact information 607-351-2906
5. Engineer:
   Name: _____
   Address _____
   Phone_____ Fax_____ E-Mail_____
   Other Contact information_____
6. Easements or other restrictions on property: (Describe generally)
   _____
7. Names of abutting owners and owners directly across adjoining streets, including those in other towns (Available at Tompkins County Assessor's Office. Attach additional sheets if necessary)
   Williams 38.-1-12
   Cook 38.-1-13
   Cooper 38.-1-15
   Brann 38.-1-1.2
8. Requested exceptions: The planning Board is hereby requested to authorize the following exceptions to or waivers of its regulations governing subdivisions (attach list of exceptions with the reason for each exception set forth):
   SUBDEVIDE PARCEL 38.-1-14.1 INTO TWO PARCELS AND SMALL LOT LINE ADJUSTMENT TO PARCEL 38.-1-12 (Williams)

* Note: Application, Fee and required documents must be received in the Code Enforcement Office 14 days prior to the scheduled Planning Board meeting.

R1 & R3 zones

Town of Lansing

AGRICULTURAL DATA STATEMENT

Date: 10/17/22

Instructions: In accordance with Section 283-a of the New York State Town Law, this form must be completed for an application for a special permit, site plan approval, use variance, or a subdivision requiring municipal review that would occur on property with 500 feet of a farm operation in a certified Agricultural District.

Applicant	Owner (if different from applicant)
Name: Perry Cook	Name:
Address: 87 ARMSTRONG ROAD	Address:

1. Type of Application: ☐ Special Use Permit; ☐Site Plan Approval; ☐ Use Variance; ☒ Subdivision Approval

2. Project Name/Location: _____

3. Tax Parcel Number(s): 38.-1-14.1

4. Description of proposed project: Devide PARCEL INTO TWO SEPARATE PARCEL'S. ALSO MAKE A LOT LINE ADJUSTMENT (PARCEL A). THIS MAKING (PARCEL C) LOT #1, (PARCEL B) A "FLAG" LOT AND (PARCEL A) AN ADDITION TO 38.-1-12

5. Number of total acres involved with project: 9.93

6. Number of acres presently in Tax Parcel: 9.93

7. How much of the site is currently farmed? 0 Acres

8. Please identify who is farming the site: N/A

9. Does this person N/A own, or N/A rent the land. (Please check only one).

10. Please indicate what the intentions are for the use of the remainder of the property

SEPARTE LOT FOR FUTURE RESIDENCE. OR SALE

11. Who will maintain the remainder of the property not being used for this development?
Perry & Paige Cook

12. Other project information. Please include information about the existing land cover (crops or vegetation), any known impacts on existing stormwater drainage (including field tiles), or other significant plant materials: _____
This is simply a large lawn with 20x24 cold storage building. Nothing will be changed at all.

Signature of Applicant

Signature of Owner (if other than app)

****

FOR TOWN USE ONLY:

Note: This form and a map of the parcel(s) should be mailed to County Planning as part of the GML 239 m and n referral. It should also be mailed to property owners within 600 feet of the property boundary (Attach list of property owners within 600 feet).

Name of Staff Person: _____

Date referred to County Planning: _____

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. 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.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information		
Name of Action or Project: Perry and Paige Cook Subdivision		
Project Location (describe, and attach a location map): 87 Armstrong Road Lansing Ny 14882		
Brief Description of Proposed Action: Simple subdivision creating a flag lot		
Name of Applicant or Sponsor: Perry and Paige Cook	Telephone: 607-280-0806 E-Mail: cooksllc@gmail.com	
Address: 87 Armstrong Rd		
City/PO: Lansing	State: New York	Zip Code: 14882

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☑	☐
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:	☑	☐

3. a. Total acreage of the site of the proposed action? 9.92 acres
   b. Total acreage to be physically disturbed? 0 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 4.52 acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

5. ☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☑ Residential (suburban)
   ☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other(Specify):
   ☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☑	☐
b. Consistent with the adopted comprehensive plan?	☐	☑	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☑

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	☑	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☑	☐
b. Are public transportation services available at or near the site of the proposed action?	☑	☐
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☑	☐

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies:	☐	☑

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____	☐	☑

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____	☑	☐

	NO	YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	☑	☐
b. 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?	☐	☑

	NO	YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	☐	☑
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☑	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☐ Urban ☑ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	☑	☐
16. Is the project site located in the 100-year flood plan?	☑	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☑	☐
If Yes,		
a. Will storm water discharges flow to adjacent properties?	☑	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☑	☐
If Yes, briefly describe: _____		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	☑	☐
If Yes, explain the purpose and size of the impoundment: _____		
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	☑	☐
If Yes, describe: _____		
20.Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	☑	☐
If Yes, describe: _____		

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Applicant/sponsor/name: Perry and Paige Cook Date: 10/27/22

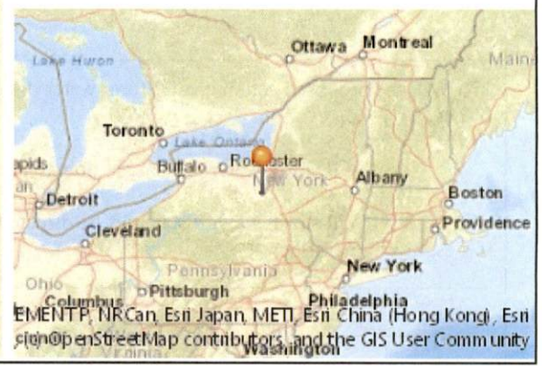
Signature: _____ Title: _____

PRINT FORM

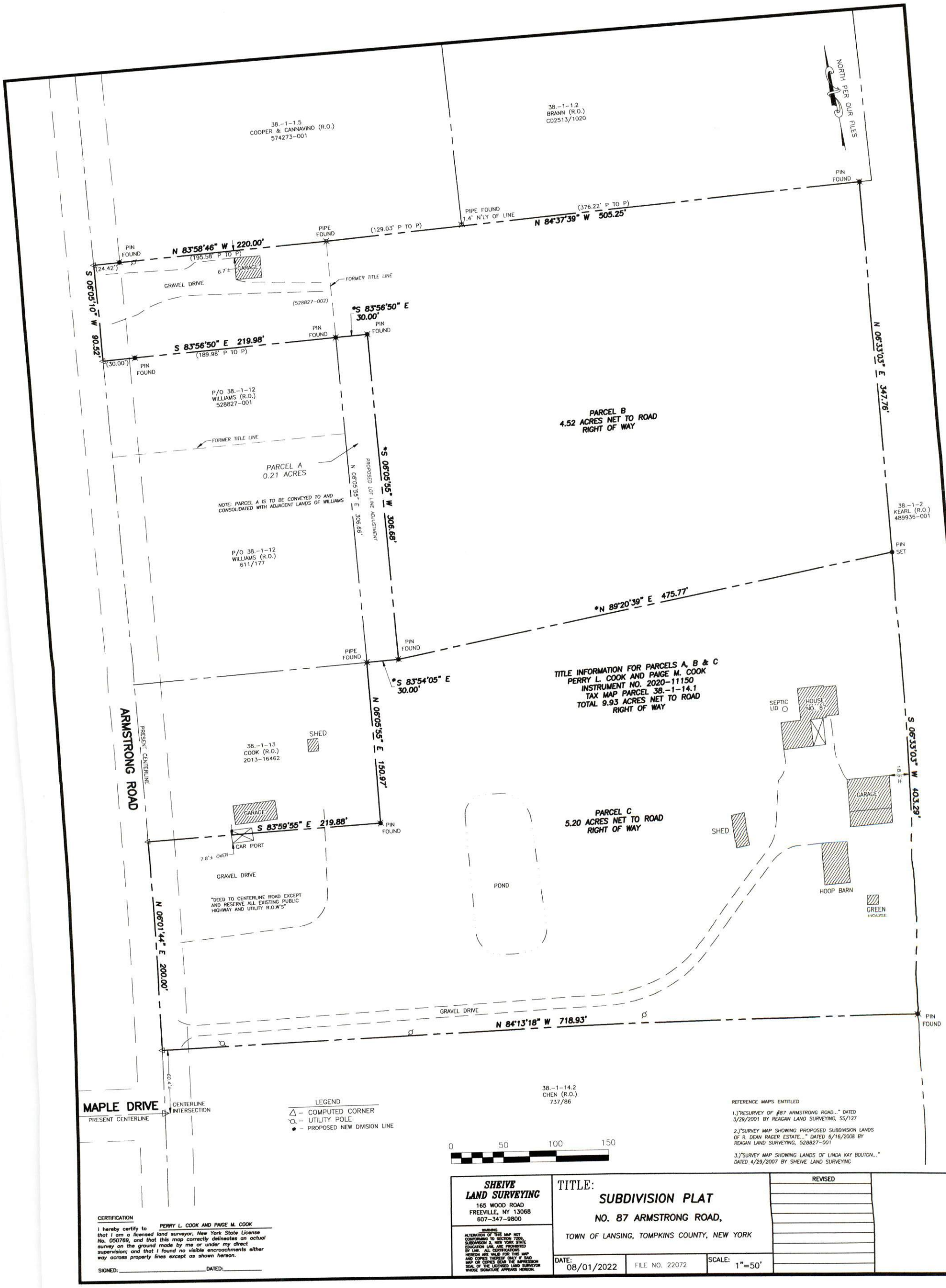
EAF Mapper Summary Report

Thursday, October 27, 2022 8:06 PM

Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
Part 1 / Question 20 [Remediation Site]	No


38.-1-1.5
COOPER & CANNAVINO (R.O.)
574273-001
38.-1-1.2
BRANN (R.O.)
CD2513/1020
NORTH PER OUR FILES
PIN FOUND
PIPE FOUND
1.4' N'LY OF LINE
(376.22' P TO P)
N 84°37'39" W 505.25'
(129.03' P TO P)
PIPE FOUND
N 83°58'46" W 220.00'
(195.58' P TO P)
PIN FOUND
(24.42')
6.7'±
GARAGE
GRAVEL DRIVE
FORMER TITLE LINE
(528827-002)
S 06°05'10" W 90.52'
*S 83°56'50" E 30.00'
PIN FOUND
S 83°56'50" E 219.98'
(189.98' P TO P)
(30.00')
PIN FOUND
P/O 38.-1-12
WILLIAMS (R.O.)
528827-001
FORMER TITLE LINE
PARCEL A
0.21 ACRES
NOTE: PARCEL A IS TO BE CONVEYED TO AND CONSOLIDATED WITH ADJACENT LANDS OF WILLIAMS
N 06°05'55" E 306.66'
PROPOSED LOT LINE ADJUSTMENT
*S 06°05'55" W 306.68'
P/O 38.-1-12
WILLIAMS (R.O.)
611/177
PARCEL B
4.52 ACRES NET TO ROAD
RIGHT OF WAY
N 06°33'03" E 347.76'
38.-1-2
KEARL (R.O.)
489936-001
PIN SET
*N 89°20'39" E 475.77'
PIPE FOUND
PIN FOUND
*S 83°54'05" E 30.00'
TITLE INFORMATION FOR PARCELS A, B & C
PERRY L. COOK AND PAIGE M. COOK
INSTRUMENT NO. 2020-11150
TAX MAP PARCEL 38.-1-14.1
TOTAL 9.93 ACRES NET TO ROAD
RIGHT OF WAY
SEPTIC LID
HOUSE NO. 87
S 06°33'03" W 403.29'
38.-1-13
COOK (R.O.)
2013-16462
SHED
N 06°05'55" E 150.97'
GARAGE
S 83°59'55" E 219.88'
PIN FOUND
CAR PORT
7.8'± OVER
PRESENT CENTERLINE
ARMSTRONG ROAD
GRAVEL DRIVE
"DEED TO CENTERLINE ROAD EXCEPT AND RESERVE ALL EXISTING PUBLIC HIGHWAY AND UTILITY R.O.W'S"
PARCEL C
5.20 ACRES NET TO ROAD
RIGHT OF WAY
POND
SHED
GARAGE
HOOP BARN
GREEN HOUSE
N 06°01'44" E 200.00'
GRAVEL DRIVE
N 84°13'18" W 718.93'
PIN FOUND
60.4'±
MAPLE DRIVE
PRESENT CENTERLINE
CENTERLINE INTERSECTION
LEGEND
△ - COMPUTED CORNER
- UTILITY POLE
* - PROPOSED NEW DIVISION LINE
38.-1-14.2
CHEN (R.O.)
737/86
0 50 100 150
REFERENCE MAPS ENTITLED
1.)"RESURVEY OF #87 ARMSTRONG ROAD..." DATED 3/29/2001 BY REAGAN LAND SURVEYING, SS/127
2.)"SURVEY MAP SHOWING PROPOSED SUBDIVISION LANDS OF R. DEAN RAGER ESTATE..." DATED 6/16/2008 BY REAGAN LAND SURVEYING, 528827-001
3.)"SURVEY MAP SHOWING LANDS OF LINDA KAY BOUTON..." DATED 4/29/2007 BY SHEIVE LAND SURVEYING
CERTIFICATION
I hereby certify to PERRY L. COOK AND PAIGE M. COOK that I am a licensed land surveyor, New York State License No. 050769, and that this map correctly delineates an actual survey on the ground made by me or under my direct supervision; and that I found no visible encroachments either way across property lines except as shown hereon.
SIGNED: _____ DATED: _____
SHEIVE LAND SURVEYING
165 WOOD ROAD
FREEVILLE, NY 13068
607-347-9800
WARNING
ALTERATION OF THIS MAP NOT CONFORMING TO SECTION 7209, SUBDIVISION 2, NEW YORK STATE EDUCATION LAW, ARE PROHIBITED BY LAW. ALL CERTIFICATIONS HEREON ARE VALID FOR THIS MAP AND COPIES THEREOF ONLY IF SAID MAP OR COPIES BEAR THE IMPRESSION SEAL OF THE LICENSED LAND SURVEYOR WHOSE SIGNATURE APPEARS HEREON.
TITLE:
SUBDIVISION PLAT
NO. 87 ARMSTRONG ROAD,
TOWN OF LANSING, TOMPKINS COUNTY, NEW YORK
REVISED
DATE: 08/01/2022
FILE NO. 22072
SCALE: 1"=50'

To: Town of Lansing Planning Board

Re: Narrative for Phase 1 of East Shore Circle, 6 Lot Major Subdivision – Sketch Plan

10/25/2022

The Young/Barnett families wish to present a plan for subdivision to the planning board. This project would be on the portion of East Shore Circle parcel 37.1-7-12.2 that is on the northern side of said road. The parcel currently consists of an open field, a steep wooded section of Gulf Creek gorge and a single-family home known as 106 E Shore Cir. The field is not being used for farming since all the farmers that it has been offered to have said it is too small for them to include in their operations.

We feel that this property is an excellent candidate to add several residential building lots to this moderate density R2 neighborhood. The plan is to create 3 new building lots with between 170 and 200 feet of road frontage, 2 flag lots that would split a 75 ft strip of land leading into the rear of the open field, and a larger lot that contains the existing home at 106 E Shore Cir for a total of 6 new lots. The exiting home lot would contain most of the steep gorge area as well as a small stream and wet area that come from highway. This lot would also contain an existing private footpath known as Emilie Jonas Falls Nature Trail.

These lots would all be serviced by public water that exists along E Shore Circle however each lot would need to build a private septic system along with their home. The subdividers do not intend to build any of the homes themselves. Their plan is to subdivide and provide the appropriate stormwater engineering and septic plans and then list each lot for sale. The buyers of each lot would do with the lots as they wish, provided those wishes are permitted by the Town of Lansing.

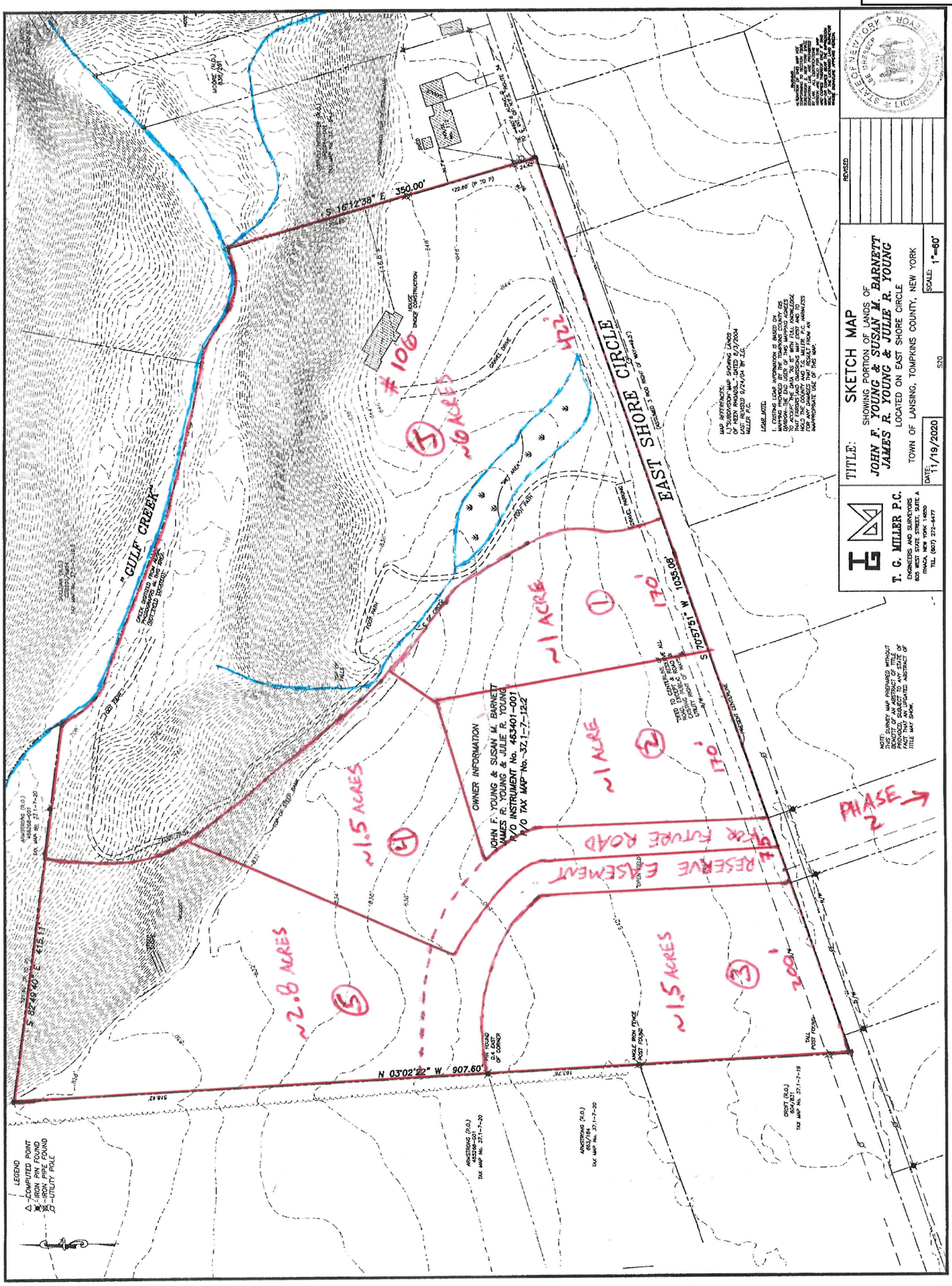
The subdividers would reserve an easement across the 75 ft strip of land that could eventually be used to build a public road onto the properties to the west in the event that this is ever desired. The subdividers do not own any of that land currently and only intend to preserve this as an option for the future.

In the past, the planning board has expressed interest in knowing what the full project would look like. I've just described what we intend to call Phase 1 of this plan and we do have an idea for Phase 2. This is shown on one of the included sketches. Phase 2 is on the southern side of E Shore Cir and is physically and hydrologically disconnected from Phase 1 by the highway itself. Phase 2 is only included to give the planning board an idea of what our intentions will be in the future. We are not proposing or requesting any action from the planning board related to Phase 2 at this time, however we are more than happy to hear suggestions or answer any questions they may have about it.

Thank you all for your time,

Jesse Young

E. SHORE CIR
6 LOT MAJOR SUBDIVISION PHASE 1 - CURRENT PROPOSAL



PARCEL # 37.1-7-12.2

MAP SHOWING LANDS OF DAVID W. DRIER, DIANE DRIER TUBBS, JEANETTE DRIER BRONGER & DONALD EDWARD DRIER

LOT #30
COUNTY OF TOMPKINS
SCALE: 1" = 100'

TOWN OF LANSING
STATE OF NEW YORK
JULY 23, 2004
REVISED: SEPT. 14, 2004 (R.O.W.)

DENKENBERGER & GREENE
43 PORT WATSON STREET
CORTLAND, N.Y. 13045
(607) 756-5168

EAST SHORE CIR MAJOR SUBDIVISION
PHASES 1 & 2
ROUGH SKETCH

JAMES J. DENKENBERGER
P.L.S. 50397

GULF CREEK
STEEP
TRAIL
CREEK
STEEP
JACK
ALREADY DONE
WET
DRIVEWAY
SHORE
CIRCLE
EAST
PHASE 1
PHASE 2
DRIVEWAY
DRIVEWAY
OLD
STORM WATER
TRAIL
N.Y.S. ROUTE 34
RINK & FIELDS
N
E
W
S

04-164

Dandy Mini-Mart
Site Plan Public Hearing
June 27, 2022

Commentor ID	Last Name	First Name	Comment Summary	Response
1	George	Marion	School bus/child safety, traffic	A Traffic Impact Study (TIS) was performed by the Town's consultant. The TIS stated that only "minor signal timing adjustments are recommended" and accommondations for future improvements based on the Town's future recommended improvements. The issue of pedestrian safety has been addressed by the addition of sidewalk facilities.
2	Munson	Sherry	Traffic, location/placement, out of character for Lansing	See ID-1 for traffic. As for location/placement/character: The proposed use is identified as P* = Permitted with Site Plan in Section 503 - Schedule I of the Town of Lansing Land Use Ordinance.
3	Hoffman	Larry	Out of place for Lansing and the proposal doesn't jive with the 2018 Comprehensive Plan	The Town Land Use Ordinance is the legally binding document for development within the Town. The Comprehensive Plan is the backbone of future modifications to the Land Use Ordinance. Future modifications/amendments to the Land Use Ordinance should be in accordance with the Comprehensive Plan. The proposed project is in accordance with the current Town Land Use Ordinance.
4	Hinderlighter	Bill	Too large, speeding, traffic, salt run off from parking lot, air pollution; mitigation - light shields, wooden barrier on west side, landscaping	The Site Plan has been revised with input from the Town Planning Board, Staff and Public Comments as follows: •Traffic/Speeding: See TIS. The Project traffic impacts are minimal. •Size: The site plan has been through multiple iterations with the Town Planning Board and Staff. The final plan incorporates those comments and is in accordance with the Land Use Ordinance. •Salt runoff/Stormwater: The project requires a Full Stormwater Pollution Prevention Plan (SWPPP) in accordance with NYSDEC requirements. This includes stormwater quality mitigation which includes a Crystal Stream stormwater treatment unit. •Lights: All lightning is dark-sky compliant and prohibits off-site spillage. •Landscaping: Landscaping has been provided in response to comments by Town Planning Board, Staff and public comment.
5	Hopkins	Ruth	Too large, need to increase safety, environmental & traffic studies needed, visual blight	See response to ID-4. Stormwater management and traffic studies have been performed in accordance with typical standards and with input from the Town Planning Board and Staff.
6	Makowski	Jen	Eyesore, too bright. Doesn't meet the standards of the 2018 Comprehensive Plan	See response to ID-3.
7	Stout	Eileen	(Owner of Rogue's Harbor) Doesn't meet the criteria of the 2018 Comprehensive Plan. Noisy, TV's on pumps, too bright, too large, increased traffic, site plan and where it is situated is not optimal.	See response to ID-3 and ID-4.
8	Mackenzie	Max	Too bright - huge lights, idling trucks - air pollution, music will be playing 24/7, no sidewalks, situation of the building "cockeyed"	See response to ID-3 and ID-4. The building orientation was finalized with input from the Town Planning Board and Staff.
9	Babson	Clifford	Complete opposite of the Comp. Plan, competition with small businesses, too large, lights, music & air pollution	See response to ID-3 and ID-4. As for music, that will be
10	Booth	Mark	Competition with small business, too large, light, air & noise pollution, environmental review, Rogue's Harbor overlooking the site, pedestrian safety, speed limit too high	See response to ID-3 and ID-4. As for Speed Limit, that is defined by NYSDOT. The Town Board may broach the subject of changing the speed limit.
11	Wierson	Danielle	Traffic, speed, school bus safety, no community support, sex trafficking at truck stops	See response to ID-3 and ID-4.
12	Nageroni	Diane	Size and location are too large, traffic study needed; music, lighting & audible screens	See response to ID-3 and ID-4.
13	Durham	Linda	5th generation and has seen many changes, scenic byway, where is the truck traffic coming from?	The proposed project design is based on current traffic conditions which includes the NYSDOT documented 5% truck traffic for the total volume.
14	Bean	Rachel	At odds with 2018 Comprehensive Plan & vision statement, noise, air and environmental pollution	See response to ID-3 and ID-4.
15	Bartholomew	Greg	Effects on Rogue Harbor, noise & air pollution, lights	See response to ID-3 and ID-4. The development of the Site does not impact Rogue Harbor.
16	Pace	Danny	For the project. Increased tax revenue - property owners are being crushed by taxes, local business owner himself, folks need to come up with an agreement, it will work if it is done the right way.	The proposed project will provide additional tax base.

Dandy Mini-Mart
Site Plan Public Hearing
June 27, 2022

Commentor ID	Last Name	First Name	Comment Summary	Response
17	Lounsberry	Sarah	(Owner of the Gray Barn B&B) Out of scale for what is needed, how did the project get this far?	See response to ID-3 and ID-4.
18	Kusner	Wally	(Owner of Liberty Liquors) Small business owner in town.	No response.
19	Cathos	Larry	Not in the vision for the town of Lansing, traffic concerns, vision vs. zoning	See response to ID-3 and ID-4.
20	Sullivan	Mary	"Ugly", "Higher crime rate", doesn't need an "airport runway" across from Rogue's Harbor, was the 2018 Comprehensive Plan read and comprehended?	See response to ID-3 and ID-4.
21	Siglar	Mike	Too close to the red light, traffic	See response to ID-1.
22		Michelle	Concerned for bicyclists	Additional bicycle facilities/racks have been added to the Site Plan.
23	Weaver	Bobbie	Loss of the small town feel, pedestrian safety, noise pollution, truck traffic	See response lo ID-1 for traffic and pedestrian safety.
24	Quest	Dan	Find a different location in Lansing, presentation may be different than the end result	No response.
25	Gobel	Alexia	What are the next legal steps?	Finalize the Site Plan Approval process and obtain all necessary permits.
26	Hinderlighter	Judy	What are the next steps in the scope for the planning board? Communicate the expectations. What can the planning board do for the community of Lansing?	The Planning Board is obligated to follow the Town Land Use Ordinance.
27	Mitchener	Justin	"Something doesn't smell right.", in agreement on all previous points, was the plan already	The Project has been in discussions at public meetings with the Town Planning Board and Staff since early 2021. Multiple iterations of the Site Plan have
28	Ending	Comments	Lansing Town Supervisor - find a middle ground, work together, the COMMUNITY needs to	No response.

Updated: July 22, 2022

FAGAN ENGINEERS
& LAND SURVEYORS PC

October 26, 2022

NYSDOT
Mr. Richard Stevens
476 Maple Street
Big Flats, NY 14814

RE: Dandy Mini Marts
Lansing (T), Tompkins (Co.), NY
FE Project 2020-062

Dear Mr. Richard Stevens:

This is our response to the comments provided on June 10, 2022, for the above-referenced project. The following is an item-by-item response, numbered in accordance with your original comments.

General Comments:

C1 Please submit a detailed workup of the trip volumes included on stage one of the PERM-33-COM.

R1 Please see Traffic Impact Study dated October 2022 performed by SRF Associates and Passero Associates.

C2 All plan sheets detail the "assumed highway boundary". This should be surveyed and determined to be the actual highway boundary, not assumed.

R2 The term "Assumed Highway Boundary" that is shown on both our map and the Weiler Associates boundary map used refers to the fact that there is no highway taking in that area, and the parcel goes to the centerline of the highway. The assumed highway boundary is 33 feet from centerline of the highway.

C3 Has the Town mentioned if they want you to install sidewalks?

R3 Please see revised Plan Sheet C3 for added sidewalks along the property line. The Town has requested the sidewalks as apart of there Scenic Byway plan.

C4 Sheet C15, C16, and C17 all have superseded standard sheets. The details on sheet C18 should adequately cover your WZTC needs within the NYSDOT ROW. Please eliminate sheets C15 - C17.

R4 Sheets C15-17 have been eliminated. Sheet C18 is now revised Plan Sheet C16.

C5 Sheet C19 is labelled as "truck turning plan", there do not appear to be any turning movements shown on the plans.

R5 Please see revised Plan Sheets C18 and C19 for truck turning and passenger vehicle turning movements.

C6 Please provide a photometric plan. Note that light spillage is not allowed within the NYSDOT ROW.

R6 Please see revised Plan Sheet C8 for photometrics plan.

C7 Heavy duty shoulder recon detailed on sheet C9 is not called out on any of the plan sheets. Please update or add a plan sheet that calls out the shoulder recon per the attached driveway plan 50-10. Please reference the sheet in the detail so it is easier to find.

R7 Please see revised Plan Sheet C3 for added shoulder reconstruction note. Also please see revised Plan Sheet C10 for "Shoulder Repair Pavement Sections" detail.

Utility Comments:

C1 Water connection given, does not say by others, Please clarify if this work is to be done by this development or more commonly the utility owner.

R1 Please see revised Plan Sheet C5 for added note.

C2 Electric, telephone, and internet all appear aerial. Again it does not say being done by others, so need clarification on this.

R2 Please see revised Plan Sheet C5 for added note.

C3 Full septic design should be done as part of store build if being mentioned as a 100 percent future expansion area, this tells me that there is a certainty that this will become needed. One permit is better than two, not sure if they would need a second; but, at least its out there. The southern section of the map is not given so I don't know what is there for referencing if anything.

R3 A full design was submitted as part of the previous submission and this submission. This will be reviewed by either the local health department or the State Health Department. It is a State requirement to have an area for 100% expansion in case the initial absorption field fails. A permit is not required for the 100% future expansion.

C4 I didn't really see any inflows or outflows clearly shown on the plans for the storm storage area. Just into and out of the storage area itself. There was one spot it looked like it was there intent but I didn't see it called out.

R4 All flows will enter the storm chamber area through DMH-1 and the proposed Crystal Streams Unit. All outflows will outlet through DMH-2.

Environmental/Landscaping Comments:

C1 Other than for the proposed driveways, the site appears to be large enough to eliminate most of the proposed grading on the ROW along NY Route 34B (Ridge Road). Grading within the ROW limits can limit what can be done in future roadway work such as adding sidewalks, drainage improvements or turning lanes. Otherwise, a retaining wall may be warranted. It also appears that the proposed CB and proposed curbing is directly above the existing waterline.

R1 Please see revised Plan Sheet C4 for updated grading that has been kept out of the NYS ROW, relocated curb line, and relocated CB-3 to be outside the existing waterline path.

C2 The proposed sidewalk leading to/from the intersection requires a cast iron detectable warning unit; Item 608.21000003. The type of curb ramp shall be shown on the plans; refer to Standard Sheets 608.01.

R2 Please see revised Plan Sheet C3, cast iron detectable warning surfaces have been added.

C3 As with planting multiple trees of the same species is not appropriate, cherry trees in general a very susceptible to diseases. Therefore, any trees planted in the ROW shall be either crabapples, serviceberry, or hawthorn or non-flowering tree varieties that will fit the site location; overhead utilities. Additionally, the trees proposed for the ROW shall be no larger than 2.0" in caliper to help in the success and survivability of the tree.

R3 Please see revised Plan Sheet C7, all trees within ROW have been revised to Service Berry.

C4 The erosion and sediment control plan shall include temporary mulch for the disturbed areas within the ROW, etc. All disturbed areas shall receive straw mulch at the end of each work week, at a minimum, until final grading can occur. Once final grading is completed the area(s) shall receive permanent seed within 48 hours of final grading.

R4 Please see revised Plan Sheet C14 for added NYSDOT ROW Notes.

C5 Does the proposed SPDES treatment satisfy the requirements of the regulated MS4?

R5 Yes, the SPDES will satisfy all MS4 requirements.

C6 Does this development satisfy any NYSDEC requirements for being close to Minnegar Brook?

R6 Yes, the project will satisfy all NYSDEC requirements for being close to Minnegar Brook.

C7 There is a well sited on C3 near a proposed CB along NY Route 34B. Does this well only service this property and will no longer service this property? In other words, does anyone else rely on this well? Will this well be terminated and "removed"?

R7 This well will be abandoned in place and capped. This well does not serve any other property.

If you have any questions or comments, please feel free to contact me at (607) 734-2165, ext. 237.

Sincerely,

FAGAN ENGINEERS & LAND SURVEYORS, P.C.

Brian Grose, EIT
Staff Engineer

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FAGAN ENGINEERS
& LAND SURVEYORS PC

October 26, 2022

NYSDOT
Donald M. Harner, P.E., C.P.E.S.C.
T.G. Miller, P.C.
Ithaca, NY 14850

RE: Dandy Mini Mart, Stormwater Pollution Prevention Plan Review
Lansing (T), Tompkins (Co.), NY
FE Project 2020-062

Dear Mr. Harner:

This is our response to the comments provided on June 2, 2022, for the above-referenced project. The following is an item-by-item response, numbered in accordance with your original comments.

General Drawing Set Comments

1. The location of the proposed Crystal Stream storm water treatment unit is not shown on the Utility Plan. Please include its location in the project drawing set.

R1: Please see revised Plan Sheet C5 for Crystal Streams location.

2. A detail should be added to the drawing set regarding the storm water infiltration chambers. This detail should include the number of chambers, orientation, location of the isolator row(s), size of the chambers, depth of the drainage stone, layout of the storm piping, and any other relevant information that affects the functionality of the system.

R2: At this time a detail has not been provided. FE is still in communications with ADS StormTech to produce this information.

3. It appears that an outlet control structure will be used to control the rate of discharge from the storm chamber system however, there are no details included in the drawing set pertaining to it. If an outlet control structure will be used, a detail should be added to the drawing set and its location shown on the utility plan.

R3: At this time a detail has not been provided. FE is still working with ADS StormTech to produce this information.

4. If there is any proposed grading to be done within or adjacent to the septic system, it should be added to the grading plan.

R4: Please see revised Plan Sheet C4 for added grading.

5. The Town should be provided a copy of all correspondence with NYSDOT for the proposed

entrances and utility work permits.

R5: The Town has been provided a copy of the most recent comment/response letter.

6. There appears to be a pedestrian path leading from the prosed building to the intersection of East Shore Drive and Ridge Road however, there is no existing cross walk in the intersection. Continue to coordinate with DOT and Town and adjust SWPPP as necessary if additional walks are required.

R6: Noted. The path was requested by the Town and has since increased into additional sidewalk along the property boundary. All of this shall be incorporated into the revised SWPPP, and coordination with NYSDOT is ongoing.

7. Please show the location and connection point of all gas, electric, and telecom services on the utility plan if known.

R7: At the time of this submission it has not been determined where gas, electric, and telecom services will be located within the building.

8. The roadside business sign is shown in the details, but its location is not shown on the site plan. Please include the location of the business sign on the site plan.

R8: Please see revised Plan Sheet C3 for sign location.

9. It is unclear if the existing curb located in the Right-of-Way is going to be replaced or remain in place. This should be indicated in the project drawings.

R9: There is only existing curb line at the intersection of NYS Route 34 and NYS Route 34B. This curb line can be seen on Plan Sheet C2. The curb line will remain in place except for the proposed ramp area for the proposed sidewalk. The curb line will transition down into a 1" reveal at this location.

10. There appears to be an existing well shown on the plans. Please confirm with TCHD if the well has been properly abandoned. If not, call out abonnement procedure on the plans.

R10: Abandonment procedures have been included on revised Plan Sheet C1.

11. Consider showing erosion control practices for any soil disturbance related to the septic system and areas sloped towards state highway.

R11: Please see revised Plan Sheet C14. Additional silt fence has been included in the proposed wastewater treatment area.

<u>Water Comments</u>

1. The size and material of the proposed water service is not included on the Utility Plan. Please include this information in the project drawing set.

R1: Please see revised Plan Sheet C5 for added size and material of waterline.

2. The existing water main along Ridge Road does not appear to be shown in the project

drawing set. All existing water mains should be shown on the project drawings. Coordinate with Bolton point to locate all water mains and service laterals. See snip below.

R2: Please see revised Plan Sheet C5. All existing watermains have been included.

3. Several storm catch basins appear to be located within 10-feet of the existing Town water mains. The location of these catch basins should be shifted so they are located a minimum of 10-feet away from any water main or service.

R3: Please see revised Plan Sheet C5 for revised CB locations. All CBs have been located at a minimum of 10 feet from all existing watermain.

4. According to the Water Service Detail on Sheet C8, the material of the building's water service is indicated as HDPE. Per Town standards, all water services are required to be copper up to the curb stop. This detail should be modified to reflect copper piping.

R4: Please see revised Plan Sheet C5 for updated water line notes.

5. Per Town standards, a Mueller BR-2-S Service Saddle or approved equal is required for a 2" water service. Please modify the Water Service Detail on Sheet C8 to include a service saddle.

R5: Please see revised Plan Sheet C9 for revised details.

6. There appears to be several existing structures located on the project site that have either already been demolished or will be as part of the project. Ensure that all abandoned water services are plugged at the main in accordance with Bolton Point rules and regulations.

R6: Please see revised Plan Sheet C1 for added abandonment procedures.

Septic System Comments

1. The Town should be provided a copy of all correspondence with NYSDEC and the TCHD for the proposed commercial septic permit.

R1: Noted. At this time no communication with NYSDEC has been had in regard to the septic system.

2. There appears to be piles of fill material currently in the location of the proposed septic. This should be taken into consideration when conducting the required soil exploration and percolation testing.

R2: Noted. The location of the wastewater treatment system and reserve area have been swapped.

3. The septic system's pump station and septic tank are both located far from the parking area and it appears that there is no access path for maintenance vehicles to access them. Consideration should be given to locating these structures closer to the parking area for ease of maintenance.

R3: Please see revised Plan Sheet C5 for updated pump station and septic tank location. An access point has been provided in the form of a gate within the privacy fence.

4. Provided plumbing plans. Will the grease trap be plumbed offline from non-kitchen waste drains?

R4: Please see revised Plan Sheet C5. All kitchen drains will go through a proposed grease trap and then to the proposed septic tank, while the store bathroom drains shall go directly to the proposed septic tank.

Storm Water Pollution Prevention Plan Comments

1. Given one of the previous uses of the project site was a gas station, has there been any environmental studies or assessment completed documenting abandonment/removal of the storage tanks? If so, a copy should be provided to the Town and a narrative should be added to the SWPPP.

R1: Phase I and II Environmental Site Assessments field investigations have been performed. FE is currently in discussions with NYSDEC regarding a soil management plan.

2. All relevant sizing calculations or data regarding the proposed Crystal Stream storm water treatment unit should be provided.

R2: Please see revised SWPPP for added Crystal Streams calculations.

3. The point of analysis for each watershed is not labeled on the drainage maps (Sheets D1-D3). Please include the location of all points of analysis on the drainage maps.

R3: Please see revised drainage maps indicating points of study.

4. It appears the watershed boundaries depicted in the drainage maps do not accurately reflect existing and proposed site conditions. Each watershed boundary should be reviewed and revised and all runoff calculations modified accordingly.

R4: Please see revised SWPPP for updated

5. Watershed CB-7 does not encompass the dumpster enclosure area although the grading plan indicates that the concrete pad is sloped in such a manner that it contributes stormwater runoff into the watershed. Please modify the watershed boundary of CB-7 to include this area.

R5: Please see revised Drainage Map D-3 for incorporated area.

6. Within in the SWPPP there are references to other municipalities. Where appropriate, please revise all sections of the SWPPP to reference the Town of Lansing.

R6: Please see revised SWPPP. All municipality references are now Town of Lansing.

7. The operation and maintenance plan included in the SWPPP does not have a section regarding the Crystal Stream storm water treatment system. A section should be added that describes the long-term maintenance activities of the unit.

R7: Crystal Stream information has been added to the Operations and Maintenance Plan within the SWPPP.

8. A reference to the Town's long-term storm water operation and maintenance agreement should be added to the operation and maintenance plan included in the SWPPP. This will need to be coordinated with the Town Attorney.

R8: Noted. A reference has been included.

9. A copy of the rainfall data and source of information entered in the HydroCAD model should be provided.

R9: Please see Appendix C within the revised SWPPP. The NOAA precipitation data has been included.

10. Additional narrative and supporting calculations should be added to the SWPPP that demonstrate how the proposed storm water mitigation plan achieves the required WQv, RRv, CPv, Overbank Flood, and Extreme Storm sizing criteria outlined in the NYSDEC stormwater design manual.

R10: Requested information above has been included into the revised SWPPP.

11. Please confirm that all storm piping throughout the site has the capacity necessary to convey the 100-yr storm event.

R11: Please see performance table at the end of Appendix E for pipe capacity.

12. It appears the hydrocad model is showing a 12" outlet for the stormwater chambers but the plans are showing a 15" pipe. Please clarify.

R12: Please see revised Plan Sheet C5 as well as revised Appendix D within the SWPPP for updated pipe information. This pipe has been revised to be an 18" HDPE pipe.

13. Provide NOI and Owner/Designer signature forms.

R13: Please see revised Appendix B for required forms.

<u>Full Environmental Assessment Form Comments</u>

1. D.2.e.i Clarify total impervious area proposed.

R1: Total impervious area has been included.

2. D.2.P Please provide volumes for the proposed fuel storage tanks. Has a Petroleum Bulk Storage Permit been applied for? If so, please provide the Town with a copy of the permit application and all other related correspondence with the NYSDEC.

R2: Volumes have been included. A Petroleum Bulk Storage Permit has not been applied for at this time.

3. E.3.e Provide official review letter from SHPO/OPRHP for any historic or archeologically sensitive areas.

R3: SHPO/OPRHP letter has been included in Appendix F of the revised SWPPP.

If you have any questions or comments, please feel free to contact me at (607) 734-2165, ext. 237.

Sincerely,

FAGAN ENGINEERS & LAND SURVEYORS, P.C.

Brian Grose, EIT
Staff Engineer

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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 applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Dandy Mini-Mart, Lansing		
Project Location (describe, and attach a general location map): South-West from the intersection of East Shore Drive and Ridge Road, Lansing.		
Brief Description of Proposed Action (include purpose or need): The proposed project involves the construction of 6,100 SF of convenience store including outdoor seating area in a parcel of 4.073 acres. It also includes two gasoline fuel island, diesel fuel island, fuel tank storage area, and parking lots (36 spaces including 4 truck spaces and up to 4 EV spaces initially). It also includes the on-site wastewater treatment system and stormwater management of the property.		
Name of Applicant/Sponsor: Dandy Mini Marts Inc.	Telephone: 570-888-4344 ext. 133 E-Mail: dphillips@godandy.com	
Address: 6221 Mile Lane Road		
City/PO: Sayre	State: PA	Zip Code: 18840
Project Contact (if not same as sponsor; give name and title/role): Dunae Philips Jr.	Telephone: 570-888-4344 (x133) E-Mail: dphillips@godandy.com	
Address: 6221 Mile Lane Road		
City/PO: Sayre	State: PA	Zip Code: 18840
Property Owner (if not same as sponsor):	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:

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 Counsel, Town Board, or Village Board of Trustees ☐Yes ☑No		
b. City, Town or Village Planning Board or Commission ☑Yes ☐No	Site Plan Approval CAC Referral	03/23/2022
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☐Yes ☑No		
e. County agencies ☑Yes ☐No	M-239 Referral - County PB	05/15/2022
f. Regional agencies ☐Yes ☐No		
g. State agencies ☑Yes ☐No	NYSDEC - SPDES, NYSDOT - PERM 33	05/15/2022
h. Federal agencies ☐Yes ☐No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☐Yes ☑No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑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):

_____

_____

_____

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?
Commercial Mixed Use (B1)

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? Lansing School District

b. What police or other public protection forces serve the project site?
New York State Police Department, Tompkins County Sheriff

c. Which fire protection and emergency medical services serve the project site?
Lansing Fire Department

d. What parks serve the project site?
Lansing Park & Recreation

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 & Vacant

b. a. Total acreage of the site of the proposed action? 4.70 acres
b. Total acreage to be physically disturbed? 4.70 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 4.70 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 the proposed action be constructed in multiple phases? ☐ Yes ☑ No
i. If No, anticipated period of construction: 18 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (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? ☐Yes ☑No
If Yes, show numbers of units proposed.

	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)? ☑Yes ☐No
If Yes,
i. Total number of structures 1
ii. Dimensions (in feet) of largest proposed structure: 18 height; 65 width; and 90 length
iii. Approximate extent of building space to be heated or cooled: up to 6,100 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? ☐Yes ☑No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)
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? ☐Yes ☐No
If yes, describe. _____
_____
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

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No
If Yes, describe:

iv. Will the 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: 1000 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: Consolidated Water District - WD321
- 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), what is the 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: 1000 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:
- Name of district:
- 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? ☐Yes ☐No
- Will a line extension within an existing district be necessary to serve the project? ☐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):

Wastewater treatments will be provided with an on-site wastewater treatment system.

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

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 2.70 acres (impervious surface)

_____ Square feet or 4.26 acres (parcel size)

ii. Describe types of new point sources. Roof Leaders and Parking lot runoff

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)?

All stormwater to be collected by proposed stormwater catchbasins, and treated with the use of underground infiltration chambers.

- If to surface waters, identify receiving water bodies or wetlands: _____
- Will stormwater runoff flow to adjacent properties? ☐Yes ☑No

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

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

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

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 (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (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 5 A.M. to 11 P.M..

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): 4 Deliveries per day on average

iii. Parking spaces: Existing 0 Proposed 36 Net increase/decrease +36

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: There will be two new access driveway.

vi. Are public/private transportation service(s) or facilities available within ½ 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: _____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): Via Grid/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: 7 A.M. - 7 P.M
- Saturday: 7 A.M. - 7 P.M
- Sunday: _____
- Holidays: _____

ii. During Operations:

- Monday - Friday: 5 A.M. - 11 P.M
- Saturday: 5 A.M. - 11 P.M
- Sunday: 5 A.M. - 11 P.M
- Holidays: 5 A.M. - 11 P.M

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:

ii. Will the 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:

See photometrics plan - all dark sky compliant, no off-site spillage

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 Gasoline & Diesel - Underground permit through NYSDEC

ii. Volume(s) _____ per unit time _____ (e.g., month, year) NL-20,000 gal, PNL-8,000 gal, Diesel-15,000 gal, 90

iii. Generally, describe the proposed storage facilities: Octane-10,000 gal, and E85-6,000 gal

Underground tanks

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: < 0.1 tons per week (unit of time)
- Operation : < 0.5 tons per week (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: Recycling
- Operation: Recycling

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: Service Hauler
- Operation: Service Hauler

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 the 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:

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	1.12	3.10	+1.98
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	3.58	1.60	-1.98
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• 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:
Woodsedge Senior Housing

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? ☐ Yes ☐ No
- If yes, cite sources/documentation: _____

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? N/A feet

b. Are there bedrock outcroppings on the project site? ☑ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? 0.2 %

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

Ovid Silt Loam	99.3 %
	%
	%

d. What is the average depth to the water table on the project site? Average: 0.5-1.5 feet

e. Drainage status of project site soils:

☑	Well Drained:	0.7 % of site
☐	Moderately Well Drained:	% of site
☑	Poorly Drained	99.3 % of site

f. Approximate proportion of proposed action site with slopes:

☑	0-10%:	100 % of site
☐	10-15%:	% of site
☐	15% or greater:	% 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 898-245 Classification C
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name Federal Waters, Federal Waters, Federal Waters,... 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: _____ _____ _____ _____ _____ _____ _____ _____

n. Does the project site contain a designated significant natural community? ☐ Yes ☑ No

If Yes:

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

If Yes:

i. Species and listing (endangered or threatened): _____

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

If Yes:

i. Species and listing: _____

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☑ No

If yes, give a brief description of how the proposed action may affect that use: _____

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? ☐ Yes ☐ No

i. If Yes: acreage(s) on project site? _____

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? ☐ Yes ☑ No

If Yes:

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 the National or State Register of Historic Places, or that has been determined by the Commissioner of the Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes:

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

ii. Name: Rogues Harbor Inn

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

Rogue's Harbor Inn is a National Historic Landmark which was built in 1830.

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 fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: Taughannock Fall State Park

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

iii. Distance between project and resource: 4.8 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 Brian Grose Date Revised 10/26/2022

Signature _____ Title Engineer for Applicant

PRINT FORM

Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
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]	Yes
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.iv [Surface Water Features - Stream Name]	898-245
E.2.h.iv [Surface Water Features - Stream Classification]	C
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.j. [100 Year Floodplain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.

E.2.k. [500 Year Floodplain]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	No
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 or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Rogues Harbor Inn
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

Traffic Impact Study

for the proposed

Dandy Mini Mart
NY-34B/NY-34

Town of Lansing
Tompkins County, New York

October 2022

Project No. 20224282.0001

Prepared For:

Town of Lansing Planning Board

Lansing Town Hall
PO Box 186
29 Auburn Road
Lansing, New York 14882

Prepared By:

SRF ASSOCIATES
Transportation Planning / Engineering / Design

PASSERO ASSOCIATES
engineering architecture

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF APPENDICES

LIST OF REFERENCES

1. Highway Capacity Manual 6th Edition. Transportation Research Board (TRB). The National Academies, Washington, DC. 2016.
2. Trip Generation, 11th Edition. Institute of Transportation Engineers (ITE). Washington, DC. 2021.
3. New York State Department of Transportation (NYSDOT) Traffic Data Viewer. 2022. Retrieved from https://www.dot.ny.gov/tdv.
4. OnTheMap. U.S. Census Bureau. 2022.
5. NCHRP Report 279, Intersection Channelization Design Guide. TRB. 1985.
6. A Trip Generation Study of Coffee/Donut Shops in Western New York. SRF Associates. 2010.

EXECUTIVE SUMMARY

OVERVIEW

The purpose of this report is to evaluate the potential traffic impacts related to the proposed Dandy Mini Mart project in the Town of Lansing, NY. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are identified and mitigating measures (if needed) are provided to minimize operational concerns.

To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project.

The proposed project will be located at the southwest corner of the intersection of NY-34B/NY-34 in the Town of Lansing, Tompkins County, NY. The project site is bounded by NY-34B to the north, NY-34 to the east, residential to the south, and commercial to the west. Land uses in the vicinity of the proposed project generally include residential, service, recreation, and civic. Project scoping with the Town of Lansing and the New York State Department of Transportation (NYSDOT) resulted in the following existing study area intersections:

- NY-34B/Conlon Road (unsignalized)
- NY-34B/NY-34 (signalized)

The proposed project consists of constructing a ±6,100 square foot (SF) convenience store with drive-thru and 12 vehicle fueling positions. Access is provided via two full access driveways: one along NY-34B and one along NY-34. **Figure 5** illustrates the proposed site plan.

Construction of the proposed project is anticipated to reach full build-out within approximately two years. Widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipality personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. Three projects were identified for inclusion in this study: Cayuga National Bank, 3091 N. Triphammer Commercial development, and Cayuga Vista apartments. The site trips generated by these developments were added to the study area intersections.

A review of historical NYSDOT traffic volume data on the study roadways in the vicinity of the site indicates that traffic has increased slightly between 2010 and 2019. To account for normal increases in background traffic growth, including any unforeseen developments in the study area in addition to the projects identified, and considering the projected timeframe for full build-out of the project, a growth rate of 1.0% was applied to the existing traffic volumes in the study area for the build-out period during the AM and PM peak hours.

Improvements were noted in the 2021 Lansing Town Center TIS prepared by SRF Associates (now Passero Associates) at this intersection. A new access road is conceptually proposed opposite NY-34 to provide access to the lands to the north. The noted improvements were to construct eastbound left-turn lane, eastbound right-turn lane, northbound left-turn lane, northbound thru/right-turn lane, southbound left-turn lane, southbound thru/right-turn lane, and accompanying signal modifications (e.g., phasing, timing, and pedestrian accommodations). In a future phase, a two-way left-turn lane (TWLTL) was recommended between this intersection and NY-34B/Conlon Road.

Based upon the projected impacts resulting from the Dandy Mini Mart project and based upon the unknown timeframe of the Lansing Town Center project, the noted improvements are not required at this time. However, the proposed site design should anticipate the construction of these future improvements in the way of considerations related to setbacks from future turn lanes and sidewalk connections.

CONCLUSIONS & RECOMMENDATIONS

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed Dandy Mini Mart project in the Town of Lansing, NY. The results of this study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections with the following improvements in place. The following sets forth the conclusions and recommendations based upon the results of the analyses:

Conclusions

1. The proposed development is expected to generate approximately 91 entering/92 exiting vehicle trips during the AM peak hour and 76 entering/76 exiting vehicle trips during the PM peak hour. Not all these driveway volumes are new, but instead a portion of the proposed volume is reduced considering pass-by adjustments.

2. Thus, the proposed site is expected to generate approximately 45 entering/46 exiting new vehicle trips during the AM peak hour and 38 entering/38 exiting new vehicle trips during the PM peak hour.

3. All study area movements operate at LOS “D” or better during both peak hours under existing, projected background, and projected full development conditions.

4. The volume warrants for left-turn lanes at the proposed access locations are not fully satisfied during either peak hour.

5. Based on an analysis of the current site plan, the drive-thru provides storage for approximately four passenger vehicles. The analyses indicate that there is sufficient stacking space on-site to accommodate the projected drive-thru demands.

Recommendations

6. Minor signal timing adjustments are recommended at the intersection of NY-34B/NY-34 during the AM peak hour under background conditions.

7. Future improvements were noted in the 2021 Lansing Town Center TIS prepared by SRF Associates (now Passero Associates) at NY-34B/NY-34 intersection. Based upon the projected impacts resulting from the Dandy Mini Mart project and based upon the unknown timeframe of the Lansing Town Center project, the noted improvements are not required at this time. However, the proposed site design should anticipate the construction of these future improvements in the way of considerations related to setbacks from future turn lanes and sidewalk connections.

I. INTRODUCTION

The purpose of this report is to evaluate the potential traffic impacts related to the proposed Dandy Mini Mart project in the Town of Lansing, NY. Within this report, the operating characteristics of the proposed access points and impacts to the adjacent roadway network are identified and mitigating measures (if needed) are provided to minimize operational concerns.

To define traffic impact, this analysis establishes existing baseline traffic conditions, projects background traffic flow including area growth, and determines the traffic operations that would result from the proposed project.

II. LOCATION

The proposed project will be located at the southwest corner of the intersection of NY-34B/NY-34 in the Town of Lansing, Tompkins County, NY. The project site is bounded by NY-34B to the north, NY-34 to the east, residential to the south, and commercial to the west. Land uses in the vicinity of the proposed project generally include residential, service, recreation, and civic. Project scoping with the Town of Lansing and the New York State Department of Transportation (NYSDOT) resulted in the following existing study area intersections:

- NY-34B/Conlon Road (unsignalized)
- NY-34B/NY-34 (signalized)

The site location and study area are illustrated in **Figure 1** (all figures are included at the end of this report).

III. EXISTING HIGHWAY SYSTEM

A. Vehicular Network Description

The following information outlined in **Table I** provides a description of the existing roadway network within project study area. **Figure 2** illustrates the lane geometry at each of the study intersections and the Annual Average Daily Traffic (AADT) volumes on the study roadways. The AADTs reflect the most recently collected data obtained from the New York State Department of Transportation (NYSDOT). Where data from the NYSDOT is not available, an extrapolation of turning movement counts performed by Passero Associates shows the estimated ADTs.

Functional classification of highways within the study area is determined by the NYSDOT and the Federal Highway Administration (FHWA). Definitions of the functional classifications shown in **Table I** are provided hereafter.

Rural Major Collector (Class 7)

A rural major collector provides service to the larger towns not directly served by the higher systems and link these places with nearby larger towns and cities. They also serve the most important intra-county travel corridors.

Rural Local (Class 9)

A rural local road provides access to adjacent lands with service oriented towards travel over short distances as compared to higher classification routes. These roads typically constitute the largest percentage of all roadways and includes all facilities not in one of the higher

systems. Local roadways do not typically serve as bus routes, are often designed to discourage through traffic, and have the lowest degree of mobility.

Urban Minor Arterial (Class 16)

An urban minor arterial provides service for trips of moderate length, serve geographic areas that are smaller than higher arterial roadways, and offer connectivity to higher arterial systems. These roadways distribute traffic to smaller geographic areas, provide more land access without disrupting neighborhood access, and provide urban connections for rural collectors.

TABLE I: EXISTING HIGHWAY SYSTEM

ROADWAY	CLASS[1]	AGENCY[2]	SPEED LIMIT[3]	TRAVEL LANES[4]	TRAVEL PATTERN/ DIRECTION	EST. AADT & SOURCE[5]
NY-34B	7	NYSDOT	45	2	Two-way/ East-West	7,343 NYSDOT (2015)
NY-34 *(South of NY-34/34B Overlap)*	16	NYSDOT	45	2	Two-way/ North-South	7,160 NYSDOT (2016)
Conlon Road (CR-186)	9	County	Not Posted	2	Two-way/ North-South	400 Passero (2019)

Notes:
1. State Functional Classification of Roadway.
2. Jurisdictional Agency of Roadway.
3. Posted or Statewide Limit in Miles per Hour (mph).
4. Number of travel lanes. Excludes turning/auxiliary lanes developed at intersections.
5. Estimated AADT in Vehicles per Day (vpd). AADT Source (Year).

B. Multi-Modal Network Description

This evaluation reviewed the study area's pedestrian, bicycle, and transit network via field and aerial reconnaissance. A description of the multi-modal infrastructure is described hereafter.

Pedestrian & Bicycle Facilities

There are no sidewalks along the study area corridors, except for a new sidewalk on the frontage of Salt Point Brewing Company along NY-34.

There are no dedicated on-road bicycle facilities, although cyclists are permitted to share the road with motorists on all roadways within the study area.

Transit Facilities

Tompkins Consolidated Area Transit (TCAT) offers bus service within the study area via Routes 36, 37, and 77. Bus stops can be found at the intersection of N. Triphammer Road/Peruville Road, Lansing Municipal Offices, at the intersection of NY-34/NY-34B overlap, and the intersection of NY-34B/Conlon Road.

IV. EXISTING TRAFFIC CONDITIONS

A. *Peak Intervals for Analysis*

Given the functional characteristics of the study corridors, adjacent land uses, and the proposed land use for the project site (gas station with convenience store), the peak hours selected for analysis are the weekday commuter AM and PM peak periods. The combination of site traffic and adjacent through traffic produces the greatest demand during these time periods.

B. *Existing Traffic Volume Data*

Turning movement traffic counts were collected by SRF/Passero Associates at the study intersections described in Section II on Wednesday, November 6, 2019, and Wednesday, November 13, 2019. Traffic counts were conducted on a typical weekday while local schools were in session from 7:00-9:00 AM and 4:00-6:00 PM. The unadjusted weekday AM and PM peak hour volumes are reflected in **Figure 3A**.

The 2019 collected traffic volumes were adjusted upward by 1.5% per year (to 2022 conditions) based upon a review of historical traffic volumes obtained from the NYSDOT within the study area between 2010 and 2019. Additionally, the developments of Milton Meadows and Salt Point Brewing Company were not fully developed at the time of data collection. Therefore, the projected trip generation estimates from these two projects were included in this adjustment. **Figure 3B** illustrates the representative 2022 existing base volumes used for analysis purposes in this study.

C. *Field Observations*

The study intersections were observed during both peak intervals to assess current traffic operations. Signal timing and phasing information was obtained by the NYSDOT to determine peak hour phasing plans and phase durations during each interval. This information was used to support and/or calibrate capacity analysis models described in detail later in this report.

V. FUTURE AREA DEVELOPMENT AND LOCAL GROWTH

Construction of the proposed project is anticipated to reach full build-out within approximately two years. Widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Projects that are contemplated but not yet approved are not included in a traffic analysis. Local municipality personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. Three projects were identified for inclusion in this study: Cayuga National Bank, 3091 N. Triphammer Commercial development, and Cayuga Vista apartments. The site trips generated by these developments were added to the study area intersections.

A review of historical NYSDOT traffic volume data on the study roadways in the vicinity of the site indicates that traffic has increased slightly between 2010 and 2019. To account for normal increases in background traffic growth, including any unforeseen developments in the study area in addition to the projects identified, and considering the projected timeframe for full build-out of the project, a growth rate of 1.0% was applied to the existing traffic volumes in

the study area for the build-out period during the AM and PM peak hours. The background traffic volumes are depicted in **Figure 4**.

VI. PROPOSED DEVELOPMENT

A. Project Description

The proposed project consists of constructing a ±6,100 square foot (SF) convenience store with drive-thru and 12 vehicle fueling positions. Access is provided via two full access driveways: one along NY-34B and one along NY-34. **Figure 5** illustrates the proposed site plan.

B. Site Generated Traffic and Adjustments

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. Trip Generation Manual (11th Edition) published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land use, in this case, the weekday commuter AM and PM peaks, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

Additionally, for certain types of developments, the total number of trips generated is different from the amount of new traffic added to the adjacent highway network by the generator. Service-oriented developments (such as convenience stores, gas stations, shopping centers, discount stores, restaurants, service stations, retail storefronts, and supermarkets) often locate adjacent to busy streets to attract the motorists already passing the site on the adjacent street. The "pass-by" traffic refers to the amount of existing traffic already on the roadway adjacent to the site that, as it "passes by" the site, will enter the site driveways to patronize the project site. The quantifying of "pass-by" trips has the net result of reducing the volume of new traffic that is added to the site driveways and/or adjacent roadways.

ITE data indicates that pass-by rates for gas stations and convenience store uses can vary from 60% to 65% during both the AM and PM peak hours. Given the nature of the surrounding area and considering the location of the site along NY-34B/NY-34, pass-by rates of 50% were used during the AM and PM peak hours. **Table II** shows the total site generated trips, pass-by trips, and resulting primary (new) trips that are added to the existing highway system for full development of the project. Pass-by trip calculations are included in the Appendices.

TABLE II: SITE GENERATED TRIPS AND ADJUSTMENTS

DESCRIPTION	ITE LUC[1]	SIZE	AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Gas Station/Convenience Store	845	12 vfp	91	92	76	76
Pass-by Trips			*-46*	*-46*	*-38*	*-38*
Total Primary (New) Trips			**45**	**46**	**38**	**38**

Note:
1. LUC = Land Use Code.
2. vfp = Vehicle Fueling Positions.

The proposed development is expected to generate approximately 91 entering/92 exiting vehicle trips during the AM peak hour and 76 entering/76 exiting vehicle trips during the PM peak hour. Not all these driveway volumes are new, but instead a portion of the proposed volume is reduced considering pass-by adjustments.

Thus, the proposed site is expected to generate approximately 45 entering/46 exiting new vehicle trips during the AM peak hour and 38 entering/38 exiting new vehicle trips during the PM peak hour.

C. Site Traffic Distribution

The cumulative effect of site-generated traffic on the transportation network is dependent on the origins and destinations of that traffic and the location of the access drives serving the site. The proposed arrival/departure distribution of traffic generated by the proposed project is considered a function of several parameters, including:

- Residential centers and employment centers using U.S. Census Data
- Proposed access locations
- Existing traffic patterns
- Existing traffic conditions and controls

Figure 6 shows the anticipated trip distribution pattern percentages for the traffic from the proposed project. **Figures 7A-7C** illustrate the primary trips, pass-by trips, and total peak hour site-generated traffic based on those percentages.

VII. FULL DEVELOPMENT VOLUMES

Proposed design hour traffic volumes are developed for the AM and PM peak hours by combining the background traffic conditions (**Figure 4**) and the new site generated traffic volumes (**Figure 7C**) to yield the traffic volumes under full development conditions. The resulting design hour volumes for the proposed project are illustrated in **Figure 8** under full build-out conditions.

VIII. CAPACITY ANALYSIS

A. Description of Capacity Analysis

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of Service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Since the most amount of delay to motorists usually occurs at intersections, capacity analysis focuses on intersections, as opposed to highway segments.

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing the conditions with little to no delay, and LOS "F" conditions with very long delays. Suggested ranges of service capacity and an explanation of Levels of Service are included in the Appendices. LOS “C” or better is generally desirable, but LOS “D” for signalized locations and LOS “E” for unsignalized are generally acceptable during peak periods so long as the volume to capacity ratio (v/c) is below 1.0.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the Highway Capacity Manual (HCM 2016) published by the Transportation Research Board (TRB). Traffic analysis software, Synchro 11, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a Level of Service based on the HCM as an indicator of how well intersections operate.

B. Capacity Analysis Results

Existing and background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the proposed project were analyzed to assess the operation of the study area intersections. Capacity results for existing, background and full development conditions are listed in **Table III**. The discussion following the table summarizes capacity conditions.

TABLE III: CAPACITY ANALYSIS RESULTS

INTERSECTION	2022 EXISTING BASE CONDITIONS				2024 BACKGROUND CONDITIONS				2024 FULL BUILD CONDITIONS			
	AM		PM		AM		PM		AM		PM	
1. NY-34B/Conlon Road (U)												
EB - NY-34B	A	8.4	A	8.8	A	8.4	A	8.9	A	8.5	A	9.0
SB - Conlon Road	C	23.8	C	18.7	C	24.9	C	19.5	D	26.6	C	20.4
2. NY-34/NY-34B (S)												
EB Thru - NY-34B	D	48.6	C	25.6	D	42.4	C	26.0	D	44.3	C	26.2
EB Right - NY-34B	C	24.0	B	13.4	C	21.1	B	13.9	C	21.3	B	14.3
WB Left - NY-34/34B	B	10.8	A	7.2	B	10.6	A	7.3	B	11.9	A	7.4
WB Thru - NY-34/34B	A	6.6	A	7.6	A	6.3	A	7.8	A	6.5	A	7.8
NB Left - NY-34	C	30.2	C	28.8	C	33.3	C	29.0	C	34.1	C	29.7
NB Right - NY-34	B	10.7	B	15.8	B	12.3	B	16.0	B	12.6	B	15.6
Overall LOS	**C**	**24.0**	**B**	**17.9**	**C**	**22.4**	**B**	**18.2**	**C**	**23.3**	**B**	**18.4**
Volume-to-Capacity (v/c) Ratio	**0.88**		**0.70**		**0.85**		**0.71**		**0.87**		**0.72**	
3. NY-34B/Proposed Access (U)												
WB - NY-34B	NA		NA		NA		NA		A	9.1	A	8.5
NB - Proposed Access									C	20.0	C	20.4
4. NY-34/Proposed Access (U)												
EB - Proposed Access	NA		NA		NA		NA		C	16.1	C	20.0
NB - NY-34									A	8.9	A	8.1

Notes:

1. A (0.0) = Level of Service (Delay in seconds per vehicle)
2. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound
3. (S) = Signalized; (U) = Unsignalized
4. N/A = Approach does not exist and/or was not analyzed during this condition
5. Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.
6. The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. A v/c ratio between 0.85 and 0.95 generally indicates an intersection is nearing capacity. Intersections with a v/c ratio of 1.0 or greater generally indicate conditions at or above capacity.

1. NY-34B/Conlon Road

All movements generally operate at LOS "C" or better under existing and projected background conditions during both peak hours. Between background and full development conditions, the southbound approach is projected to change from LOS "C" to "D" during the AM peak hour. However, this change is borderline as the threshold occurs at 25.0 seconds of delay per vehicle for unsignalized intersections. The intersection can accommodate the projected new traffic volumes resulting from the project; thus, no capacity improvements are warranted nor recommended.

2. NY-34B/NY-34

All movements generally operate at LOS "D" or better under existing conditions during both peak hours with moderate to intermittent longer delays. In suburban contexts, LOS "D" is considered an acceptable condition. Under projected background conditions during the PM peak hour, a three second increase in the green time given to the eastbound and westbound approaches is recommended to reduce the projected eastbound delays and queues. These signal timing changes may be implemented automatically by the existing controller since the signal is fully actuated. No changes in LOS are projected between background and full development conditions resulting from the proposed project. The intersection can accommodate the projected new traffic volumes resulting from the project; thus, no capacity improvements are warranted nor recommended.

Improvements were noted in the 2021 Lansing Town Center TIS prepared by SRF Associates (now Passero Associates) at this intersection. A new access road is conceptually proposed opposite NY-34 to provide access to the lands to the north. The noted improvements were to construct eastbound left-turn lane, eastbound right-turn lane, northbound left-turn lane, northbound thru/right-turn lane, southbound left-turn lane, southbound thru/right-turn lane, and accompanying signal modifications (e.g., phasing, timing, and pedestrian accommodations). In a future phase, a two-way left-turn lane (TWLTL) was recommended between this intersection and NY-34B/Conlon Road.

Based upon the projected impacts resulting from the Dandy Mini Mart project and based upon the unknown timeframe of the Lansing Town Center project, the noted improvements are not required at this time. However, the proposed site design should anticipate the construction of these future improvements in the way of considerations related to setbacks from future turn lanes and sidewalk connections.

3. NY-34B/Proposed Access

All movements operate at LOS "C" or better under full development conditions during both peak hours studied. It is noted that eastbound queues from the traffic signal will block the proposed access at times throughout the AM peak hour. In general, service-oriented land uses exhibit travel behavior that is elastic to localized traffic conditions and other variables. Motorists will become more accustomed to traffic operations in the immediate area and site driveways. Those exiting the site will learn to use the driveway that affords the least delay in exiting the site or they will visit the site at times when prevailing traffic is not a peak operation condition.

The intersection can accommodate the projected new traffic volumes resulting from the project; thus, no capacity improvements are warranted nor recommended.

4. NY-34/Proposed Access

All movements operate at LOS "C" or better under full development conditions during both peak hours studied. The intersection can accommodate the projected new traffic volumes resulting from the project; thus, no capacity improvements are warranted nor recommended.

IX. LEFT-TURN TREATMENT WARRANT INVESTIGATION

Volume warrants for left turn treatments along NY-34B and NY-34 at the proposed access locations were investigated using NCHRP Report 279: Intersection Channelization Design Guide (1985) published by the Transportation Research Board (TRB). Provisions for left turn lane facilities should be established where traffic volumes are high enough and safety considerations are sufficient to warrant the additional lane. This investigation analyzes warrants during the peak hours studied.

Based upon this review, the warrants for left-turn lanes were not fully satisfied during either peak hour at either access location; therefore, no treatments are recommended.

X. DRIVE-THRU QUEUE EVALUATION

This study evaluated the drive-thru operations at the proposed drive-thru lane during the peak weekday AM peak hour to determine the anticipated queue length and adequacy of the proposed on-site stacking space using the drive-thru. The evaluation used a formula described in A Trip Generation Study of Coffee/Donut Shops in Western New York (2010) published by SRF Associates. The formula was developed based upon the average service rates and observed queuing to estimate queue lengths at coffee/donut shops given the projected arrival rate at the drive-thru. This formula assumes that both arrival and service rates are random. This is based on observations that vehicle arrivals are random, and that service times in the drive-thru vary based on type and number of items ordered. For example, service time for ordering a coffee is less than that of a customer who orders coffee and a breakfast sandwich or donuts.

The peak projected arrival rate at the drive-thru is based on a drive-thru and site trip generation study at the Quicklee's Travel Center in Avon, NY during the AM peak hour. Since both the arrival and service times at the proposed drive-thru are randomly distributed, stochastic queuing equations were used for this analysis. It is noted that some patronage will occur by visitors already on-site for other reasons, such as fueling their vehicle.

Based on the data from the Avon, NY site, it was determined that 41% of site traffic used the drive-thru for the coffee/donut shop on that site during the AM peak. Based on that percentage it was determined that approximately 37 vehicles will use the drive-thru during the AM peak hour.

Using a service rate of approximately 35 seconds (excluding the waiting time in a storage area immediately in advance of the service positions after placing an order at the order window) during the AM peak hour, the average service rate in the drive-thru is 103 vehicles per hour. This service rate in the drive-thru is based on service by two persons. Based on service rates collected at similar single-order drive-thru facilities in the Western New York/Finger Lakes Region, there is variability in service times ranging from 25 to 35 seconds.

Table VI summarizes the results of the proposed drive-thru queue assessment.

TABLE VI: AM PEAK HOUR DRIVE-THRU QUEUING RESULTS

PARAMETER	RESULTS
Arrival Rate	37 vph
Service Rate	103 vph
95% Confidence Queue Length	2 vehicles

Notes:
1. vph = Vehicles per Hour.

The results of the drive-thru queuing analysis indicate 95th percentile queue lengths of two vehicles during the AM peak hour. Between two and five vehicles are projected as a worst-case scenario.

Based on an analysis of the current site plan, the drive-thru provides storage for approximately four passenger vehicles. The analyses indicate that there is sufficient stacking space on-site to accommodate the projected drive-thru demands.

XI. CONCLUSIONS & RECOMMENDATIONS

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed Dandy Mini Mart project in the Town of Lansing, NY. The results of this study determined that the existing transportation network can adequately accommodate the projected traffic volumes and resulting minor impacts to study area intersections with the following improvements in place. The following sets forth the conclusions and recommendations based upon the results of the analyses:

Conclusions

1. The proposed development is expected to generate approximately 91 entering/92 exiting vehicle trips during the AM peak hour and 76 entering/76 exiting vehicle trips during the PM peak hour. Not all these driveway volumes are new, but instead a portion of the proposed volume is reduced considering pass-by adjustments.

2. Thus, the proposed site is expected to generate approximately 45 entering/46 exiting new vehicle trips during the AM peak hour and 38 entering/38 exiting new vehicle trips during the PM peak hour.

3. All study area movements operate at LOS “D” or better during both peak hours under existing, projected background, and projected full development conditions.

4. The volume warrants for left-turn lanes at the proposed access locations are not fully satisfied during either peak hour.

5. Based on an analysis of the current site plan, the drive-thru provides storage for approximately four passenger vehicles. The analyses indicate that there is sufficient stacking space on-site to accommodate the projected drive-thru demands.

Recommendations

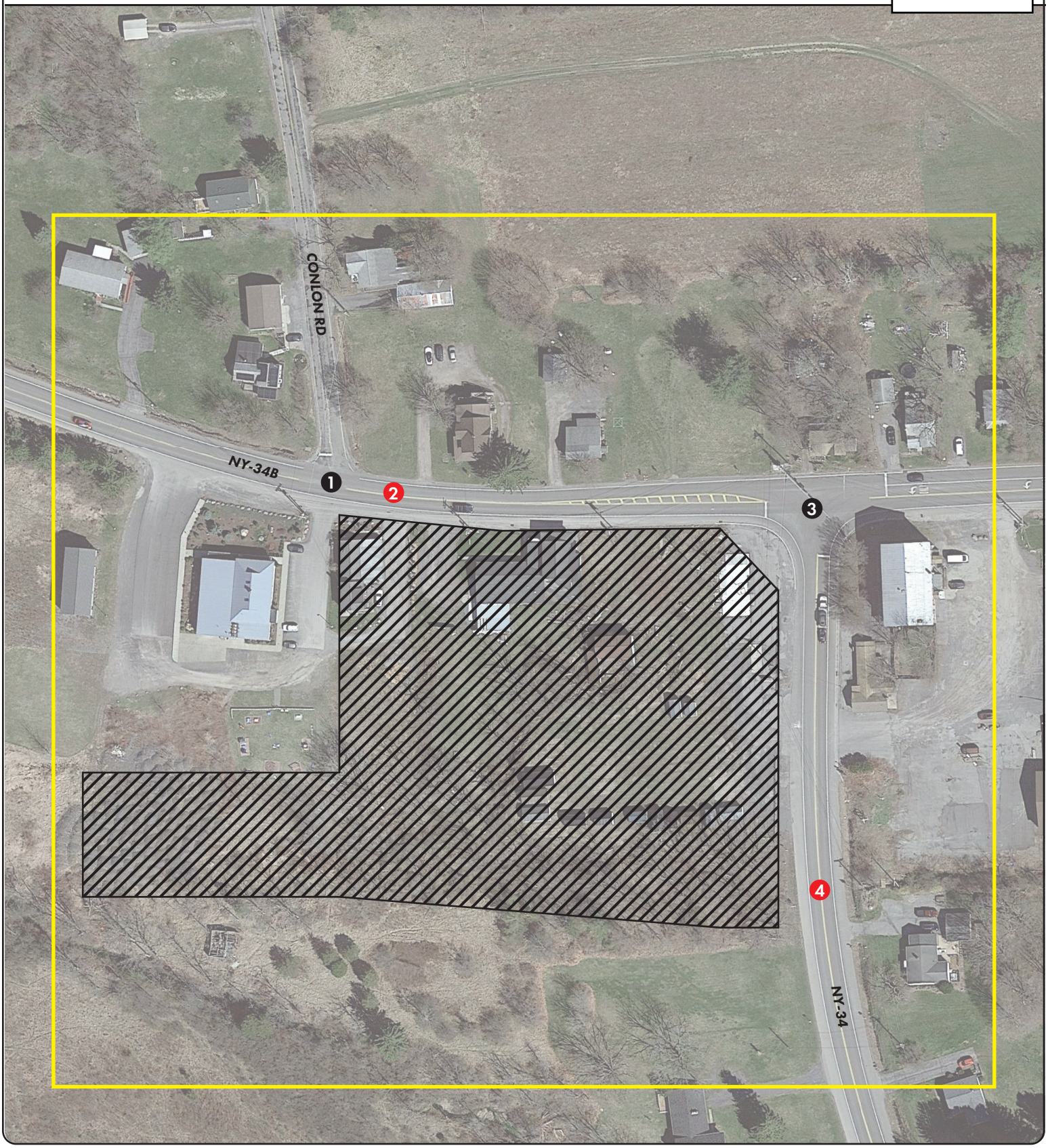
6. Minor signal timing adjustments are recommended at the intersection of NY-34B/NY-34 during the AM peak hour under background conditions.

7. Future improvements were noted in the 2021 Lansing Town Center TIS prepared by SRF Associates (now Passero Associates) at NY-34B/NY-34 intersection. Based upon the projected impacts resulting from the Dandy Mini Mart project and based upon the unknown timeframe of the Lansing Town Center project, the noted improvements are not required at this time. However, the proposed site design should anticipate the construction of these future improvements in the way of considerations related to setbacks from future turn lanes and sidewalk connections.

XII. FIGURES

Figures 1 through 8 are included on the following pages.

FIGURE 1: SITE LOCATION AND STUDY AREA



Key

- 1 Study Intersection
- 1 Proposed Intersection
- Study Area
- Site Location

PROPOSED DANDY MINI MART

TOWN OF LANSING, TOMPKINS COUNTY, NEW YORK

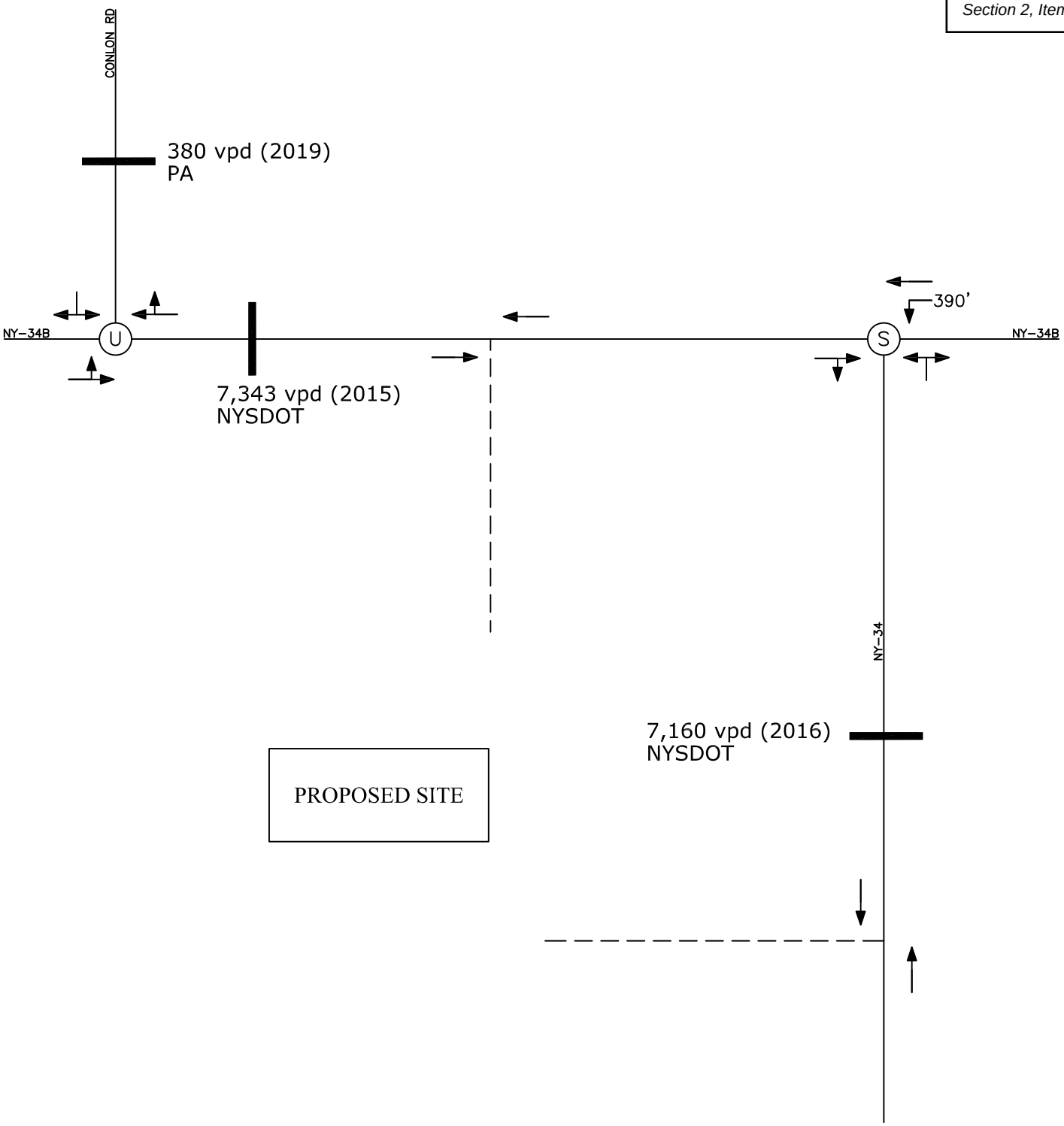
N

0 100 200 300 400

FEET

SRF ASSOCIATES PA

Project No: 42082



Notes:
1. All AADT volumes by those noted:
   1.1. NYSDOT = New York State Department of Transportation
   1.2. PA = Passero Associates
2. vpd = Vehicles per Day
3. Turn lane lengths shown, including taper

N
NOT TO SCALE

KEY

----- PROPOSED DWY

TRAFFIC CONTROL

U = Unsignalized

S = Signalized

FIGURE 2

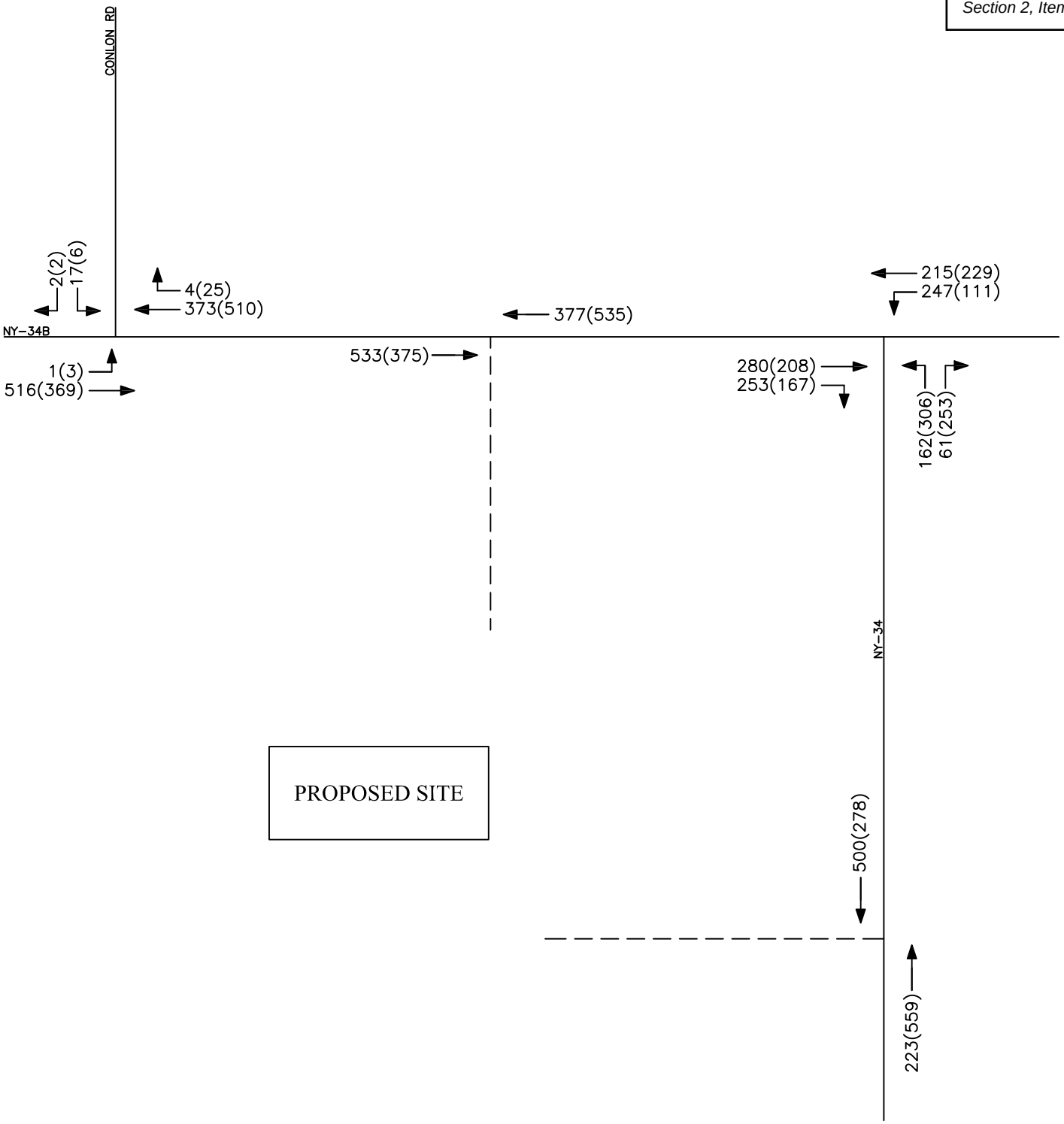
LANE GEOMETRY &
AVERAGE DAILY TRAFFIC

PROPOSED DANDY MINI MART
TOWN OF LANSING, NY

SRF ASSOCIATES

PA

PROJECT NO: 42082

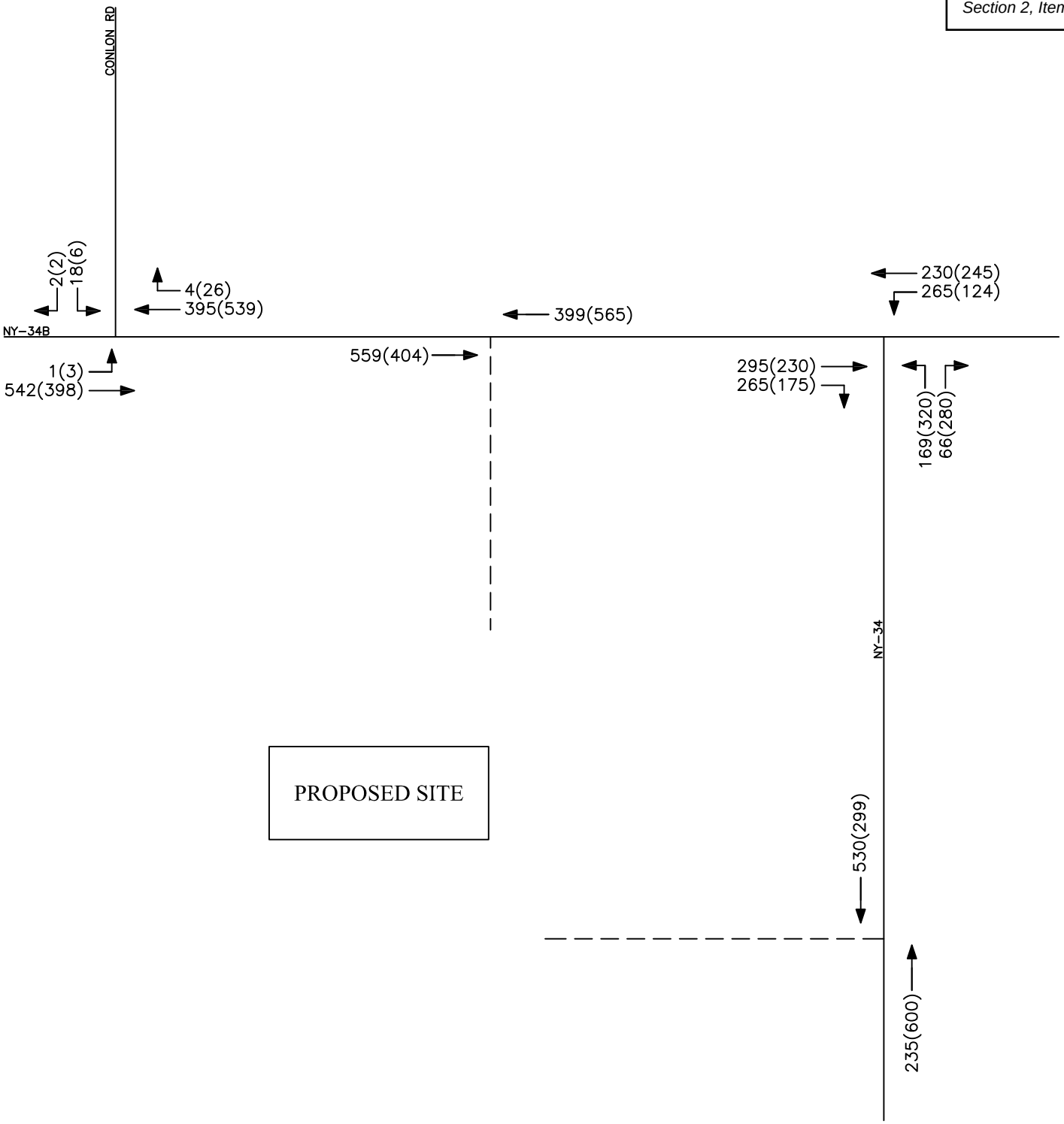


KEY	FIGURE 3A
----- PROPOSED DWY 00(00) = AM(PM)	PEAK HOUR VOLUMES COLLECTED TRAFFIC DATA
	PROPOSED DANDY MINI MART TOWN OF LANSING, NY

SRF ASSOCIATES

PA

PROJECT NO: 42082

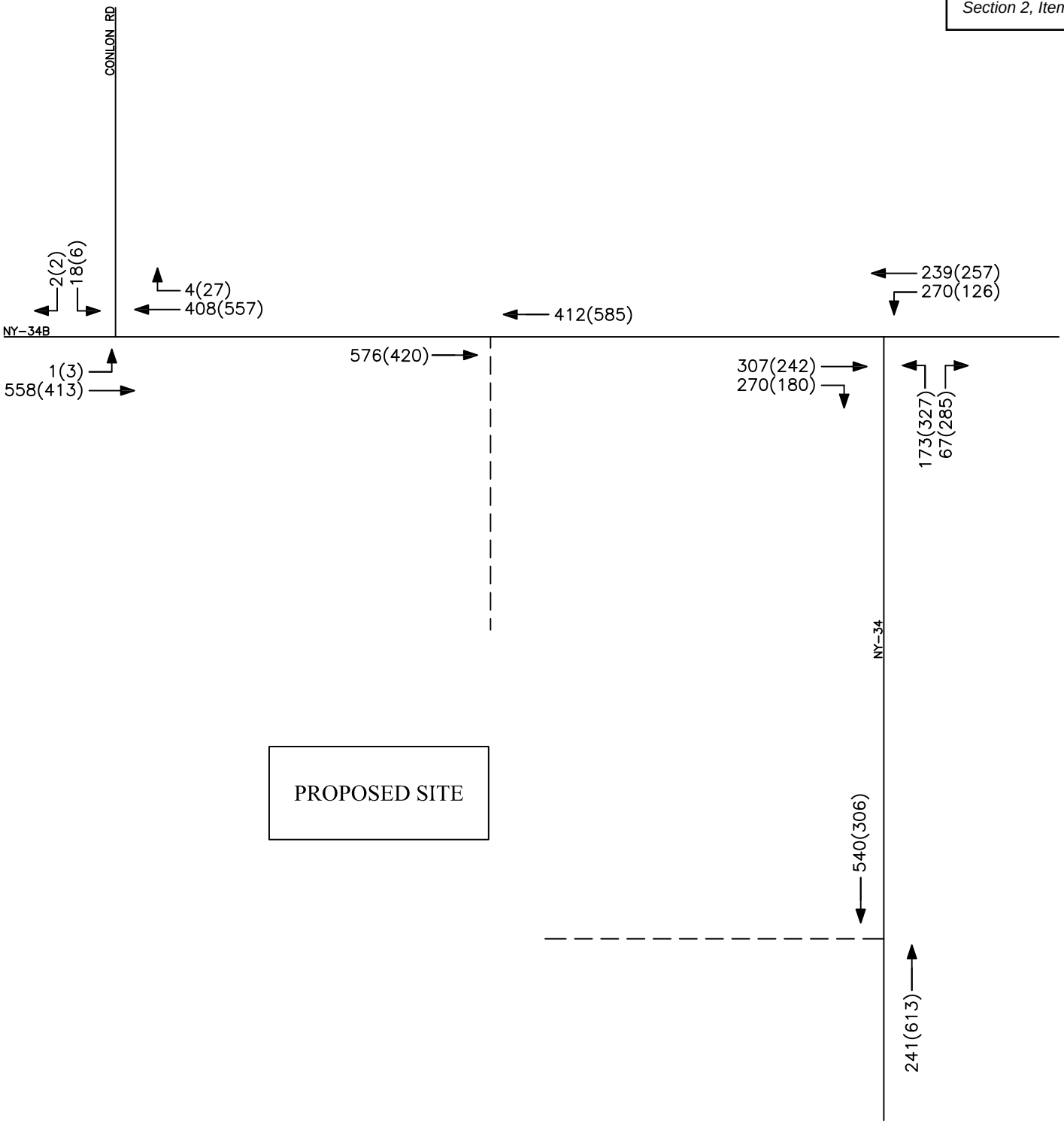


KEY	FIGURE 3B
----- PROPOSED DWY 00(00) = AM(PM)	PEAK HOUR VOLUMES 2022 EXISTING BASE CONDITIONS
	PROPOSED DANDY MINI MART TOWN OF LANSING, NY

SRF ASSOCIATES

PA

PROJECT NO: 42082



KEY	FIGURE 4
----- PROPOSED DWY 00(00) = AM(PM)	PEAK HOUR VOLUMES 2024 BACKGROUND CONDITIONS
	PROPOSED DANDY MINI MART TOWN OF LANSING, NY

SRF ASSOCIATES

PA

PROJECT NO: 42082

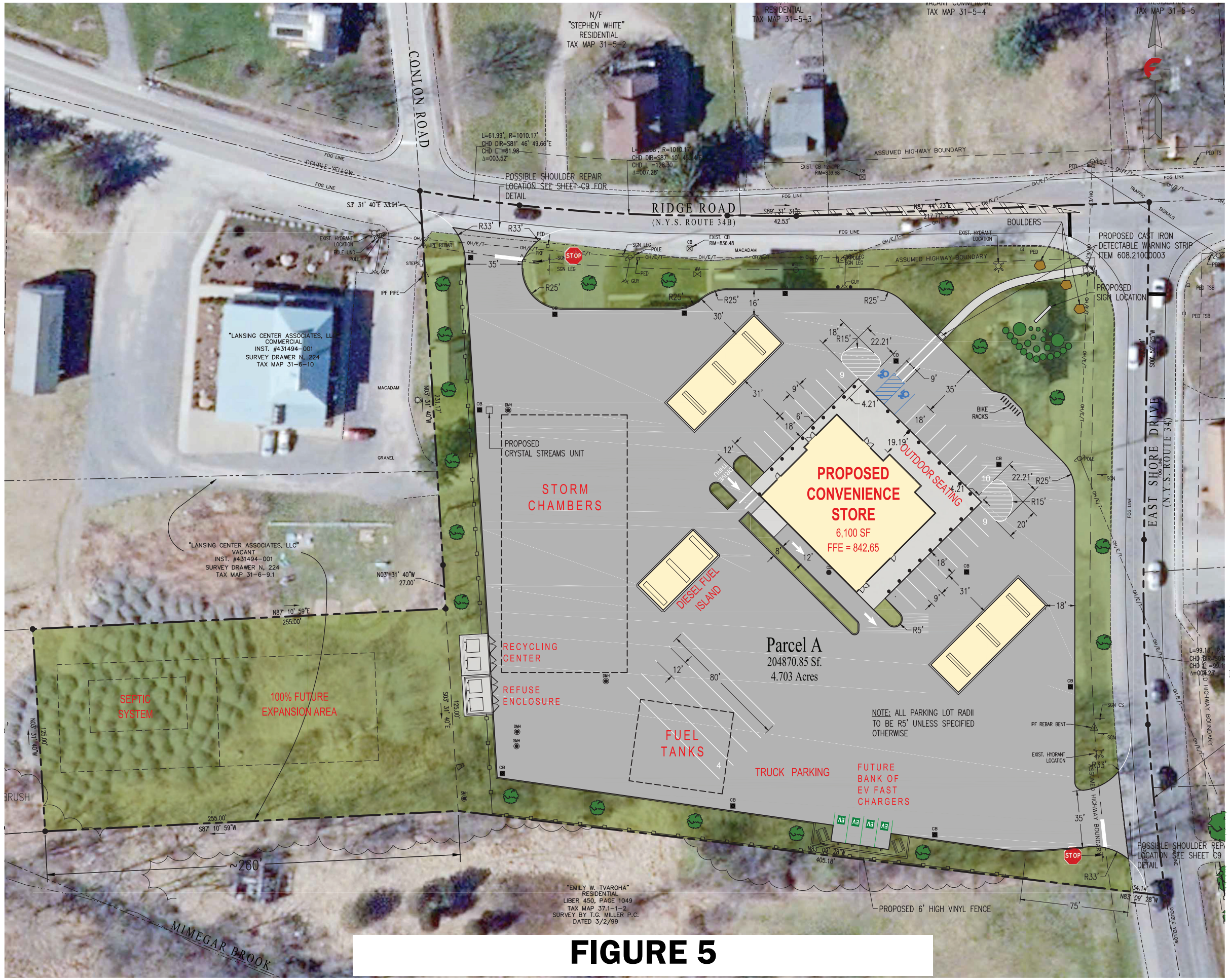


FIGURE 5

LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- EXISTING EDGE OF ROADWAY
- EXISTING CURB LINE
- SAN — EXISTING SANITARY SEWER
- G — EXISTING GAS MAIN
- UG/E/T/C — EXISTING UTILITY LINE (UG-UNDERGROUND, OH-OVERHEAD, T-TELEPHONE, E-ELECTRIC, C-CABLE)
- x — x — EXISTING FENCE LINE
- W — EXISTING WATER LINE
- 932 — EXISTING CONTOUR LINE
- LOD — PROPOSED LIMIT OF DISTURBANCE
- 99 — PROPOSED CONTOUR LINE
- PROPOSED EASEMENT
- ST — PROPOSED STORM SEWER
- PROPOSED EDGE OF ROADWAY
- PROPOSED CURB LINE
- SAN — PROPOSED SANITARY SEWER
- G — PROPOSED GAS LINE
- UG/E/T/C — PROPOSED UTILITY LINE (UG-UNDERGROUND, OH-OVERHEAD, T-TELEPHONE, E-ELECTRIC, C-CABLE)
- W — PROPOSED WATER LINE
- SF — PROPOSED SILT FENCE
- CS — PROPOSED COMPOST SOCK
- SMH — EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT ASSEMBLY
- CO — EXISTING CLEANOUT
- 99.50 x — EXISTING SPOT ELEVATION
- SMH — PROPOSED SANITARY MANHOLE
- WV — PROPOSED WATER VALVE
- TB — PROPOSED THRUST BLOCK
- PROPOSED FIRE HYDRANT ASSEMBLY
- CO — PROPOSED CLEANOUT
- PROPOSED LIGHTING FIXTURE
- x 99.42 — PROPOSED SPOT ELEVATION
- DW — PROPOSED DRYWELL
- CB — PROPOSED CATCH BASIN
- PROPOSED INLET PROTECTION
- TC=100.50 BC=100.00 — PROPOSED TOP/BOTTOM CURB

ZONING INFORMATION

B-1 & B-2 ZONING DISTRICTS

	REQUIRED	PROPOSED
PARCEL SIZE	NONE	4.7 Acres
MIN. ROAD FRONTAGE	100'	785'
BUILDING SETBACK		
FRONT YARD	60'*	117'
REAR YARD	10'*	145'
SIDE YARD	10'*	186'
MAX. BUILDING HEIGHT		
MAX HEIGHT	35'	?'
MAX. LOT COVERAGE	80%	63%
MIN. PARKING SPACES	23 SPACES**	36 SPACES

*LESS WITH SITE PLAN APPROVAL

**1 PARKING STALL FOR EACH 250 SF OF GROSS FLOOR AREA
5,685 SF / 250 SF = 23 PARKING STALLS

0 30' 60'

Note:
Utility information has been plotted from available sources and their locations and size should be considered approximate only. The contractor is responsible for determining exact utility locations, sizes, and elevations prior to commencing construction. If uncharted or misplotted utilities are encountered, the contractor is required to notify the owner immediately.

New York State law requires excavators to contact the one-call notification system prior to digging to prevent damage to buried facilities.
IT'S THE LAW!
Call three days before you dig!
1-800-962-7962
Dig Safely New York
(non-members must be contacted separately)

PRELIMINARY PRINT
NOT FOR CONSTRUCTION

Rev.	Date	Revision Description
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fenceline

SEAL

PROPOSED DANDY MINI-MART

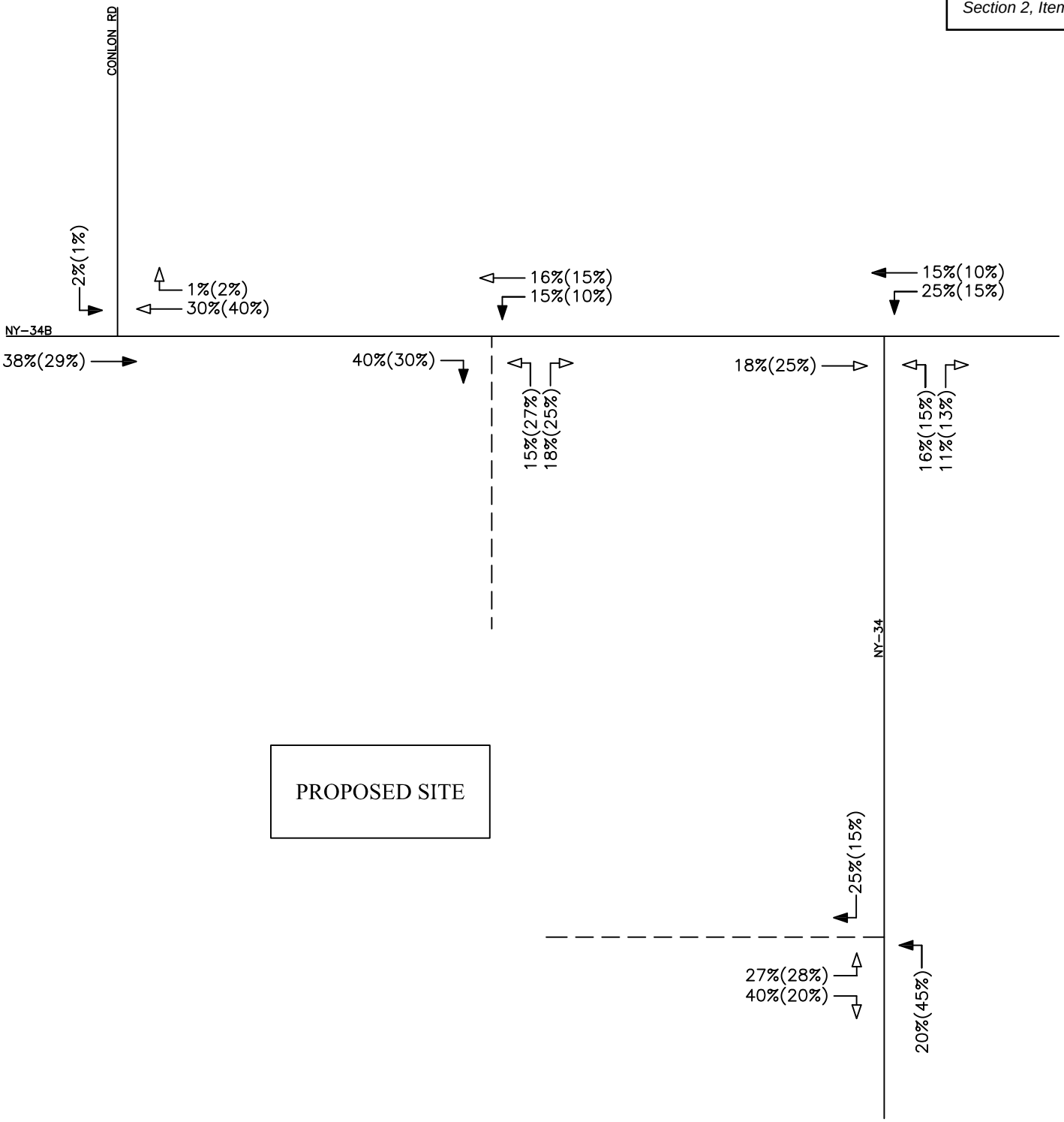
LANSING (T), TOMPKINS (Co.), NEW YORK

FAGAN ENGINEERS
& LAND SURVEYORS PC
113 East Chemung Place
Elmira N.Y. 14904
Phone (607) 734-2165
Fax (607) 734-2169
www.FaganEngineers.com

Scale:	1" = 30' 11x17 Prints are 1/2 Size
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

SITE PLAN

C3

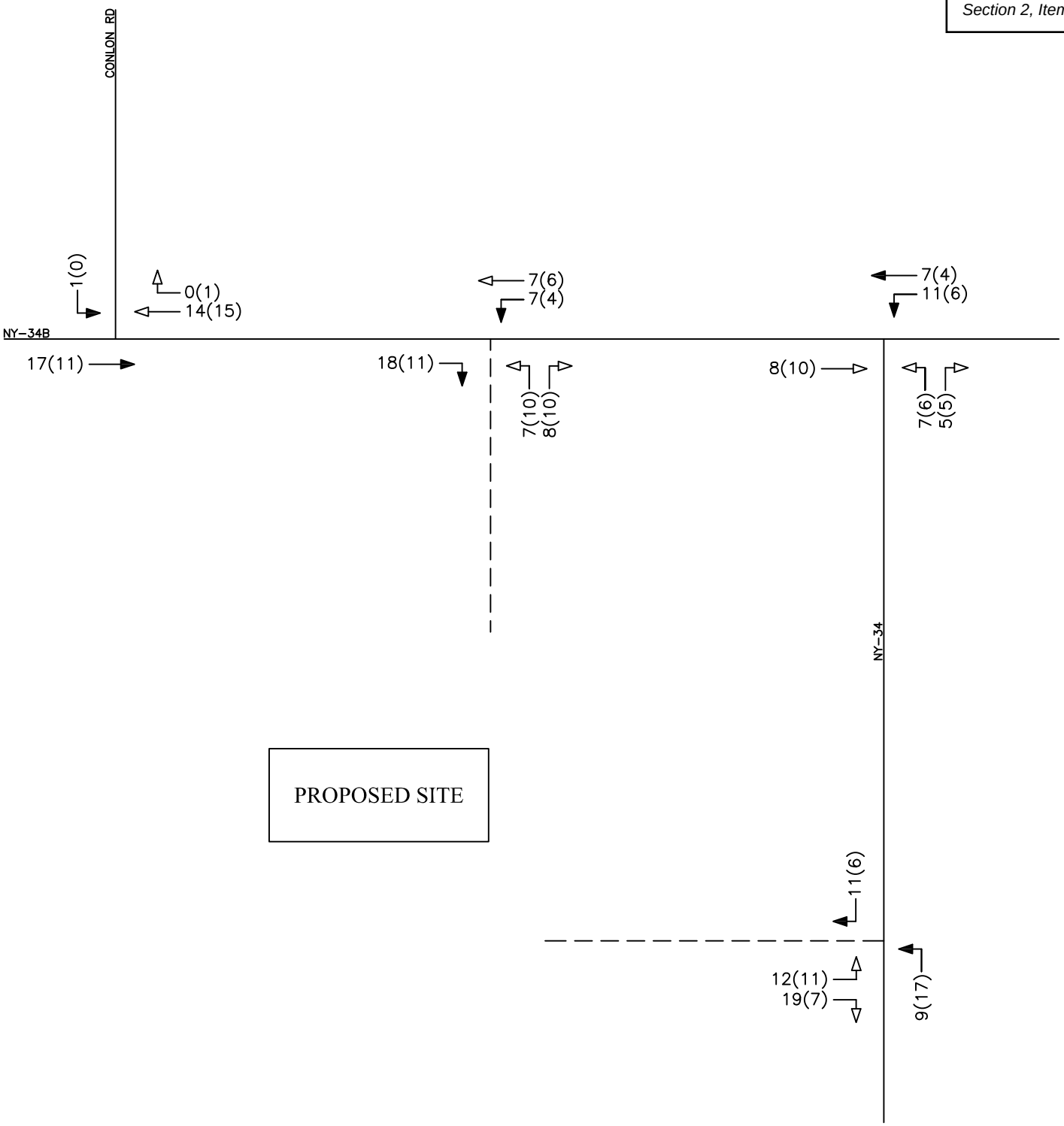


KEY	FIGURE 6
----- PROPOSED DWY 00(00) = AM(PM) ENTERING TRIPS → EXITING TRIPS ⇨	TRIP DISTRIBUTION
	PROPOSED DANDY MINI MART TOWN OF LANSING, NY

SRF ASSOCIATES

PA

PROJECT NO: 42082



N

NOT TO SCALE

KEY

----- PROPOSED DWY

00(00) = AM(PM)

ENTERING TRIPS →

EXITING TRIPS →

FIGURE 7A

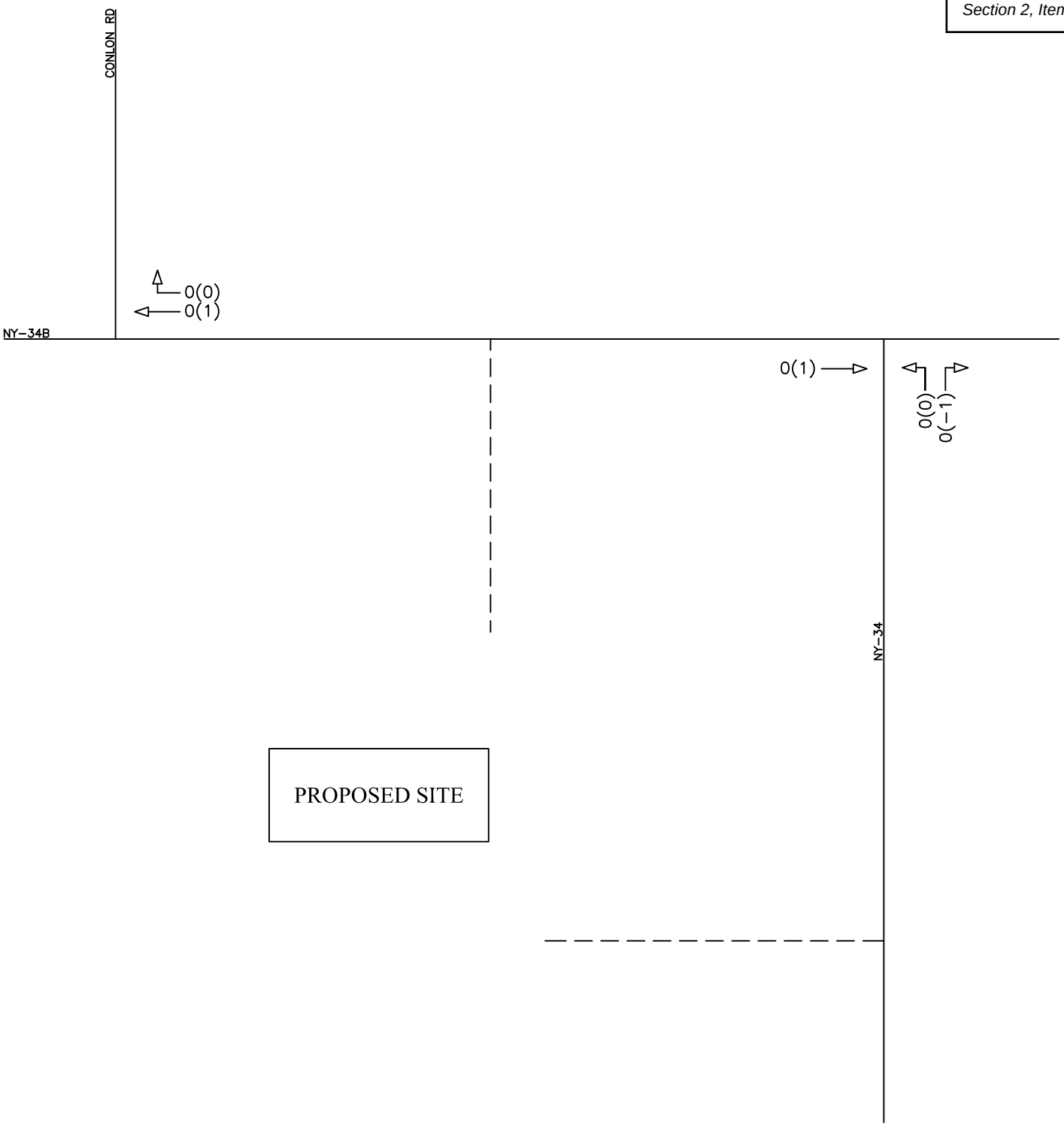
SITE GENERATED TRIPS
PRIMARY TRIPS

PROPOSED DANDY MINI MART
TOWN OF LANSING, NY

SRF ASSOCIATES

PA

PROJECT NO: 42082



KEY

----- PROPOSED DWY

00(00) = AM(PM)

ENTERING TRIPS ⟶

EXITING TRIPS ⟶

FIGURE 7B

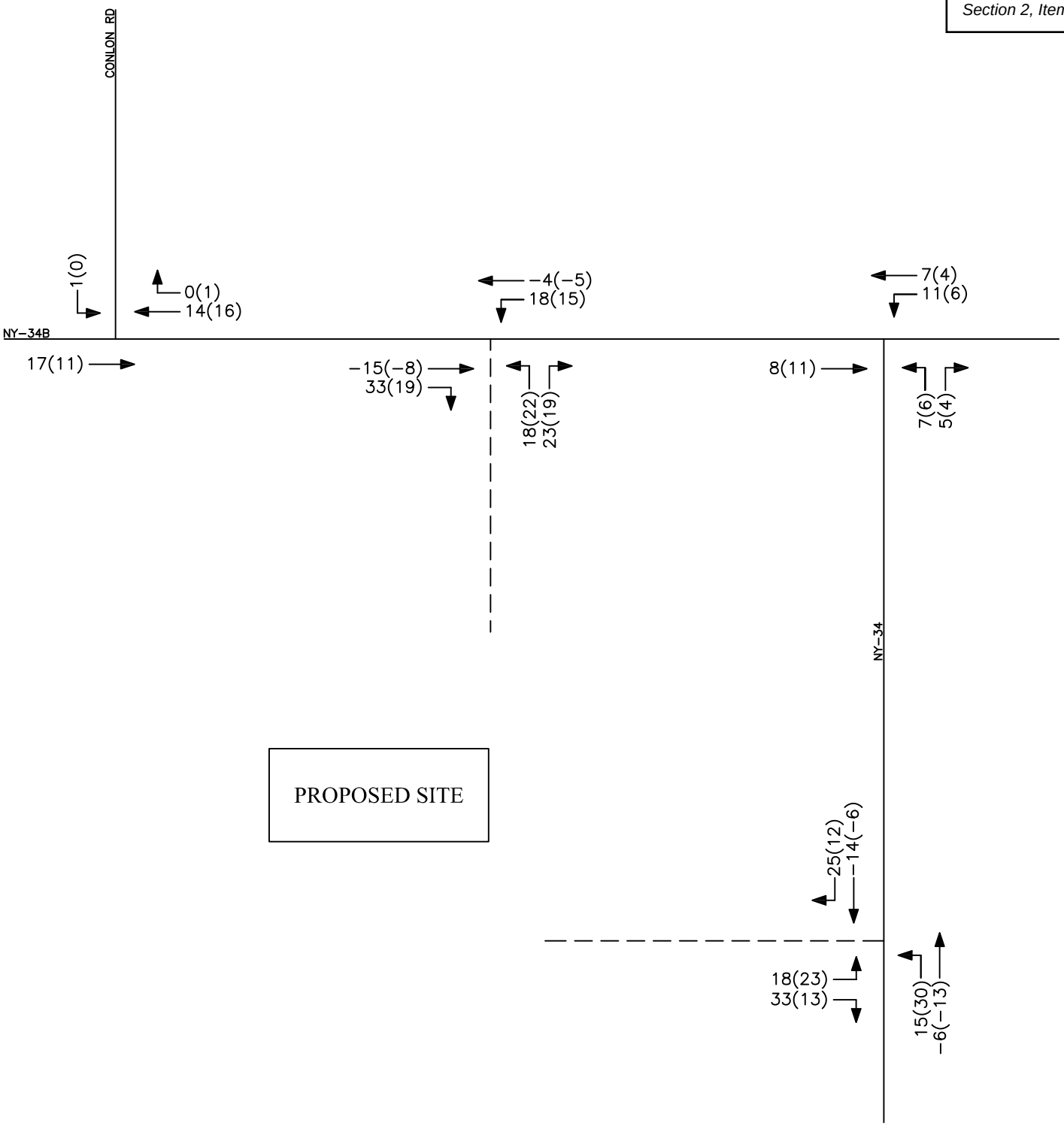
SITE GENERATED TRIPS
PASS-BY TRIPS

PROPOSED DANDY MINI MART
TOWN OF LANSING, NY

SRF ASSOCIATES

PA

PROJECT NO: 42082

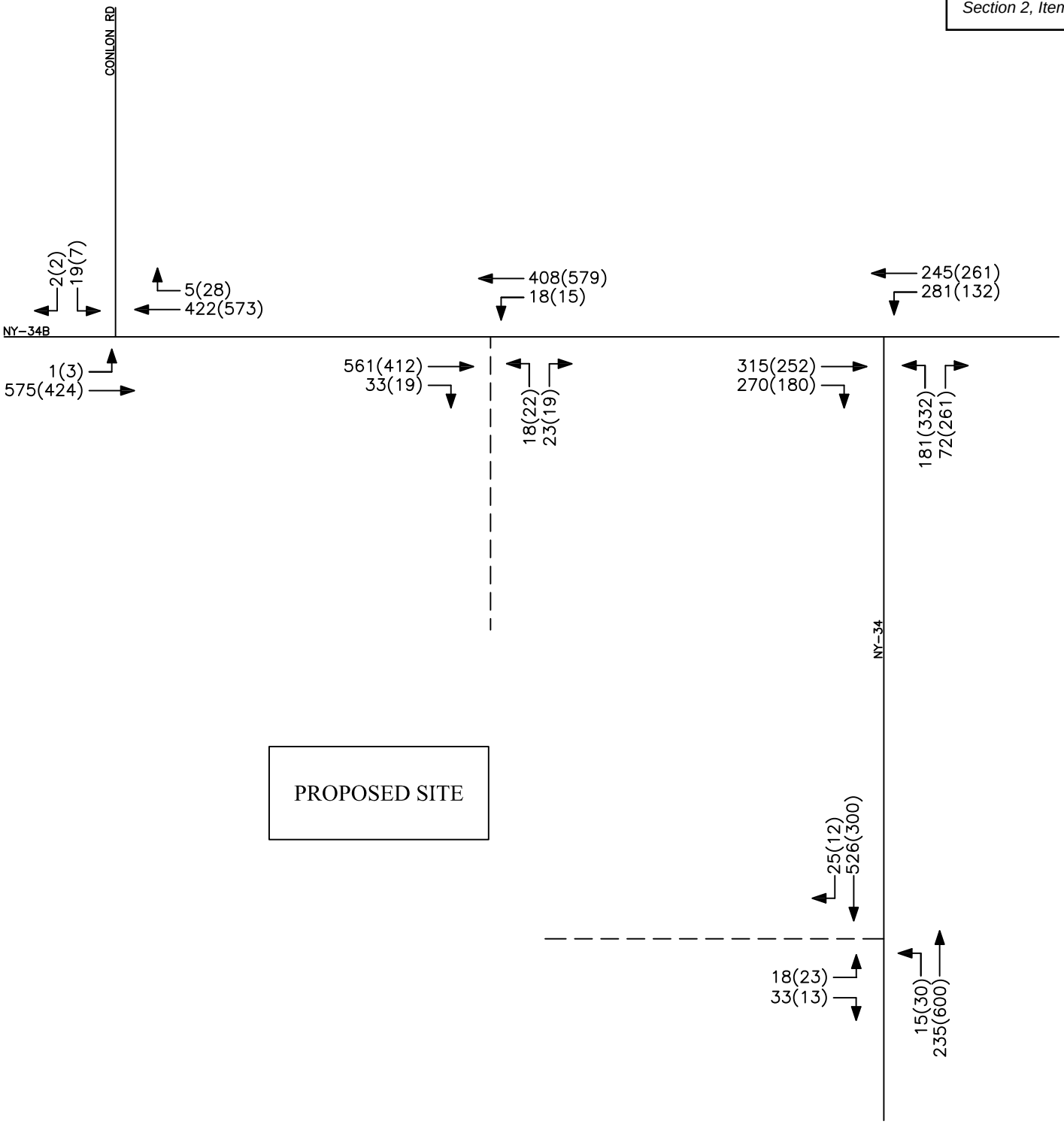


KEY	FIGURE 7C
----- PROPOSED DWY 00(00) = AM(PM)	SITE GENERATED TRIPS TOTAL
	PROPOSED DANDY MINI MART TOWN OF LANSING, NY

SRF ASSOCIATES

PA

PROJECT NO: 42082



KEY	FIGURE 8
----- PROPOSED DWY 00(00) = AM(PM)	PEAK HOUR VOLUMES FULL DEVELOPMENT CONDITIONS
	PROPOSED DANDY MINI MART TOWN OF LANSING, NY

SRF ASSOCIATES

PA

PROJECT NO: 42082

APPENDICES

A1

Collected Traffic Volume Data

Proposed Dandy Mini Mart, Town of Lansing, Tompkins County, NY

Documentation of Ambient Traffic Volume Growth

Roadway	Segment starts at	Segment end at	2010	2011	2013	2014	2015	2016	2017	2018	2019	Annual Growth
NY-34	NY-34B	NY-34B				8,748				9,365		1.72%
NY-34	NY-34B	Tomp/Cayuga Co Line			2,547			2,660				1.46%
NY-34B	NY-34	Lansingville Road	7,106				7,343					0.66%
NY-34B	NY-34	Benson Road			5,036			4,558			5,397	1.16%
Asbury Road	NY-34	Warren Road						1,282			1,434	3.81%
North Triphammer	Waterwagon Road	NY-34B		6,931					7,765			1.91%
											AVERAGE	**1.79%**

OnTheMap

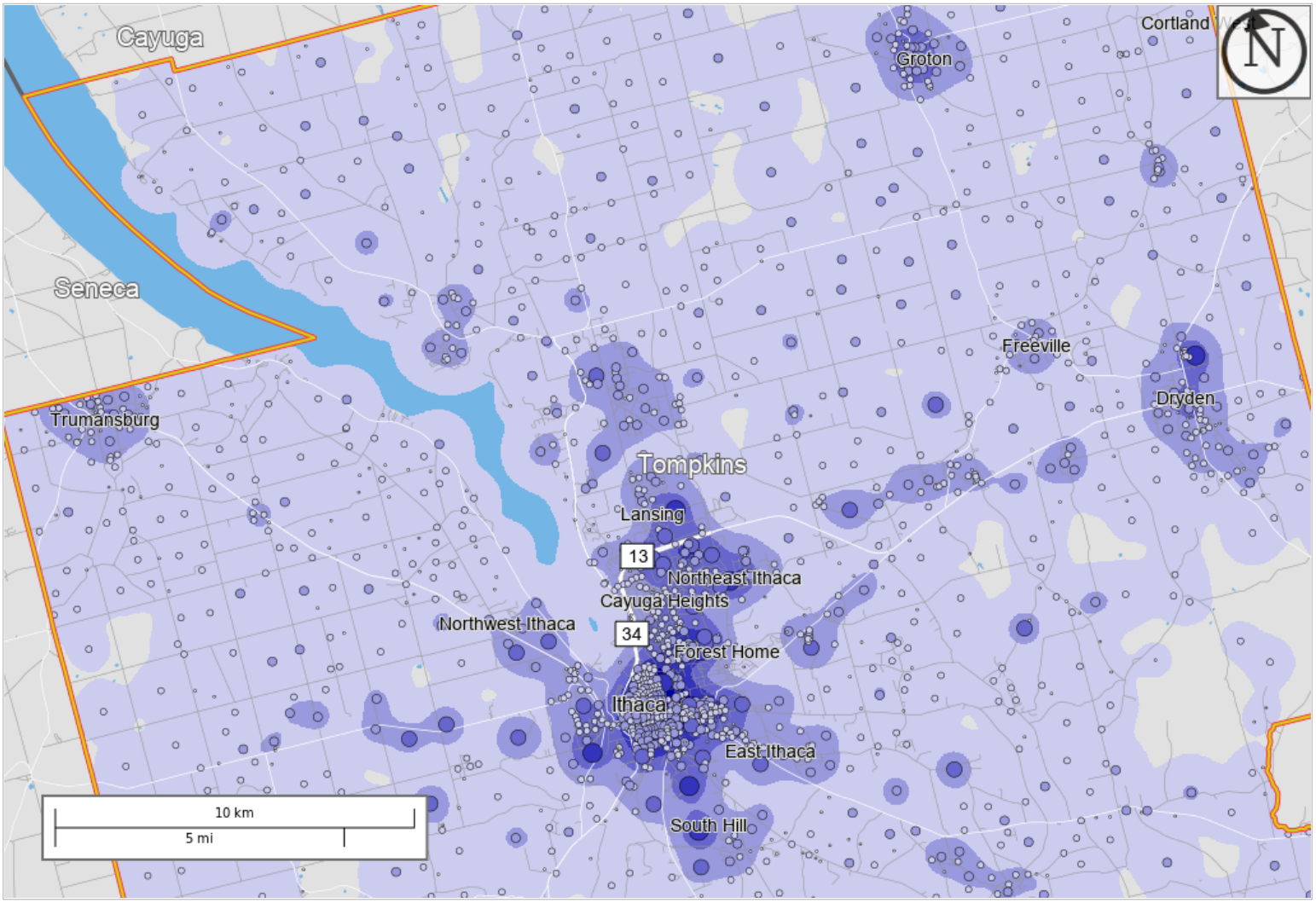
Home Area Profile Report

All Jobs for All Workers in 2017

Created by the U.S. Census Bureau's OnTheMap https://onthemap.ces.census.gov on 03/12/2020

Counts and Density of All Jobs in Home Selection Area in 2017

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 160
- 161 - 625
- 626 - 1,400
- 1,401 - 2,486
- 2,487 - 3,882

Job Count [Jobs/Census Block]

- 1 - 4
- 5 - 28
- 29 - 94
- 95 - 222
- 223 - 434

Selection Areas

- Analysis Selection

OnTheMap

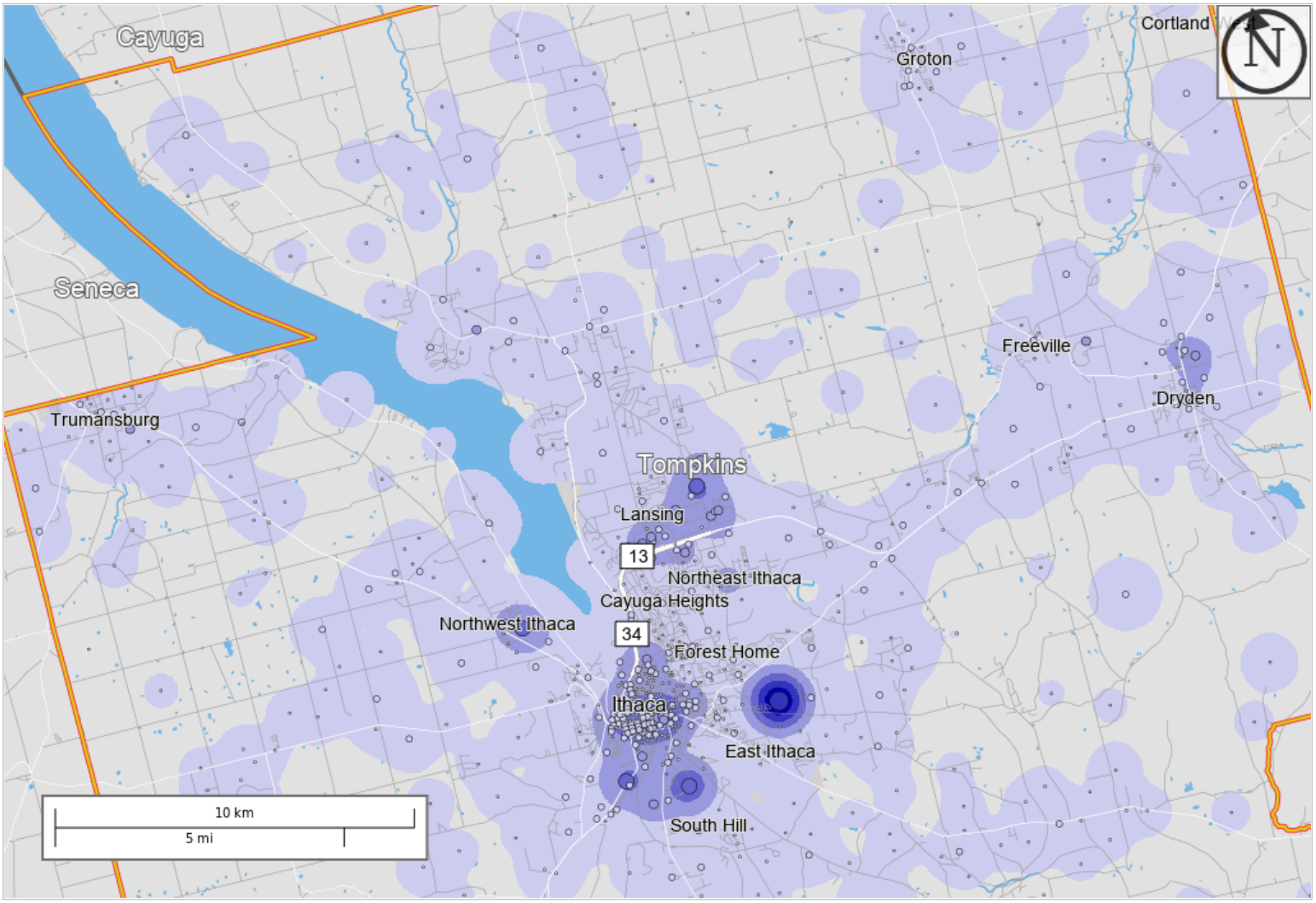
Work Area Profile Report

All Jobs for All Workers in 2017

Created by the U.S. Census Bureau's OnTheMap https://onthemap.ces.census.gov on 03/12/2020

Counts and Density of All Jobs in Work Selection Area in 2017

All Workers



Map Legend

Job Density [Jobs/Sq. Mile]

- 5 - 1,091
- 1,092 - 4,351
- 4,352 - 9,784
- 9,785 - 17,390
- 17,391 - 27,170

Job Count [Jobs/Census Block]

- 1 - 18
- 19 - 277
- 278 - 1,401
- 1,402 - 4,427
- 4,428 - 10,808

Selection Areas

- Analysis Selection

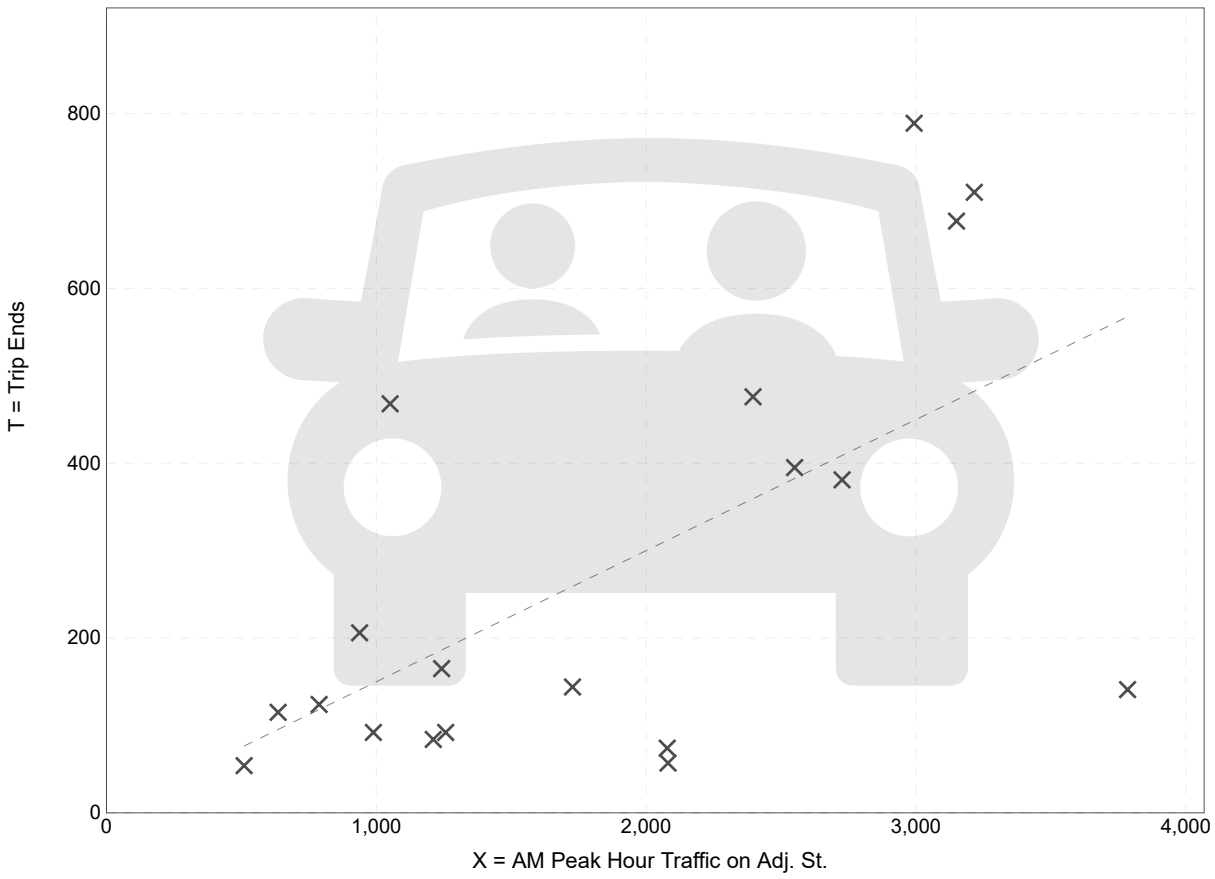
Convenience Store/Gas Station - None
(945)

Vehicle Trip Ends vs: **AM Peak Hour Traffic on Adj. St.**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. AM Peak Hour Traffic on Adj. St.: 1859
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per AM Peak Hour Traffic on Adj. St.

Average Rate	Range of Rates	Standard Deviation
0.15	0.03 - 0.45	0.10

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

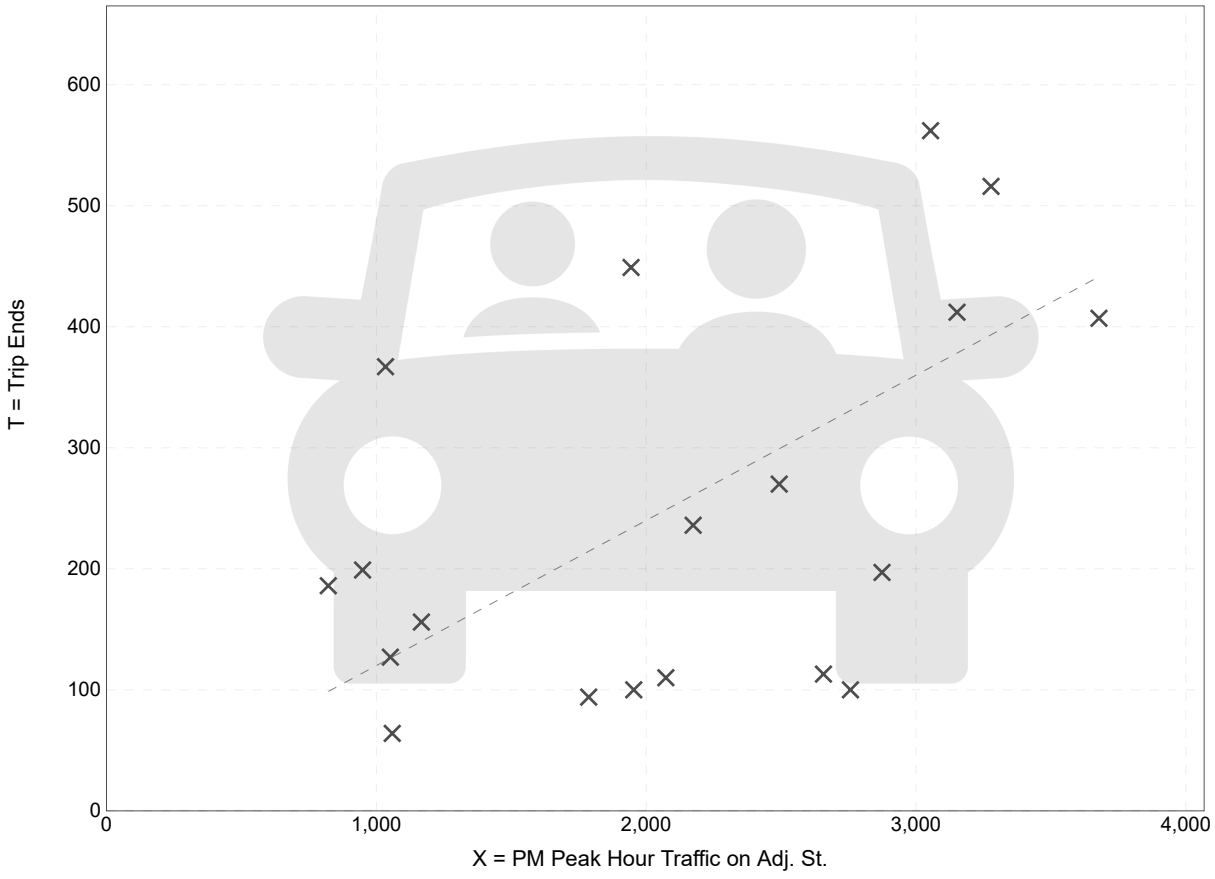
Convenience Store/Gas Station - None
(945)

Vehicle Trip Ends vs: **PM Peak Hour Traffic on Adj. St.**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 19
Avg. PM Peak Hour Traffic on Adj. St.: 2103
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per PM Peak Hour Traffic on Adj. St.

Average Rate	Range of Rates	Standard Deviation
0.12	0.04 - 0.35	0.07

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= **

PROJECT: Dandy Mini Mart
LOCATION: Town of Lansing, NY
PEAK HOUR: AM Peak

Figure Number: 3A 3B 4 6 7a 7b 7c 8

LOCATION NUMBER	INTERSECTION DESCRIPTION	Collected Volumes	Num of yrs 3 Adjusted Vol 1.50%	Milton Meadows Enter Dist. %	Milton Meadows Exit Dist. %	Milton Meadows Trips IN 8	Milton Meadows Trips OUT 27	Salt Point Brewing Company Enter Dist. %	Salt Point Brewing Company Exit Dist. %	Salt Point Brewing Company Trips IN 0	Salt Point Brewing Company Trips OUT 0	2022 Base Volume	Num of yrs 2 2024 Bkgd Vol 1.00%	Cayuga National Bank Enter Dist. %	Cayuga National Bank Exit Dist. %	Cayuga National Bank Trips IN 12	Cayuga National Bank Trips OUT 9	3091 N Triphammer Commercial Enter Dist. %	3091 N Triphammer Commercial Exit Dist. %	3091 N Triphammer Commercial Trips IN 6	3091 N Triphammer Commercial Trips OUT 3	Cayuga Vista Apartments Enter Dist. %	Cayuga Vista Apartments Exit Dist. %	Cayuga Vista Apartments Trips IN 1	Cayuga Vista Apartments Trips OUT 6	Nearby Project Trips	Total Bkgd Volume	Proposed Project Enter Dist. %	Proposed Project Exit Dist. %	Proposed Project Trips IN 45	Proposed Project Trips OUT 46	Pass-by Trips	Total Site Trips	Full Build Volumes
1	NY-34B Conlon Road	11/13/19 7:30 AM																																	
	SR ST SL	2 17	2 18					 1%				2 18	2 18	 1%		 0		 1%		 0						0	2 18	 2%		 1				2 19
	WR WT WL	4 373	4 390		 20%		 5		1% 20%			4 395	4 403		1% 30%		0 3		1% 30%		0 1		 20%		 1	0 5	4 408		1% 30%		0 14		0 14	5 422
	NR NT NL																																		
	ER ET EL	516 1	540 1	20%		2		20%				542 1	552 1	30%		4		30%		2		20%		0		6	558 1	38%		17			17	575 1
1	NY-34B Proposed Access																																		
	SR ST SL																																		
	WR WT WL	377	394		20%		5		21%			399	407		31%		3		31%		1		20%		1	5	412	 15%	16%	 7	7 11	-11 11	-4 18	408 18
	NR NT NL																												18% 15%	 7	8 7	15 11	23 18	23 18
	ER ET EL	533	557	20%		2		21%				559	570	31%		4		31%		2		20%		0		6	576	40%		18		15 -15	33 -15	33 561
2	NY-34B NY-34B	11/6/19 7:15 AM																																	
	SR ST SL																																		
	WR WT WL	215 247	225 258		20% 25%		5 7		21% 25%			230 265	235 270		31%		3		31%		1						4	239 270	15% 25%		7 11			7 11	245 281
	NR NT NL	61 162	64 169	25%		2		25%				66 169	67 172										20%		1	1	67 173		11% 16%		5 7		5 7	72 181
	ER ET EL	253 280	265 293	20%		2		21%				265 295	270 301	31%		4		31%		2		20%		0		0 6	270 307		18%		8		8	270 315
3	NY-34 Proposed Access																																		
	SR ST SL	500	523		25%		7		25%			530	540									20%		0		0	540	25% 		11 		14 -14	25 -14	25 526
	WR WT WL																																		
	NR NT NL	223	233	25%		2		25%				235	240										20%		1	1	241	 20%		 9		-6 6	-6 15	235 15
	ER ET EL																												40% 27%	 	19 12	14 6	33 18	33 18

PROJECT: Dandy Mini Mart
LOCATION: Town of Lansing, NY
PEAK HOUR: PM Peak

Figure Number: 3A 3B 4 6 7a 7b 7c 8

LOCATION NUMBER	INTERSECTION DESCRIPTION	Collected Volumes	Num of yrs 3 Adjusted Vol 1.50%	Milton Meadows Enter Dist. %	Milton Meadows Exit Dist. %	Milton Meadows Trips IN 28	Milton Meadows Trips OUT 16	Salt Point Brewing Company Enter Dist. %	Salt Point Brewing Company Exit Dist. %	Salt Point Brewing Company Trips IN 30	Salt Point Brewing Company Trips OUT 15	2022 Base Volume	Num of yrs 2 2024 Bkgd Vol 1.00%	Cayuga National Bank Enter Dist. %	Cayuga National Bank Exit Dist. %	Cayuga National Bank Trips IN 13	Cayuga National Bank Trips OUT 13	3091 N Triphammer Commercial Enter Dist. %	3091 N Triphammer Commercial Exit Dist. %	3091 N Triphammer Commercial Trips IN 18	3091 N Triphammer Commercial Trips OUT 20	Cayuga Vista Apartments Enter Dist. %	Cayuga Vista Apartments Exit Dist. %	Cayuga Vista Apartments Trips IN 6	Cayuga Vista Apartments Trips OUT 3	Nearby Project Trips	Total Bkgd Volume	Proposed Project Enter Dist. %	Proposed Project Exit Dist. %	Proposed Project Trips IN 38	Proposed Project Trips OUT 38	Pass-by Trips	Total Site Trips	Full Build Volumes
1	NY-34B Conlon Road	11/13/19 4:30 PM																																
	SR	2	2									2	2														2							2
	ST																																	
	SL	6	6					1%		0		6	6	1%		0		1%		0						0	6	1%		0		0	7
	WR	25	26						1%		0	26	27		1%		0		1%		0					0	27		2%		1	1	28
	WT	510	533		20%		3		20%		3	539	550		20%		3		20%		4		20%		1	7	557		40%		15	16	573
	WL																																	
	NR																																	
	NT																																	
	NL																																	
	ER																																	
	ET	369	386	20%		6		20%		6		398	406	20%		3		20%		4		20%		1		7	413	29%		11		11	424
	EL	3	3									3	3														3						3
1	NY-34B Proposed Access																																	
	SR																																	
	ST																																	
	SL																																	
	WR																																	
	WT	535	559		20%		3		21%		3	565	577		21%		3		21%		4		20%		1	8	585		15%		6	-11	-5	579
	WL																											10%		4		11	15	15
	NR																												25%		10	9	19	19
	NT																												27%		10	12	22	22
	NL																																	
	ER																											30%		11		8	19	19
	ET	375	392	20%		6		21%		6		404	412	21%		3		21%		4		20%		1		8	420					-8	-8	412
	EL																																	
2	NY-34B NY-34B	11/6/19 4:30 PM																																
	SR																																	
	ST																																	
	SL																																	
	WR																																	
	WT	229	239		20%		3		21%		3	245	250		21%		3		21%		4					7	257	10%		4		4	261
	WL	111	116		25%		4		25%		4	124	126														126	15%		6		6	132
	NR	253	265	25%		7		25%		8		280	285														285		13%		5	-1	4	289
	NT																																	
	NL	306	320									320	326										20%		1	1	327		15%		6		6	332
	ER	167	175									175	179									20%		1		1	180							180
	ET	208	218	20%		6		21%		6		230	235	21%		3		21%		4						7	242		25%		10	1	11	252
	EL																																	
3	NY-34 Proposed Access																																	
	SR																											15%		6		6	12	12
	ST	278	291		25%		4		25%		4	299	305									20%		1		1	306					-6	-6	300
	SL																																	
	WR																																	
	WT																																	
	WL																																	
	NR																																	
	NT	559	585	25%		7		25%		8		600	612										20%		1	1	613					-13	-13	600
	NL																											45%		17		13	30	30
	ER																												20%		7	6	13	13
	ET																																	
	EL																												28%		11	12	23	23

Queue Theory
Dandy Mini Mart
AM Peak Hour - 35 Second Service Rate

The formula assumes both arrival and service distributions are random

Arrivate Rate (Per Hour)	37	ALWAYS ARRIVAL RATE > SERVICE RATE UNDER THIS SCENARIO
Service Rate (Per Hour)	103	

Average queue in the system =	0.6	Veh	(waiting and service)
Average Time in System =	54.7	Sec	
Average Waiting Time only =	19.7	Sec	

95% confident that there will be fewer than	2	vehicles in the queue
98% confident that there will be fewer than	3	vehicles in the queue
100% confident that there will be fewer than	5	vehicles in the queue

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

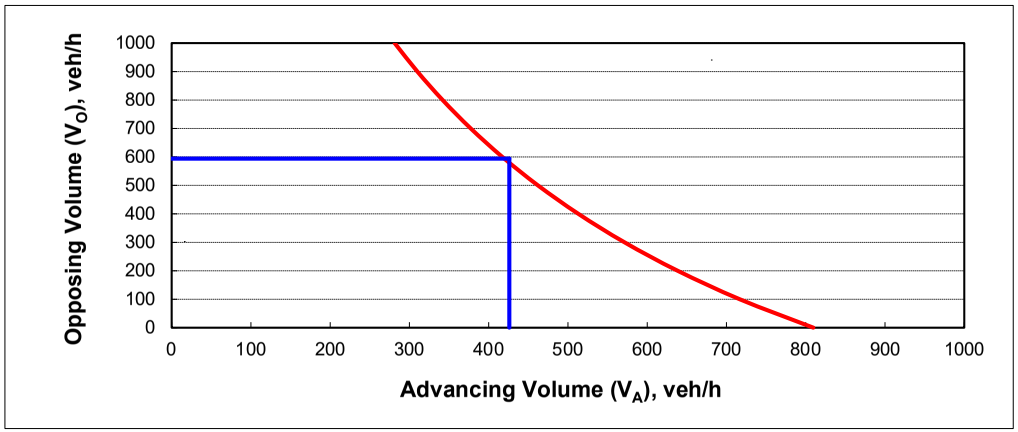
INPUT

Variable	Value
Major Approach	NY-34B @ Proposed Access
Approach	Westbound (AM Peak)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	426
Opposing volume (V_O), veh/h:	594

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	594	426	0
426	594	426	594



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	420
Guidance for determining the need for a major-road left-turn bay:	
Westbound (AM Peak) Left-turn treatment warranted at NY-34B @ Proposed Access Intersections	

ρ 0.0175
f = 0.79
Wait Time 2.769 s
Service Rate 793 veh/h
Arrival Rate 420 veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	4%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	810	543	456	407	332
100	717	481	404	360	294
200	638	428	360	321	262
300	571	383	322	287	235
400	513	344	289	258	211
500	462	310	260	232	190
600	417	280	235	210	171
700	377	253	213	190	155
800	342	229	193	172	140
900	310	208	175	156	127
1000	281	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

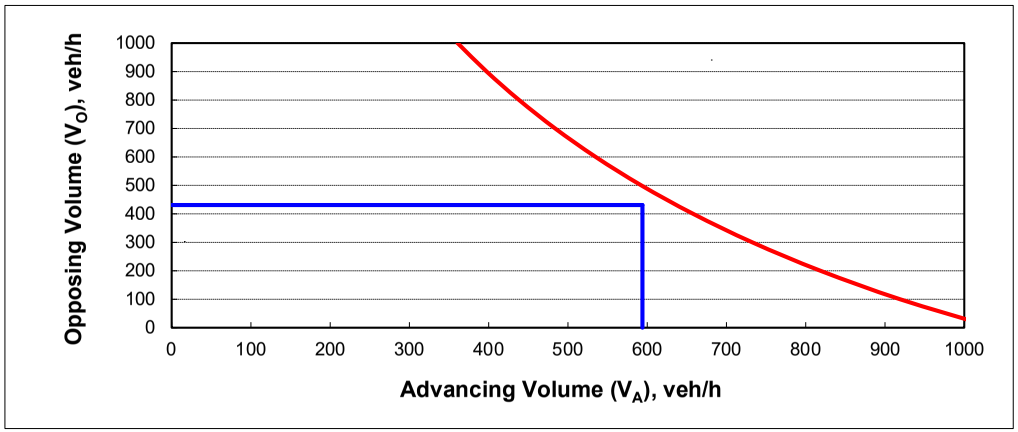
INPUT

Variable	Value
Major Approach	NY-34B @ Proposed Access
Approach	Westbound (PM Peak)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	3%
Advancing volume (V_A), veh/h:	594
Opposing volume (V_O), veh/h:	431

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	431	594	0
594	431	594	431



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	637
Guidance for determining the need for a major-road left-turn bay:	
Westbound (PM Peak) Left-turn treatment NOT warranted at NY-34B @ Proposed Access Intersections	

ρ	0.0175	
f =	0.79	
Wait Time	1.846	s
Service Rate	890	veh/h
Arrival Rate	637	veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	3%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	1038	543	456	407	332
100	919	481	404	360	294
200	819	428	360	321	262
300	733	383	322	287	235
400	658	344	289	258	211
500	593	310	260	232	190
600	535	280	235	210	171
700	484	253	213	190	155
800	438	229	193	172	140
900	398	208	175	156	127
1000	361	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

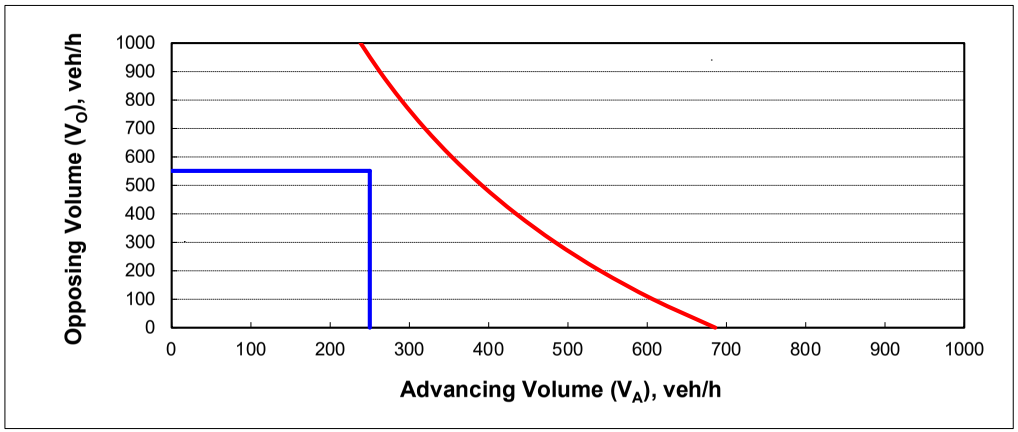
INPUT

Variable	Value
Major Approach	NY-34 @ Proposed Access
Approach	Northbound (AM Peak)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	6%
Advancing volume (V_A), veh/h:	250
Opposing volume (V_O), veh/h:	551

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	551	250	0
250	551	250	551



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	372
Guidance for determining the need for a major-road left-turn bay:	
Northbound (AM Peak) Left-turn treatment NOT warranted at NY-34 @ Proposed Access Intersections	

ρ	0.0175	
f =	0.79	
Wait Time	2.511	s
Service Rate	818	veh/h
Arrival Rate	372	veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	6%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	686	543	456	407	332
100	607	481	404	360	294
200	541	428	360	321	262
300	484	383	322	287	235
400	435	344	289	258	211
500	392	310	260	232	190
600	353	280	235	210	171
700	320	253	213	190	155
800	290	229	193	172	140
900	263	208	175	156	127
1000	238	189	159	142	116

Guideline for determining left-turn Lane at a two-way stop-controlled intersection

TWO LANE ROADWAY

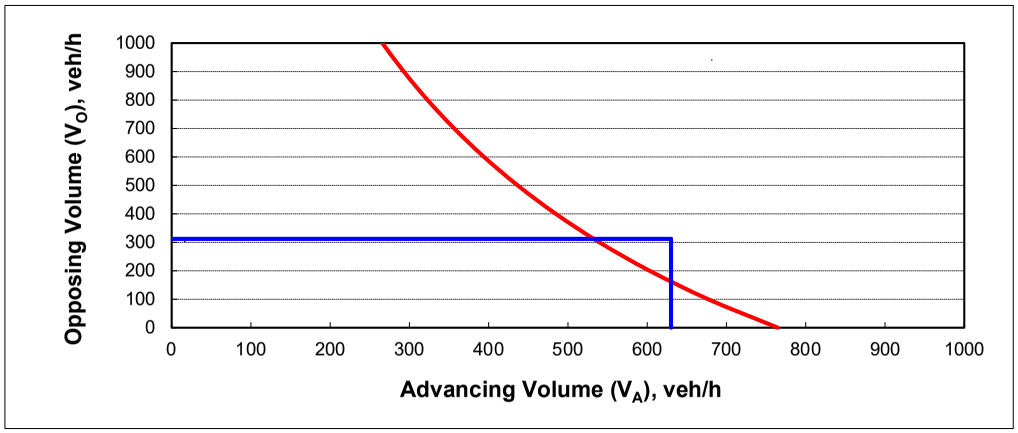
INPUT

Variable	Value
Major Approach	NY-34 @ Proposed Access
Approach	Northbound (PM Peak)
Design Speed Limit - MPH	45
Percent of left-turns in advancing volume (V_A), %:	5%
Advancing volume (V_A), veh/h:	630
Opposing volume (V_O), veh/h:	312

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PLOT - LINE 1		PLOT - LINE 2	
0	312	630	0
630	312	630	312



OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	533
Guidance for determining the need for a major-road left-turn bay:	
Northbound (PM Peak) Left-turn treatment warranted at NY-34 @ Proposed Access Intersections	

ρ	0.0175	
f =	0.79	
Wait Time	1.258	s
Service Rate	968	veh/h
Arrival Rate	533	veh/h

Vo	Time_tw
0	0.0
100	0.4
200	0.8
300	1.2
400	1.7
500	2.2
600	2.8
700	3.5
800	4.2
900	5.0
1000	5.8

Vo	Serv_rate
0	1200
100	1121
200	1046
300	976
400	910
500	848
600	789
700	735
800	683
900	635
1000	590

% LT veh.	5%	10%	15%	20%	40%
Vo	V_A	V_A	V_A	V_A	V_A
0	765	543	456	407	332
100	677	481	404	360	294
200	603	428	360	321	262
300	540	383	322	287	235
400	485	344	289	258	211
500	437	310	260	232	190
600	394	280	235	210	171
700	357	253	213	190	155
800	323	229	193	172	140
900	293	208	175	156	127
1000	266	189	159	142	116

A2

Miscellaneous Traffic Data and Calculations

A3

Level of Service:
Criteria and Definitions

Level of Service Criteria

Highway Capacity Manual 2016

SIGNALIZED INTERSECTIONS

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. Level of Service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15-minute analysis period. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 20
C	20 – 35
D	35 – 55
E	55 – 80
F	>80

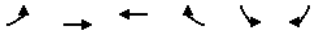
UNSIGNALIZED INTERSECTIONS

Level of Service for unsignalized intersections is also defined in terms of delay. However, the delay criteria are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. The total delay threshold for any given Level of Service is less for an unsignalized intersection than for a signalized intersection. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 15
C	15 – 25
D	25 – 35
E	35 - 50
F	>50

A4

Level of Service Calculations: Existing Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	542	395	4	18	2
Future Volume (vph)	1	542	395	4	18	2
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			0.999		0.984	
Flt Protected					0.958	
Satd. Flow (prot)	0	1667	1697	0	1619	0
Flt Permitted					0.958	
Satd. Flow (perm)	0	1667	1697	0	1619	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1351	446		1287	
Travel Time (s)		20.5	6.8		29.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	14%	12%	0%	12%	0%
Adj. Flow (vph)	1	678	494	5	23	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	679	499	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	542	395	4	18	2
Future Vol, veh/h	1	542	395	4	18	2
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	80	80	80	80	80	80
Heavy Vehicles, %	0	14	12	0	12	0
Mvmt Flow	1	678	494	5	23	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	499	0	-	0	1177	497
Stage 1	-	-	-	-	497	-
Stage 2	-	-	-	-	680	-
Critical Hdwy	4.1	-	-	-	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.2	-	-	-	3.608	3.3
Pot Cap-1 Maneuver	1075	-	-	-	202	577
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	485	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1075	-	-	-	202	577
Mov Cap-2 Maneuver	-	-	-	-	202	-
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	485	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	23.8
HCM LOS			C

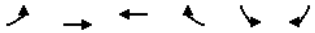
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1075	-	-	-	216
HCM Lane V/C Ratio	0.001	-	-	-	0.116
HCM Control Delay (s)	8.4	0	-	-	23.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	295	265	265	230	169	66
Future Volume (vph)	295	265	265	230	169	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		25	275		0	25
Storage Lanes		1	1		1	1
Taper Length (ft)			115		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1681	1553	1736	1681	1641	1538
Flt Permitted			0.201		0.950	
Satd. Flow (perm)	1681	1553	367	1681	1641	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		119				57
Link Speed (mph)	45			45	45	
Link Distance (ft)	446			895	1239	
Travel Time (s)	6.8			13.6	18.8	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	13%	4%	4%	13%	10%	5%
Adj. Flow (vph)	378	340	340	295	217	85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	378	340	340	295	217	85
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	18.0	18.0	8.0	8.0
Minimum Split (s)	8.5	8.5	23.0	23.0	12.5	12.5
Total Split (s)	20.0	20.0	25.0	45.0	25.0	25.0
Total Split (%)	28.6%	28.6%	35.7%	64.3%	35.7%	35.7%
Maximum Green (s)	15.5	15.5	20.0	40.0	20.5	20.5
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	4.8	4.8	2.5	2.5
Minimum Gap (s)	2.0	2.0	4.8	4.8	2.5	2.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Time Before Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	15.6	15.6	38.6	38.6	12.9	12.9
Actuated g/C Ratio	0.26	0.26	0.63	0.63	0.21	0.21
v/c Ratio	0.88	0.70	0.53	0.28	0.63	0.23
Control Delay	48.6	24.0	10.8	6.6	30.2	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	24.0	10.8	6.6	30.2	10.7
LOS	D	C	B	A	C	B
Approach Delay	37.0			8.9	24.7	
Approach LOS	D			A	C	
Queue Length 50th (ft)	131	70	48	41	72	8
Queue Length 95th (ft)	#257	138	105	80	114	31
Internal Link Dist (ft)	366			815	1159	
Turn Bay Length (ft)		25	275			25
Base Capacity (vph)	429	485	683	1108	554	557
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.70	0.50	0.27	0.39	0.15

Intersection Summary		
Area Type:	Other	
Cycle Length: 70		
Actuated Cycle Length: 61		
Natural Cycle: 60		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.88		
Intersection Signal Delay: 24.0		Intersection LOS: C
Intersection Capacity Utilization 51.6%		ICU Level of Service A
Analysis Period (min) 15		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		

Splits and Phases: 2: NY-34 & NY-34B/NY-34/34B



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	398	539	26	6	2
Future Volume (vph)	3	398	539	26	6	2
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			0.994		0.970	
Flt Protected					0.963	
Satd. Flow (prot)	0	1863	1853	0	1775	0
Flt Permitted					0.963	
Satd. Flow (perm)	0	1863	1853	0	1775	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1351	446		1287	
Travel Time (s)		20.5	6.8		29.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	457	620	30	7	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	460	650	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	398	539	26	6	2
Future Vol, veh/h	3	398	539	26	6	2
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	87	87	87	87	87	87
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	457	620	30	7	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	650	0	-	0	1098	635
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	463	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	946	-	-	-	238	482
Stage 1	-	-	-	-	532	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	946	-	-	-	237	482
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	946	-	-	-	272
HCM Lane V/C Ratio	0.004	-	-	-	0.034
HCM Control Delay (s)	8.8	0	-	-	18.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	230	175	124	245	320	280
Future Volume (vph)	230	175	124	245	320	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		25	275		0	25
Storage Lanes		1	1		1	1
Taper Length (ft)			115		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1881	1583	1752	1863	1787	1583
Flt Permitted			0.398		0.950	
Satd. Flow (perm)	1881	1583	734	1863	1787	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		100				127
Link Speed (mph)	45			45	45	
Link Distance (ft)	446			895	1239	
Travel Time (s)	6.8			13.6	18.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	3%	2%	1%	2%
Adj. Flow (vph)	237	180	128	253	330	289
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	180	128	253	330	289
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	18.0	18.0	8.0	8.0
Minimum Split (s)	8.5	8.5	23.0	23.0	12.5	12.5
Total Split (s)	20.0	20.0	25.0	45.0	25.0	25.0
Total Split (%)	28.6%	28.6%	35.7%	64.3%	35.7%	35.7%
Maximum Green (s)	15.5	15.5	20.0	40.0	20.5	20.5
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	4.8	4.8	2.5	2.5
Minimum Gap (s)	2.0	2.0	4.8	4.8	2.5	2.5

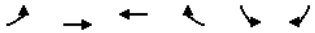
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Time Before Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	15.3	15.3	31.8	31.8	15.0	15.0
Actuated g/C Ratio	0.27	0.27	0.56	0.56	0.26	0.26
v/c Ratio	0.47	0.36	0.17	0.24	0.70	0.57
Control Delay	25.6	13.4	7.2	7.6	28.8	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.6	13.4	7.2	7.6	28.8	15.8
LOS	C	B	A	A	C	B
Approach Delay	20.3			7.4	22.7	
Approach LOS	C			A	C	
Queue Length 50th (ft)	79	25	19	39	107	48
Queue Length 95th (ft)	153	78	46	85	196	119
Internal Link Dist (ft)	366			815	1159	
Turn Bay Length (ft)		25	275			25
Base Capacity (vph)	574	552	797	1340	681	682
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.33	0.16	0.19	0.48	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 56.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 17.9		Intersection LOS: B	
Intersection Capacity Utilization 56.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NY-34 & NY-34B/NY-34/34B

A5

Level of Service Calculations: Background Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	558	408	4	18	2
Future Volume (vph)	1	558	408	4	18	2
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			0.999		0.984	
Flt Protected					0.958	
Satd. Flow (prot)	0	1667	1696	0	1619	0
Flt Permitted					0.958	
Satd. Flow (perm)	0	1667	1696	0	1619	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1351	446		1287	
Travel Time (s)		20.5	6.8		29.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	14%	12%	0%	12%	0%
Adj. Flow (vph)	1	698	510	5	23	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	699	515	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	558	408	4	18	2
Future Vol, veh/h	1	558	408	4	18	2
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	80	80	80	80	80	80
Heavy Vehicles, %	0	14	12	0	12	0
Mvmt Flow	1	698	510	5	23	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	515	0	-	0	1213	513
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	700	-
Critical Hdwy	4.1	-	-	-	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.2	-	-	-	3.608	3.3
Pot Cap-1 Maneuver	1061	-	-	-	192	565
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	475	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1061	-	-	-	192	565
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	475	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	24.9
HCM LOS			C

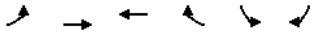
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1061	-	-	-	206
HCM Lane V/C Ratio	0.001	-	-	-	0.121
HCM Control Delay (s)	8.4	0	-	-	24.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	307	270	270	239	173	67
Future Volume (vph)	307	270	270	239	173	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		25	275		0	25
Storage Lanes		1	1		1	1
Taper Length (ft)			115		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1681	1553	1736	1681	1641	1538
Flt Permitted			0.210		0.950	
Satd. Flow (perm)	1681	1553	384	1681	1641	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		123				53
Link Speed (mph)	45			45	45	
Link Distance (ft)	446			895	1239	
Travel Time (s)	6.8			13.6	18.8	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	13%	4%	4%	13%	10%	5%
Adj. Flow (vph)	394	346	346	306	222	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	394	346	346	306	222	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	18.0	18.0	8.0	8.0
Minimum Split (s)	8.5	8.5	23.0	23.0	12.5	12.5
Total Split (s)	23.0	23.0	25.0	48.0	22.0	22.0
Total Split (%)	32.9%	32.9%	35.7%	68.6%	31.4%	31.4%
Maximum Green (s)	18.5	18.5	20.0	43.0	17.5	17.5
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	4.8	4.8	2.5	2.5
Minimum Gap (s)	2.0	2.0	4.8	4.8	2.5	2.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Time Before Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	17.3	17.3	40.4	40.4	12.9	12.9
Actuated g/C Ratio	0.28	0.28	0.64	0.64	0.21	0.21
v/c Ratio	0.85	0.67	0.54	0.28	0.66	0.24
Control Delay	42.4	21.1	10.6	6.3	33.3	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	21.1	10.6	6.3	33.3	12.3
LOS	D	C	B	A	C	B
Approach Delay	32.4			8.6	27.4	
Approach LOS	C			A	C	
Queue Length 50th (ft)	141	72	50	44	79	10
Queue Length 95th (ft)	#246	134	99	77	124	34
Internal Link Dist (ft)	366			815	1159	
Turn Bay Length (ft)		25	275			25
Base Capacity (vph)	498	547	680	1159	460	470
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.63	0.51	0.26	0.48	0.18

Intersection Summary		
Area Type:	Other	
Cycle Length: 70		
Actuated Cycle Length: 62.9		
Natural Cycle: 60		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.85		
Intersection Signal Delay: 22.4		Intersection LOS: C
Intersection Capacity Utilization 52.4%		ICU Level of Service A
Analysis Period (min) 15		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		

Splits and Phases: 2: NY-34 & NY-34B/NY-34/34B



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	413	557	27	6	2
Future Volume (vph)	3	413	557	27	6	2
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			0.994		0.970	
Flt Protected					0.963	
Satd. Flow (prot)	0	1863	1853	0	1775	0
Flt Permitted					0.963	
Satd. Flow (perm)	0	1863	1853	0	1775	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1351	446		1287	
Travel Time (s)		20.5	6.8		29.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	475	640	31	7	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	478	671	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	413	557	27	6	2
Future Vol, veh/h	3	413	557	27	6	2
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	87	87	87	87	87	87
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	475	640	31	7	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	671	0	-	0	1137	656
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	481	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	929	-	-	-	225	469
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	929	-	-	-	224	469
Mov Cap-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	626	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	929	-	-	-	258
HCM Lane V/C Ratio	0.004	-	-	-	0.036
HCM Control Delay (s)	8.9	0	-	-	19.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	242	180	126	257	327	285
Future Volume (vph)	242	180	126	257	327	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		25	275		0	25
Storage Lanes		1	1		1	1
Taper Length (ft)			115		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1881	1583	1752	1863	1787	1583
Flt Permitted			0.383		0.950	
Satd. Flow (perm)	1881	1583	707	1863	1787	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		99				127
Link Speed (mph)	45			45	45	
Link Distance (ft)	446			895	1239	
Travel Time (s)	6.8			13.6	18.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	3%	2%	1%	2%
Adj. Flow (vph)	249	186	130	265	337	294
Shared Lane Traffic (%)						
Lane Group Flow (vph)	249	186	130	265	337	294
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	18.0	18.0	8.0	8.0
Minimum Split (s)	8.5	8.5	23.0	23.0	12.5	12.5
Total Split (s)	20.0	20.0	25.0	45.0	25.0	25.0
Total Split (%)	28.6%	28.6%	35.7%	64.3%	35.7%	35.7%
Maximum Green (s)	15.5	15.5	20.0	40.0	20.5	20.5
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	4.8	4.8	2.5	2.5
Minimum Gap (s)	2.0	2.0	4.8	4.8	2.5	2.5

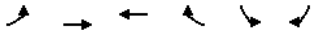
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Time Before Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	15.6	15.6	32.0	32.0	15.4	15.4
Actuated g/C Ratio	0.27	0.27	0.56	0.56	0.27	0.27
v/c Ratio	0.49	0.37	0.18	0.26	0.71	0.57
Control Delay	26.0	13.9	7.3	7.8	29.0	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.0	13.9	7.3	7.8	29.0	16.0
LOS	C	B	A	A	C	B
Approach Delay	20.9			7.6	23.0	
Approach LOS	C			A	C	
Queue Length 50th (ft)	84	27	19	42	111	50
Queue Length 95th (ft)	161	82	46	89	201	122
Internal Link Dist (ft)	366			815	1159	
Turn Bay Length (ft)		25	275			25
Base Capacity (vph)	568	548	787	1328	675	677
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.34	0.17	0.20	0.50	0.43

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 57.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: NY-34 & NY-34B/NY-34/34B

A6

Level of Service Calculations: Full Development Conditions



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	575	422	5	19	2
Future Volume (vph)	1	575	422	5	19	2
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			0.998		0.985	
Flt Protected					0.957	
Satd. Flow (prot)	0	1667	1695	0	1618	0
Flt Permitted					0.957	
Satd. Flow (perm)	0	1667	1695	0	1618	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1351	65		1287	
Travel Time (s)		20.5	1.0		29.3	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles (%)	0%	14%	12%	0%	12%	0%
Adj. Flow (vph)	1	719	528	6	24	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	720	534	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	575	422	5	19	2
Future Vol, veh/h	1	575	422	5	19	2
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	80	80	80	80	80	80
Heavy Vehicles, %	0	14	12	0	12	0
Mvmt Flow	1	719	528	6	24	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	534	0	-	0	1252	531
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	721	-
Critical Hdwy	4.1	-	-	-	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.2	-	-	-	3.608	3.3
Pot Cap-1 Maneuver	1044	-	-	-	181	552
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	464	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1044	-	-	-	181	552
Mov Cap-2 Maneuver	-	-	-	-	181	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	26.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	193
HCM Lane V/C Ratio	0.001	-	-	-	0.136
HCM Control Delay (s)	8.5	0	-	-	26.6
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	315	270	281	245	181	72
Future Volume (vph)	315	270	281	245	181	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		25	275		0	25
Storage Lanes		1	1		1	1
Taper Length (ft)			115		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1681	1553	1736	1681	1641	1538
Flt Permitted			0.200		0.950	
Satd. Flow (perm)	1681	1553	365	1681	1641	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		120				54
Link Speed (mph)	45			45	45	
Link Distance (ft)	382			895	406	
Travel Time (s)	5.8			13.6	6.2	
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles (%)	13%	4%	4%	13%	10%	5%
Adj. Flow (vph)	404	346	360	314	232	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	404	346	360	314	232	92
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	18.0	18.0	8.0	8.0
Minimum Split (s)	8.5	8.5	23.0	23.0	12.5	12.5
Total Split (s)	23.0	23.0	25.0	48.0	22.0	22.0
Total Split (%)	32.9%	32.9%	35.7%	68.6%	31.4%	31.4%
Maximum Green (s)	18.5	18.5	20.0	43.0	17.5	17.5
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	4.8	4.8	2.5	2.5
Minimum Gap (s)	2.0	2.0	4.8	4.8	2.5	2.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Time Before Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	17.6	17.6	40.7	40.7	13.2	13.2
Actuated g/C Ratio	0.28	0.28	0.64	0.64	0.21	0.21
v/c Ratio	0.87	0.67	0.57	0.29	0.68	0.25
Control Delay	44.3	21.3	11.9	6.5	34.1	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	21.3	11.9	6.5	34.1	12.6
LOS	D	C	B	A	C	B
Approach Delay	33.7			9.4	28.0	
Approach LOS	C			A	C	
Queue Length 50th (ft)	147	74	55	46	84	12
Queue Length 95th (ft)	#255	135	110	79	129	37
Internal Link Dist (ft)	302			815	326	
Turn Bay Length (ft)		25	275			25
Base Capacity (vph)	493	540	668	1146	455	465
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.64	0.54	0.27	0.51	0.20

Intersection Summary		
Area Type:	Other	
Cycle Length: 70		
Actuated Cycle Length: 63.5		
Natural Cycle: 60		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.87		
Intersection Signal Delay: 23.3		Intersection LOS: C
Intersection Capacity Utilization 53.8%		ICU Level of Service A
Analysis Period (min) 15		
# 95th percentile volume exceeds capacity, queue may be longer.		
Queue shown is maximum after two cycles.		

Splits and Phases: 2: NY-34 & NY-34B/NY-34/34B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	561	33	18	408	18	23
Future Volume (vph)	561	33	18	408	18	23
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	0.992				0.924	
Flt Protected				0.998	0.979	
Satd. Flow (prot)	1663	0	0	1699	1685	0
Flt Permitted				0.998	0.979	
Satd. Flow (perm)	1663	0	0	1699	1685	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	65			382	323	
Travel Time (s)	1.5			8.7	7.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	14%	2%	2%	12%	2%	2%
Adj. Flow (vph)	660	39	21	480	21	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	699	0	0	501	48	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)		60	60		60	60
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	561	33	18	408	18	23
Future Vol, veh/h	561	33	18	408	18	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	85	85	85	85	85	85
Heavy Vehicles, %	14	2	2	12	2	2
Mvmt Flow	660	39	21	480	21	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	699	0	1202	680
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	522	-
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	-	-	898	-	204	451
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	898	-	197	451
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	576	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	288	-	-	898	-
HCM Lane V/C Ratio	0.167	-	-	0.024	-
HCM Control Delay (s)	20	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	33	15	235	526	25
Future Volume (vph)	18	33	15	235	526	25
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	0.912				0.994	
Flt Protected	0.983			0.997		
Satd. Flow (prot)	1670	0	0	1745	1818	0
Flt Permitted	0.983			0.997		
Satd. Flow (perm)	1670	0	0	1745	1818	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	390			642	406	
Travel Time (s)	8.9			14.6	9.2	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	2%	9%	4%	2%
Adj. Flow (vph)	21	39	18	276	619	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	0	294	648	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)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	39.2%	ICU Level of Service	A
Analysis Period (min)	15		

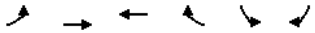
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	33	15	235	526	25
Future Vol, veh/h	18	33	15	235	526	25
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	9	4	2
Mvmt Flow	21	39	18	276	619	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	946	634	648	0	-	0
Stage 1	634	-	-	-	-	-
Stage 2	312	-	-	-	-	-
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	290	479	938	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	283	479	938	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	938	-	385	-	-
HCM Lane V/C Ratio	0.019	-	0.156	-	-
HCM Control Delay (s)	8.9	0	16.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	424	573	28	7	2
Future Volume (vph)	3	424	573	28	7	2
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			0.994		0.973	
Flt Protected					0.962	
Satd. Flow (prot)	0	1863	1853	0	1778	0
Flt Permitted					0.962	
Satd. Flow (perm)	0	1863	1853	0	1778	0
Link Speed (mph)		45	45		30	
Link Distance (ft)		1351	65		1287	
Travel Time (s)		20.5	1.0		29.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Adj. Flow (vph)	3	487	659	32	8	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	490	691	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	424	573	28	7	2
Future Vol, veh/h	3	424	573	28	7	2
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	87	87	87	87	87	87
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	3	487	659	32	8	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	691	0	-	0	1168	675
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	493	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	913	-	-	-	216	457
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	913	-	-	-	215	457
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	618	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	913	-	-	-	244
HCM Lane V/C Ratio	0.004	-	-	-	0.042
HCM Control Delay (s)	9	0	-	-	20.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	252	180	132	261	332	261
Future Volume (vph)	252	180	132	261	332	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		25	275		0	25
Storage Lanes		1	1		1	1
Taper Length (ft)			115		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1881	1583	1752	1863	1787	1583
Flt Permitted			0.372		0.950	
Satd. Flow (perm)	1881	1583	686	1863	1787	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		95				114
Link Speed (mph)	45			45	45	
Link Distance (ft)	382			895	406	
Travel Time (s)	5.8			13.6	6.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	2%	3%	2%	1%	2%
Adj. Flow (vph)	260	186	136	269	342	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	260	186	136	269	342	269
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	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
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	4	
Permitted Phases		2	6			4
Detector Phase	2	2	1	6	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	18.0	18.0	8.0	8.0
Minimum Split (s)	8.5	8.5	23.0	23.0	12.5	12.5
Total Split (s)	20.0	20.0	25.0	45.0	25.0	25.0
Total Split (%)	28.6%	28.6%	35.7%	64.3%	35.7%	35.7%
Maximum Green (s)	15.5	15.5	20.0	40.0	20.5	20.5
Yellow Time (s)	3.0	3.0	3.5	3.5	3.0	3.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	5.0	5.0	4.5	4.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	2.0	2.0	4.8	4.8	2.5	2.5
Minimum Gap (s)	2.0	2.0	4.8	4.8	2.5	2.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Time Before Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	15.0	15.0	0.0	0.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	15.8	15.8	32.2	32.2	15.4	15.4
Actuated g/C Ratio	0.27	0.27	0.56	0.56	0.27	0.27
v/c Ratio	0.50	0.37	0.19	0.26	0.72	0.53
Control Delay	26.2	14.3	7.4	7.8	29.7	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.2	14.3	7.4	7.8	29.7	15.6
LOS	C	B	A	A	C	B
Approach Delay	21.3			7.6	23.5	
Approach LOS	C			A	C	
Queue Length 50th (ft)	89	29	20	44	114	47
Queue Length 95th (ft)	168	83	48	90	204	113
Internal Link Dist (ft)	302			815	326	
Turn Bay Length (ft)		25	275			25
Base Capacity (vph)	566	543	782	1323	672	666
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.34	0.17	0.20	0.51	0.40

Intersection Summary		
Area Type:	Other	
Cycle Length: 70		
Actuated Cycle Length: 57.6		
Natural Cycle: 60		
Control Type: Actuated-Uncoordinated		
Maximum v/c Ratio: 0.72		
Intersection Signal Delay: 18.4		Intersection LOS: B
Intersection Capacity Utilization 58.3%		ICU Level of Service B
Analysis Period (min) 15		

Splits and Phases: 2: NY-34 & NY-34B/NY-34/34B

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	412	19	15	579	22	19
Future Volume (vph)	412	19	15	579	22	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	0.994				0.938	
Flt Protected				0.999	0.974	
Satd. Flow (prot)	1852	0	0	1861	1702	0
Flt Permitted				0.999	0.974	
Satd. Flow (perm)	1852	0	0	1861	1702	0
Link Speed (mph)	45			45	10	
Link Distance (ft)	65			382	323	
Travel Time (s)	1.0			5.8	22.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	485	22	18	681	26	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	507	0	0	699	48	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	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	412	19	15	579	22	19
Future Vol, veh/h	412	19	15	579	22	19
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	485	22	18	681	26	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	507	0	1213	496
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	717	-
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	-	-	1058	-	201	574
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1058	-	196	574
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	471	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	1058	-
HCM Lane V/C Ratio	0.171	-	-	0.017	-
HCM Control Delay (s)	20.4	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	13	30	600	300	12
Future Volume (vph)	23	13	30	600	300	12
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	0.952				0.995	
Flt Protected	0.969			0.998		
Satd. Flow (prot)	1718	0	0	1859	1853	0
Flt Permitted	0.969			0.998		
Satd. Flow (perm)	1718	0	0	1859	1853	0
Link Speed (mph)	10			45	45	
Link Distance (ft)	390			642	406	
Travel Time (s)	26.6			9.7	6.2	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	27	15	35	706	353	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	741	367	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	63.1%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	13	30	600	300	12
Future Vol, veh/h	23	13	30	600	300	12
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	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	15	35	706	353	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1136	360	367	0	-	0
Stage 1	360	-	-	-	-	-
Stage 2	776	-	-	-	-	-
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	223	684	1192	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	684	1192	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	454	-	-	-	-	-

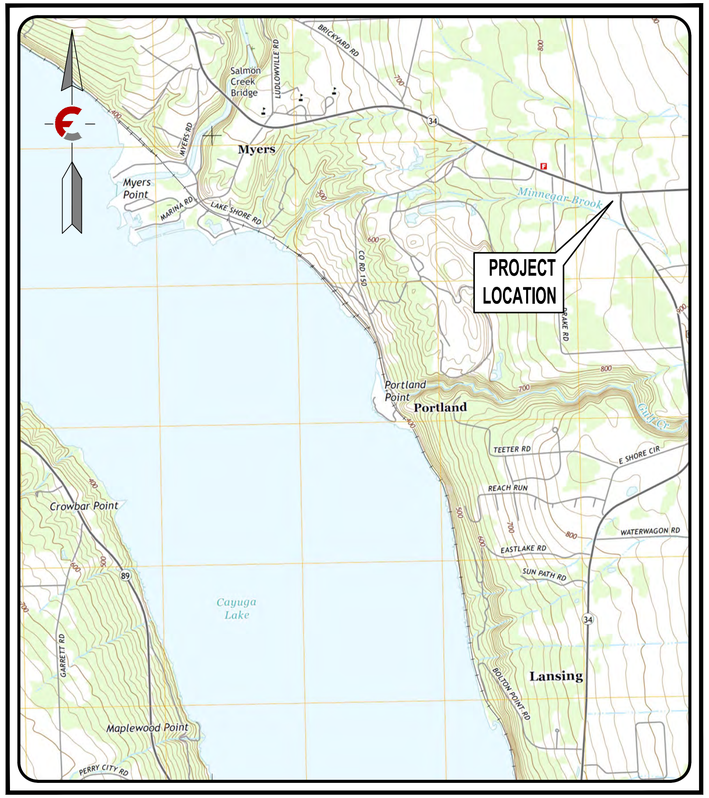
Approach	EB	NB	SB
HCM Control Delay, s	20	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1192	-	282	-	-
HCM Lane V/C Ratio	0.03	-	0.15	-	-
HCM Control Delay (s)	8.1	0	20	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Site Plan Drawings For

PROPOSED DANDY MINI-MART

LANSING (T), TOMPKINS (Co.), NEW YORK



LOCATION MAP

November 30, 2020

Last Revised: October 26, 2022

PREPARED FOR:

JUST DANDY LLC
6221 Mile Lane Road
Sayre, PA 18840

PROJECT LOCATION:

NYS Route 34B (Ridge Road)
Lansing, N.Y. 14850
Tax Map No. 31-6-9.1, 10, 11, 13, 14

INDEX OF DRAWINGS

Rev.	Date	Revision Description
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fenceline

SEAL

PROPOSED DANDY MINI-MART
LANSING (T), TOMPKINS (Co.), NEW YORK

FAGAN ENGINEERS
& LAND SURVEYORS PC
113 East Chemung Place
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www.FaganEngineers.com

Scale:	As Noted 11x17 Prints are 1/2 Size
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

TITLE

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PRELIMINARY PRINT
NOT FOR CONSTRUCTION

I. GENERAL

1. BASE MAPPING PREPARED BY WEILER ASSOCIATES PROJECT #16510T DATED 10/20/2020.
2. THE PROJECT SITE DOES NOT CONTAIN FEMA DELINEATED FLOODWAYS OR FLOODPLAINS.
3. THE PROJECT SITE DOES NOT CONTAIN FEDERALLY REGULATED WETLANDS ON-SITE, NOR ANY NWI MAPPED WETLANDS.
4. MUNICIPAL WATER SERVICE PROVIDED BY BOLTON POINT.
5. PROJECT SITE IS NOT SERVED BY PUBLIC SANITARY SEWER. SEPTIC SYSTEM TO BE REVIEW BY COUNTY HEALTH DEPARTMENT.
6. THE CONTRACTOR'S SURVEYOR SHALL CHECK ALL HORIZONTAL AND VERTICAL CONTROL PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL PROMPTLY BE BROUGHT TO THE ATTENTION OF THE ENGINEER.
7. THE CONTRACTOR SHALL KEEP HIS OPERATIONS WITHIN THE PROJECT LIMITS OF DISTURBANCE.
8. ALL DAMAGE TO PRIVATE PROPERTY OR UTILITIES (UNDER OR ABOVE GROUND) SHALL BE REPORTED TO THE OWNER OF RECORD AT ONCE.
9. CONSTRUCTION ALONG CITY, TOWN, AND STATE ROADS SHALL CONFORM TO SPECIFICATIONS LISTED ON PERMITS ISSUED BY THE APPROPRIATE AGENCIES.
10. SAFE AND CONTINUOUS THROUGH TRAFFIC, INGRESS AND EGRESS FOR ADJACENT OWNER DRIVEWAYS, SERVICE ROADS, PUBLIC STREETS, AND SIDEWALKS SHALL BE MAINTAINED THROUGHOUT THE PERIOD OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE LOCAL MUNICIPALITY AND NEW YORK STATE D.O.T. AN ACCEPTABLE MAINTENANCE AND PROTECTION OF TRAFFIC PLAN FOR CONSTRUCTION IN/ALONG/NEAR TOWN AND STATE ROADWAYS.
11. HIGHWAY DRAINAGE, SIDE STREET DRAINAGE, SWALES, DITCHES, AND OTHER EXISTING DRAINAGE FACILITIES SHALL BE PROTECTED AND MAINTAINED IN ADEQUATE WORKING CONDITION DURING CONSTRUCTION. THE CONTRACTOR SHALL RESTORE ANY OF SUCH FACILITIES THAT ARE DAMAGED DURING CONSTRUCTION TO THE SATISFACTION OF THE OWNER OF THE INFRASTRUCTURE.
12. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS.
13. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS NOT TO DISTURB AND/OR DAMAGE PROPERTY CORNERS (IRON PINS, HUBS, ECT.). ANY DISTURBED OR DAMAGED PROPERTY CORNERS SHALL BE REPLACED BY THE CONTRACTOR'S LICENSED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.
14. ALL EXISTING UTILITIES SUCH AS ELECTRIC, GAS MAINS, AND TELEPHONE SHALL BE STAKED OUT BY THE UTILITY COMPANY PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CALL NEW YORK STATE DIG SAFELY (1-800-962-7962) PRIOR TO CONSTRUCTION AND NOTIFY UTILITY COMPANIES FOR STAKEOUT.
15. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES. IF UTILITIES ARE DAMAGED DURING CONSTRUCTION, THE CONTRACTOR SHALL REPAIR THESE TO THE SATISFACTION OF THE OWNER'S REPRESENTATIVE.
16. EXISTING WATERMAIN LOCATIONS AND DEPTHS SHOWN ARE APPROXIMATE. EXISTING INDIVIDUAL WATER SERVICES ARE NOT SHOWN ON DRAWINGS.
17. THE CONTRACTOR SHALL NOTIFY OWNER OF ALL IMPACTED MUNICIPAL WATER SYSTEMS, THE RESIDENT ENGINEER AND THE FIRE DEPARTMENT 48 HOURS IN ADVANCE PRIOR TO CONSTRUCTION ON AND INTERRUPTION OF SERVICE OF ANY WATERMAINS. THE CONTRACTOR SHALL PROTECT ALL WATER SERVICE LINES AND PRIVATE WELLS. THE CONTRACTOR SHALL HAVE AMPLE SUPPLY OF REPAIR CLAMPS, COUPLINGS, AND PIPING FOR EMERGENCY REPAIRS.
18. IN AREAS WHERE THE CONTRACTOR IS EXCAVATING NEAR ANY UTILITY POLES, THE CONTRACTOR SHALL BRACE AND/OR HOLD IN PLACE UNTIL EXCAVATED AREA IS BACKFILLED AND COMPACTED.
19. THE CONTRACTOR IS RESPONSIBLE FOR THE PROPER DISPOSAL OF ALL REMOVED VEGETATION, SOIL AND OTHER DISTURBED DEBRIS.
20. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING APPROPRIATE EROSION CONTROL MEASURES TO PREVENT SEDIMENT FROM MIGRATING OFF SITE, TO STORM SEWERS, OR ADJACENT ROADWAYS IN ACCORDANCE WITH THE APPROVED SWPPP.
21. ALL EXCAVATIONS SHALL PROVIDE PROTECTION TO THE WORK FORCE AS PER THE CURRENT O.S.H.A. REQUIREMENTS, AS WELL AS ANY STATE AGENCY REQUIREMENTS.
22. THE CONTRACTOR SHALL OBSERVE O.S.H.A. AND OTHER APPLICABLE SAFETY REQUIREMENTS. THE CONTRACTOR SHALL ASSUME RESPONSIBILITY FOR CONSTRUCTION SAFETY AT ALL TIMES.
23. CONTRACTOR SHALL REVIEW SOIL BORING AND TESTING REPORTS TO DETERMINE SPECIAL CONDITIONS REQUIRED FOR CONSTRUCTION AND SUITABILITY OF ON-SITE SOILS FOR FILL MATERIAL AND FOR INFORMATION ON GROUNDWATER DEPTHS.
24. ALL DISTURBED AREAS SHALL BE SEEDED ACCORDING TO THE REQUIREMENTS SPECIFIED ON SHEET C4.7 AND THE EROSION AND SEDIMENTATION CONTROL PLANS.
25. CONTRACTOR SHALL BE RESPONSIBLE FOR IMPLEMENTING THE EROSION AND SEDIMENT CONTROL FEATURES PRIOR TO BULK EARTHMOVING ACTIVITIES.
26. ALL LIGHT POLES, LIGHT FIXTURES AND ASSOCIATED CONDUIT SHALL BE PROVIDED AND INSTALLED UNDER A SEPARATE CONTRACT. THE SITE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH THE CONTRACTOR RESPONSIBLE FOR THIS WORK AND PROVIDE THE NECESSARY EXCAVATION AND BACKFILL FOR INSTALLATION OF THE TRENCHING. THE SITE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR SUPPLYING AND INSTALLING THE POLE BASES FOR ALL EXTERIOR LIGHTING FIXTURES.

II. SANITARY SEWERS

1. SANITARY SEWERS, MANHOLES, CLEANOUTS, AND OTHER APPURTENANCES SHALL BE CONSTRUCTED, AND TESTED IN ACCORDANCE WITH LOCAL MUNICIPAL SPECIFICATIONS.
2. SANITARY SEWERS SHALL BE SDR-35 PVC PIPE CONFORMING TO ASTM D-3034, WITH RUBBER GASKETED JOINTS CONFORMING TO ASTM D-3212 AND ASTM F-477.
3. TESTED SANITARY SEWERS SHALL HAVE AN INFILTRATION RATE OF LESS THAN 100 GALLONS PER MILE PER INCH DIAMETER OF PIPE PER DAY.
4. SANITARY SEWERS SHALL BE LAID WITH A STRAIGHT ALIGNMENT BETWEEN MANHOLES. AS PER THE RECOMMENDED STANDARDS FOR WASTEWATER FACILITIES, 2014 EDITION, SECTION 33.85 DEFLECTION TEST. THE TEST SHALL BE CONDUCTED AFTER THE FINAL BACKFILL HAS BEEN IN PLACE 30 DAYS. A RIGID BALL OR MANDREL USED FOR THE DEFLECTION TEST SHALL HAVE A DIAMETER NOT LESS THAN 95% OF THE BASE INSIDE DIAMETER OR AVERAGE INSIDE DIAMETER OF THE PIPE DEPENDING ON WHICH IS SPECIFIED IN THE ASTM SPECIFICATION, INCLUDING THE APPENDIX, TO WHICH THE PIPE IS MANUFACTURED.
5. THE CONTRACTOR SHALL CONCRETE ENCASE THE SANITARY SEWER LINE OR FORCEMAIN AT ALL POINTS WHERE VERTICAL SEPARATION IS LESS THAN 18' AT CROSSINGS WITH STORM SEWER LINES.
6. ANY POLYETHYLENE FORCEMAIN SHALL BE TYPE DR-11 WITH A PRESSURE RATING OF 128 PSI.

III. STORM SEWERS

1. STORM SEWERS, MANHOLES, INLETS, DITCHES, AND OTHER SYSTEM COMPONENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MUNICIPAL SPECIFICATIONS.
2. STORM SEWERS SHALL BE ADVANCED DRAINAGE SYSTEM'S ADS N-12 CORRUGATED, SMOOTH INTERIOR, HIGH DENSITY POLYETHYLENE (HDPE) PIPE. ADS N-12 STORM SEWER SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS AND ASTM D 2321.
3. ALL FLARED-END SECTIONS SHALL BE GALVANIZED METAL END SECTIONS UNLESS OTHERWISE SPECIFIED.
4. RIPRAP PADS AT STORM SEWER DISCHARGES SHALL CONSIST OF NYSDOT LIGHT STONE FILLING UNLESS OTHERWISE NOTED ON THE CONTRACT DRAWINGS.
5. CROWN OF MULTIPLE PROPOSED STORM SEWER PIPES IS AT OR NEAR THE TOP OF THE SUBGRADE. CONTRACTOR SHALL PROTECT INTEGRITY OF ALL INSTALLED STORM SEWERS UNTIL SUFFICIENT COVER IS PLACED ON SAID PIPING.

IV. ACCESS ROADS AND PARKING AREA

1. LIMING, FERTILIZING, SEEDING, AND MULCHING OF DISTURBED AREAS SHALL BE CONSISTENT WITH THE APPROVED SWPPP.
2. SIGNAGE, PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE TO THE NYSDOT'S MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
3. ROADWAY EMBANKMENT: OBTAIN SUBGRADE ELEVATION BY COMPACTING ON-SITE SOILS IN MAXIMUM 8 INCH HORIZONTAL LIFTS. USE ON-SITE SOILS AS EMBANKMENT FILL THAT DO NOT CONTAIN ORGANIC OR DELETERIOUS MATERIALS, ARE NOT EXCESSIVELY WET OR FROZEN, OR THAT HAS COBBLES IN EXCESS OF 6 INCHES ALONG THE LONGEST DIMENSION. IF SUITABLE ON-SITE SOILS ARE NOT AVAILABLE, A WELL GRADED BANK-RUN APPROVED BY THE ENGINEER SHALL BE IMPORTED. THE BANK-RUN GRAVEL SHALL BE SOUND, DURABLE, FREE OF ORGANIC OR OTHER DELETERIOUS MATERIAL, WITH NO MORE THAN 10 PERCENT BY WEIGHT FINER THAN NO. 200 SIEVE. ADJUST THE MOISTURE CONTENT OF THE EMBANKMENT FILL (WHETHER ON-SITE OR OTHERWISE) TO WITHIN 2% OF OPTIMUM BY EITHER AIR DRYING OR THROUGH THE ADDITION OF WATER PRIOR TO COMPACTION. SPREAD WET FILL IN AN 8 INCH LOOSE LIFT AND DISC TO EXPEDITE AIR DRYING.
4. ROADWAY EXCAVATION: EXCAVATE SUBSOIL TO THE DEPTH REQUIRED TO PROVIDE A UNIFORM SURFACE OF SOLID UNDISTURBED GROUND FOR THE PLACEMENT OF AGGREGATE SUBBASE COURSE.
5. FILL, SUBGRADE, AND SUBBASE SHALL BE COMPACTED TO OR ABOVE 95 PERCENT 'MODIFIED PROCTOR' DENSITY WITH A SMOOTH DRUM ROLLER, OR OTHER SUFFICIENT COMPACTION EQUIPMENT, WEIGHING AT LEAST 7 TONS. OPERATE COMPACTOR IN THE STATIC MODE FOR COMPACTION OF SILTY SOILS AND IN THE VIBRATORY MODE FOR ALL OTHER MATERIALS.
6. SUBBASE MATERIAL SHALL BE PLACED IN MAXIMUM 6 INCH AND MINIMUM 3 INCH HORIZONTAL LIFTS. MAINTAIN OPTIMUM MOISTURE CONTENT FOR COMPACTION.
7. WHEREVER GROUNDWATER SEEPAGE IS ENCOUNTERED, INSTALL UNDERDRAINS BELOW THE SUBBASE. LAP UNDERDRAIN FABRIC WITH SUBBASE FABRIC.
8. BELOW THE SUBBASE, PROVIDE A SOIL STABILIZATION GEOTEXTILE FABRIC, SUBJECT TO THE ACCEPTANCE OF THE HIGHWAY SUPERINTENDENT, WITH THE FOLLOWING CERTIFIABLE PROPERTY VALUES: MINIMUM PUNCTURE STRENGTH OF 125 LBS., MINIMUM MULLEN BURST STRENGTH OF 430 PSI, MINIMUM GRAB TENSILE STRENGTH OF 220 LBS., AND MAXIMUM APPARENT OPENING SIZE OF 40-80 SIEVE.

V. PUBLIC WATER

1. WATERMAINS, WATER SERVICES, FIRE HYDRANTS, AND OTHER APPURTENANCES SHALL BE CONSTRUCTED, TESTED, AND DISINFECTED IN ACCORDANCE WITH THE OWNER'S SPECIFICATIONS FOR WATERMAIN EXTENSIONS. WATERMAIN AND APPURTENANCE MATERIALS AND INSTALLATION SHALL COMPLY WITH NYSDOH STANDARDS AND AWWA STANDARD C600-93.
2. DUCTILE IRON PIPE SHALL BE CLASS 52, AND SHALL CONFORM IN ALL ASPECTS TO AWWA C-151. FITTING SHALL CONFORM IN ALL ASPECTS TO AWWA C-11- OR TO COMPACT FITTINGS AWWA C-153. ALL SHALL BE FURNISHED WITH CEMENT MORTAR LINING IN CONFORMANCE WITH AWWA C-104. PIPES SHALL HAVE GASKETED, PUSH-ON, JOINTS CONFORMING TO AWWA C-111
3. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER AND ANY TYPE OF SEWER UTILITIES (SANITARY OR STORM) SHALL BE 10 FEET, MEASURED FROM OUTSIDE WALL TO OUTSIDE WALL OF THE MAINS. THE MINIMUM VERTICAL SEPARATION DISTANCE AT THE POINT OF CROSSING SHALL BE 18 INCHES, ALSO MEASURED FROM OUTSIDE WALL TO OUTSIDE WALL.
4. WATERMAIN SHALL BE INSTALLED AT A CONTINUOUS UPWARD GRADE TO A POINT OF AIR RELEASE. POINTS OF AIR RELEASE INCLUDE WATER INCLUDE WATER SERVICES, FIRE HYDRANTS, AND BLOW-OFF VALVES.
5. SAMPLING REQUIREMENTS FOR THE DISINFECTION OF WATERMAINS SHALL BE CONSISTENT WITH AWWA STANDARD C651-92, SECTION 5.2 CONTINUOUS FEED METHOD, DISINFECTING WATERMAINS. AFTER FINAL FLUSHING AND BEFORE THE NEW WATERMAIN IS IN OPERATION, TWO CONSECUTIVE SAMPLES TAKEN 24 HOURS APART, SHALL BE COLLECTED FROM THE NEW WATERMAIN. AT LEAST ONE SET OF SAMPLES SHALL BE COLLECTED FROM EVERY 1200 LINEAR FEET OF WATERMAIN, PLUS ONE SET FROM THE END OF LINES AND EACH BRANCH.
6. FITTINGS SHALL BE DUCTILE IRON WITH MECHANICAL JOINTS.
7. HYDRANTS SHALL CONFORM TO WATER SYSTEMS SPECIFICATIONS WITH A 5' BURY, OPEN LEFT, TRAFFIC TYPE GROUND FLANGE, 6" INLET, (1) 4-1/2" NST STEAMER NOZZLE, (2) 2-1/2" NST HOSE NOZZLES MECHANICAL JOINT CONNECTION, 5" HYDRANT VALVE SEAT, AND A PENTAGON OPERATING NUT. THE HYDRANTS SHALL CONFORM TO AWWA C-502.
8. MAIN VALVES SHALL BE MECHANICAL JOINTS, RESILIENT SEAT, GATE, 2" OPERATING NUT, OPEN LEFT, WITH STAINLESS STEEL BONNET AND PACKING BOLTS AND NUTS. THE VALVES SHALL CONFORM TO AWWA C-509.
9. MAIN VALVE BOXES SHALL BE 5-1/4", SCREW TYPE, WITH CAST IRON LIDS MARKED "WATER."
10. ALL NEW AND ALTERED EXISTING WATERMAINS SHALL BE PRESSURE AND LEAKAGE TESTED IN ACCORDANCE WITH THE LATEST REVISION OF AWWA STANDARD C-600-93 (LATEST REVISION).
11. THE FOLLOWING MINIMUM SEPARATION DISTANCES BETWEEN GAS LINES AND WATER LINES ARE RECOMMENDED. OTHER MORE STRINGENT SEPARATION DISTANCES MAY APPLY.
    HORIZONTAL- 5 FEET
    VERTICAL- 2 FEET

VI. WATER WELL DECOMMISSIONING

1. PRIOR TO CONDUCTING WELL DECOMMISSIONING, MUNICIPAL AUTHORITIES SHOULD BE CONTACTED TO DETERMINE IF THERE ARE LOCAL REGULATIONS REGARDING THIS ACTIVITY.
2. NYSDEC'S WATER WELL ABANDONMENT AND DECOMMISSIONING REPORT SHALL BE FILLED OUT WHEN AN ACTIVE WELL BECOMES INACTIVE OR IS DECOMMISSIONED.
3. COMPLETE AND ACCURATE WRITTEN RECORDS OF DECOMMISSIONING OPERATIONS SHOULD BE MAINTAINED. THE INFORMATION TO BE RECORDED SHOULD INCLUDE THE ORIGINAL WELL LOG AND/OR CONSTRUCTION RECORD, THE TYPE OF GROUTING MATERIAL USED, VOLUME OF MATERIAL USED, AND METHOD OF PLACING GROUTING MATERIAL INTO THE WELL. UPON DECOMMISSIONING A WELL, THE RECORD OF SUCH ACTION SHOULD BE SENT TO THE BUREAU OF WATER RESOURCE MANAGEMENT, 625 BROADWAY, ALBANY, NY 12233-3508.
4. REMOVE EQUIPMENT, MATERIALS, DEBRIS, AND OBSTRUCTIONS THAT MAY INTERFERE WITH SEALING OF THE WELL OR BORING. THIS MAY INCLUDE PUMPING EQUIPMENT, DROP PIPE, PACKERS, ETC..
5. THE WELL SHOULD BE DISINFECTED USING A SOLUTION OF CALCIUM HYPOCHLORITE, SUCH AS HTH, CONTAINING APPROXIMATELY 65% TO 75% AVAILABLE CHLORINE. COMMON HOUSEHOLD BLEACH MAY BE TOO WEAK. CALCIUM HYPOCHLORITE PRODUCTS CONTAINING FUNGICIDES, ALGICIDES, OR OTHER DISINFECTANTS SHOULD BE AVOIDED.
6. APPROPRIATE MEASUREMENTS SHOULD BE MADE TO VERIFY THE DEPTH OF THE WELL. CASING WITH AN OPEN ANNULAR SPACE SHOULD BE EITHER GROUTED IN PLACE OR REMOVED. FOR CASING REMOVED FROM A COLLAPSING FORMATION, GROUT SHOULD BE PUMPED THROUGH A TREMIE PIPE SO THAT DURING ITS REMOVAL THE BOTTOM OF THE CASING REMAINS SUBMERGED IN GROUT.
   5.1. WHERE CASING IS GROUTED IN PLACE, THE CASING SHOULD BE CUT OFF AT LEAST 24 INCHES BELOW GRADE, WHERE PRACTICABLE. FOR WELLS LOCATED IN A BUILDING, UPON COMPLETION OF GROUTING THE CASING SHOULD BE FILLED TO FLOOR LEVEL WITH NO LESS THAN 12 INCHES OF CEMENT. CASING SHOULD BE CUT OFF NOT MORE THAN 3 INCHES FROM FLOOR LEVEL. FOR WELLS TERMINATING IN A WELL PIT, CASING SHOULD BE CUT OFF NOT LESS THAN TWELVE INCHES BELOW THE GRADE ESTABLISHED WHEN THE PIT IS FILLED.
   5.2. AFTER THE GROUT HAS CONSOLIDATED, THE TOP OF THE CASING SHOULD BE CLOSED AND SEALED. STEEL CASINGS SHOULD BE SEALED WITH A WELDED STEEL PLATE; PVC CASINGS WITH A PERMANENTLY AFFIXED PVC CAP.
6. THE PORTION(S) OF THE WELL OCCUPIED BY THE WELL SCREEN SHOULD BE FILLED WITH CLEAN SAND OR GRAVEL (DEFINED AS BEING RELATIVELY FREE OF CLAY AND ORGANIC MATTER). THE FILLING SHOULD BE NO LESS PERMEABLE THAN THE FORMATION SURROUNDING THE WELL SCREEN AND SHOULD EXTEND NO MORE THAN THREE FEET ABOVE THE TOP OF THE SCREEN.
7. THE ENTIRE CASING, INCLUDING RISER ANNULAR SPACES BETWEEN CASINGS SHOULD BE FILLED. SEALING MATERIALS SHOULD HAVE BEARING STRENGTH SUFFICIENT TO PREVENT SUBSIDENCE AND SUPPORT TRAFFIC OR BUILDING LOADS. NOTE THAT THE USE OF TOO MUCH BENTONITE IN THE GROUT MIX CAN LEAD TO EXCESSIVE SHRINKAGE AND CRACKING.
   7.1. SLURRY MIXTURE AND PUMPING - WHEN A BENTONITE SLURRY, NEAT CEMENT SLURRY OR CONCRETE SLURRY IS USED, IT SHOULD BE PLACED INTO THE WELL UNDER PRESSURE VIA A TREMIE PIPE OF AT LEAST ONE INCH INSIDE DIAMETER. AT THE START OF OPERATIONS, THE TREMIE PIPE IS PLACED AT THE BOTTOM OF THE WELL TO AVOID SEGREGATION OR DILUTION OF SEALING MATERIALS. THE TREMIE PIPE SHOULD BE SUBMERGED IN THE SLURRY AT ALL TIMES DURING SLURRY PLACEMENT. THE TREMIE PIPE MAY BE RAISED SLOWLY AS GROUT IS INTRODUCED TO THE CASING OR HOLE. PLACING OF GROUT SHOULD BE CONTINUOUS UNTIL GROUT APPEARS AT THE TOP OF THE CASING, AT WHICH TIME THE TREMIE PIPE MAY BE REMOVED. IF THE TREMIE PIPE REMAINS AT THE BOTTOM OF THE WELL DURING GROUT EMPLACEMENT, REMOVE THE PIPE PRIOR TO GROUT HARDENING.
   7.2. CEMENT SLURRIES - NEAT CEMENT OR CONCRETE SLURRIES SHOULD BE PREPARED BY ADDING CEMENT OR SAND-AND-CEMENT TO THE CALCULATED REQUIRED VOLUME OF CLEAN WATER. THE MATERIAL SHOULD BE ADEQUATELY MIXED UNTIL IS FREE OF LUMPS, THEN IMMEDIATELY PUMPED INTO THE WELL WITHOUT DELAY.
   7.3. COARSE GRADE OR PELLETIZED BENTONITE - WHERE COARSE GRADE OR PELLETIZED BENTONITE IS USED, IT SHOULD BE POURED SLOWLY INTO THE TOP OF THE WELL TO AVOID BRIDGING OF MATERIAL IN THE CASING OR BOREHOLE. PELLETS OR COARSE BENTONITE SHOULD BE PLACED INTO THE WELL BY POURING AT AN EVEN RATE NOT TO EXCEED FIFTY POUNDS PER FINE MINUTE INTERVAL. FINE BENTONITE PARTICLES WHICH ACCUMULATE IN THE BOTTOM OF THE SHIPPING CONTAINER SHOULD NOT BE USED. A WORK PIPE OR WEIGHTED DROP STRING SHOULD BE PLACED IN THE WELL AND THE HEIGHT OF ACCUMULATED PLUGGING MATERIAL MEASURED AFTER EACH 50 POUNDS OF BENTONITE IS PLACED IN THE WELL. IF MEASUREMENT INDICATES THAT BRIDGING OF PLUGGING MATERIAL HAS OCCURRED, A WORK PIPE, DRILL RODS, OR OTHER WEIGHTED DEVICE SHOULD BE RUN INTO THE CASING TO BREAK THE BRIDGE. THE PLUGGING OPERATION SHOULD CONTINUE UNTIL THE BENTONITE APPEARS AT THE SURFACE. WATER SHOULD THEN BE PLACED INTO THE CASING TO PROMOTE EXPANSION OF THE BETONITE ABOVE THE STATIC WATER LEVEL.
   7.4. ADDITIONAL SEALING RECOMMENDATIONS FOR WELLS OR BORINGS IN UNCONSOLIDATED MATERIALS.
      7.4.1. IT IS RECOMMENDED THAT THE PORTION OF A WELL ADJACENT TO UNCONSOLIDATED MATERIAL BE FILLED WITH BENTONITE GROUT, HIGH SOLIDS BENTONITE GROUT, OR NEAT CEMENT GROUT. CONCRETE GROUT IS MOST APPROPRIATE FOR GROUTING IN THE DRY PORTION OF THE HOLE.
      7.4.2. A DUG WELL 16 INCHES OR GREATER IN DIAMETER MAY BE SEALED BY POURING AT A RATE SUFFICIENT TO COMPLETELY FILL THE WELL WITHOUT BRIDGING USING:
         7.4.2.1. UNIFORMLY MIXED DRY BENTONITE POWDER OR GRANULAR BENTONITE AND SAND IN A RATIO OF ONE PART BENTONITE TO FIVE PARTS SAND;
         7.4.2.2. A CLEAN UNCONSOLIDATED MATERIALS WITH A PERMEABILITY OF 10-6 CENTIMETERS PER SECOND OR LESS; OR
         7.4.2.3. CONCRETE GROUT.
   7.5. ADDITIONAL SEALING RECOMMENDATIONS FOR WELLS OR BORINGS IN ROCK - LOST CIRCULATION CAN OCCUR WHEN SEALING A BEDROCK WELL THAT INTERSECTS FRACTURES. CARE MUST BE TAKEN TO BRIDGE OR SEAL FRACTURES TO PREVENT EXCESSIVE LOSS OF GROUT AND ENSURE THAT THE FRACTURE IS SEALED. APPLICATION OF LOST CIRCULATION PREVENTION METHODS MAY BE REQUIRED. ANY MATERIALS ADDED TO A CEMENT OR BENTONITE SLURRY FOR THIS PURPOSE MUST NOT POSE A CONTAMINATION RISK TO GROUNDWATER. WELLS PENETRATING CAVERNOUS ROCK MAY REQUIRE PLACEMENT OF A BRIDGE IN COMPETENT ROCK OVER THE VOID. GROUT IS THEN PLACED ABOVE THE BRIDGE.
8. FOR FLOWING WELLS THE INTEGRITY OF THE EXTERIOR CASING SEAL SHOULD BE TESTED PRIOR TO DECOMMISSIONING THE WELL. TO TEST THE SEAL, THE WELL SHOULD BE CAPPED FOR A PERIOD OF ONE WEEK AND CHECKED FOR ANY LEAKAGE AROUND THE OUTSIDE OF THE CASING. IF LEAKAGE OCCURS, THE CASING EXTERIOR MUST BE RESEALED PRIOR TO WELL DECOMMISSIONING. ONCE LEAKAGE HAS BEEN ELIMINATED, THE INTERIOR OF THE WELL CASING SHOULD BE PRESSURE GROUTED. THE DEPARTMENT SHOULD BE NOTIFIED WHEN A WELL CANNOT BE SEALED AS DESCRIBED. ALTERNATIVELY, AND DEPENDING ON THE PRESSURE HEAD, THE CASING CAN BE EXTENDED UPWARD UNTIL NO WATER FLOWS OVER THE TOP. FOR GENERAL INFORMATION ON FLOWING WELLS, SEE THE FLOWING WELL HANDBOOK, PUBLISHED BY THE MICHIGAN DEPARTMENT OF ENVIRONMENTAL QUALITY.
9. WELL PITS SHOULD BE FILLED WITH CLEAN SOIL TO THE ESTABLISHED GRADE LEVEL. UPON COMPLETION OF WELL DECOMMISSIONING, THE SITE SHOULD BE RESTORED TO A CONDITION THAT REASONABLY APPROACHES THE ORIGINAL CONDITION OF THE PROPERTY PRIOR TO THE START OF WORK. THE WORK AREA SHOULD BE GRADED TO CONFORM TO EXISTING GROUND CONTOURS. ALL MATERIALS, DEBRIS, TOOLS, MACHINERY, SEALING MATERIAL, GREASE, OR OTHER MATERIALS WHICH HAVE ACCUMULATED AT THE SITE SHOULD BE REMOVED AND/OR DISPOSED OF PROPERLY AND IN ACCORDANCE WITH LAW.

LEGEND

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Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

GENERAL NOTES

C1

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PLAN NOTES:

- BASE MAPPING PREPARED BY WEILER ASSOCIATES PROJECT #16510T DATED 10/20/2020.
- FLOODPLANE DESIGNATION - ZONE C
- UNIQUE NATURAL AREAS - N/A
- NEW YORK STATE WETLANDS - N/A
- FEDERAL WETLANDS - N/A

0 40' 80'

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EXISTING CONDITIONS

C2

1. EXISTING BUILDINGS TO BE REMOVED.
2. EXISTING CONCRETE PADS & WALKS TO BE REMOVED.
3. EXISTING BLACKTOP TO BE REMOVED.
4. EXISTING CULVERT TO BE REMOVED.
5. EXISTING STONE TO BE REMOVED.
6. EXISTING TREES TO BE REMOVED.
7. EXISTING CONCRETE APRON TO BE REMOVED.
8. EXISTING WELL TO BE ABANDONED.
9. EXISTING CONCRETE CURB TO BE REMOVED.
10. REMOVE EXISTING MOUND, ABSORPTION TRENCHES, PIPES AND VAULTS.

0 40' 80'

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GENERAL DEMOLITION NOTES:

1. THE SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE PLAN SET AND PROJECT SPECIFICATIONS.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, UNDERGROUND STORAGE TANKS, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED. SEE SITE WORK SPECIFICATIONS.
3. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS. RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
4. THE GENERAL CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO AVOID PROPERTY DAMAGE TO ADJACENT PROPERTIES DURING THE CONSTRUCTION PHASES OF THIS PROJECT. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR ANY DAMAGES TO THE ADJACENT PROPERTIES OCCURRING DURING THE CONSTRUCTION PHASES OF THIS PROJECT.
5. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
6. EXISTING WELLS TO BE ABANDONED. SEE GENERAL NOTES (C-1) FOR PROPER ABANDONMENT PROCEDURES.

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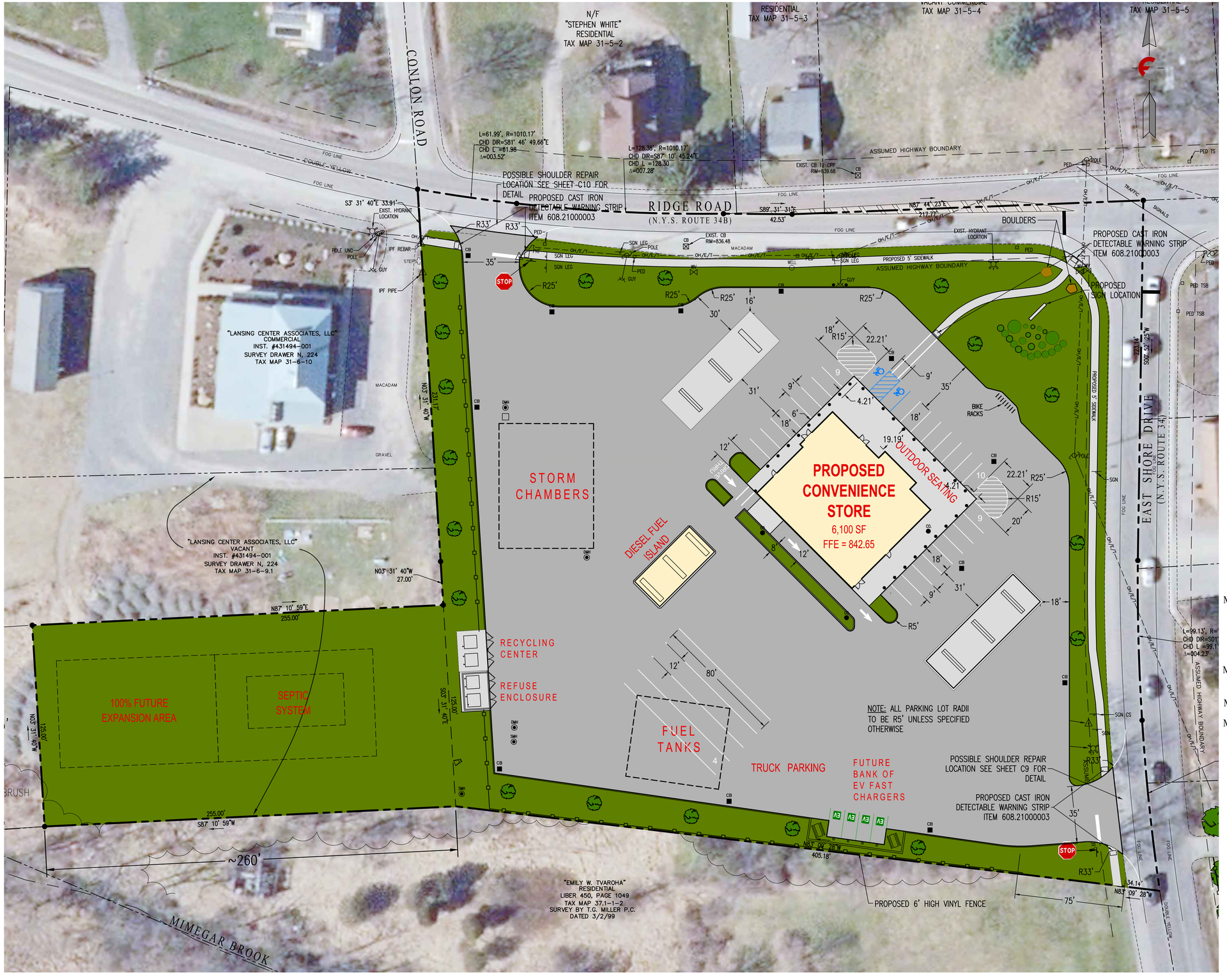

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ZONING INFORMATION

B-1 & B-2 ZONING DISTRICTS

	REQUIRED	PROPOSED
PARCEL SIZE	NONE	4.7 Acres
MIN. ROAD FRONTAGE	100'	785'
BUILDING SETBACK		
FRONT YARD	60'*	117'
REAR YARD	10'*	145'
SIDE YARD	10'*	186'
MAX. BUILDING HEIGHT		
MAX HEIGHT	35'	?'
MAX. LOT COVERAGE	80%	63%
MIN. PARKING SPACES	23 SPACES**	36 SPACES

*LESS WITH SITE PLAN APPROVAL

**1 PARKING STALL FOR EACH 250 SF OF GROSS FLOOR AREA
5,685 SF / 250 SF = 23 PARKING STALLS

0 30' 60'

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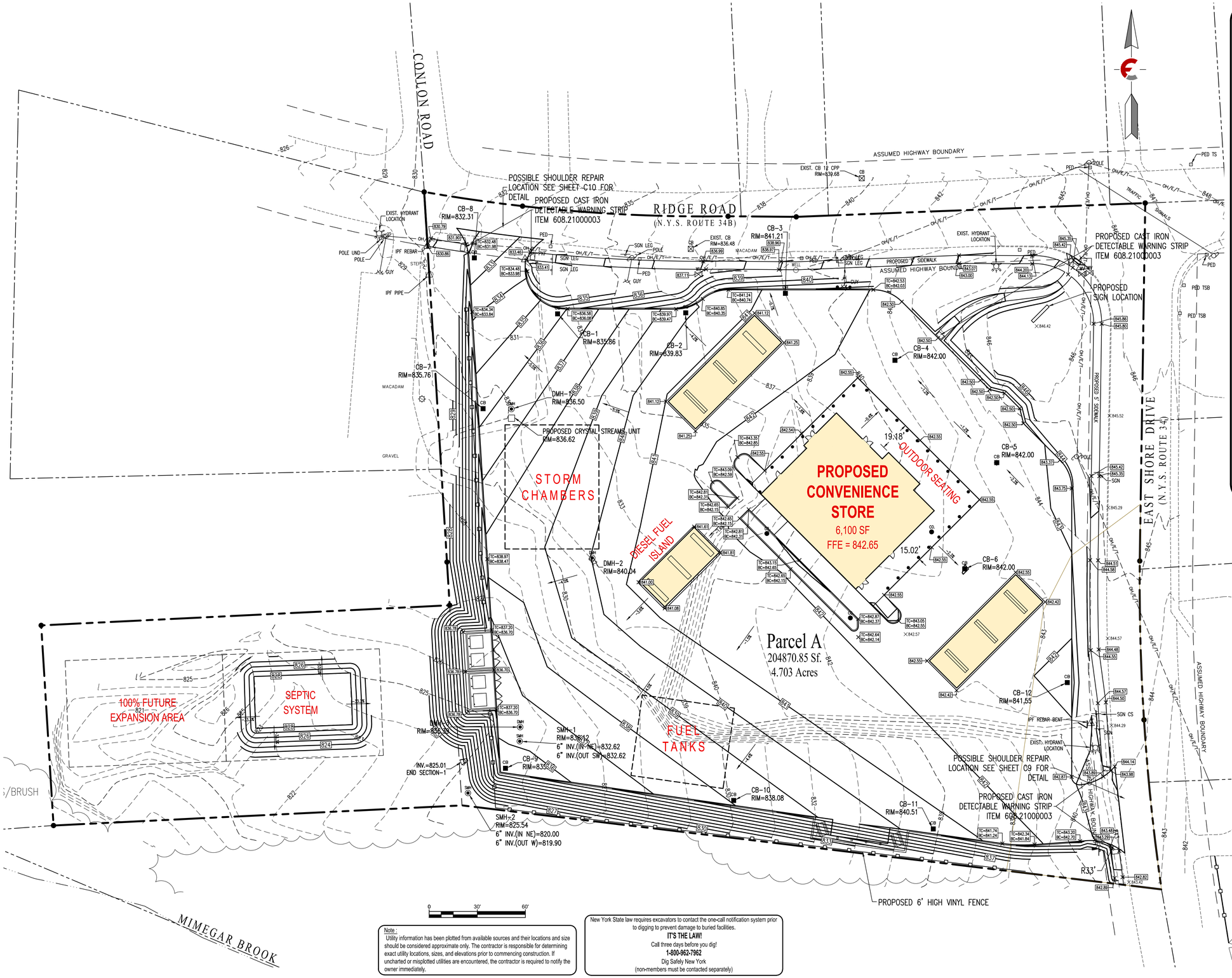
SITE PLAN

C3



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GRADING PLAN

C4

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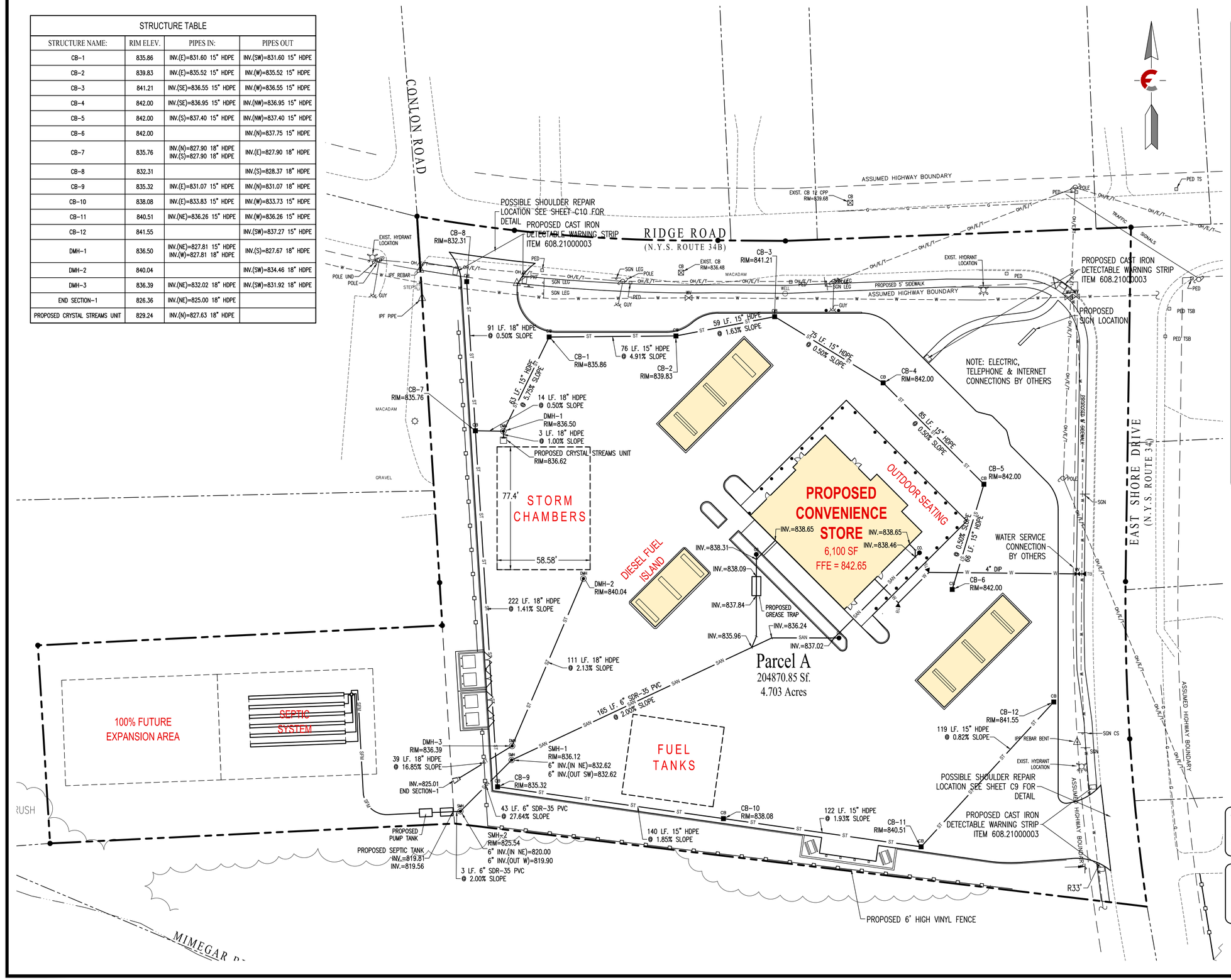
STRUCTURE TABLE			
STRUCTURE NAME:	RIM ELEV.	PIPES IN:	PIPES OUT
CB-1	835.86	INV.(E)=831.60 15" HDPE	INV.(SW)=831.60 15" HDPE
CB-2	839.83	INV.(E)=835.52 15" HDPE	INV.(W)=835.52 15" HDPE
CB-3	841.21	INV.(SE)=836.55 15" HDPE	INV.(W)=836.55 15" HDPE
CB-4	842.00	INV.(SE)=836.95 15" HDPE	INV.(NW)=836.95 15" HDPE
CB-5	842.00	INV.(S)=837.40 15" HDPE	INV.(NW)=837.40 15" HDPE
CB-6	842.00		INV.(N)=837.75 15" HDPE
CB-7	835.76	INV.(N)=827.90 18" HDPE INV.(S)=827.90 18" HDPE	INV.(E)=827.90 18" HDPE
CB-8	832.31		INV.(S)=828.37 18" HDPE
CB-9	835.32	INV.(E)=831.07 15" HDPE	INV.(N)=831.07 18" HDPE
CB-10	838.08	INV.(E)=833.83 15" HDPE	INV.(W)=833.73 15" HDPE
CB-11	840.51	INV.(NE)=836.26 15" HDPE	INV.(W)=836.26 15" HDPE
CB-12	841.55		INV.(SW)=837.27 15" HDPE
DMH-1	836.50	INV.(NE)=827.81 15" HDPE INV.(W)=827.81 18" HDPE	INV.(S)=827.67 18" HDPE
DMH-2	840.04		INV.(SW)=834.46 18" HDPE
DMH-3	836.39	INV.(NE)=832.02 18" HDPE	INV.(SW)=831.92 18" HDPE
END SECTION-1	826.36	INV.(NE)=825.00 18" HDPE	
PROPOSED CRYSTAL STREAMS UNIT	829.24	INV.(N)=827.63 18" HDPE	



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- TC=100.50 BC=100.00 — PROPOSED TOP/BOTTOM CURB

Rev.	Date	Revision Description
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3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fenceline

SEAL

PROPOSED DANDY MINI-MART

LANSING (T), TOMPKINS (Co.), NEW YORK

FAGAN ENGINEERS
& LAND SURVEYORS PC
113 East Chemung Place
Elmira N.Y. 14904
Phone (607) 734-2165
Fax (607) 734-2169
www.FaganEngineers.com

0 30' 60'

Note :
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Scale:	1" = 30' 11x17 Prints are 1/2 Size
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

UTILITY PLAN

C5

PRELIMINARY PRINT
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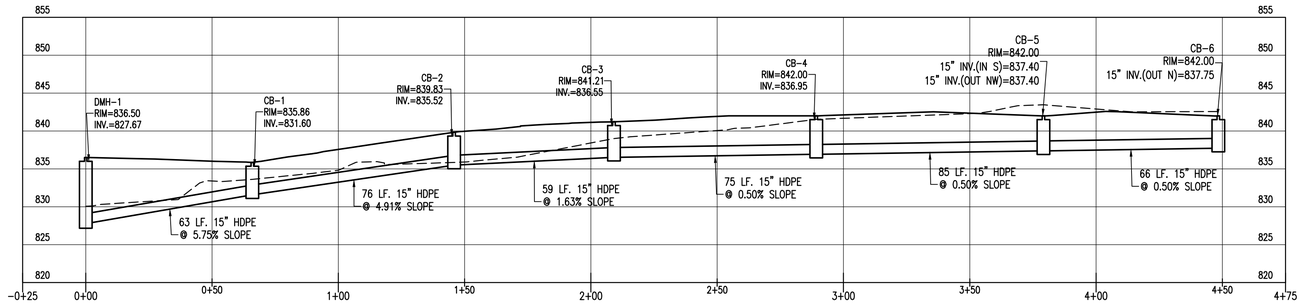
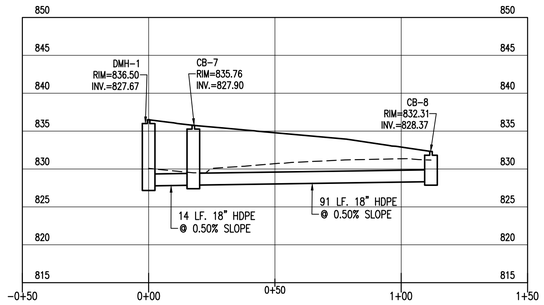


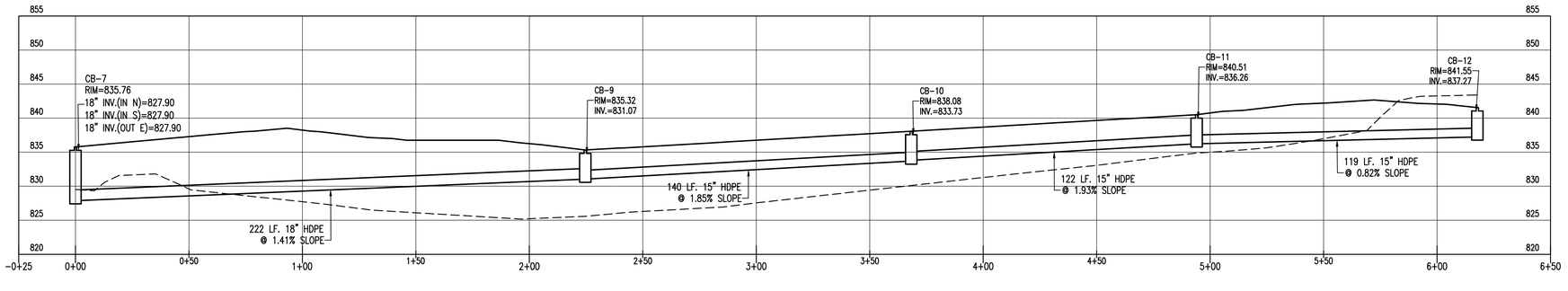
DMH-1 TO CB-6
STORM SEWER PROFILE

HORIZ. SCALE: 1"= 30'
VERT. SCALE: 1"= 10'



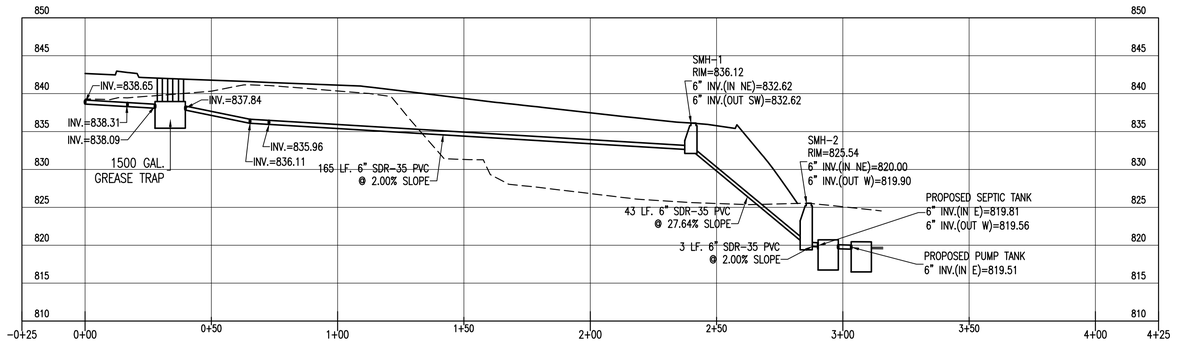
DMH-1 TO CB-8
STORM SEWER PROFILE

HORIZ. SCALE: 1"= 30'
VERT. SCALE: 1"= 10'



CB-7 TO CB-12
STORM SEWER PROFILE

HORIZ. SCALE: 1"= 30'
VERT. SCALE: 1"= 10'



SANITARY SEWER PROFILE

HORIZ. SCALE: 1"= 30'
VERT. SCALE: 1"= 10'

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0 30' 60'
Horiz. Scale: 1" = 30'
0 10' 20'
Vert. Scale: 1" = 10'

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SITE PROFILES

C6

LANDSCAPING CHART

KEY	MIN. QTY.	BOTANICAL NAME	COMMON NAME	MATURE HEIGHT	MIN. CALIPER	CONTAINER SIZE	MATURE WIDTH
SB	18	PRUNUS SERRULATA 'KANZA	SERVICE BERRY	7-10'	2" MIN.	B+B	15-25'
BW	12	BUSCUS "WINTERGREEN"	WINTER GREEN BOXWOOD	3-4'	N/A	#5	3-5'
SC	2	PRUNUS X CISTENA	PURPLELEAF SAND CHERRY	7-10'	N/A	#5	5-7'
GS	3	SPIRAEA JAPONICA	GOLDMOUND SPIREA	2-3'	N/A	#5	4'
BB	2	CARYOPTERIS X CLANDONENSIS	BLUEBEARD	2-3'	N/A	#5	2'
SJ	4	JUNIPERUS CHINENSIS VAR. SARGENTII	SARGENT JUNIPER	2'	N/A	#5	6-8'

LANDSCAPING NOTES:

1. TOPSOIL AND SEED ALL DISTURBED LAWN AREAS.
2. PROVIDE APPROVED DOUBLE GROUND HARDWOOD MULCH (DARK BROWN) FOR PLANTING MULCH IN PARKING AREA ISLANDS.

NOTE:

- MAINTENANCE AND REPLACEMENT OF LANDSCAPE MATERIALS SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNER AND ALL FUTURE OWNERS.

DECIDUOUS TREES

EVERGREEN TREES

SHRUB AND PLANTING BEDS

TREE AND SHRUB PLANTING DETAIL

N.T.S.

LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- EXISTING EDGE OF ROADWAY
- EXISTING CURB LINE
- SAN — EXISTING SANITARY SEWER
- G — EXISTING GAS MAIN
- UG/E/T/C — EXISTING UTILITY LINE (UG-UNDERGROUND, OH-OVERHEAD, T-TELEPHONE, E-ELECTRIC, C-CABLE)
- X — EXISTING FENCE LINE
- W — EXISTING WATER LINE
- 932 — EXISTING CONTOUR LINE
- LOD — PROPOSED LIMIT OF DISTURBANCE
- 99 — PROPOSED CONTOUR LINE
- PROPOSED EASEMENT
- ST — PROPOSED STORM SEWER
- PROPOSED EDGE OF ROADWAY
- PROPOSED CURB LINE
- SAN — PROPOSED SANITARY SEWER
- G — PROPOSED GAS LINE
- UG/E/T/C — PROPOSED UTILITY LINE (UG-UNDERGROUND, OH-OVERHEAD, T-TELEPHONE, E-ELECTRIC, C-CABLE)
- W — PROPOSED WATER LINE
- SF — PROPOSED SILT FENCE
- CS — PROPOSED COMPOST SOCK
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT ASSEMBLY
- EXISTING CLEANOUT
- 99.50 x — EXISTING SPOT ELEVATION
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER VALVE
- PROPOSED THRUST BLOCK
- PROPOSED FIRE HYDRANT ASSEMBLY
- PROPOSED CLEANOUT
- PROPOSED LIGHTING FIXTURE
- X 99.42 — PROPOSED SPOT ELEVATION
- PROPOSED DRYWELL
- PROPOSED CATCH BASIN
- PROPOSED INLET PROTECTION
- TC=100.50 BC=100.00 — PROPOSED TOP/BOTTOM CURB

0 30' 60'

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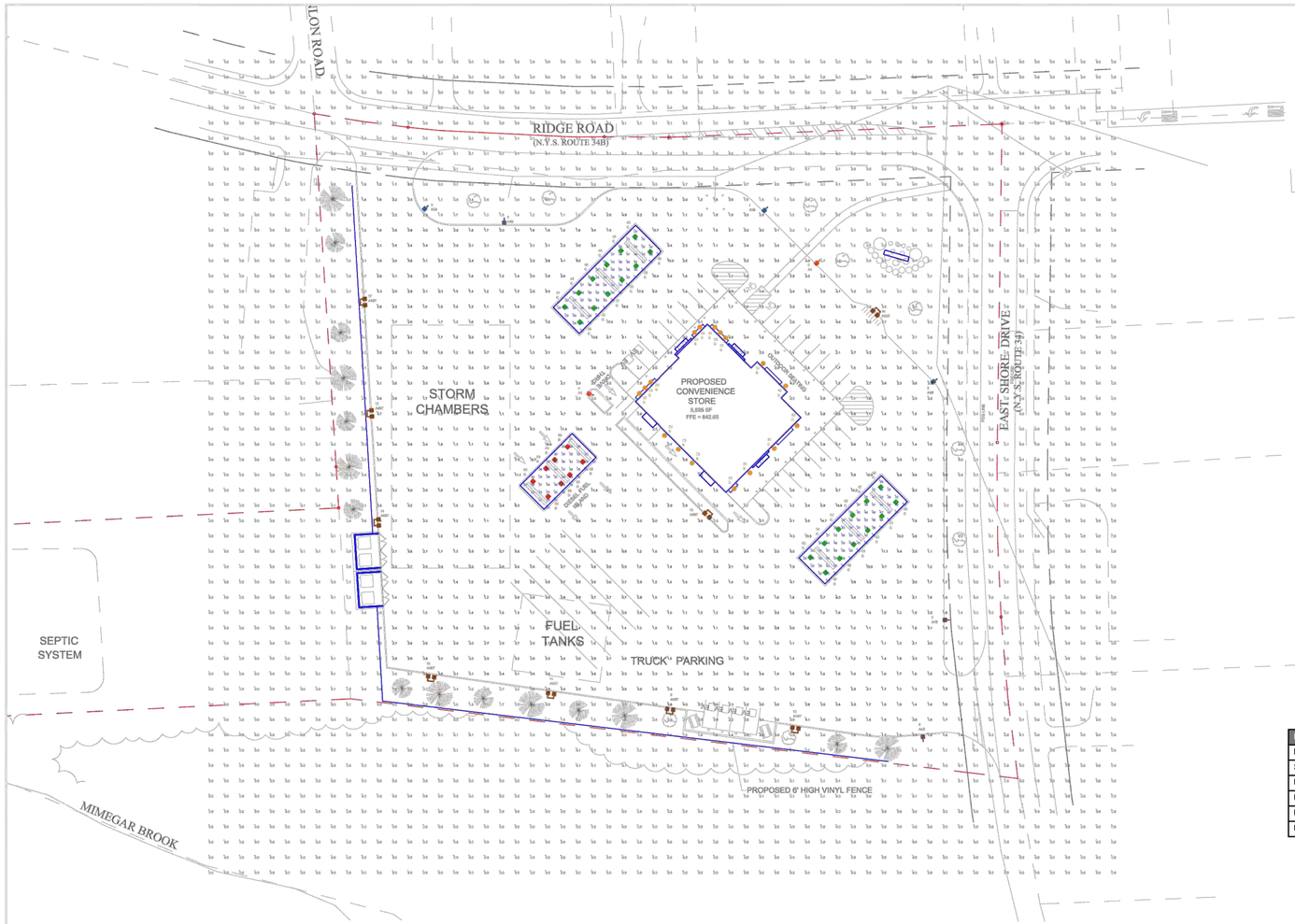
LANDSCAPING PLAN

C7



NORTH

GRAPHIC SCALE

0 40 80 120 160

LUMINAIRE LOCATION SUMMARY		
LUM NO.	LABEL	MTG. HT.
1	A3B	25
2	A3B	25
3	A3B	25
4	A4	25
5	A4	25
6	A4B	25
7	A4B	25
8	A4B	25
9	A4BT	25
10	A4BT	25
11	A4BT	25
12	A4BT	25
13	A4BT	25
14	A4BT	25
15	A4BT	25
16	A4BT	25
17	A4BT	25
18	B	12
19	B	12
20	B	12
21	B	12
22	B	12
23	B	12
24	B	12
25	B	12
26	B	12
27	B	12
28	B	12
29	B	12
30	B	13.25
31	B	13.25
32	B	13.25
33	B	13.25
34	B	13.25
35	C	15
36	C	15
37	C	15
38	C	15
39	C	15
40	C	15
41	C	15
42	C	15
43	C	15
44	C	15
45	C	15
46	C	15
47	C	15
48	C	15
49	C	15
50	C	15
51	C	15
52	C	15
53	C	15
54	C	15
55	C	15
56	C	15
57	C	15
58	C	15
59	D	18
60	D	18
61	D	18
62	D	18
63	D	18
64	D	18
65	D	18
66	D	18

FOOTCANDLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES					
LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PAVED AREA	2.53	18.7	0.6	4.22	31.17
UNDEFINED	0.20	4.2	0.0	N.A.	N.A.
UNDER DIESEL CANOPY	36.09	50	20	1.80	2.50
UNDER NORTH AUTO CANOPY	41.09	50	25	1.64	2.00
UNDER SOUTH AUTO CANOPY	40.97	50	25	1.64	2.00

NOTES:
- ALL AREA LIGHTS ON NEW 25 FT. POLE MOUNTED ON CONCRETE BASE, TOP OF CONCRETE BASE AT GRADE.

LUMINAIRE SCHEDULE										
SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	BUG RATING	WATTS/LUMINAIRE	TOTAL WATTS	MANUFACTURER	CATALOG LOGIC
	3	A3B	SINGLE	7575	1.030	B1-U0-G2	72	216	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-3M-UL-NM-XX-w_OSQ-BLSMF
	2	A4	SINGLE	9599	1.030	B2-U0-G2	72	144	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX
	3	A4B	SINGLE	7374	1.030	B1-U0-G2	72	216	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX-w_OSQ-BLSMF
	9	A4BT	TWIN	7374	1.030	B1-U0-G2	72	1296	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX-w_OSQ-BLSMF
	17	B	SINGLE	1378	1.000	B1-U0-G0	15.06	256.02	TROY-CSL LIGHTING	RH20-LED1540-XX-FG-3-LL23-XX
	24	C	SINGLE	10225	1.020	B3-U0-G1	86	2064	Cree Lighting	CPY250-C-13L-50K9-F-UL-DM-XX
	8	D	SINGLE	10225	1.020	B3-U0-G1	86	688	Cree Lighting	CPY250-C-13L-50K9-F-UL-DM-XX

REDLEONARD ASSOCIATES
1340 Kemper Meadow Dr, Forest Park, OH 45240
513-574-9500 | redleonard.com

SCALE: 1" = 40'
LAYOUT BY: DAR
DWG SIZE: D
DATE: 4/27/22

PROJECT NAME:
DANDY MINI MART D85
LANSING, NY

DRAWING NUMBER:
RL-7936-S1

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PHOTOMETRICS PLAN

C8

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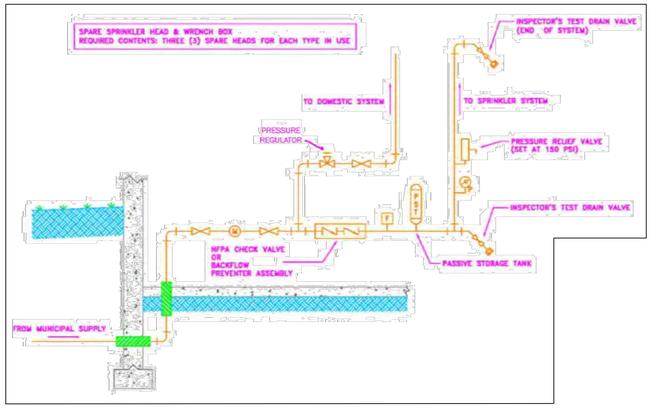
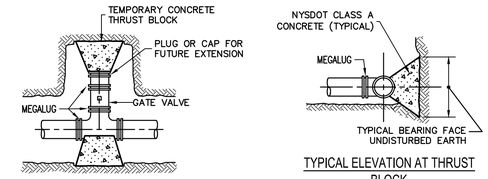


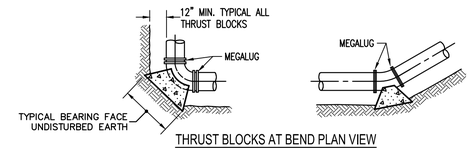
WATER METER & SPRINKLER DETAIL

N.T.S.



THRUST BLOCK AT TEE PLAN VIEW

TYPICAL ELEVATION AT THRUST BLOCK



THRUST BLOCKS AT BEND PLAN VIEW

MINIMUM AREA OF BEARING FACE OF CONCRETE THRUST BLOCK IN SQ. FT. BLOCKS TO BE POURED AGAINST UNDISTURBED EARTH.					
PIPE SIZE	90° BEND OR HYD.	45° BEND	22-1/2° BEND	11-1/4° BEND	TEE OR DEAD END
4"	1.3	1.0 MIN.	1.0 MIN.	1.0 MIN.	1.0 MIN.
6"	2.6	1.4	1.0 MIN.	1.0 MIN.	1.9
8"	4.6	2.5	1.3	1.0 MIN.	3.2
10"	6.8	3.7	1.9	1.0 MIN.	4.8
12"	9.7	5.2	2.7	1.3	6.8

AREAS BASED ON AN INTERNAL PRESSURE OF 150 P.S.I.G. AND A SOIL BEARING PRESSURE OF 3000 P.S.F.

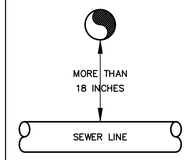
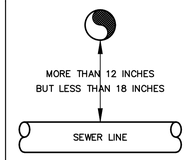
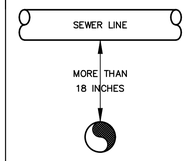
NOTES:

1. Thrust blocks shall be placed at all bends, tees, and dead ends.
2. MEGALUG Series 1100 or approved equal shall be utilized with the thrust blocks.
3. The thrust restraint bearing areas listed above are based on the internal pressures and soil bearing capacities as noted. If adverse soil conditions warrant these areas will require adjustment as directed by the engineer.
4. Form thrust blocks such that all mechanical joint fitting's nuts & bolts are not covered over with concrete.
5. Thrust restraint gaskets (in push-on tyton joints): "field lok gaskets" shall be utilized in deflected pipe joints.
6. Mechanical joint fitting thrust restraint: – ebaa iron sales, inc.: megalug series 1100, or approved equal to be utilized on all vertical bend fittings, all reducers and horizontal fittings (tees, bends, etc.) where concrete thrust blocks are not practical, reliable or subject to future disturbance.
7. Gravity thrust blocks for vertical bends shall be used in conjunction with the previously noted M.J. thrust restraints. The gravity blocks located under the vertical fittings shall be anchored to the fittings with a minimum of two no.6 rebars looped around the fitting and anchored into the poured in place gravity thrust block.

TYPICAL THRUST BLOCK DETAILS

N.T.S.

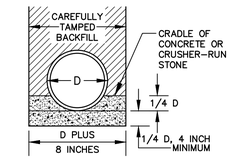
WATERMAIN / SEWER CROSSING DETAIL

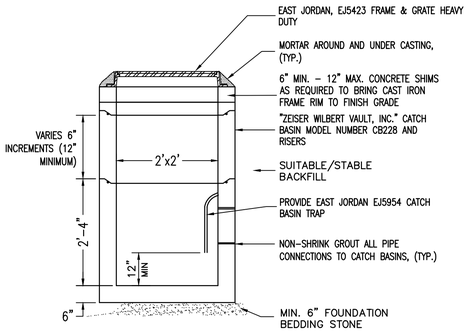
CONDITION	SCHEMATIC	REQUIREMENTS
I WATER LINE ABOVE SEWER LINE		A) WATER LINE AND SEWER LINE PIPE LENGTHS TO BE CENTERED AT CROSSING. EACH LENGTH OF PIPE TO BE 10 Ft. MIN.
II WATER LINE ABOVE SEWER LINE		A) WATER LINE AND SEWER LINE PIPE LENGTHS TO BE CENTERED AT CROSSING. EACH LENGTH OF PIPE TO BE 10 Ft. MIN. B) WHEN BOTH WATER LINE AND SEWER LINE ARE NEW, SLEEVE SEWER LINE WITH STEEL CASING FOR 10 Ft. EACH SIDE OF CROSSING. ––OR–– WHEN ONE LINE IS EXISTING, SLEEVE PIPE BEING INSTALLED WITH STEEL CASING FOR 10 Ft. EACH SIDE OF CROSSING.
III SEWER LINE ABOVE WATER LINE		A) WATER LINE AND SEWER LINE PIPE LENGTHS TO BE CENTERED AT CROSSING. EACH LENGTH OF PIPE TO BE 10 Ft. MIN. B) SLEEVE SEWER LINE WITH "STEEL CASING FOR 10 Ft." EACH SIDE OF CROSSING. C) PROVIDE CRADLE OF CONCRETE OR CRUSHER CRUSHER RUN STONE (SEE TRENCH SECTION DETAIL BELOW) FOR WATER LINE AND SEWER LINE FOR 10 Ft. EACH SIDE OF CROSSING.

NOTES

WL	WATER LINE
SL	SEWER LINE
D	OUTSIDE DIAMETER OF PIPE

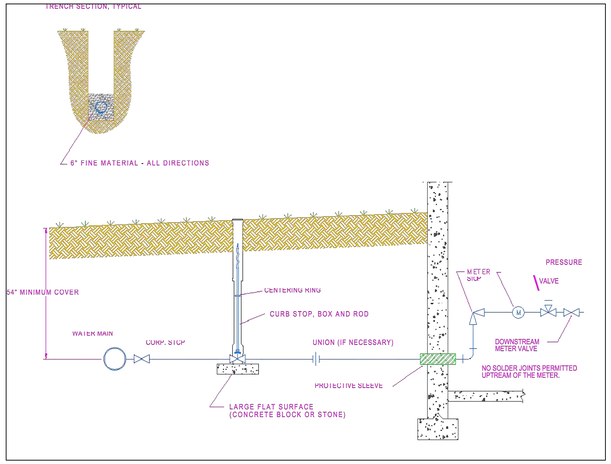
IN NO CASE SHALL PIPES BE CLOSER THAN 12 INCHES APART. DISTANCES ARE MEASURED BETWEEN OUTSIDES OF PIPE.





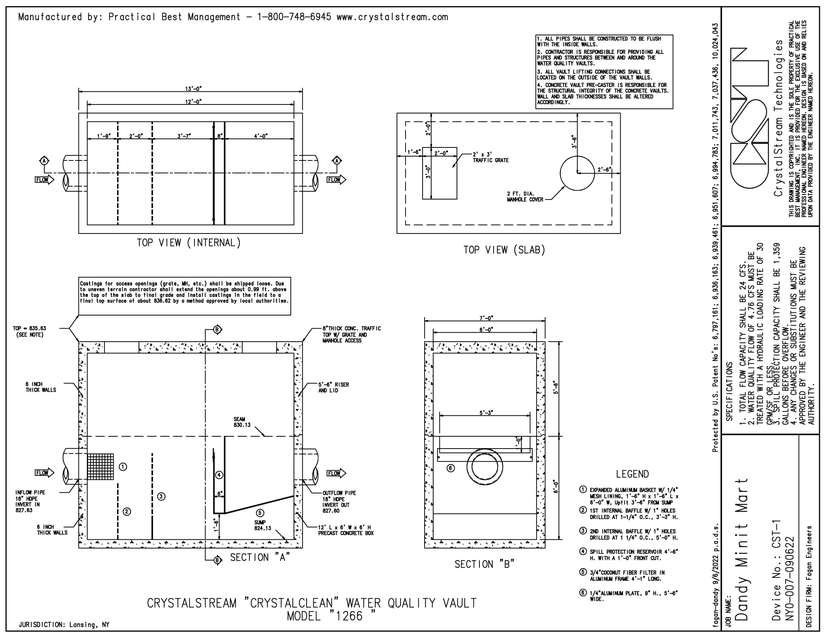
2'x2' CATCH BASIN DETAIL

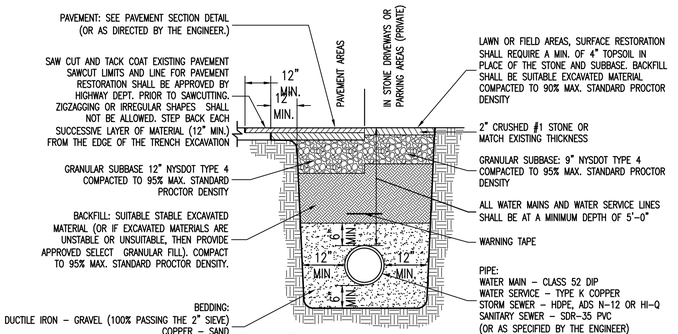
N.T.S.



WATER CONNECTION DETAIL

N.T.S.





NOTES :

1. Excavate trench to a safe side slope or provide trench bracing per OSHA standards.
2. Contractor shall keep all excavations free of water and provide a firm stable base for the pipe bedding.

TYPICAL PIPE TRENCH DETAIL

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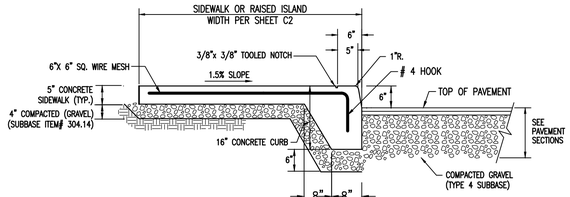
CIVIL DETAILS

C9

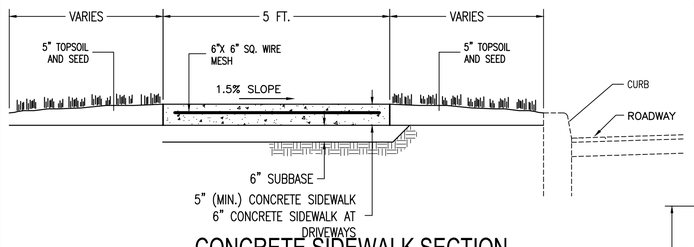


INTEGRAL CONCRETE SIDEWALK / CURB

N.T.S.

CONCRETE CURB/SIDEWALK NOTES

1. PROVIDE 4000 PSI (28 DAY COMPRESSIVE STRENGTH) CONCRETE, UTILIZING TYPE II PORTLAND CEMENT.
2. PROVIDE 5/8" WIDE ASPHALT IMPREGNATED FIBER BOARD CONTROL JOINTS IN SIDEWALK CONSTRUCTION AS FOLLOWS:
   - ADJACENT TO ALL CONCRETE CURBING
   - ADJACENT TO ALL BUILDING FOUNDATIONS/ WALLS
   - APPROXIMATELY EVERY 24 FT. IN LONG SIDEWALK RUNS.
3. SIDEWALK SHALL HAVE A LIGHT BROOM FINISH ACROSS THE WALK.
4. EDGES AND JOINTS SHALL BE ROUNDED BY AND EDGING TOOL ACCEPTABLE TO OWNER.
5. CONTRACTION JOINTS SHALL BE TOOLED TO FORM SQUARE BLOCKS.
6. RAMP SLOPE SHALL BE NO GREATER THAN 1:12 .
7. CONCRETE CURB / SIDEWALK SHALL BE COATED WITH A CURING COMPOUND AFTER FINISHES ARE COMPLETE.

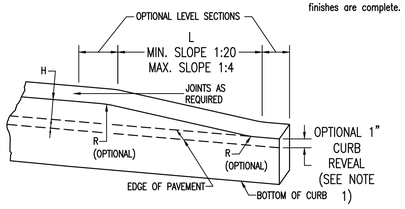


CONCRETE SIDEWALK SECTION

N.T.S.

CONCRETE SIDEWALK NOTES

1. The Local Code Enforcement Officer shall be notified prior to repair of existing sidewalk or construction of new sidewalk within a public right-of-way.
2. Appropriate barricades shall be required for the entire construction period.
3. Provide 3500 psi (28 day compressive strength) concrete, utilizing Type II Portland cement and 6" x 6" sq. wire mesh reinforcement.
4. Provide 5/8" wide asphalt impregnated fiber board expansion joints in sidewalk construction as follows:
   - Adjacent to all concrete curbing and gutters.
   - Adjacent to all building foundations or walls.
   - Abutting yard walks, driveways or existing sidewalks.
   - Approximately every 20 ft. in long sidewalk runs.
5. Sidewalk shall have a light broom finish across the walk. Edges and joints shall be rounded by an edging tool.
6. Side walk shall be coated with a curing compound after finishes are complete.



CURB TRANSITION LENGTHS (L)			
H \ SLOPE	1:4	1:12	1:20
4"	16"	48"	80"
6"	24"	72"	120"

CAST-IN-PLACE CONCRETE CURB TRANSITIONS

N.T.S.

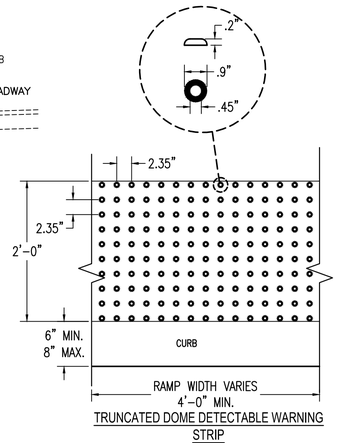
NOTES:
1. USE 1" REVEAL AND CONTINUE CURB ACROSS DRIVEWAY ENTRANCES ONLY IF SHOWN IN THE CONTRACT DOCUMENTS, OR DIRECTED BY THE ENGINEER AS A FIELD CONDITION.
2. TERMINATE CURB, CURB AND GUTTER, AND ASPHALT CURB BY TRANSITIONING ON A MAXIMUM SLOPE OF 1:12 TO PAVEMENT SURFACE, EXCEPT WHEN BEHIND GUIDE RAIL.
3. EXTEND JOINT FILLER 6" MINIMUM BEHIND CURB ON BOTH SIDES OF CURB BOX, 705-07 NOT NEEDED WHEN VERTICAL FACED CURB WIDTH EQUAL TO WIDTH OF CURB BOX.

SIDEWALK NOTES:

1. SIDEWALKS/RAMPS PROPOSED REQUIRE ADA COMPLIANT INSPECTIONS, THE ENGINEER WILL PERFORM THE REQUIRED PRE-POUR CONCRETE FORM INSPECTION, SIGN/DATE AND SUBMIT TO NYSDOT THE INSPECTION REPORT.
2. AFTER COMPLETION OF SIDEWALK SUBMIT TO NYSDOT PERMITS A COMPLETED, SIGNED AND SEALED CRITICAL ELEMENTS FOR THE DESIGN AND LAYOUT AND ACCEPTANCE OF PEDESTRIAN FACILITIES SHEETS CONFIRMING COMPLIANCE WITH ALL OTHER APPLICABLE CODES, STANDARDS, AND SPECIFICATIONS. IN INSTANCES WHERE NON-STANDARD FEATURES CANNOT BE AVOIDED A JUSTIFICATION FORM WILL NEED TO BE COMPLETED UNDER THE PROCESS PROMULGATED UNDER THE HIGHWAY DESIGN MANUAL CHAPTER 2 (REFER TO EXHIBIT 2-15A).

NYSDOT NOTES:

1. NYSDOT HIGHWAY WORK PERMIT SHALL BE ISSUED AND PRESENT AT JOB LOCATION AT ALL TIMES WITH STAMPED NYSDOT APPROVED PLANS.
2. SIGNS AND WORK ZONE TRAFFIC IS TO ADHERE TO FEDERAL MUTCD WITH STATE SUPPLEMENT.
3. CONSTRUCTION HOLIDAY LANE CLOSURE RESTRICTIONS SHALL BE ADHERED TO.
4. PERFORM UTILITY INSTALLATION WITHIN THE NYSDOT ROW IN ACCORDANCE WITH NYSDOT BLUE BOOK.
5. ALL TREE PLANTINGS AND ADVERTISING SIGNS SHALL BE OFF NYSDOT ROW
6. CONTACT THE CENTRAL NEW YORK NYSDOT RESIDENT ENGINEER SEVEN (7) DAYS BEFORE START OF WORK AT (315)-428-4640.
7. ROAD TO BE KEPT CLEAN AT ALL TIMES AND FREE OF ALL CONSTRUCTION DEBRIS.
8. ALL WORK ZONE SIGNS AND FLAGGERS SHALL BE OFF THE ROADWAY WHEN NOT IN USE.
9. NYSDOT NON SEASONAL CONSTRUCTION IS NOT PERMITTED WITHIN THESE PLANS. ANOTHER REVIEW FROM NYSDOT IS REQUIRED WHEN ASKING FOR NON SEASONAL WORK.
10. ANY PROPOSED CHANGES WITHIN THE NYSDOT ROW REQUIRES TWO (2) WEEKS NOTICE TO THE CENTRAL NEW YORK REGION NYSDOT PERMITS OFFICE AT (315) 428-4640.
11. NOTIFY DIG SAFELY TWO (2) DAYS PRIOR TO WORK.
12. ADHERE TO NYSDOT PERMIT CLOSURE PROCESS FOR INSPECTION, BOND RELEASE, AND CLOSURE OF PERMIT.



DEFINITION OF TERMS:

DRIVEWAY - EVERY ENTRANCE OR EXIT USED BY VEHICULAR TRAFFIC TO AND FROM LANDS OR BUILDINGS ABUTTING A HIGHWAY.

RESIDENTIAL DRIVEWAY - A DRIVEWAY SERVING FOUR OR FEWER PRIVATE HOMES OR AN APARTMENT BUILDING FOR FOUR OR FEWER FAMILY UNITS.

COMMERCIAL DRIVEWAY - A DRIVEWAY SERVING A COMMERCIAL ESTABLISHMENT, INDUSTRY, GOVERNMENTAL OR EDUCATIONAL INSTITUTION, PRIVATE UTILITY, HOSPITAL, CHURCH, APARTMENT BUILDING, OR OTHER COMPARABLE TRAFFIC GENERATOR.

MAJOR COMMERCIAL DRIVEWAY - ANY COMMERCIAL DRIVEWAY WHERE THE ACTUAL OR ANTICIPATED TRAFFIC VOLUME ON A TYPICAL DAY IS DEFINED BY THE DRIVEWAY POLICY AS DEFINED IN THE HIGHWAY DESIGN MANUAL (HDM) CHAPTER 5 APPENDIX 5A.

MINOR COMMERCIAL DRIVEWAY - ANY COMMERCIAL DRIVEWAY WHERE THE ACTUAL OR ANTICIPATED TRAFFIC VOLUMES ON A TYPICAL DAY ARE LESS THAN THE VALUES STIPULATED FOR A MAJOR COMMERCIAL DRIVEWAY.

FIELD ENTRANCE - A DRIVEWAY SERVING A FARMYARD, CULTIVATED OR UNCULTIVATED FIELD, TIMBERLAND, OR UNDEVELOPED LAND NOT USED FOR INDUSTRIAL, COMMERCIAL, OR RESIDENTIAL PURPOSES.

URBAN / RURAL - THE AREA CHARACTER BASED ON NYSDOT HIGHWAY DESIGN MANUAL CHAPTER 2, SECTION 2.4.

DRIVEWAY OFFSET - THE DISTANCE IN FEET MEASURED FROM THE INSIDE EDGE OF THE OUTERMOST TRAVEL LANE, OR TURNING LANE, TO THE HIGHWAY EDGE OF PAVEMENT. THE DISTANCE IS EQUAL TO THE WIDTH OF THE OUTERMOST LANE AND THE WIDTH OF THE PAVED SHOULDER, OR CURB OFFSET.

HIGHWAY EDGE OF PAVEMENT - THE OUTSIDE EDGE OF THE PAVED HIGHWAY SURFACE.

SHOULDER WIDTH - THE WIDTH IN FEET OF PAVED SHOULDER INCLUDING A PARKING LANE, BIKE LANE, CURB OFFSET, OR OTHER PAVED AREA OUTSIDE OF THE TRAVEL LANE.

WIDNOW PAVING LIMIT (WPL) - THE WIDNOW DISTANCE IN FEET MEASURED ALONG THE CENTERLINE OF A DRIVEWAY FROM THE OUTSIDE EDGE OF THE OUTERMOST TRAVEL LANE THAT A DRIVEWAY MAY BE PAVED INCLUDES THE SHOULDER WIDTH.

PAVEMENT LENGTH (PL) - THE DISTANCE IN FEET MEASURED ALONG THE CENTERLINE OF A DRIVEWAY FROM THE HIGHWAY EDGE OF PAVEMENT TO THE END OF PROPOSED DRIVEWAY PAVEMENT.

TRANSITION LENGTH (TL) - THE DISTANCE IN FEET MEASURED ALONG THE CENTERLINE OF A DRIVEWAY BEYOND THE DRIVEWAY PAVEMENT LENGTH (PL) TO THE END OF PROPOSED DRIVEWAY WORK. THE TRANSITION LENGTH (TL) IS TYPICALLY USED FOR GRADING, LAYOUT, OR TRANSITION REASONS. THE TRANSITION LENGTH (TL) ONLY APPLIES TO DRIVEWAYS THAT ARE UNPAVED.

BUFFER ZONE - A PHYSICAL DISTANCE SEPARATING THE PEDESTRIAN ACCESS ROUTE AND THE VEHICLE TRAVELED WAY. THE BUFFER ZONE BUFFERS PEDESTRIANS FROM TRAFFIC AND PROVIDES SPACE FOR SNOW STORAGE, UTILITIES, PLANTS, AND OTHER STREET APPURTENANCES. THE BUFFER ZONE MAY BE PLANTED OR PAVED.

SHARED-USE-PATH (SUP) - A BICYCLE AND PEDESTRIAN FACILITY, TYPICALLY WITHIN THE RIGHT-OF-WAY, SEPARATED FROM MOTORIZED VEHICULAR TRAFFIC BY A BUFFER ZONE OR BARRIER. REFER TO HIGHWAY DESIGN MANUAL CHAPTER 17 AND AASHTO GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES FOR GUIDANCE ON BUFFER ZONE WIDTH AND SEPARATION OF SHARED USE PATHS FROM ROADWAYS.

SIDEWALK - A SMOOTH, STABLE AND SLIP RESISTANT EXTERIOR PATHWAY INTENDED FOR PEDESTRIAN USE ALONG A VEHICULAR WAY SEPARATED WITH A CURB OFFSET.

HMA - HOT MIX ASPHALT

PCC - PORTLAND CEMENT CONCRETE

GENERAL NOTES FOR DRIVEWAY STANDARD SHEETS:

1. THE DRIVEWAY STANDARD SHEETS APPLY TO FIELD ENTRANCES, RESIDENTIAL DRIVEWAYS AND MINOR COMMERCIAL DRIVEWAYS. FIELD ENTRANCES AND RESIDENTIAL DRIVEWAYS ACCOMMODATE AN AASHTO PASSENGER CAR DESIGN VEHICLE. MINOR COMMERCIAL DRIVEWAYS ACCOMMODATE AN AASHTO SINGLE UNIT TRUCK DESIGN VEHICLE.
2. DRIVEWAY WORK PERFORMED OFF THE RIGHT-OF-WAY REQUIRES AN EASEMENT OR A DRIVEWAY RELEASE. A DRIVEWAY RELOCATION WILL REQUIRE A TEMPORARY EASEMENT MAP.
3. IF COMMERCIAL PROPERTY DEVELOPMENT PLANS INVOLVE NEW OR MODIFIED ACCESS TO A STATE HIGHWAY A COMMERCIAL HIGHWAY WORK PERMIT APPLICATION (FORM PERM 33-CON) MUST BE FILLED OUT AND SUBMITTED TO THE REGIONAL PERMIT COORDINATOR.
4. SEE THE DRIVEWAY TABLE IN THE CONTRACT PLANS FOR SPECIFIC DRIVEWAY LOCATIONS, WIDTHS ("W"), CORNER ANGLES, LENGTHS ("L"), MATERIAL, AND ENTRANCE TYPE.
5. DETECTABLE WARNING SURFACES SHALL BE PROVIDED WHERE THE PEDESTRIAN ACCESS ROUTE CROSSES DRIVEWAYS WITH SIGNAL, YIELD OR STOP CONTROL. DETECTABLE WARNING SURFACES SHALL NOT BE PROVIDED AT CROSSINGS OF UNCONTROLLED DRIVEWAY APRONS.
6. THE TAPER METHOD IS GENERALLY NOT RECOMMENDED FOR DRIVEWAYS WITH A DRIVEWAY OFFSET LESS THAN 16 FEET, UNLESS IT CAN BE FIELD VERIFIED THAT THE DRIVEWAY ENTRANCE WIDTH WILL ACCOMMODATE THE VEHICLES THAT USE THE DRIVEWAY ON A REGULAR BASIS.
7. TYPE 3 AND TYPE 4 DRIVEWAY ENTRANCES CAN BE USED WITHOUT CURB IF A TAPER STYLE ENTRANCE BETTER MATCHES THE HIGHWAY CORRIDOR AESTHETICS OR SPECIFIC SITE CONDITIONS THAN A RADIUS STYLE ENTRANCE.
8. UP TO 10" OF HMA MAY BE REQUIRED FOR HEAVY TRUCKS PER CONTRACT DOCUMENTS.
9. UP TO 9" OF PCC MAY BE REQUIRED FOR HEAVY TRUCKS PER CONTRACT DOCUMENTS.
10. UP TO 12" OF SUBBASE MAY BE REQUIRED FOR HEAVY TRUCKS PER CONTRACT DOCUMENTS.
11. THE DETAILS SHOW THE PAVEMENT LENGTH ("PL") EXTENDING TO THE WIDNOW PAVING LIMIT ("WPL"). HOWEVER, THE "PL" CAN EXTEND BEYOND THE "WPL" AS SPECIFIED IN THE CONTRACT DOCUMENTS.
12. A DRIVEWAY TIP-UP SECTION SHOULD EXTEND TO A LOGICAL TERMINI (EXAMPLES: SIDEWALK EDGE, WHERE THE DRIVEWAY GRADE MATCHES EXISTING GROUND, OR LAYOUT POINT). FOR REFERENCE, A REASONABLE LENGTH FOR TAPERING THE TIP-UP SECTION BACK TO THE EDGE OF DRIVEWAY IS 3 TO 4 TIMES THE LENGTH OF CURB DROP. THE TIP-UP SECTION IS NOT PART OF THE DRIVEWAY OPENING WIDTH. REFER TO NYSDOT STANDARD SHEET 609-02 "MISCELLANEOUS CURB DETAILS" FOR THE CURB TRANSITION.
13. TO DETERMINE THE LIMITS OF SHOULDER RECONSTRUCTION, REFER TO THE DRIVEWAY OPENING TABLES ON SHEET 4 FOR NO SHOULDER 10" OFFSETS.
14. FOR PCC SHOULDERS, SEE STANDARD SHEET 502-02 FOR LONGITUDINAL JOINT TIE DETAILS.
15. DIMENSIONS AND ANGLES MAY BE INTERPOLATED FOR VALUES OTHER THAN THOSE SHOWN IN THE TABLES.
16. THE SHOULDER PAVEMENT THICKNESSES SHOWN ARE DEFAULT VALUES UNLESS OTHERWISE SHOWN IN THE PLANS. MATERIALS SHALL BE AS SPECIFIED IN THE CONTRACT DOCUMENTS.

WIDTH / LENGTH:

17. WHERE THERE ARE CONSTRAINTS THAT PREVENT THE CONSTRUCTION OF THE DRIVEWAY OPENING USING EITHER OF THE LAYOUT METHODS, THE ENGINEER MAY SPECIFY A SMALL CORNER CURB RADIUS OF 2' (OR A "1/2 BULL NOSE" CURB ALONG LOW SPEED HIGHWAYS), PROVIDED THE DRIVEWAY OPENING MEETS THE REQUIREMENTS OF THE "DRIVEWAY OPENING" TABLES ON SHEET 4.
18. FOR RESIDENTIAL DRIVEWAYS, THE WIDNOW PAVING LIMIT SHALL BE 10' FROM THE OUTSIDE EDGE OF TRAVEL LANE OR 2' BEHIND ANY SIDEWALK, IF PRESENT, WHICHEVER IS GREATER. FOR MINOR COMMERCIAL DRIVEWAYS, THE WIDNOW PAVING LIMIT SHALL BE 30' FROM THE OUTSIDE EDGE OF TRAVEL LANE, OR 2' BEHIND ANY SIDEWALK, IF PRESENT, WHICHEVER IS GREATER. FOR MAJOR COMMERCIAL DRIVEWAYS, THE PAVING LIMIT MAY EXTEND BEYOND THE WIDNOW PAVING LIMIT FOR NEW DRIVEWAYS AND TO TRANSITION TO EXISTING PAVED DRIVEWAYS. THE PAVING LIMIT WILL BE NOTED IN THE DRIVEWAY TABLE OF THE CONTRACT PLANS.
19. FOR GRADING AND CONSTRUCTION REQUIREMENTS OF TRANSITIONS FROM PLACED HMA TO EXISTING HMA DRIVEWAYS, REFER TO DETAIL 9 - "TIE-IN TO EXISTING DRIVEWAYS" ON SHEET 9, AND TABLE 3 - "DRIVEWAY MATERIALS AND THICKNESS" ON SHEET 2.
20. FOR PCC DRIVEWAYS, REFER TO THE 502 SERIES STANDARD SHEETS FOR METAL REINFORCEMENT, JOINT TIES, SAWING AND SEALING, ETC.
21. A 5' MINIMUM BUFFER ZONE SHALL BE USED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT DOCUMENTS.

SITE CONDITIONS SIDEWALK / CURBS:

22. ANY PCC SIDEWALK WHICH CROSSES A DRIVEWAY SHALL HAVE A MINIMUM THICKNESS OF 6" AND INCLUDE STEEL MESH REINFORCEMENT WITH 3" OF TOP COVER.
23. FOR GRADE CHANGES REFER TO THE DRIVEWAY PROFILES ON SHEET 8. VERTICAL CURVES ARE RECOMMENDED TO CONNECT TANGENTS. SEE TABLE 5 - "MINIMUM LENGTH OF VERTICAL CURVE" ON SHEET 2 FOR TYPICAL VERTICAL CURVE LENGTHS "L".
24. WHERE THE EXISTING GRADE OF THE DRIVEWAY PROFILE IS LESS THAN OR EQUAL TO 2%, MATCH THE CROSS SLOPE OF THE SIDEWALK TO THE EXISTING DRIVEWAY PROFILE GRADE.
25. WHERE THE EXISTING GRADE OF THE DRIVEWAY PROFILE EXCEEDS 2% SAWCUT THE DRIVEWAY AND RECONSTRUCT A MINIMUM OF 2' ON BOTH SIDES OF THE SIDEWALK TO TRANSITION FROM THE EXISTING GRADE OF THE DRIVEWAY PROFILE TO THE SIDEWALK CROSS SLOPE.
26. TO PREVENT DRIVEWAY GRADES FROM EXCEEDING THE VALUES IN TABLE 2 - "MAXIMUM DRIVEWAY SLOPE" ON SHEET 2, IT MAY BE NECESSARY TO EXPRESS THE SIDEWALK ACROSS THE DRIVEWAY. SIDEWALK RAMPS SHALL HAVE THE LEAST RUNNING SLOPE POSSIBLE, WITH A MAXIMUM DESIGN AND LAYOUT SLOPE OF 7.5%. THE RUNNING SLOPE FOR WORK ACCEPTANCE SHALL BE A MAXIMUM OF 8.3%. WHERE EXISTING CONDITIONS DO NOT ALLOW THE CONSTRUCTION OF SIDEWALK RAMP AT 8.3% OR LESS RUNNING SLOPE, THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15'-0" FOR DESIGN AND LAYOUT. THE RAMP LENGTH SHALL NOT BE REQUIRED TO EXCEED 15'-0" FOR WORK ACCEPTANCE.
27. WHERE DRAINAGE IS CARRIED ALONG THE CURB, CONSTRUCT THE DRIVEWAY WITH A SHORT UPGRADE TO PREVENT RUNOFF FROM PONDING AT THE DRIVEWAY ENTRANCE (FLAT DRIVEWAYS) OR RUNNING DOWN THE DRIVEWAY (DOWNHILL DRIVEWAY SLOPES). IF CONDITIONS MAKE THE ADDITION OF A SHORT UPGRADE IMPRACTICAL, USE 1" CURB REVEAL AND CONTINUE CURB ACROSS THE DRIVEWAY OPENING. TYPICALLY, CURB REVEAL WILL NOT BE CONSTRUCTED IN RURAL AREAS. IF CURB REVEAL IS SPECIFIED FOR A SPECIFIC DRIVEWAY, IT WILL BE NOTED IN THE DRIVEWAY TABLE OF THE CONTRACT PLANS IN THE "COMMENTS" COLUMN.

ENTRANCE TYPE:

28. THE ENGINEER MAY INTERCHANGE TYPE 1, TYPE 3 AND TYPE 4 RESIDENTIAL DRIVEWAYS TO BETTER MATCH THE EXISTING ENTRANCE TYPES ALONG THE HIGHWAY CORRIDOR WHILE CONSIDERING AVAILABLE SPACE, TRANSITIONABILITY, SAFETY, AND FUNCTIONALITY. THE DRIVEWAY MUST STILL COMPLY WITH TABLE 4 - "DRIVEWAY ENTRANCE TYPE SELECTION" ON SHEET 2.
29. FOR DRIVEWAYS WITH VARYING WIDTHS AND/OR CURVED ALIGNMENTS, DETERMINE THE DRIVEWAY WIDTH AND CORNER ANGLE AT THE EDGE OF TRAVEL LANE.
30. FOR A ONE-WAY DRIVEWAY ENTRANCE OR EXIT, THE DRIVEWAY ENTRANCE WIDENING IS ONLY NEEDED ON THE SIDE OF THE DRIVEWAY TO ACCOMMODATE THE DESIRED TURNING MOVEMENT. ONE-WAY DRIVEWAYS WILL BE IDENTIFIED ON THE DRIVEWAY TABLE OF THE CONTRACT PLANS UNDER "COMMENTS". FOR CURBED HIGHWAYS, A SMALL CORNER CURB RADIUS OF 2' (OR 1/2 BULLNOSE' CURB ALONG LOW SPEED HIGHWAYS) SHALL BE CONSTRUCTED TO ELIMINATE A SHARP CORNER BEND IN THE CURB LINE WHICH IS SAFER FOR SNOWPLOW OPERATIONS.

MATERIAL:

31. FOR DRIVEWAY MATERIAL REQUIREMENTS, USE TABLE 3 - "DRIVEWAY MATERIALS AND THICKNESS" ON SHEET 2.
32. FOR FIELD ENTRANCES, THE MATERIAL WITHIN THE PAVEMENT LENGTH (PL") CAN CONSIST OF GRAVEL OR STONE AND BE CONNECTED TO THE EDGE OF THE HIGHWAY SHOULDER WITHOUT REMOVING ANY OF THE EXISTING SHOULDER MATERIAL.

DESIGN ELEMENT TOLERANCES		
ELEMENT	DESIGN AND FIELD LAYOUT LIMIT	LIMIT FOR WORK ACCEPTANCE
SIDEWALK CROSS SLOPE - SEE NOTE 12	1.5% MAX.	2.0% MAX.
SIDEWALK GRADE (RUNNING SLOPE) - SEE NOTE 11	4.5% MAX.	5.0% MAX.
CURB RAMP GRADE (RUNNING SLOPE) - SEE NOTE 21	7.5% MAX.	8.3% MAX.
BLENDED TRANSITION GRADE (RUNNING SLOPE) - SEE NOTE 7	4.5% MAX.	5.0% MAX.

NOTES REFERENCED IN THE TABLE ABOVE CAN BE FOUND ON STANDARD SHEET 608-01 SHEET 1 OF 9.

ALL VALUES SHOWN ON THE 608-03 STANDARD SHEETS REFER TO DESIGN AND FIELD LAYOUT LIMITS.

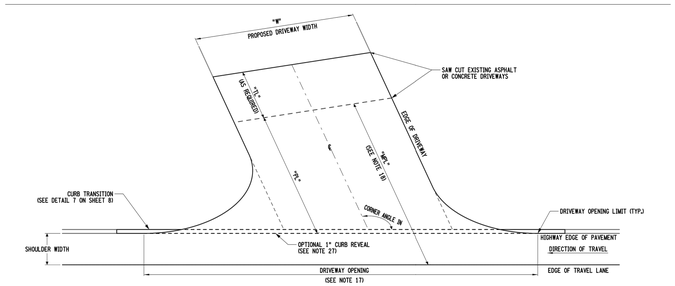
FOR ADDITIONAL REQUIREMENTS AND TOLERANCES, SEE "CRITICAL ELEMENTS FOR THE DESIGN, LAYOUT, AND CONSTRUCTION OF PEDESTRIAN FACILITIES" AVAILABLE ON THE NYSDOT HIGHWAY DESIGN MANUAL CHAPTER 18 WEBSITE.

NEW YORK STATE OF OPPORTUNITY. **Department of Transportation**

U.S. CUSTOMARY STANDARD SHEET

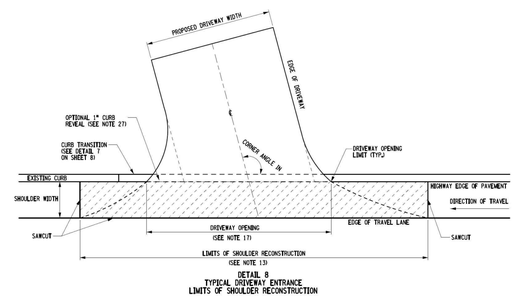
RESIDENTIAL AND MINOR COMMERCIAL DRIVEWAYS (SHEET 1 OF 9)

APPROVED MARCH 07, 2016	ISSUED UNDER EB 16-012
/S/ RICHARD M. LEE, P.E. DEPUTY CHIEF ENGINEER (DESIGN)	608-03

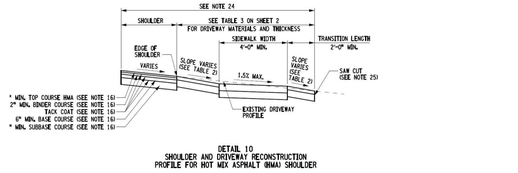


TYPE 1 DRIVEWAY ENTRANCE

NOTE: SEE RADIUS METHOD OF LAYOUT ON SHEET 3

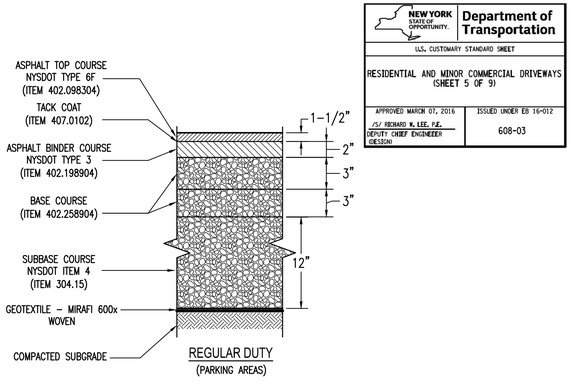


DETAIL 8
TYPICAL DRIVEWAY ENTRANCE
LIMITS OF SHOULDER RECONSTRUCTION



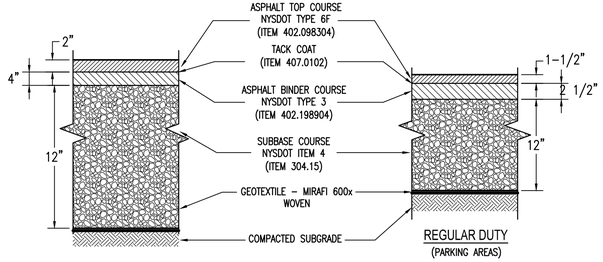
DETAIL 10
SHOULDER AND DRIVEWAY RECONSTRUCTION
PROFILE FOR HOT MIX ASPHALT (HMA) SHOULDER

NOTE:
ALL GENERAL NOTES AND ABBREVIATIONS REFERENCED ON THIS SHEET CAN BE FOUND ON STANDARD SHEET 608-03, SHEET 1 OF 9.



SHOULDER REPAIR PAVEMENT SECTIONS

N.T.S.



NOTES:
1. ALL PAVEMENT AND BASE MATERIAL SHALL CONFORM TO NEW YORK STATE DEPT. OF TRANSPORTATION "STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS".
2. SUBGRADE AND SUBBASE SHALL BE COMPACTED TO 95% MAX. STANDARD PROCTOR DENSITY.
3. IF SUBGRADE IS UNSUITABLE OR UNSTABLE, UNDERCUT AND REPLACE WITH APPROVED SELECT GRANULAR FILL COMPACTED TO 95% MAX. STANDARD PROCTOR DENSITY.

DRIVEWAY PAVEMENT SECTIONS

N.T.S.

NEW YORK STATE OF OPPORTUNITY. **Department of Transportation**

U.S. CUSTOMARY STANDARD SHEET

RESIDENTIAL AND MINOR COMMERCIAL DRIVEWAYS (SHEET 9 OF 9)

APPROVED MARCH 07, 2016	ISSUED UNDER EB 16-012
/S/ RICHARD M. LEE, P.E. DEPUTY CHIEF ENGINEER (DESIGN)	608-03

PRELIMINARY PRINT
NOT FOR CONSTRUCTION

No.	Date	Revision Description
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fenceline

SEAL

PROPOSED DANDY MINI-MART
LANSING (T), TOMPKINS (Co.), NEW YORK

FAGAN ENGINEERS & LAND SURVEYORS PC
113 East Chemung Place
Elmira N.Y. 14904
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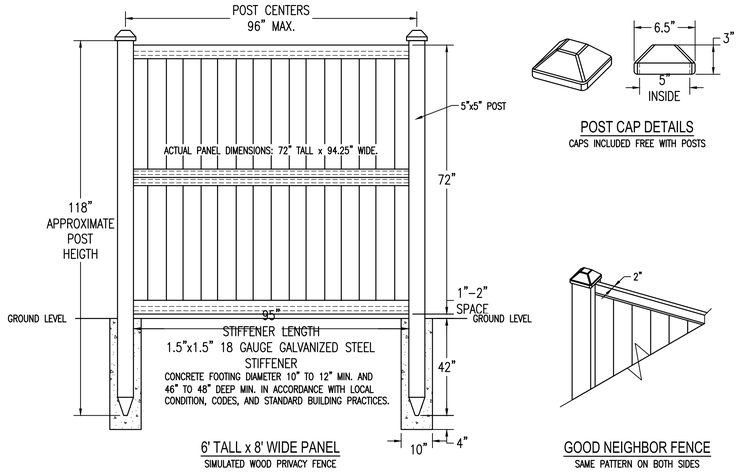
Scale:	As Noted 11x17 Prints are 1/2 Size
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

CIVIL DETAILS

C10

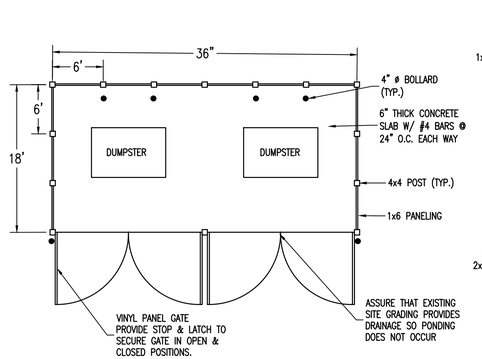


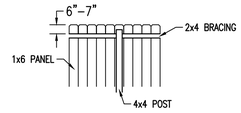
6' TALL x 8' WIDE PANEL
SIMULATED WOOD PRIVACY FENCE

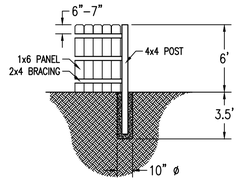
POST CAP DETAILS
CAPS INCLUDED FREE WITH POSTS

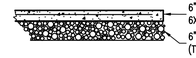
GOOD NEIGHBOR FENCE
SAME PATTERN ON BOTH SIDES

VINYL PRIVACY FENCE DETAIL
N.T.S.









NOTES
1. WOOD TO BE TREATED PINE. USE GALVANIZED NAILS FOR FASTENING.
2. NUMBER OF BOARDS WILL VARY DEPENDING ON SPACE BETWEEN BOARDS AND ACTUAL WIDTH OF BOARDS.
3. COLOR TO BE DETERMINED BY OWNER.

NOTES:
CONCRETE: 5000 psi @ 28 DAYS
REF.: 2 #4 REBAR IN HORIZONTAL DIRECTION
PINS: OPTIONAL #4 REBAR 16" LONG

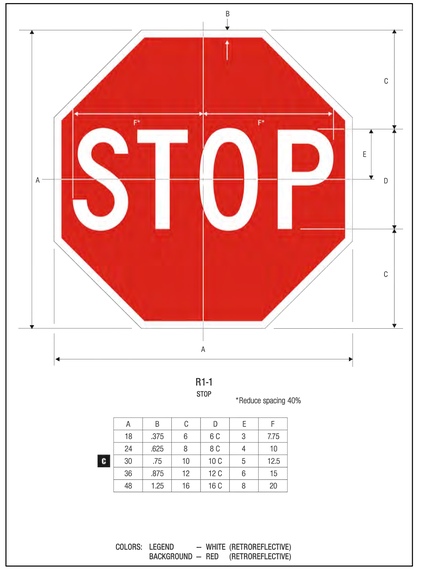
WEIGHT: 170 lbs.

STANDARD 6'-0" CONC. BUMPER BLOCK BY ZEISER-WILBERT OR ENGINEER-APPROVED EQUAL.

BUMPER BLOCK DETAIL
N.T.S.

R7-8

TYPICAL HC PARKING SIGN
N.T.S.

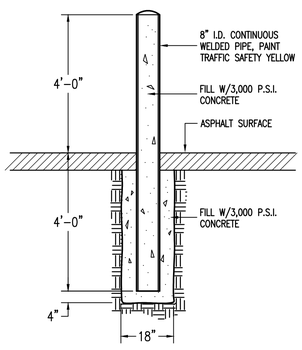


R1-1
STOP
*Reduce spacing 40%

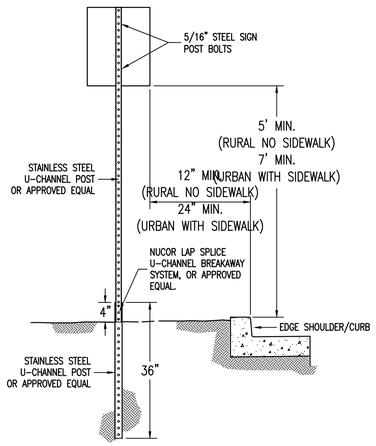
	A	B	C	D	E	F
	18	.375	6	6 C	3	7.75
	24	.625	8	8 C	4	10
C	30	.75	10	10 C	5	12.5
	36	.875	12	12 C	6	15
	48	1.25	16	16 C	8	20

COLORS: LEGEND – WHITE (RETROREFLECTIVE)
BACKGROUND – RED (RETROREFLECTIVE)

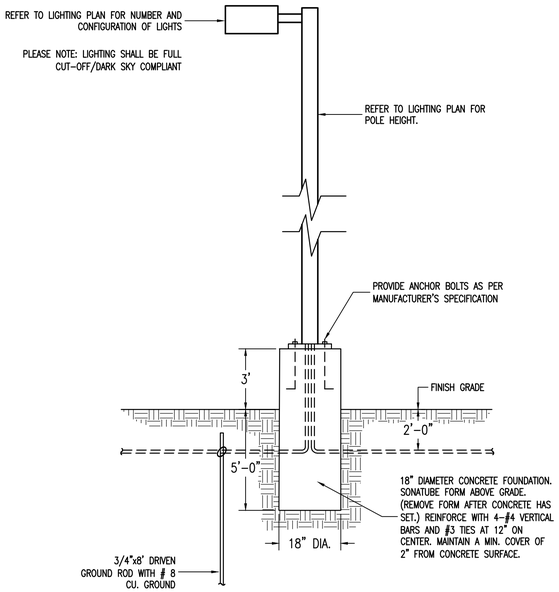
TYPICAL STOP SIGN
N.T.S.



PIPE BOLLARD DETAIL
N.T.S.



TYPICAL SIGN INSTALLATION
N.T.S.



PARKING AREA LIGHTING DETAIL
N.T.S.

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SEAL

PROPOSED DANDY MINI-MART
LANSING (T), TOMPKINS (Co.), NEW YORK

FAGAN ENGINEERS
& LAND SURVEYORS PC
113 East Chemung Place
Elmira N.Y. 14904
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Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

CIVIL DETAILS

C11

Commercial Onsite Wastewater Treatment System Design for Dandy Mini Mart

GENERAL INFORMATION:
The proposed design consists of one Wastewater Treatment System for the proposed commercial building in Lansing, NY. Based on Owners water usage records from other stores, the proposed on-site wastewater treatments system shall be designed to handle the effluent from the proposed septic system with a design flow of 615 gallons per day.

PROPOSED OWTS DESIGN FLOW:
615 GPD (based on water usage records from other Dandy Mini Marts)

SOILS & PERCOLATION TEST DATA:
- No percolation tests have been performed at this time. These tests will be conducted prior to construction.

Based on the USDA Soil Survey, the existing soils have little to no percolation. Because of this, a mound system has been proposed.

SEPTIC TANK DESIGN:
Table D-2 in the New York State Design Standards for Intermediate Sized Wastewater Treatment Systems Handbook states that the Minimum Effective Tank Capacity for a Daily Flow under 5,000 GPD shall be 1.5 x Daily Flow = 1.5 x 615 GPD = 923 Gallons. Therefore a 1000 Gallon tank is being proposed.

MOUND WITH ABSORPTION TRENCH DESIGN:
615 GPD / 0.90 GPD/FT² (Application Rate) = 684 FT²
684 FT² / 2 FT = 342 FT (Total Trench Length)
Therefore, the proposed design shall consist of 6 Rows @ 60 FT.

Absorption Area (A) = 6 trenches @ 2 ft wide/trench + 20 ft total trench separation = 32 ft
Absorption Area Length (B) = 60 ft
Fill Depth (D) = 2 ft
Fill Depth (E) = D + [slope x A] = 2 + [0.08 x 32] = 4.56 ft
Bed Depth (F) = 1 ft
Cap at Edge of Trenches (G) = 0.5 ft
Cap at Center of Trenches (H) = 1 ft
Upslope Setback (J) = [D + F + G] x 3 = [2 + 1 + 0.5] x 3 = 10.5 ft
Side Slope Setback (K) = [E + F + G] x 3 = [4.56 + 1 + 0.5] x 3 = 18.18 ft or 19 ft
Mound Length (L) = B + 2K = 60 + 2(19) = 98 ft
Downslope Setback (C) = 3 x [(E + F + G) + (slope x C)] = 3 x [(4.56 + 1 + 0.5) + (0.08 x C)] = 24 ft
Mound Width (W) = J + A + C = 10.5 + 32 + 24 = 66.5 ft or 67 ft

Material Specifications

Sewer Pipe:
- 4" SDR 35 PVC, TYPE 1 GRADE, ASTM D-3034 OD = 4.215" (0.120 min. wall)

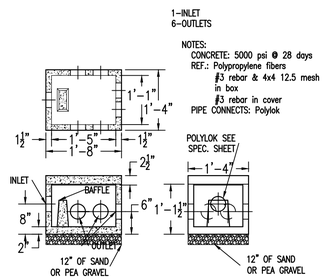
Septic Unit:
- 1,500 Gallon Septic Tank, by Zeiser Wilbert Vault Co., Elmira, NY

Distribution Box:
- One (1) Four Hole Distribution Box: 1 Inlet, 3 Outlets, by Zeiser Wilbert Vault Co., Elmira, NY

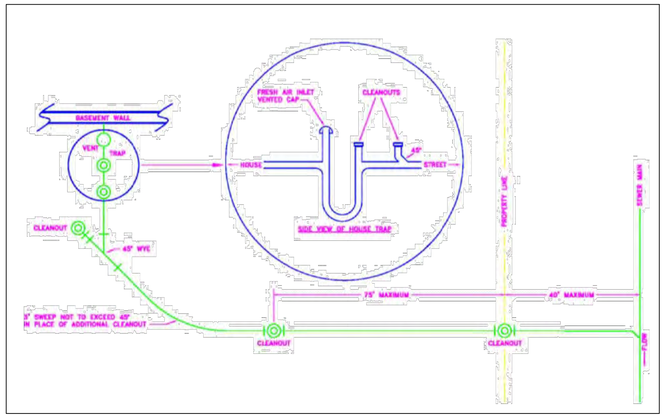
Perforated Distribution Pipe
- 4" SDR-35 PIPE, TYPE 1 GRADE, ASTM D-3034 OD = 4.215" (0.120 min. wall)

Installation Notes

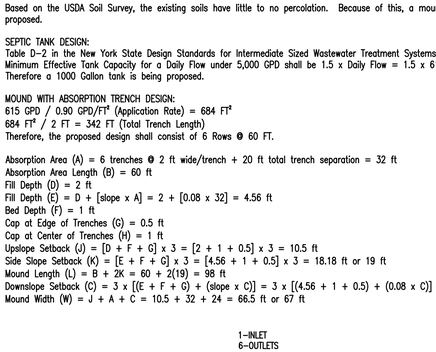
- CLEAR AND GRUB THE SITE (TREES, ROOTS, ROCKS, etc.)
- PLOW MOUND AREA TO A DEPTH OF 7-8"
- FILL TO BE PLACED IMMEDIATELY AFTER THE SITE IS PREPARED
- CONSTRUCTION EQUIPMENT SHOULD AT NO TIME TRACK OVER THE ABSORPTION AREA
- ONCE THE MOUND HAS BEEN PREPARED ABSORPTION SYSTEM IS TO BE PREPARED/INSTALLED PER DETAILS
- BOTTOM AND SIDEWALLS OF ABSORPTION TRENCHES SHALL BE RAKED PRIOR TO INSTALLATION OF DISTRIBUTOR PIPES
- AGGREGATE IN THE TRENCHES SHALL BE COMPLETELY COVERED WITH A PERMEABLE NON-WOVEN GEOTEXTILE TO PREVENT INFILTRATION OF SOIL INTO AGGREGATE
- FINAL FILL SLOPES SHALL NOT EXCEED 1:3 (1 VERTICAL:3 HORIZONTAL)
- ENTIRE MOUND SHALL BE COVERED WITH 6" OF TOPSOIL AND SEEDED TO GRASS



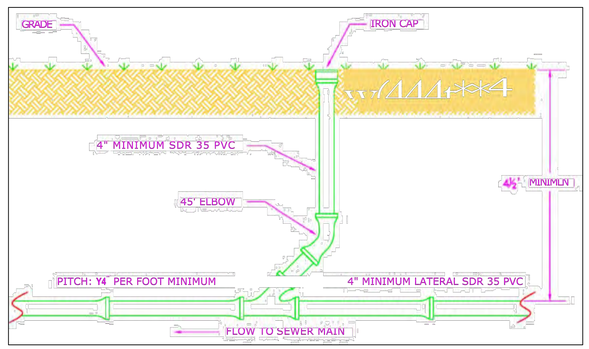
6 HOLE DISTRIBUTION BOX
N.T.S.



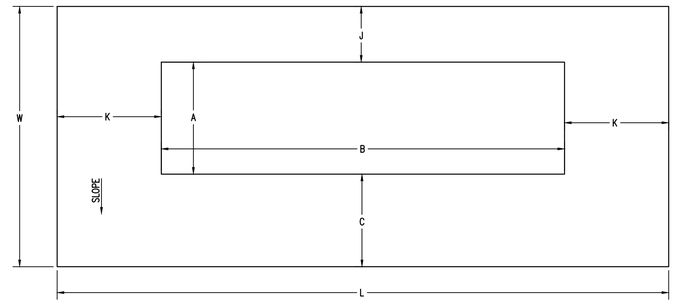
CLEANOUT PLACEMENT DETAIL
N.T.S.



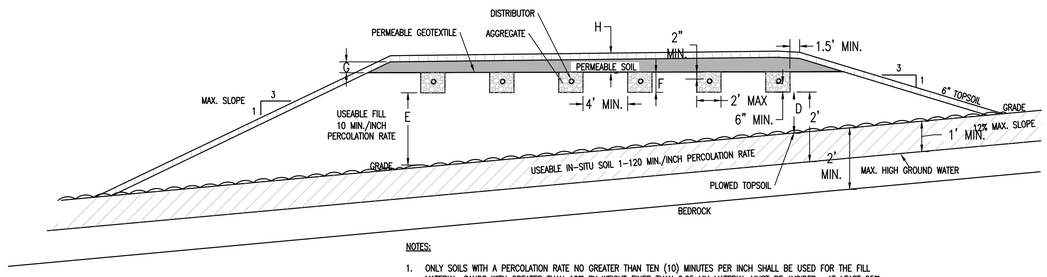
ST-1000 (2 COMP) SEPTIC TANK
N.T.S.



IN-LINE CLEANOUT DETAIL
N.T.S.



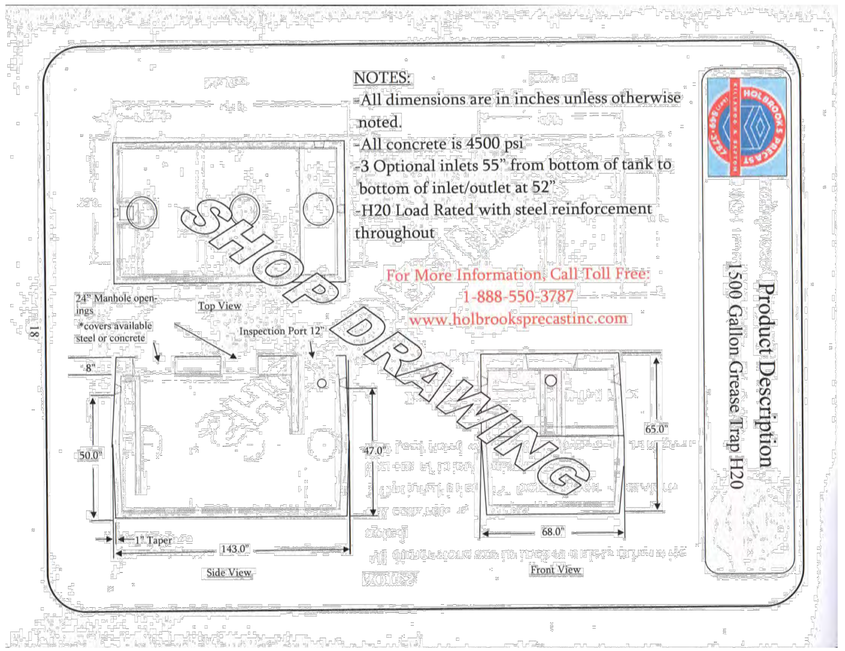
MOUND SYSTEM WITH ABSORPTION TRENCHES TOP VIEW
N.T.S.



NOTES:

1. ONLY SOILS WITH A PERCOLATION RATE NO GREATER THAN TEN (10) MINUTES PER INCH SHALL BE USED FOR THE FILL MATERIAL. SANDS WITH GREATER THAN 10% BY WEIGHT FINER THAN 0.05 MM MATERIAL MUST BE AVOIDED. AT LEAST 25% OF THE MATERIAL BY WEIGHT SHALL BE IN THE RANGE OF 0.50 MM TO 2.0 MM. LESS THAN 15% OF THE MATERIAL BY WEIGHT SHALL BE LARGER THAN A 1/2 INCH SIEVE. A SIEVE ANALYSIS MAY BE NECESSARY TO VERIFY THIS REQUIREMENT.
2. IMPORTED SOILS TO BE TESTED PRIOR TO COMPLETION OF MOUND SYSTEM BY A PROFESSIONAL ENGINEER.
3. PREPARATION OF THE SITE ON WHICH THE MOUND IS TO BE LOCATED, PLACEMENT OF THE FILL ON THE SITE, CONSTRUCTION OF THE ABSORPTION TRENCHES, GRADING THE EXPOSED FILL, AND GRADING/SEEDING THE TOP SOIL ARE CRITICAL TO PROPER OPERATION OF THE MOUND SYSTEM.

MOUND SYSTEM WITH ABSORPTION TRENCHES DETAIL
N.T.S.



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SEWER DETAILS

C12

500 gallon pump chamber interior volume: 8' x 5' = 40 sqft (7.48 gal/c.f.) = 300 gal/ft

Volume of 1 inch Force Main at 66 feet
Volume = Area of 1 in diameter pipe (66 ft) = 0.36 c.f. (7.48 gal/c.f.) = 2.70 gal

Assume the forcemain drains back in the wet well through the simplex pump.

Doses per Day = 4 doses/day = 615 GPD / 4 doses/day = 154 gallons/dose

Pump Volume = dose size + pipe system volume = 154 gallons + 2.70 gallons = 156.70 gallons

Pump Selection:
Static Head = Distribution Box Outlet Invert – Pump Off = 829.39 – 812.76 = 16.63 ft
Forcemain Length = 263 ft
Equivalent Length = (3 90's x 2.62 ft) + (1 Quick Disconnect x 8.32 ft) + (1 Ball Check Valve x 27.00 ft) = 43.18 ft
C = 120 (PVC Plastic Pipe)

Pump Rate (gpm)	0	10	20	30	40	50	22
Static Head (ft)	16.63	16.63	16.63	16.63	16.63	16.63	**16.63**
Friction Loss (ft)	0.00	6.95	25.04	53.02	90.27	136.41	**29.87**
TDH (ft)	16.63	23.58	41.67	69.65	106.90	153.04	**46.50**

Select Gould Effluent Pump Model WE0511HH operating at 22 gpm @ 46.50 ft TDH

INSTALLATION, LAYOUT & MATERIALS

1. Tanks shall be waterproof, installed with an access cover at least 24 in diameter, and of a durable construction, capable of withstanding soil pressure when empty. precast concrete pump tanks designed for pump station applications are acceptable.

2. The pump tank shall be located away from vehicle traffic, where possible, and positioned to facilitate maintenance.

3. Pipe, Fittings, and Connectors shall be rated for pressurized flow. Threaded galvanized pipe assemblies shall use pipe tape or pipe dope. Glued plastic fittings shall be of a deep socketed, pressure type and be cleansed with visible primer prior to assembly. Compression and gasketed fittings shall be rated to withstand pressures during operation of the pump system. (Each one foot of vertical lift results in 0.43 pounds per square inch of pressure at the lowest point in the pump system).

4. Assembly of the pump, discharge line, union or disconnect, power, and control cords shall be made so as to facilitate later maintenance and pump replacement without entry into the tank. At location where one or more risers are required to bring the cover to grade, electrical and pump discharge lines may be brought through an opening in the riser wall. Repair to the riser wall must prevent groundwater entry and be of a durable construction.

5. A union or disconnect is required on the pump discharge line.

6. A nylon rope or stainless steel chain or gable shall be provided and secured within easy reach of the pump tank cover, for later retrieval of the pump.

7. Electrical and float cords shall be of sufficient length to allow removal of the pump and placement on the ground. Cords shall be coiled and secured within reach with waterproof tape, cable ties, or other removable and reliable fastener.

8. The force main between the pump tank and treatment area shall be installed so as to be frost proof. Ordinarily the most desirable method of frost proofing shall be to install the pump line so that effluent drains back into the tank after each pump cycle. Where a check valve is installed and the line is not intended to drain back to the tank, the force main shall be buried at least 42 in below grade. A 1/4 in hole shall be drilled in the rigid discharge assembly immediately beyond the check valve to allow drain back into the tank.

9. The pump, chamber, and all products used in the system shall be warranted by the manufacturer for that application.

10. Ball valves must be full bore type with minimum fluid passage way no less than the pipe diameter.

11. Force mains located under public roads, driveways, and other traffic areas shall be installed within a protective sleeve to prevent damage to the line, and to facilitate retrieval and replacement, if necessary.

12. All opening and joints in the tank, including the riser, shall be adequately sealed to prevent infiltration of ground and surface waters.

UNACCEPTABLE MATERIALS

1. Fittings and pipe materials not designed for pressurized flow.

2. Non-sumersible pumps, well pumps, or electrical connections within the pump tank.

3. Any material NOT specifically designed and warranted for the application is unacceptable.

GENERAL NOTES, APPLICABILITY, AND LIMITATIONS TO USE

1. This plan has been prepared to provide standards and guidance on installation of septic tank effluent pump stations suited to residential use. According to current sanitary and building codes, this shall not be used for layout of raw sewage pump stations, which require different criteria for tank size and pump selections.

2. Float controls shall be used for level and pump control.

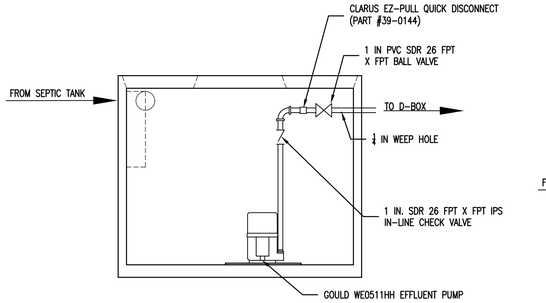
3. A high water alarm and float shall be provided to warn dwelling occupants of pump malfunction. The alarm shall be located in plan sight of the malfunction. The alarm shall be be located in plain sight of the living area.

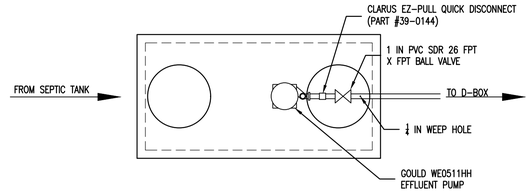
ELECTRICAL NOTES

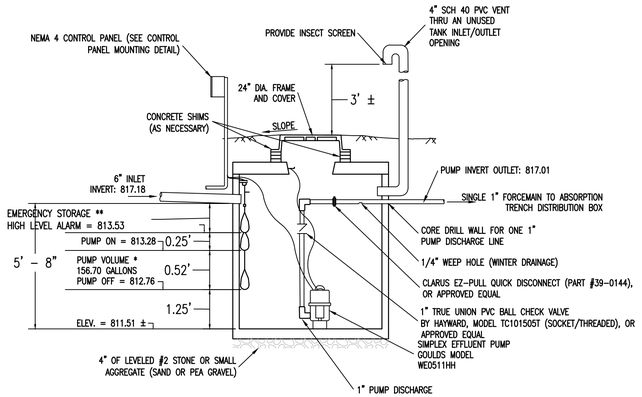
1. All electrical wiring and systems shall be in accordance with the most current version of the National Electrical Code for the specific applications.

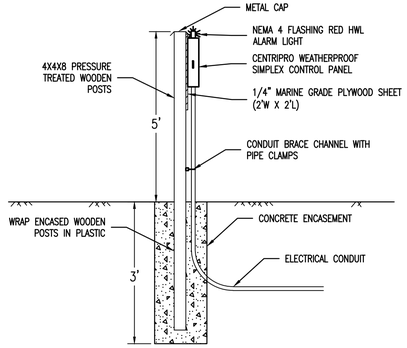
2. Electrical service and connections may be made in one of several acceptable methods. All must nmeet current Electrical and Building Code requirements. Junction boxes and receptacles located within the pump tank are not acceptable.

3. Contractor's electrician shall provide a single phase, 115V, 20 AMP circuit dedicated for the simplex pump/pump controls.









NOTE:
- POST AND PLYWOOD TO BE PAINTED (COLOR BY OWNER)

NOTE:
NO PERSON TO ENTER TANK UNLESS OSHA REPRESENTATIVE PRESENT.

* PUMP VOLUME = 123 GAL (DOSE) + 2.70 GAL (DRAIN BACK) = 125.70 GAL
** EMERGENCY STORAGE
ACTUAL = 3.65 FT / 1,095 GAL
MIN. REQUIRED = 2.05 FT / 615 GAL

1000 GALLON PUMP CHAMBER DETAIL

1. Site was inspected by: _____ on _____

2. The Total Dynamic Head at 45 GPM is Estimated to be:
Static Head: 16.63 ft + 29.87 ft Friction Head = 46.50 ft (0.4335) = 20.16 PSI

3. Pump Curve supplied by the contractor for the installed pump indicated that the pump would provide the minimum recommended GPM at the estimated Total Dynamic Head and that the pump would operate with an acceptable efficiency.

4. Pump installed is specifically designed for this application.

5. The pump chamber was a 1000 Gallon Chamber and is specifically designed for this application.

6. The pump can be removed from the chamber from the ground surface.

7. An audible/visual alarm is located above grade on a post near the pump tank cover. The visible alarm, if installed, is clearly visible from the living area.

PUMP NOTES:
1. _____ Grinder, _____ Sewage, or X Effluent

2. Minimum Freeboard Storage: 615 Gallons

3. Dosing Volume: 125.70 Gallons

4. Pump: Goulds Model WE0511HH or Approved Equal

5. Simplex Control Panel:
CENTRIPRO WEATHERPROOF PANEL with the following features:
- NEMA 4 (Dead Front Type with Locking HASP)
- Separate Level Control Switches (OFF, ON, HWL)
- HWL Alarm Circuit and Light (NEMA 4 Flashing Red Light)
- HWL Alarm Circuit and Audible Alarm (NEMA 4 Horn)
- Automatic Alarm Reset
- HOA Switch
- Run Light
- Condensation Heater – 115V

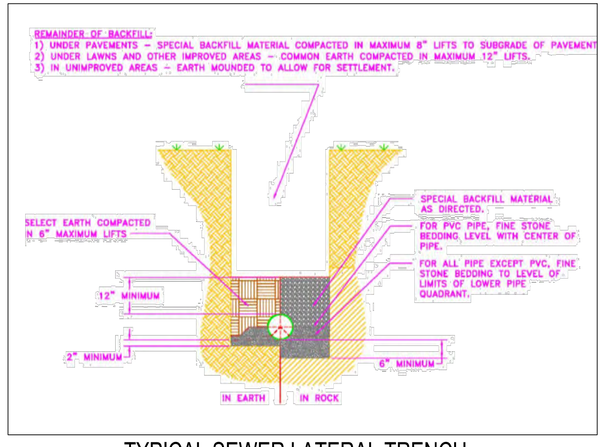
GENERAL NOTES:
1. A visual high water alarm system shall be located in a conspicuous location and shall be kept in workable order at all times.

2. Set the High Water Alarm to actuate when the pump tank will have a reserve volume of at least one day capacity.

3. Tank installation in area of High Groundwater shall be installed with Anti-Floating Device as per the tank manufacturer.

4. Electrical components to comply with latest edition of NYS Fire Underwriter's code.

5. Slope finished grade away from the manhole cover so storm runoff does not enter the tank through the access cover.



TYPICAL SEWER LATERAL TRENCH DETAIL

N.T.S.

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SEWER DETAILS

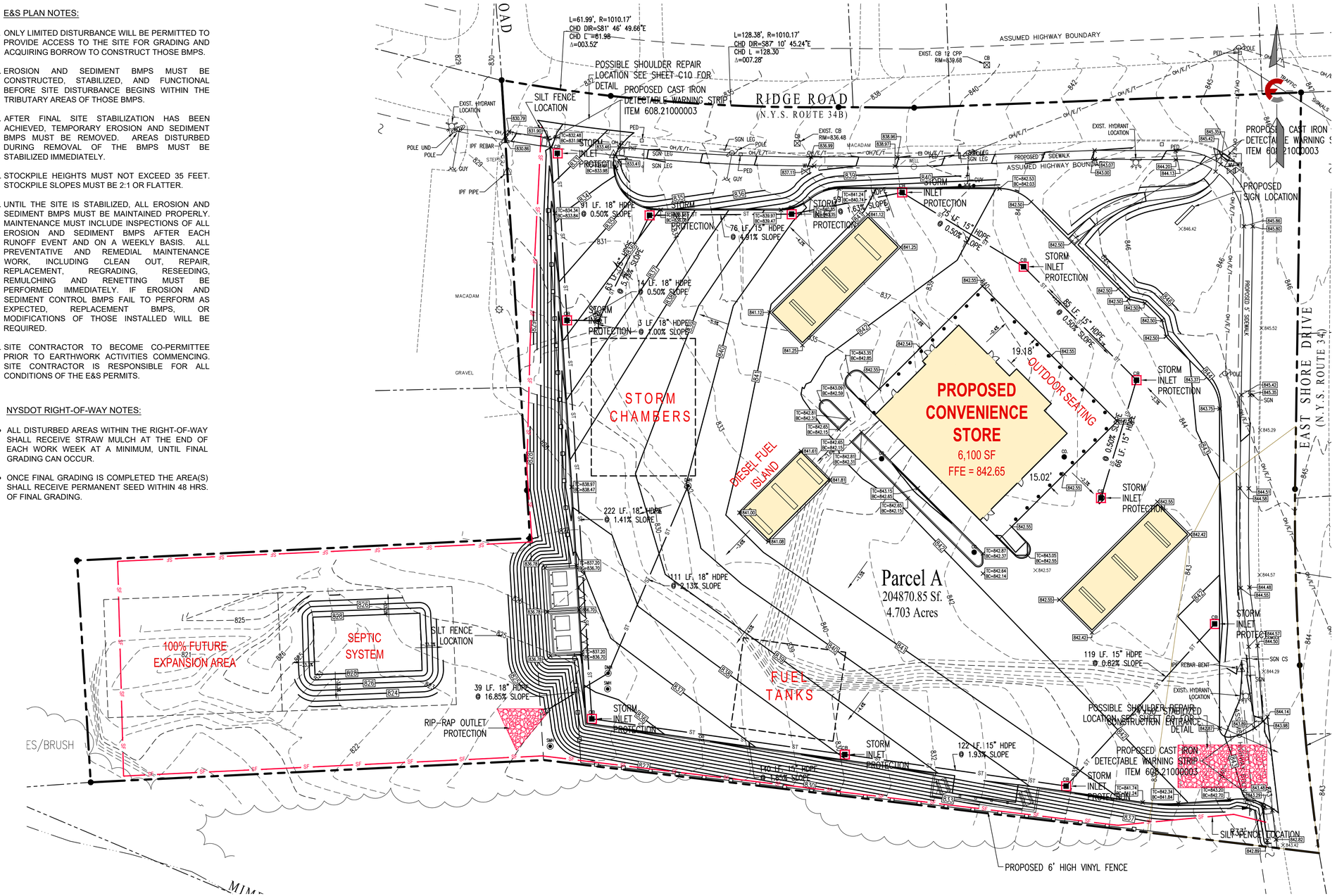
C13

E&S PLAN NOTES:

1. ONLY LIMITED DISTURBANCE WILL BE PERMITTED TO PROVIDE ACCESS TO THE SITE FOR GRADING AND ACQUIRING BORROW TO CONSTRUCT THOSE BMPS.
2. EROSION AND SEDIMENT BMPS MUST BE CONSTRUCTED, STABILIZED, AND FUNCTIONAL BEFORE SITE DISTURBANCE BEGINS WITHIN THE TRIBUTARY AREAS OF THOSE BMPS.
3. AFTER FINAL SITE STABILIZATION HAS BEEN ACHIEVED, TEMPORARY EROSION AND SEDIMENT BMPS MUST BE REMOVED. AREAS DISTURBED DURING REMOVAL OF THE BMPS MUST BE STABILIZED IMMEDIATELY.
4. STOCKPILE HEIGHTS MUST NOT EXCEED 35 FEET. STOCKPILE SLOPES MUST BE 2:1 OR FLATTER.
5. UNTIL THE SITE IS STABILIZED, ALL EROSION AND SEDIMENT BMPS MUST BE MAINTAINED PROPERLY. MAINTENANCE MUST INCLUDE INSPECTIONS OF ALL EROSION AND SEDIMENT BMPS AFTER EACH RUNOFF EVENT AND ON A WEEKLY BASIS. ALL PREVENTATIVE AND REMEDIAL MAINTENANCE WORK, INCLUDING CLEAN OUT, REPAIR, REPLACEMENT, REGRADING, RESEEDING, REMULCHING AND RENETTING MUST BE PERFORMED IMMEDIATELY. IF EROSION AND SEDIMENT CONTROL BMPS FAIL TO PERFORM AS EXPECTED, REPLACEMENT BMPS, OR MODIFICATIONS OF THOSE INSTALLED WILL BE REQUIRED.
6. SITE CONTRACTOR TO BECOME CO-PERMITTEE PRIOR TO EARTHWORK ACTIVITIES COMMENCING. SITE CONTRACTOR IS RESPONSIBLE FOR ALL CONDITIONS OF THE E&S PERMITS.

NYSDOT RIGHT-OF-WAY NOTES:

- ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL RECEIVE STRAW MULCH AT THE END OF EACH WORK WEEK AT A MINIMUM, UNTIL FINAL GRADING CAN OCCUR.
- ONCE FINAL GRADING IS COMPLETED THE AREA(S) SHALL RECEIVE PERMANENT SEED WITHIN 48 HRS. OF FINAL GRADING.



LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- EXISTING EDGE OF ROADWAY
- EXISTING CURB LINE
- SAN — EXISTING SANITARY SEWER
- G — EXISTING GAS MAIN
- UG/E/T/C — EXISTING UTILITY LINE (UG–UNDERGROUND, OH–OVERHEAD, T–TELEPHONE, E–ELECTRIC, C–CABLE)
- x — x — EXISTING FENCE LINE
- W — EXISTING WATER LINE
- 932 — EXISTING CONTOUR LINE
- LOD — PROPOSED LIMIT OF DISTURBANCE
- 99 — PROPOSED CONTOUR LINE
- PROPOSED EASEMENT
- ST — PROPOSED STORM SEWER
- PROPOSED EDGE OF ROADWAY
- PROPOSED CURB LINE
- SAN — PROPOSED SANITARY SEWER
- G — PROPOSED GAS LINE
- UG/E/T/C — PROPOSED UTILITY LINE (UG–UNDERGROUND, OH–OVERHEAD, T–TELEPHONE, E–ELECTRIC, C–CABLE)
- W — PROPOSED WATER LINE
- SF — PROPOSED SILT FENCE
- CS — PROPOSED COMPOST SOCK
- SMH — EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT ASSEMBLY
- CB — EXISTING CLEANOUT
- 99.50 x — EXISTING SPOT ELEVATION
- SMH — PROPOSED SANITARY MANHOLE
- WV — PROPOSED WATER VALVE
- TB — PROPOSED THRUST BLOCK
- PROPOSED FIRE HYDRANT ASSEMBLY
- CB — PROPOSED CLEANOUT
- PROPOSED LIGHTING FIXTURE
- x 99.42 — PROPOSED SPOT ELEVATION
- PROPOSED DRYWELL
- PROPOSED CATCH BASIN
- PROPOSED INLET PROTECTION
- TC=100.50 BC=100.00 — PROPOSED TOP/BOTTOM CURB

0 30' 60'

CONSTRUCTION SEQUENCE

1. ALL PAGE NUMBERS *(P. 5*.**)* REFER TO THE *NEW YORK STATE GUIDELINES FOR URBAN EROSION AND SEDIMENT CONTROL.*
2. CONTROL DUST ON SITE TO PREVENT DUST LEAVING THE SITE AND CREATING OFF-SITE DAMAGE, HEALTH HAZARDS, AND TRAFFIC SAFETY PROBLEMS. TREATMENT INCLUDES BUT IS NOT LIMITED TO SPRAYING DISTURBED SOIL SURFACES WITH WATER (5A.87).
3. INSTALL STABILIZED CONSTRUCTION ENTRANCE *(P. 5A.75)*. WIDTH: - TWELVE (12) FT. MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. IF ONLY ONE ENTRANCE IS USED THE MINIMUM WIDTH SHALL BE TWENTY-FOUR (24) FEET.
4. STANDARD SILT FENCE *(P. 5A.19)* SHALL THEN BE PLACED AROUND ALL DISTURBED AREAS.
5. CLEAR AND GRUB THE SITE. STRIP TOPSOIL AND STOCKPILE ON-SITE WITH PERIMETER SILT FENCE AND VEGETATIVE COVER.
6. INSTALL ALL CATCH BASINS. INLET PROTECTION (51.27) SHALL BE PLACED AROUND ALL STORM DRAIN INLETS. UTILIZE TYPE II IN AREAS OF EXCAVATION AND TYPE III IN PAVEMENT AREAS. CONVERT ALL FABRIC DROP INLET PROTECTION TO TYPE III IN-PAVEMENT PROTECTION UPON PAVING COMPLETION WITHIN PROJECT AREA.
7. CONSTRUCT BUILDING FOUNDATION AND ENCLOSE BUILDING.
8. INSTALL STORMWATER CHAMBER SYSTEM AND CLOSED STORM SEWER SYSTEM. DO NOT CONNECT THE UNDERGROUND STORM SEWER SYSTEM TO THE STORMWATER CHAMBER SYSTEM UNTIL THE PROJECT HAS BEEN VEGETATED.
9. INSTALL ROCK OUTLET PROTECTION *(P. 5B.21)* AT ALL STORM SEWER OUTLETS.
10. FINALIZE CONSTRUCTION OF MAIN PROJECT ELEMENTS INCLUDING INFRASTRUCTURE AND NEW PAVEMENT.
11. PERFORM SOIL RESTORATION TO DISTURBED AREAS OF THE SITE THAT WILL NOT BE PAVED. SOIL RESTORATION INCLUDES DEEP RIPPING THE SUBSOIL TO A MINIMUM DEPTH OF 12-INCHES, MIXING 3-INCHES OF COMPOST INTO THE SUBSOIL, AND SPREADING 6-INCHES OF TOPSOIL TO THE SITE. SOIL RESTORATION IS REQUIRED FOR ALL AREAS OF EXISTING GRAVEL IMPERVIOUS AREA THAT WILL BE CONVERTED TO PERVIOUS COVER.
12. SPREAD TOPSOIL, FINE GRADE, SEED, MULCH, AND ESTABLISH VEGETATIVE COVER.
13. ONCE DISTURBED AREAS HAVE REACHED STABILIZATION, CONNECT THE STORM CHAMBER SYSTEM TO THE STORM SEWER SYSTEM.
14. REMOVE SEDIMENT FROM ANY SEDIMENT TRAPS OR BASINS.
15. REMOVE ALL TEMPORARY EROSION CONTROL METHODS WHEN CONTRIBUTING DRAINAGE AREAS HAVE REACHED FINAL STABILIZATION.

Note :
Utility information has been plotted from available sources and their locations and size should be considered approximate only. The contractor is responsible for determining exact utility locations, sizes, and elevations prior to commencing construction. If uncharted or misplotted utilities are encountered, the contractor is required to notify the owner immediately.

New York State law requires excavators to contact the one-call notification system prior to digging to prevent damage to buried facilities.
IT'S THE LAW!
Call three days before you dig!
1-800-962-7962
Dig Safely New York
(non-members must be contacted separately)

PRELIMINARY PRINT
NOT FOR CONSTRUCTION

Rev.	Date	Revision Description
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fenceline

SEAL

PROPOSED DANDY MINI-MART
LANSING (T), TOMPKINS (Co.), NEW YORK

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Elmira N.Y. 14904
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www.FaganEngineers.com

Scale:	1" = 30' 11x17 Prints are 1/2 Size
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

E & S PLAN

C14

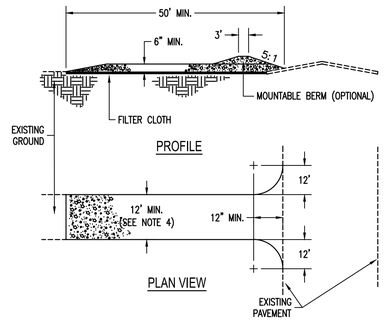
STANDARD AND SPECIFICATIONS FOR LAWN AREA IMPROVEMENT

Establishing Grasses (Turf grasses)

1. Time of planting:
   - Fall planting is preferred. Seed after August 15. In the spring plant until May 15.
   - If seeding is done between May 15 and August 15, irrigation may be necessary to insure a successful seeding.
2. Site Preparation:
   A. Install needed water and erosion control measures and bring area to be seeded to desired grades. A minimum of 4 in topsoil is required.
   B. Prepare seedbed by loosening soil to a depth of 1 to 6 inches.
   C. Remove all stones over 1 inch in diameter, sticks and foreign matter from the surface.
   D. Lime to pH if 6.0 – 7.0.
   E. Fertilize as per soil test or apply 800 to 900 pounds of 5–10–10 or equivalent per acre (20 lbs./1,000 sf.).
   F. Incorporate lime and fertilizer in top 2 – 4 inches of topsoil.
   G. Smooth and firm the seedbed.
3. Planting:
   - Use a cultipacker type seeder if possible.
   - If seed is to be drilled, cultipack or roll before and after seeding. Drill the seed to a depth of ⅛ to ¼ inch. If seed is to be broadcast, cultipack or roll after seeding on loose soil.
   - If hydroseeded, lime and fertilizer may be applied through the seeder.
4. Mulching:
   A. Site preparation:
      a. Prior to mulching, install the necessary temporary or permanent erosion control (structural) practices and drainage systems within or adjacent to area to be mulched.
      b. Slope, grade and smooth the site if conventional equipment is to be used in applying and anchoring the mulch.
      c. Remove all undesirable stone and other debris depending on anticipated land use.
      d. Compacted or crusted soil surface should be loosened to at least 2 inches by disking or other suitable methods.
   B. Mulching Materials:
      - The best combination is straw (small grain) mulch applied at 2 ton/acre (90 lbs./1,000 sf.) and anchored with wood fiber mulch (hydromulch) at 500 – 700 lbs./acre (11 – 17 lbs./1,000 sf.). The wood fiber mulch must be applied through a hydroseeder immediately after mulching.
5. Seed mixtures:

SITE/USE	SPECIES % BY WEIGHT	Lbs./1,000 sf.	Lbs./Acre
Sunny Sites (well moderately well and somewhat poorly drained soils)	65% Kentucky Bluegrass Blend	2.0 – 2.6	85 – 114
	20% Perennial Ryegrass	0.6 – 0.8	26 – 35
	15% Fine Fescue	0.4 – 0.6	19 – 26
		3.0 – 4.0	130 – 175
Sunny Droughty Sites – General recreation areas and lawns, low maintenance (somewhat excessively to excessively drained soils)	65% Fine Fescue	2.6 – 3.3	114 – 143
	15% Perennial Ryegrass	0.6 – 0.7	26 – 33
	20% Kentucky Bluegrass Blend	0.8 – 1.0	35 – 44
		4.0 – 5.0	174 – 220

6. First Year
   - Fertilize 3 to 4 weeks after germination by applying 1 lb. nitrogen/1,000 sf. using a complete fertilizer with a 2–1–1 or 4–1–3 ratio or as recommended by soil test results.
   - Restrict use. New seeding's should be protected from use for 1 full year to allow development of a dense sod with good root structure.
7. Maintaining Grasses
   - Maintain a pH of 6.0 to 7.0.
   - Fertilize in late May to early June as follows with 10–10–10 analysis fertilizer at the rate of 10 lbs./1,000 sf. and repeat in late August if sod density is not adequate. Top dress weak sod annually in the spring but at least once every 2 to 3 years.
   - Aerate compacted or heavily used areas, like athletic fields, annually as soon as soil moisture conditions permit. Aerate area 6 to 8 times using a spoon or hollow tine type aeration. Do not use solid spike equipment.
   - Reseed bare and thin areas annually with original species.

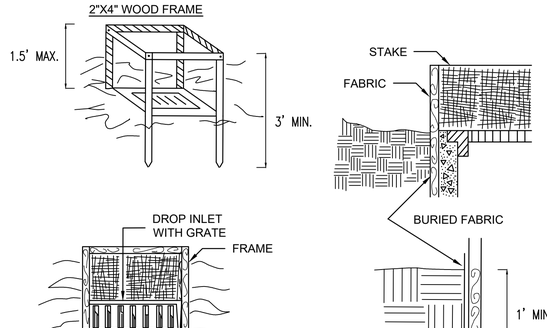


STABILIZED CONSTRUCTION ENTRANCE

NTS.

CONSTRUCTION SPECIFICATIONS

1. Stone size: – Use 2" stone, or reclaimed or recycled concrete equivalent.
2. Length: – As required, but no less than 50 feet.
3. Thickness: – Not less than (6) inches.
4. Width: – Twelve (12) ft. Minimum, but not less than the full width at points where ingress or egress occurs. If only one entrance is used the minimum width shall be twenty–four (24) feet.
5. Filter cloth: – Will be placed over the entire area prior to placing of stone.
6. Surface water: – All surface water flowing or diverted toward construction entrances shall be piped across the entrance. If piping is impractical, a mountable berm with 5:1 slopes is permitted.
7. Maintenance: – The entrance shall be maintained in a condition which will prevent tracking or flowing of sediment onto public rights–of–way. This may require periodic top dressing with additional stone as conditions demand and repair and/or cleanout of any measures used to trap sediment. All sediment spilled, dropped, washed or tracked onto public rights–of–way must be removed immediately by Contractor.
8. Washing: – Wheels shall be cleaned to remove sediment prior to entrance onto a public rights–of–way. When washing is required it shall be done on an area stabilized with stone and which drains into an approved sediment trapping device.
9. Periodic inspection and needed maintenance shall be provided after each rain.

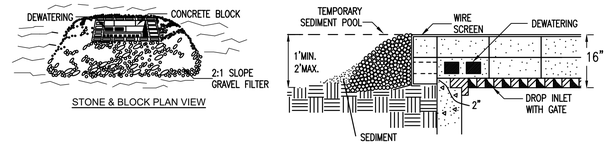


SPECIFICATIONS FOR SILT FENCE PROTECTION

1. Filter fabric shall have an EOS of 40–85.
2. Cut fabric from a continuous roll to eliminate joints. If joints are needed they shall be overlapped to the next stake.
3. Stake materials shall be 2"x4" wood or equivalent metal with a minimum length of 3 feet.
4. Space stakes evenly around inlet 3 feet apart and drive a minimum 18 inches deep. Spans greater than 3 feet may be bridged with the use of wire mesh behind fabric for support.
5. Fabric shall be embedded 1 foot minimum below ground and backfilled. It shall be securely fastened to the stakes and frame.
6. A 2"x4" wood frame shall be completed around the crest of the fabric for over flow stability.
7. Maximum drainage area 1 acre.
8. Inspection shall be frequent and repair or replacement shall be made promptly as needed.

FILTER FABRIC STORM DRAIN PROTECTION

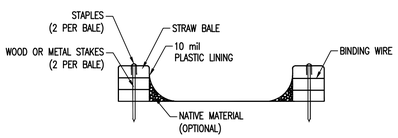
NTS.



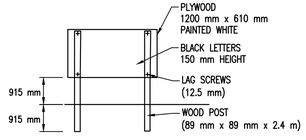
IN-PAVEMENT INLET PROTECTION

N.T.S.

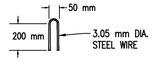
1. LAY ONE BLOCK ON EACH SIDE OF THE STRUCTURE ON ITS SIDE FOR DEWATERING. FOUNDATION SHALL BE 2 INCHES MINIMUM BELOW REST OF INLET AND BLOCKS SHALL BE PLACED AGAINST INLET FOR SUPPORT.



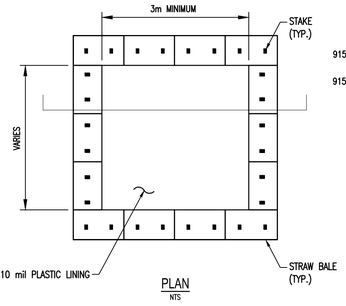
SECTION B-B'
NTS



CONCRETE WASHOUT SIGN DETAIL
NTS



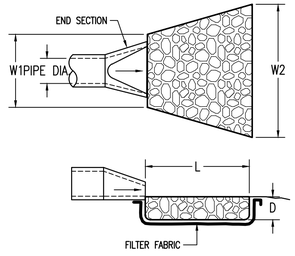
STAPLE DETAIL
NTS



PLAN
NTS

CONCRETE WASHOUT DETAIL

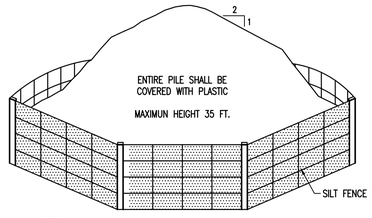
NTS



OUTLET No.	PIPE DIA. (in)	Q (cfs)	V (fps)	STONE DIA. (in)	W1 (ft)	W2 (ft)	L (ft)	D (in)
I–#1	–	–	–	–	–	–	–	–

RIP-RAP OUTLET APRON DETAIL

NOT TO SCALE

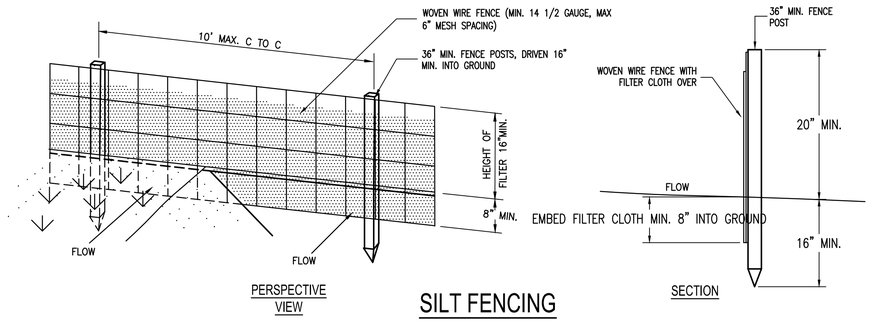


SOIL STOCKPILING NOTES:

1. AREA FOR STOCKPILING OPERATIONS SHALL BE DRY AND STABLE.
2. MAXIMUM SLOPE OF STOCKPILE SIDESLOPES SHALL BE 2:1.
3. UPON COMPLETION OF SOIL STOCKPILING, EACH PILE SHALL BE SURROUNDED WITH SILT FENCING AND THEN STABILIZED WITH SEED OR SECURED IMPERVIOUS COVER.
4. SEE SILT FENCE INSTALLATION DETAIL.
5. PLASTIC SHEETING SHALL BE PLACED BELOW ALL STOCKPILE AREAS.

SOIL STOCKPILE DETAIL

NOT TO SCALE



SILT FENCING

NTS.

CONSTRUCTION SPECIFICATIONS FOR FABRICATED SILT FENCE

1. Woven wire fence to be fastened securely to fence posts with wire ties or staples.
2. Filter cloth to be fastened securely to woven wire fence with ties spaced every 24" at top and mid section.
3. When two sections of filter cloth adjoin each other they shall be over–lapped by 6" and folded.
4. Maintenance shall be performed as needed and material removed when "bulges" develop in the silt fence.

Posts: Steel either "t" or "u" type or 2" hardwood.

Fence: Woven wire, 14 1/2 ga. 6" max. mesh opening filter.

Cloth: Filter x, mirafi 100x, stabi–linka t140n or approved equal. prefabricated unit: geofab, envirofence, or approved equal.

No.	Date	Revision Description
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
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Scale:	As Noted 11x17 Prints are 1/2 Size
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

E & S DETAILS

C15

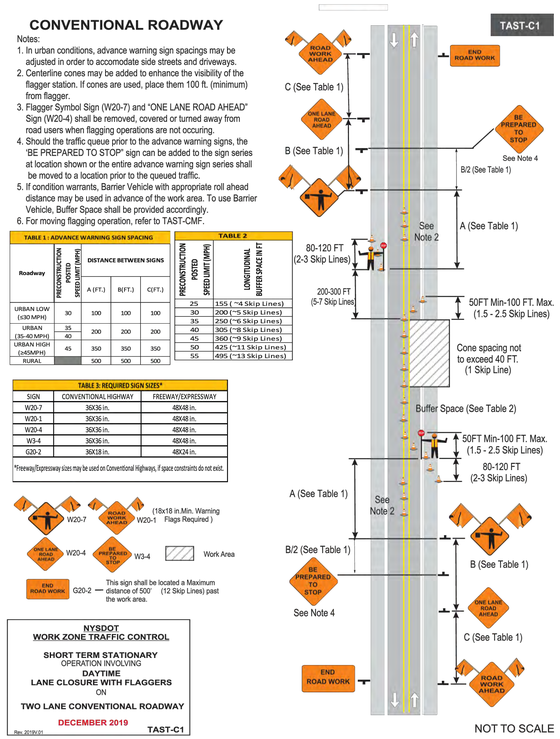
PRELIMINARY PRINT NOT FOR CONSTRUCTION

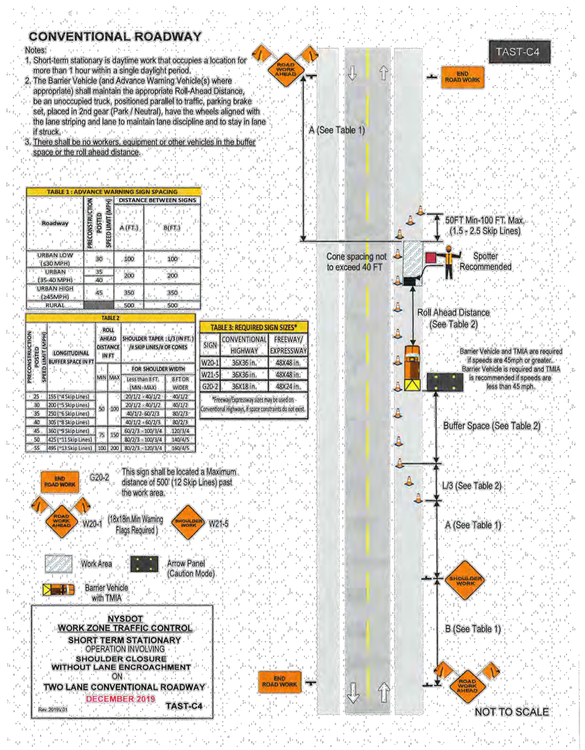
NYSDOT STANDARD GENERAL PLAN NOTES:

1. THE ROADWAY SHALL BE KEPT CLEAN OF MUD AND DEBRIS AT ALL TIMES.
2. ROADSIDE DRAINAGE SHALL BE MAINTAINED AT ALL TIMES.
3. MATERIALS, EQUIPMENT AND VEHICLES SHALL NOT BE STORED OR PARKED WITHIN THE NEW YORK STATE RIGHT–OF–WAY.
4. WORKZONE TRAFFIC CONTROL SHALL COMPLY WITH THE 2009 EDITIONS OF THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE NEW YORK STATE SUPPLEMENT, AND SHALL BE IN ACCORDANCE WITH THE NYSDOT CONTRACT OR HIGHWAY WORK PERMIT DOCUMENTS AND AS DEEMED NECESSARY BY THE NYS ENGINEER IN CHARGE.
5. NOTIFY NEW YORK STATE DEPARTMENT OF TRANSPORTATION RESIDENT ENGINEER AT THE APPLICABLE RESIDENCY, THREE WORKING DAYS PRIOR TO WORKING IN THE STATE RIGHT–OF–WAY.

ONONDAGA EAST	ONONDAGA WEST	CORTLAND/TOMPKINS	OSWEGO	CAYUGA/SENECA
315–458–1910	315–672–8151	607–756–7072	315–963–3730	315–539–3112

6. NOTIFY DIG SAFELY NEW YORK THREE WORKING DAYS PRIOR TO DIGGING, DRILLING OR BLASTING AT 1–800–962–7962, FOR A UTILITY STAKE–OUT.
7. ALL WORK CONTEMPLATED AND MATERIALS USED WITHIN THE NYS RIGHT–OF–WAY SHALL BE COVERED BY AN IN CONFORMITY WITH THE NYS DEPARTMENT OF TRANSPORTATION MAY 1, 2008 SPECIFICATIONS BOOK AND ANY SUBSEQUENT ADDENDA ALONG WITH ANY APPROPRIATE CURRENT NYS DEPARTMENT OF TRANSPORTATION STANDARD SHEETS, EXCEPT AS MODIFIED IN THESE PLANS AND IN THE ITEMIZED PROPOSAL. METRIC UNITS MAY BE CONVERTED TO ENGLISH.
8. QUALITY CONTROL OF ASPHALT CONCRETE SHALL MEET THE REQUIREMENTS OF SECTION 402 OF THE STANDARD SPECIFICATIONS. ASPHALT COURSE DEPTHS SHOWN ON THE PLANS ARE COMPACTED DEPTHS.
9. NO NIGHT WORK WILL BE ALLOWED UNLESS PRIOR APPROVAL IS GIVEN BY THE DEPARTMENT. ADDITIONAL MAINTENANCE AND PROTECTION OF TRAFFIC WILL BE REQUIRED INCLUDING THE ADDITION OF REFLECTIVE MATERIALS AND LIGHTING.
10. HAZARDOUS WASTE NOTIFICATION – THE PERMITTEE ACCEPTS THE RIGHT–OF–WAY OF THE STATE HIGHWAY IN ITS' AS IS CONDITION. THE DEPARTMENT OF TRANSPORTATION MAKES NO REPRESENTATION AS THE ABSENCE OF UNDERGROUND TANKS, STRUCTURES, FEATURES OR SIMILAR IMPEDIMENTS TO THE COMPLETION OF THE WORK PERMITTED HEREUNDER. SHOULD PERMITTEE FIND SOME PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS TO IS WORK, THE DEPARTMENT OF TRANSPORTATION SHALL HAVE NO OBLIGATION TO CURE, REMOVE, REMEDY OR OTHERWISE DEAL WITH SUCH A PREVIOUSLY UNKNOWN UNDERGROUND IMPEDIMENTS. THE DEPARTMENT WILL PERMIT THE PERMITTEE TO REMOVE, MODIFY OR OTHERWISE DEAL WITH SUCH UNDERGROUND TANKS, STRUCTURE FEATURE OR IMPEDIMENT IF SUCH IS DONE IN A MANNER WHICH MEETS ACCEPTABLE ENGINEERING PRACTICE AND IS PRE–APPROVED BY THE DEPARTMENT OF TRANSPORTATION. SHOULD PERMITTEE DETERMINE THAT SUCH UNFORESEEN UNDERGROUND IMPEDIMENT RENDERS PERMITTEE WORK AS AUTHORIZED BY THIS PERMIT UNFEASIBLE, PERMITTEE SHALL HAVE THE OPTION OF RESTORING THE HIGHWAY TO ITS ORIGINAL CONDITIONS AND NOT PERFORMING SUCH WORK.
11. OPEN CUTTING OF THE ROADWAY SHALL NOT BE ALLOWED UNLESS PERMISSIONS GRANTED IN WRITING, BY THE REGIONAL TRAFFIC ENGINEER.





NYSDOT WZTC NOTES:

1. WHERE NOT SHOWN IN THE WZTC PLANS OR OTHERWISE AUTHORIZED BY NYS DOT (OR THE ENGINEER), TRAVEL LANE WIDTHS IN WORK ZONES SHALL BE A MINIMUM OF 11 FT ON FREEWAYS, RAMPS, EXPRESSWAYS AND MULTI–LANE CONVENTIONAL ROADWAYS AND 10 FT ON ALL OTHER CONVENTIONAL ROADWAYS.
2. WORK ZONES SHALL BE RESTRICTED TO ONE SIDE OF THE ROADWAY AT A TIME IN EACH DIRECTION ON DIVIDED ROADWAYS, UNLESS APPROVED BY THE ENGINEER.
3. THE CONTRACTOR SHALL SCHEDULE WORK SO THAT ALL TRAVEL LANES AND RAMPS IN EACH DIRECTION ARE OPEN WHEN THE CONTRACTOR'S OPERATIONS ARE CLOSED DOWN OR SUBSTANTIALLY CLOSED DOWN.
4. DAILY CLOSURES MAY OCCUR OFF OF LONG–TERM CLOSURES AND SHALL BE SUBJECT TO DAILY CLOSURE RESTRICTIONS.
5. WORK ZONES SHALL BE RESTRICTED TO ONE SIDE OF THE ROADWAY AT A TIME ON UNDIVIDED HIGHWAYS.
6. WHEN A PEDESTRIAN APPROACHES A FLAGGER STATION, THE FLAGGER SHALL STOP TRAFFIC AND DIRECT THE PEDESTRIAN TO A SAFE ROUTE THROUGH THE WORK AREA. FLAGGERS SHALL COORDINATE THE FLAGGING OF THE WORK ZONE TO ENSURE PEDESTRIANS CAN SAFELY PROCEED THROUGH THE AREA. IF THERE IS MORE THAN THE OCCASIONAL PEDESTRIAN WITHIN THE PROJECT LIMITS, REFER TO THE SITE SPECIFIC PEDESTRIAN WZTC PLAN.
7. DAILY LANE, RAMP AND SHOULDER CLOSURES SHALL NOT BE PERMITTED ON STATE OWNED ROADWAYS DURING MAJOR HOLIDAYS. FOR A LIST OF THE MAJOR HOLIDAYS, SEE SPECIAL NOTE IN THE CONTRACT PROPOSAL FOR TEMPORARY LANE CLOSURE RESTRICTIONS FOR MAJOR HOLIDAYS.

2022
6:00 AM THURSDAY, DECEMBER 20, 2021 THRU 6:AM MONDAY, JANUARY 3, 2022 – (NEW YEAR'S HOLIDAY)
6:00 AM FRIDAY, MAY 27, 2022 THRU 6:00 AM TUESDAY, MAY 31, 2022 – (MEMORIAL DAY HOLIDAY)
6:00 AM FRIDAY, JULY 1, 2022 THRU 6:00 AM TUESDAY, JULY 5, 2022 – (JULY 4TH HOLIDAY)
6:00 AM FRIDAY, SEPTEMBER 2, 2022 THRU 6:00 AM TUESDAY, SEPTEMBER 6, 2022 – (LABOR DAY HOLIDAY)
6:00 AM WEDNESDAY, NOVEMBER 23, 2022 THRU 6:00 AM MONDAY, NOVEMBER 28, 2022 – (THANKSGIVING HOLIDAY)
6:00 AM FRIDAY, DECEMBER 23, 2022 THRU 6:00 AM TUESDAY, DECEMBER 27, 2022 – (CHRISTMAS HOLIDAY)
6:00 AM FRIDAY, DECEMBER 30, 2022 THRU 6:00 AM TUESDAY, JANUARY 3, 2022 – (NEW YEAR'S HOLIDAY)

8. ALL CHANNELIZING DEVICES SHALL BE PLACED SO AS TO PROVIDE A 2–FOOT LATERAL CLEARANCE TO THE TRAVELED WAY UNLESS OTHERWISE SHOWN ON THE PLANS. WHERE POSSIBLE A LATERAL BUFFER SPACE OF 2–FOOT MINIMUM SHALL BE PROVIDED BETWEEN THE WORK SPACE AND THE CHANNELIZING DEVICES.
9. CHANNELIZING DEVICE SPACING (CENTER TO CENTER) SHALL BE 40' MAXIMUM FOR POSTED SPEED LIMITS 40 MPH OR GREATER AND 20' MAXIMUM FOR POSTED SPEED LIMITS 35 MPH OR LESS.
10. STANDARD CONES AND TUBULAR MARKERS SHALL NOT BE USED FOR CHANNELIZATION AND DELINEATION DURING THE HOURS OF DARKNESS, WHICH IS DEFINED AS THE PERIOD BETWEEN SUNSET AND SUNRISE.
11. ALL CONSTRUCTION SIGN SHALL BE MOUNTED AT A HEIGHT OF 7 FEET ABOVE THE EDGE OF TRAVEL TIME.
12. SIGNS SHALL NOT ENCROACH MORE THAN 4" INTO SHOULDERS USED BY PEDESTRIANS OR BICYCLES.
13. WHERE SHOULDER WIDTHS ARE LIMITED AND SIGNS CANNOT BE ERECTED BEYOND THE SHOULDER, CONSTRUCTION SIGNES MAY NEED TO BE MOUNTED ON CONCRETE MEDIAN BARRIERS, BRIDGE PARAPETS, ETC..
14. THE CONTRACTOR'S FAILURE TO COMPLY WITH THE REQUIREMENTS AS STATED ABOVE WILL BE CONSIDERED UNSATISFACTORY TEMPORARY WORK ZONE TRAFFIC CONTROL. PAYMENT WILL BE WITHHELD FOR THE VARIOUS CONTRACT ITEMS WHICH CONTAIN WORK ZONE TRAFFIC CONTROL PROVISIONS IN ACCORDANCE WITH TABLE 619–7 FOR EACH DAY THAT A FAILURE TO COMPLY OCCURS. FAILURE TO COMPLY WILL ALSO RESULT IN THE ASSESSMENT OF LIQUIDATED DAMAGES FOR EACH VIOLATION.
15. THE CONTRACTOR SHALL BE AWARE THAT THE WORK ZONE TRAFFIC CONTROL IS A VERY CRITICAL ITEM OF THE PERMIT AND SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 619 "WORK ZONE TRAFFIC CONTROL" OF THE STANDARD SPECIFICATIONS, THE 2009 EDITION OF THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE NEW YORK STATE SUPPLEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR WORK ZONE TRAFFIC CONTROL AT ALL TIMES FOR THE DURATION OF THE PERMITTED WORK.
16. ACTUAL FIELD CONDITIONS MAY REQUIRE OTHER SIGNS AND OTHER ARRANGEMENTS OF SIGNS. DISTANCES SHALL BE ADAPTED TO PREVAILING CONDITIONS. SIGNS SHALL BE LOCATED TO PROVIDE OPTIMUM VISIBILITY. SIGNS THAT RE NOT APPLICABLE SHALL BE COVERED OR OBSCURED FROM SIGHT. ALL SIGN NUMBERS REFER TO THE 2009 EDITION OF THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND THE NEW YORK STATE SUPPLEMENT.
17. PEDESTRIAN ACCOMMODATIONS SHALL BE MAINTAINED FOR THE DURATION OF THE PROPOSED WORK. ANY DISTURBED AREAS WITHIN THE STATE RIGHT–OF–WAY SHALL BE ADEQUATELY FENCED TO PREVENT PEDESTRIAN ACCESS WHEN THE CONTRACTORS OPERATIONS ARE SHUT DOWN.
18. MATERIALS, EQUIPMENT AND VEHICLES SHALL NOT BE STORED OR PARKED WITHIN THE STATE RIGHT–OF–WAY BEFORE WORK BEGINS OR AFTER CONTRACTOR'S OPERATIONS ARE SHUT DOWN. STAGING AREAS OUTSIDE THE RIGHT–OF–WAY SHALL BE USED TO STOCKPILE ALL CONSTRUCTION MATERIALS. DURING WORKING HOURS, NO CONSTRUCTION MATERIAL MAY BE STORED OR PLACED ON THE ROADWAY OR ROADBED EXCEPT WITHIN A PROTECTED WORK AREA.
19. VEHICLES BELONGING TO THE CONTRACTOR OR WORKERS SHALL NOT BE PARKED WITHIN 30 FEET OF THE EDGE OF PAVEMENT ALONG A ROADWAY BEING USED BY THE GENERAL PUBLIC UNLESS THEY ARE PARKED WITHIN A PROTECTED WORK AREA. DURING NON–WORKING HOURS, CONSTRUCTION EQUIPMENT AND MATERIALS SHALL NOT BE STORED WITHIN 30 FEET OF THE EDGE OF PAVEMENT.
20. W20–7A "FLAGGER" SIGNS SHALL BE USED WHENEVER FLAGGING OCCURS FOR MORE THAN A BRIEF PERIOD OF TIME. THE SIGNS SHALL BE PROMPTLY REMOVED, COVERED, OR FACED WAY FROM THE TRAFFIC WHEN THE FLAGGING OPERATION CEASES. ALL FLAGGING STATIONS AND LANE CLOSURES SHOULD BE LOCATED TO ENSURE MAXIMUM VISIBILITY.
21. NO DROP–OFF GREATER THAN SIX INCHES SHALL BE LEFT OVERNIGHT WITHIN 30 FEET OF THE EDGE OF PAVEMENT. DROP–OFFS LESS THAN SIX INCHES WILL BE PERMITTED IF PROPER DELINEATION AND SIGNING IS PROVIDED, AND PRIOR PERMISSION IS GRANTED IN WRITING BY A REPRESENTATIVE OF THE DEPARTMENT. A DROP–OFF IS CONSIDERED ELIMINATED IF TAPERED AWAY BY A 1 ON 6 SLOPE OR FLATTER.
22. CARE SHALL BE TAKEN TO INSURE THAT NO DAMAGE OCCURS TO THE EXISTING PAVEMENT/SHOULDER/CURB AREAS AS A RESULT OF CONSTRUCTION EQUIPMENT MOVEMENT.
23. THE CONTRACTOR MAY SUBMIT REVISIONS TO THIS PLAN FOR APPROVAL, BUT ANY CHANGE THAT ALTERS THE BASIC CONCEPTS OF THE PLAN MUST BE APPROVED BY THE NYSDOT REGIONAL DIRECTOR OR HIS DESIGNEE.

Rev.	Date	Revision Description
6.	10/26/22	Per Town Comments
5.	06/16/22	Per NYSDOT Comments
4.	05/23/22	Revised Landscaping Plan
3.	05/03/22	Per NYSDOT Comments
2.	03/21/22	Preliminary Site Plan Submission
1.	07/29/21	Added Southern Fenceline

SEAL

PROPOSED DANDY MINI-MART
LANSING (T), TOMPKINS (Co.), NEW YORK

FAGAN ENGINEERS
& LAND SURVEYORS PC
113 East Chemung Place
Elmira N.Y. 14904
Phone (607) 734-2165
Fax (607) 734-2169
www.FaganEngineers.com

Scale:	As Noted 11x17 Prints are 1/2 Size
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

NYSDOT DETAILS

C16

PRELIMINARY PRINT
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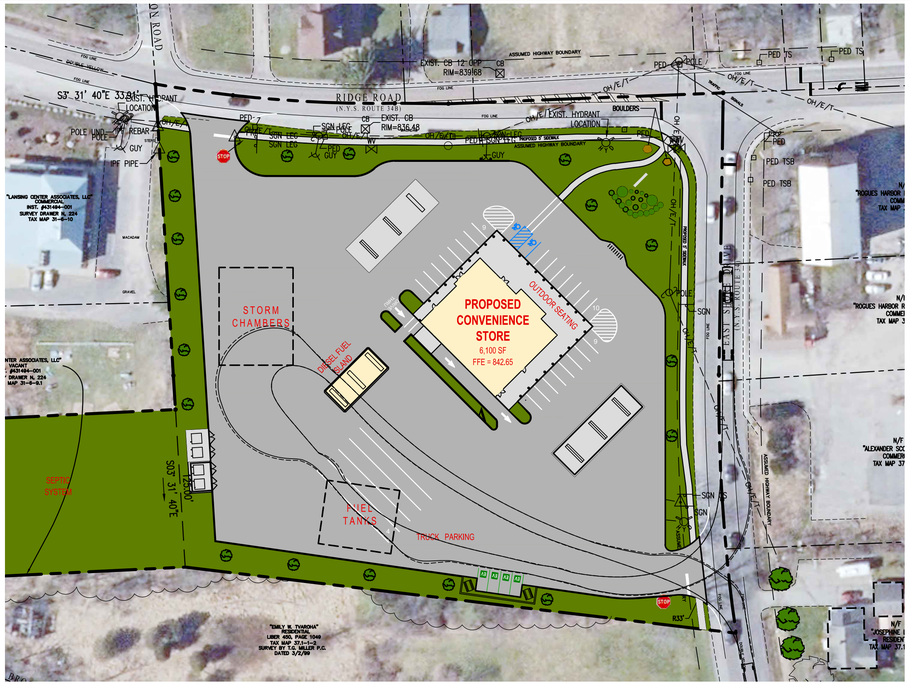
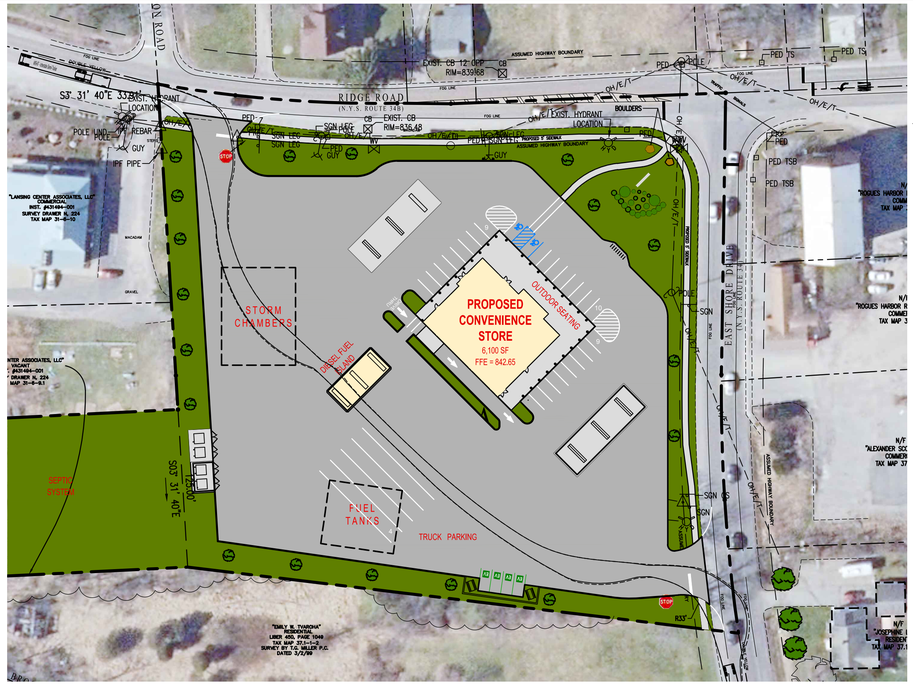


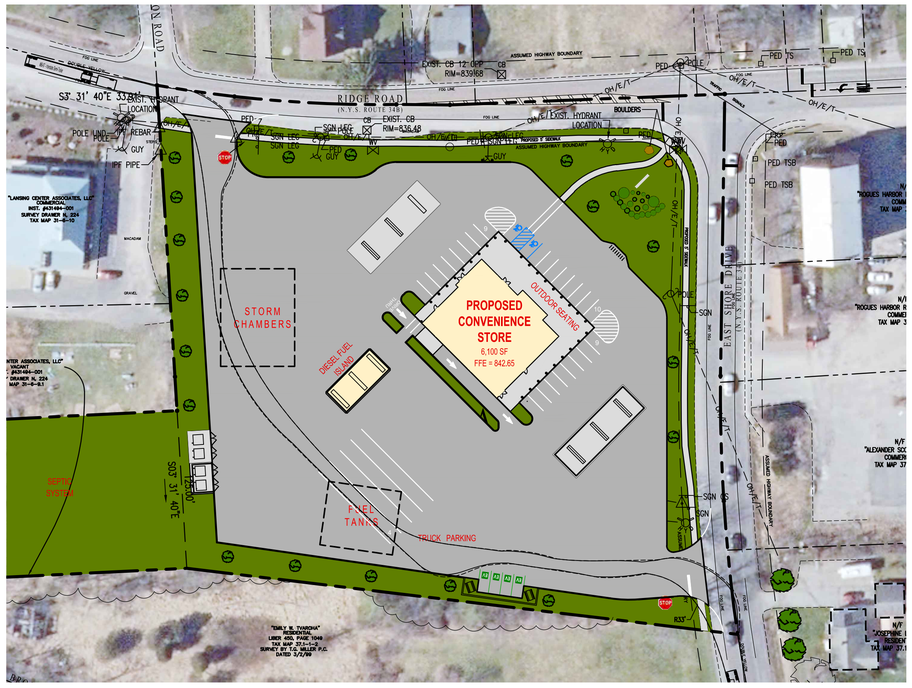
TRUCK PATH FOR FUEL AND PARKING FROM EAST ENTRANCE

NTS.



TRUCK PATH FOR FUEL FROM WEST ENTRANCE

NTS.

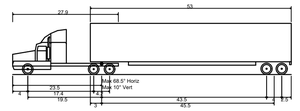


TRUCK PATH FOR PARKING FROM WEST ENTRANCE

NTS.

LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- EXISTING EDGE OF ROADWAY
- EXISTING CURB LINE
- SAN — EXISTING SANITARY SEWER
- G — EXISTING GAS MAIN
- UG/E/T/C — EXISTING UTILITY LINE (UG–UNDERGROUND, OH–OVERHEAD, T–TELEPHONE, E–ELECTRIC, C–CABLE)
- x — x — EXISTING FENCE LINE
- W — EXISTING WATER LINE
- 932 — EXISTING CONTOUR LINE
- LOD — PROPOSED LIMIT OF DISTURBANCE
- 99 — PROPOSED CONTOUR LINE
- PROPOSED EASEMENT
- ST — PROPOSED STORM SEWER
- PROPOSED EDGE OF ROADWAY
- PROPOSED CURB LINE
- SAN — PROPOSED SANITARY SEWER
- G — PROPOSED GAS LINE
- UG/E/T/C — PROPOSED UTILITY LINE (UG–UNDERGROUND, OH–OVERHEAD, T–TELEPHONE, E–ELECTRIC, C–CABLE)
- W — PROPOSED WATER LINE
- SF — PROPOSED SILT FENCE
- CS — PROPOSED COMPOST SOCK
- SMH — EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT ASSEMBLY
- CO — EXISTING CLEANOUT
- 99.50 x — EXISTING SPOT ELEVATION
- SMH — PROPOSED SANITARY MANHOLE
- WV — PROPOSED WATER VALVE
- TB — PROPOSED THRUST BLOCK
- PROPOSED FIRE HYDRANT ASSEMBLY
- CO — PROPOSED CLEANOUT
- PROPOSED LIGHTING FIXTURE
- x 99.42 — PROPOSED SPOT ELEVATION
- PROPOSED DRYWELL
- CB — PROPOSED CATCH BASIN
- PROPOSED INLET PROTECTION
- TC=100.50 BC=100.00 — PROPOSED TOP/BOTTOM CURB



WB-67 - Interstate Semi-Trailer

Overall Length	73.501ft
Overall Width	8.500ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Max Track Width	8.500ft
Lock-to-lock time	6.00s
Max Steering Angle (Virtual)	28.40°

TRUCK PROFILE

SCALE: 1"=20'

0 60' 120'

Note :
Utility information has been plotted from available sources and their locations and size should be considered approximate only. The contractor is responsible for determining exact utility locations, sizes, and elevations prior to commencing construction. If uncharted or misplotted utilities are encountered, the contractor is required to notify the owner immediately.

New York State law requires excavators to contact the one-call notification system prior to digging to prevent damage to buried facilities.
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Call three days before you dig!
1-800-962-7962
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(non-members must be contacted separately)

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Fax (607) 734-2169
www.FaganEngineers.com

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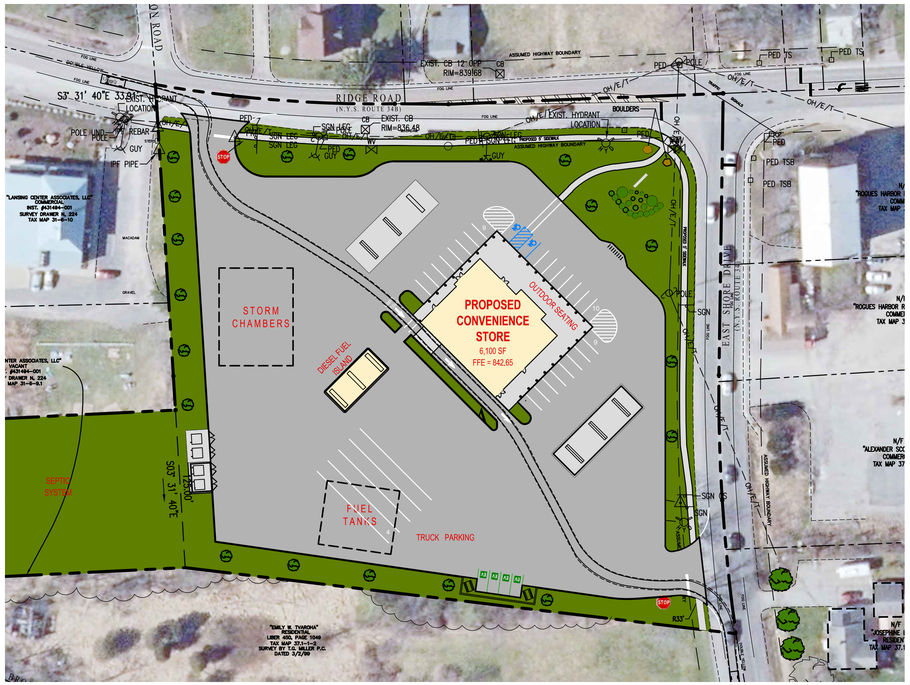
Date:	November 30, 2020
Design By:	JBG, RSN
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

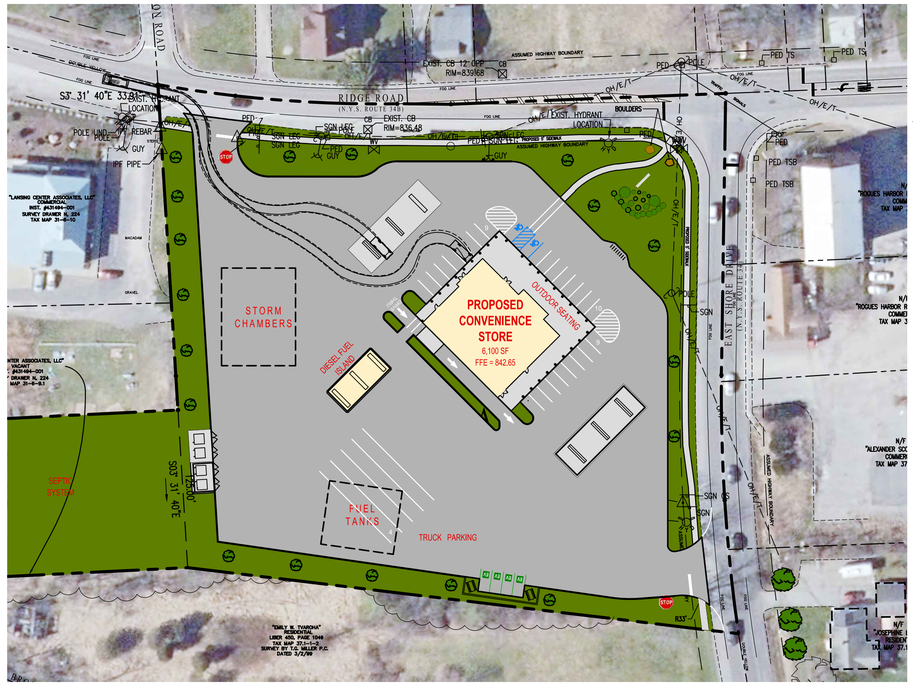
TRUCK TURN

C17



PASSENGER CAR PATH FOR DRIVE-THRU FROM WEST ENTRANCE

NTS.



PASSENGER CAR PATH FOR FUEL AND PARKING FROM WEST ENTRANCE

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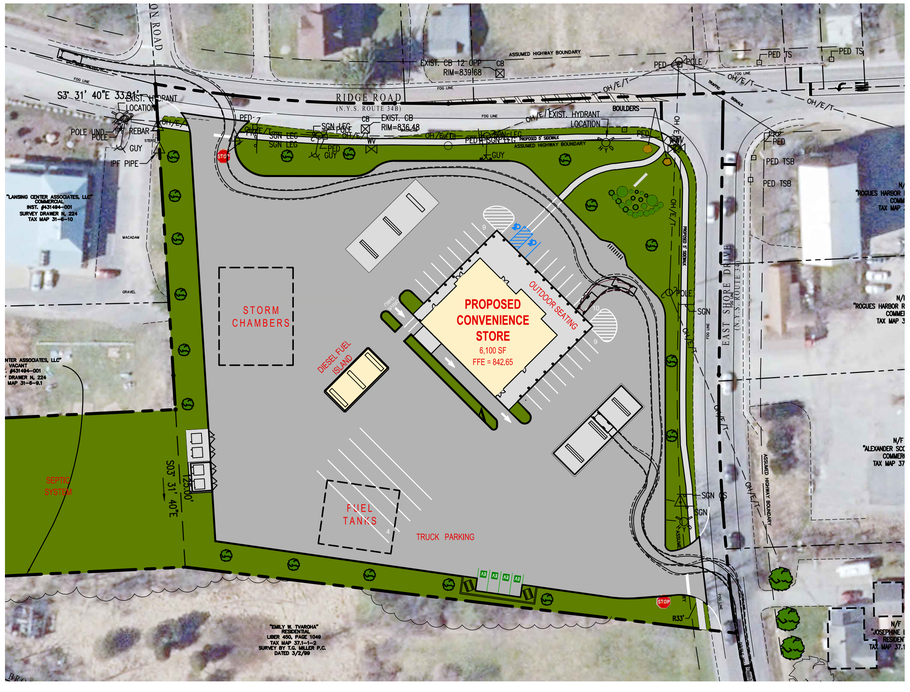

PASSENGER CAR PATH FOR FUEL AND PARKING FROM EAST ENTRANCE

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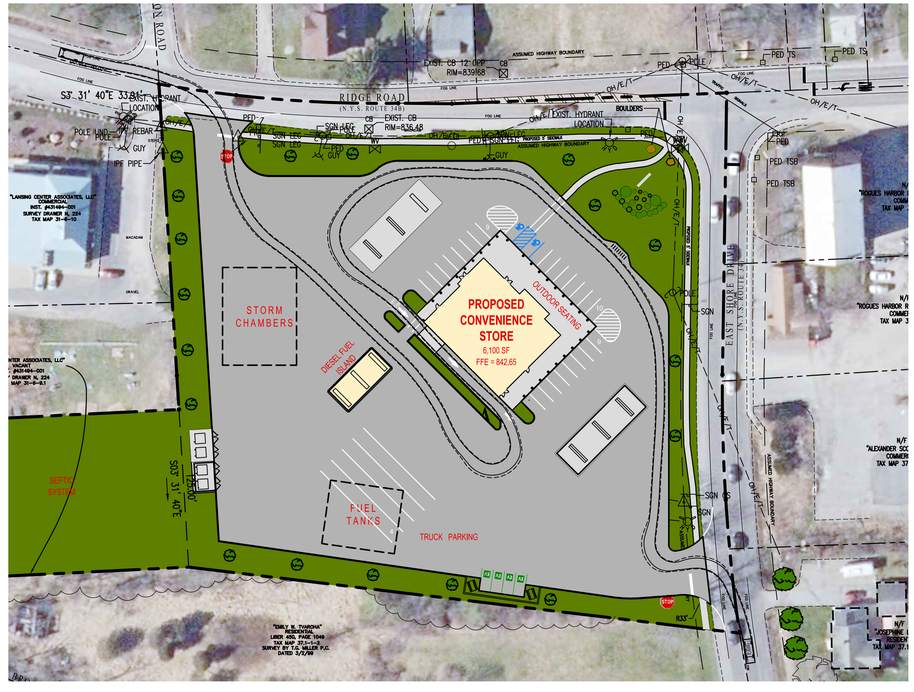

PASSENGER CAR PATH FOR DRIVE-THRU FROM EAST ENTRANCE

NTS.

LEGEND

- PROPERTY LINE
- EXISTING EASEMENT
- EXISTING EDGE OF ROADWAY
- EXISTING CURB LINE
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- G — EXISTING GAS MAIN
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- PROPOSED LIGHTING FIXTURE
- x 99.42 — PROPOSED SPOT ELEVATION
- DW — PROPOSED DRYWELL
- CB — PROPOSED CATCH BASIN
- PROPOSED INLET PROTECTION
- TC=100.50 BC=100.00 — PROPOSED TOP/BOTTOM CURB

P - Passenger Car
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Max Steering Angle (Virtual)

CAR PROFILE

SCALE: 1"=20'

0 60' 120'

Note :
Utility information has been plotted from available sources and their locations and size should be considered approximate only. The contractor is responsible for determining exact utility locations, sizes, and elevations prior to commencing construction. If uncharted or misplotted utilities are encountered, the contractor is required to notify the owner immediately.

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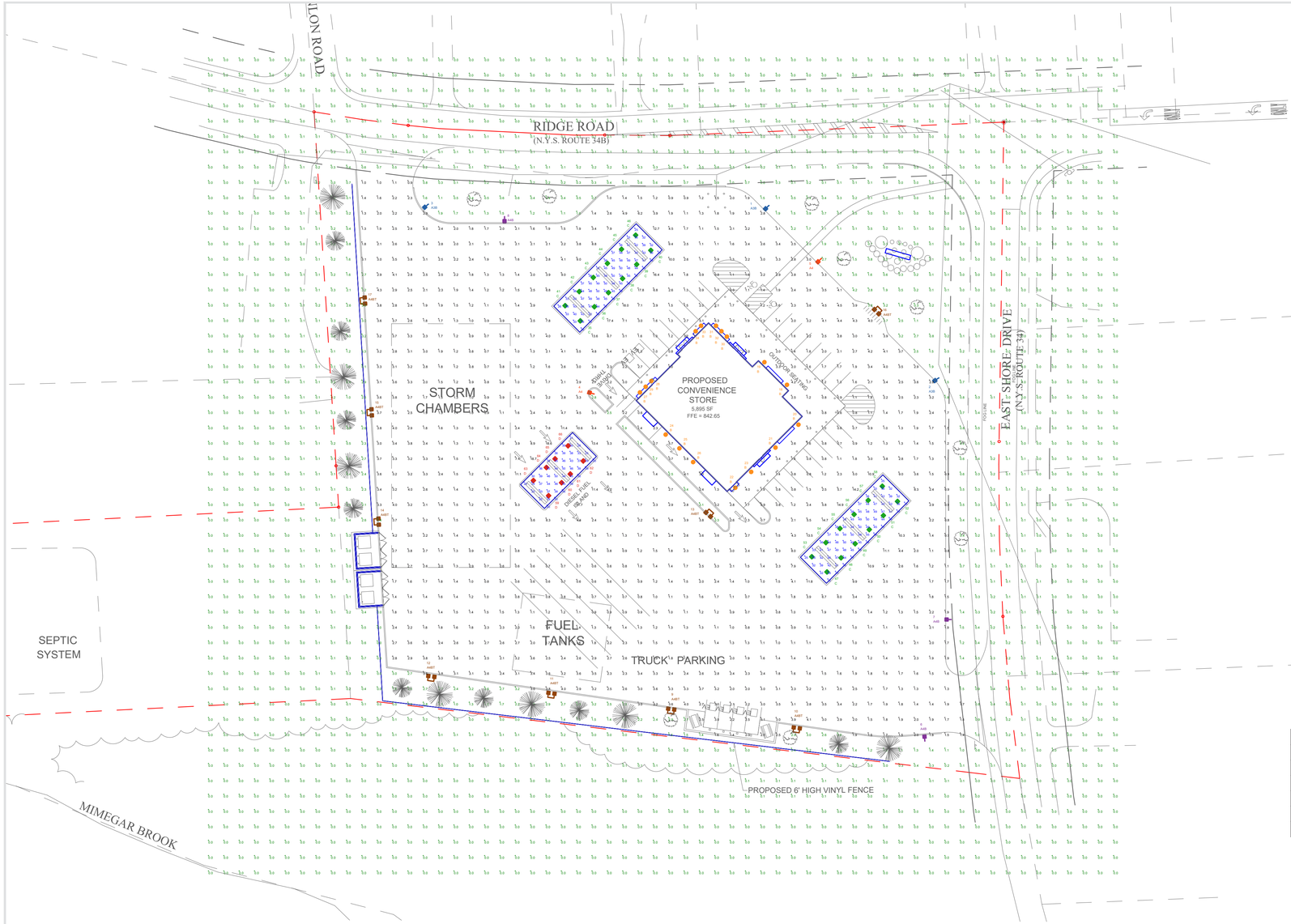
Drawn By:	RSN
Checked By:	JBG
Project No.:	2020.062
Drawing Name:	20062.dwg

PASSENGER CAR TURN

C18



NORTH

GRAPHIC SCALE

0 40 80 120 160

LUMINAIRE LOCATION SUMMARY		
LUM NO.	LABEL	MTG. HT.
1	A3B	25
2	A3B	25
3	A3B	25
4	A4	25
5	A4	25
6	A4B	25
7	A4B	25
8	A4B	25
9	A4BT	25
10	A4BT	25
11	A4BT	25
12	A4BT	25
13	A4BT	25
14	A4BT	25
15	A4BT	25
16	A4BT	25
17	A4BT	25
18	B	12
19	B	12
20	B	12
21	B	12
22	B	12
23	B	12
24	B	12
25	B	12
26	B	12
27	B	12
28	B	12
29	B	12
30	B	13.25
31	B	13.25
32	B	13.25
33	B	13.25
34	B	13.25
35	C	15
36	C	15
37	C	15
38	C	15
39	C	15
40	C	15
41	C	15
42	C	15
43	C	15
44	C	15
45	C	15
46	C	15
47	C	15
48	C	15
49	C	15
50	C	15
51	C	15
52	C	15
53	C	15
54	C	15
55	C	15
56	C	15
57	C	15
58	C	15
59	D	18
60	D	18
61	D	18
62	D	18
63	D	18
64	D	18
65	D	18
66	D	18

FOOTCANDLE LEVELS CALCULATED AT GRADE USING INITIAL LUMEN VALUES					
LABEL	AVG	MAX	MIN	AVG/MIN	MAX/MIN
SITE PAVED AREA	2.53	18.7	0.6	4.22	31.17
UNDEFINED	0.20	4.2	0.0	N.A.	N.A.
UNDER DIESEL CANOPY	36.09	50	20	1.80	2.50
UNDER NORTH AUTO CANOPY	41.09	50	25	1.64	2.00
UNDER SOUTH AUTO CANOPY	40.97	50	25	1.64	2.00

NOTES:
- ALL AREA LIGHTS ON NEW 25 FT. POLE MOUNTED ON CONCRETE BASE, TOP OF CONCRETE BASE AT GRADE.

LUMINAIRE SCHEDULE									
SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	BUG RATING	WATTS/LUMINAIRE	TOTAL WATTS	MANUFACTURER	CATALOG LOGIC
	3	A3B	SINGLE	7575	1.030	B1-U0-G2	72	216	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-3M-UL-NM-XX-w_OSQ-BLSMF
	2	A4	SINGLE	9599	1.030	B2-U0-G2	72	144	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX
	3	A4B	SINGLE	7374	1.030	B1-U0-G2	72	216	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX-w_OSQ-BLSMF
	9	A4BT	TWIN	7374	1.030	B1-U0-G2	72	1296	Cree Inc	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX-w_OSQ-BLSMF
	17	B	SINGLE	1378	1.000	B1-U0-G0	15.06	256.02	TROY-CSL LIGHTING	RH20-LED1540-XX-FG-3-LL23-XX
	24	C	SINGLE	10225	1.020	B3-U0-G1	86	2064	Cree Lighting	CPY250-C-13L-50K9-F-UL-DM-XX
	8	D	SINGLE	10225	1.020	B3-U0-G1	86	688	Cree Lighting	CPY250-C-13L-50K9-F-UL-DM-XX

REDLEONARD ASSOCIATES
1340 Kemper Meadow Dr, Forest Park, OH 45240
513-574-9500 | redleonard.com

SCALE: 1" = 40'
LAYOUT BY: DAR
DWG SIZE: D
DATE: 4/27/22

PROJECT NAME:
DANDY MINI MART D85
LANSING, NY
DRAWING NUMBER:
RL-7936-S1

DANDY

	QTY	LABEL	DESCRIPTION
AREA	3	A3B	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-3M-UL-NM-XX-W_OSQ-BLSMF
	2	A4	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX
	3	A4B	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX-W_OSQ-BLSMF
	9	A4BT	OSQ-ML-B-AA-XX + OSQM-B-11L-50K9-4M-UL-NM-XX-W_OSQ-BLSMF

	QTY	LABEL	DESCRIPTION
SHADE	17	B	RH20-LED1540-XX-FG-3-LL23-XX

	QTY	LABEL	DESCRIPTION
CANOPY	24	C	CPY250-C-13L-50K9-F-UL-DM-XX
	8	D	CPY250-C-13L-50K9-F-UL-DM-XX

ADDITIONAL FIXTURE INFO

OSQ Series

OSQ™ LED Area/Flood Luminaire featuring Cree TrueWhite® Technology – Medium & Large

Rev. Date: V5 09/14/2021

Product Description

The OSQ™ Area/Flood luminaire blends extreme optical control, advanced thermal management and modern, clean aesthetics. Built to last, the housing is rugged cast aluminum with an integral, weathertight LED driver compartment. Versatile mounting configurations offer simple installation. Its slim, low-profile design minimizes wind load requirements and blends seamlessly into the site providing even, quality illumination. The 6L lumen package is a suitable upgrade for HID applications up to 250 Watt, and the 11L lumen package is a suitable upgrade for HID applications up to 400 Watt. The 22L lumen package is a suitable upgrade for HID applications up to 750 Watts, and the 30L lumen package is a suitable upgrade for HID applications up to 1000 Watts.

Applications: Parking lots, walkways, campuses, car dealerships, office complexes, tunnels, underpasses, and internal roadways

Performance Summary

Utilizes Cree TrueWhite® Technology on 5000K Luminaires

NanoOptic® Precision Delivery Grid™ optic

Assembled in the U.S.A. of U.S. and imported parts

Initial Delivered Lumens: 4,000 – 30,000

Efficacy: Up to 173 LPW

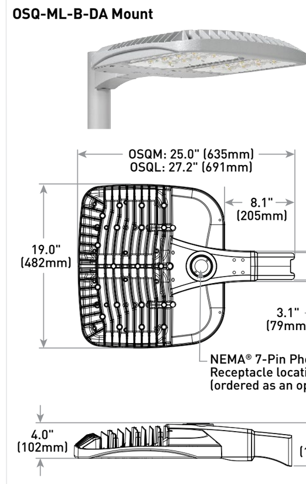
CRI: Minimum 70 CRI (3000K, 4000K & 5700K); 90 CRI (5000K)

CCT: 3000K, 4000K, 5000K, 5700K

Limited Warranty¹: 10 years on luminaire; 10 years on Colorfast DeltaGuard® finish; up to 5 years for Synapse® accessories; 1 year on luminaire accessories

¹ See http://creelighting.com/warranty for warranty terms. For Synapse accessories, consult Synapse spec sheets for details on warranty terms.

OSQ-ML-B-DA Mount



Luminaire	Weight
OSQM	28.9 lbs. (13.1kg)
OSQL	32.4 lbs. (14.7kg)

Note: Refer to page 11 for fixture mounting drill pattern. For additional mounts, refer to drawings beginning on page 19

Ordering Information

Fully assembled luminaire is composed of two components that must be ordered separately:

Example: **Mount:** OSQ-ML-B-AA-BK + **Luminaire:** OSQM-B-4L-30K7-2M-UL-NM-BK

Mount (Luminaire must be ordered separately)*

OSQ-

OSQ-ML-B-AA Adjustable Arm
OSQ-ML-B-DA Direct Arm
OSQ-ML-B-TSP Transportation Mount (stainless steel; do not specify color)
OSQ-ML-B-TM Trunnion Mount

Color Options: **SV** Silver, **BK** Black, **BZ** Bronze, **WH** White

* Reference EPA and pole configuration suitability data beginning on page 10

Luminaire (Mount must be ordered separately)

Family	Size	Series	Lumen Package¹	CCT/CRI	Optic	Voltage	Mount	Color Options	Controls**	Options
OSQ	M Medium L Large	B	**Medium** 4L 4,000 Lumens; 6L 6,000 Lumens; 9L 9,000 Lumens; 11L 11,000 Lumens; 16L 16,000 Lumens **Large** 22L 22,000 Lumens; 30L 30,000 Lumens	30K7 3000K, 70 CRI; 40K7 4000K, 70 CRI; 50K9 5000K, 90 CRI; 57K7 5700K, 70 CRI	**Asymmetric** 2M* Type II Medium; 3M* Type III Medium; 4M* Type IV Medium **Symmetric** 5M Type V Medium; 5N Type V Narrow; 5Q Type V Square; N3 Narrow Flood; 33 NEMA® 3x3; 44 NEMA® 4x4; 55 NEMA® 5x5; 66 NEMA® 6x6; 75 NEMA® 7x5	UL Universal 120-277V; UH Universal 347-480V - Not available with 4L or 6L lumen packages	NM No Mount - Must specify mount from table above - Mount ships separately	BK Black; BZ Bronze; SV Silver; WH White	PML Programmable Multi-Level, up to 40' Mounting Height - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt PML2 Programmable Multi-Level, 10-30' Mounting Height - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt Q9/Q8/Q7/Q6/Q5/Q4/Q3/Q2/Q1 Field Adjustable Output - Must select Q9, Q8, Q7, Q6, Q5, Q4, Q3, Q2, or Q1 - Offers full range adjustability - Refer to pages 12-18 for power and lumen values - Not available with PML or PML2 options X8/X7/X6/X5/X4/X3/X2/X1 Locked Lumen Output - Must select add X8, X7, X6, X5, X4, X3, X2, or X1 - Not available with 22L or 30L lumen packages - Not available with PML or PML2 options - Lumen output is permanently locked to the setting selected - Refer to pages 12-18 for power and lumen values	20KV 20kV/10kA Surge Suppression - Replaces standard 10kV surge protection F Fuse - Compatible with 120V, 277V or 347V (phase to neutral) - Consult factory if fusing is required for 208V, 240V or 480V (phase to phase) - Refer to PML spec sheet for availability with PML options - When code dictates fusing, use time delay fuse R NEMA® 7-Pin Photocell Receptacle - 7-pin receptacle per ANSI C136.41 - Intended for downlight applications with maximum 45° tilt - Factory connected 0-10V dim leads - 18" (457mm) seven-conductor cord exits luminaire - Requires photocell or shorting cap by others RL Rotate Left - LED and optic are rotated to the left - Refer to RR/RL configuration diagram on page 19 for optic directionality - Not for use with symmetric optics RR Rotate Right - LED and optic are rotated to the right - Refer to RR/RL configuration diagram on page 19 for optic directionality - Not for use with symmetric optics

¹ Lumen Package codes identify approximate light output only. Actual lumen output levels vary by CCT and optic selection. Refer to Initial Delivered Lumen tables for specific lumen values
* Available with Backlight Shield when ordered with field-installed accessory (see table above)
** Luminaire comes standard with 0-10V dimming

CREE LIGHTING

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

OSQ™ LED Area/Flood Luminaire featuring Cree TrueWhite® Technology – Medium & Large

Product Specifications

CREE TRUEWHITE® TECHNOLOGY

A revolutionary way to generate high-quality white light, Cree TrueWhite® Technology is a patented approach that delivers an exclusive combination of 90+ CRI, beautiful light characteristics and lifelong color consistency, all while maintaining high luminous efficacy – a true no compromise solution.

CONSTRUCTION & MATERIALS

- Slim, low profile design minimizes wind load requirements
- Luminaire housing is rugged die cast aluminum with an integral, weathertight LED driver compartment and high performance heat sink
- Convenient interlocking mounting method on direct arm. Mounting adaptor is rugged die cast aluminum and mounts to 3" (76mm) or larger square or round pole, secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers. Refer to page 11 for fixture mounting drill pattern.
- Mounting for the adjustable arm mount adaptor is rugged die cast aluminum and mounts to 2" (51mm) IP, 2.375" (60mm) O.D. tenon.
- Adjustable arm mount can be adjusted 180° in 2.5° increments.
- Transportation mount is constructed of 316 stainless steel and mounts to surface with (4) 3/8" fasteners by others
- Trunnion mount is constructed of A500 and A1011 steel and is adjustable from 0-180° in 15° degree increments. Trunnion mount secures to surface with (1) 3/4" bolt or (2) 1/2" or 3/8" bolts
- Luminaires ordered with NM mount include 18" (340mm) 18/5 or 16/5 cord exiting the luminaire; when combined with R option, 18" (340mm) 18/7 or 16/7 cord is provided
- Designed for uplight and downlight applications
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Silver, bronze, black, and white are available

Mount	Housing Medium	Housing Large
OSQ-ML-B-AA	28.4 lbs. (12.9kg)	32.0 lbs. (14.5kg)
OSQ-ML-B-DA	28.9 lbs. (13.1kg)	32.4 lbs. (14.7kg)
OSQ-ML-B-TSP	42.0 lbs. (19.1kg)	44.0 lbs. (20.0kg)
OSQ-ML-B-TM	32.6 lbs. (14.8kg)	36.1 lbs. (16.4kg)

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 10kV surge suppression protection standard; 20kV surge suppression protection optional
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- Designed with 0-10V dimming capabilities. Controls by others
- Refer to Dimming spec sheet for details
- **Maximum 10V Source Current:** 1.0mA
- **Operating Temperature Range:** -40°C - +40°C (-40°F - +104°F)

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed (UL1598)
- Suitable for wet locations
- Meets NEMA C82.77 standards
- Drivers and LEDs are UL Recognized in accordance with UL8750
- Enclosure rated IP66 per IEC 60529 when ordered without R option
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2018, 3G bridge and overpass vibration standards
- ANSI C136.2 10kV (standard) and 20kV (optional) surge suppression protection tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- RoHS compliant. Consult factory for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K CCT and direct or transportation mounts only. Please refer to https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/ for most current information
- DLC Premium qualified versions available. Please refer to https://www.designlights.org/search/ for most current information
- ⚠ **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

SYNAPSE® SIMPLYSNAP INTELLIGENT CONTROL

The Synapse SimplySNAP platform is a highly intuitive connected lighting solution featuring zone dimming, motion sensing, and daylight harvesting with utility-grade power monitoring and support of up to 1000 nodes per gateway. The system features a reliable and robust self-healing mesh network with a browser-based interface that runs on smartphones, tablets, and PCs. The Twist-Lock Lighting Controller (TL7-B2) and Site Controller (SS450-002) take the OSQ Series to a new performance plateau, providing extreme energy productivity, code compliance and a higher light experience.

Synapse Wireless Control Accessories

Twist-Lock Lighting Controller TL7-B2
- Suitable for 120-277V (UL) voltage only
- Requires NEMA/ANSI C136.41 7-Pin Dimming Receptacle
- Not for use with PML or PML2 options
- Provides On/Off switching, dimming, power metering, digital sensor input, and status monitoring of luminaire
- Refer to TL7-B2 spec sheet for details

Twist-Lock Lighting Controller TL7-HVG
- Suitable for 120-480V (UL and UH) voltage
- Requires NEMA/ANSI C136.41 7-Pin Dimming Receptacle
- Not for use with PML or PML2 options
- Provides On/Off switching, dimming, power metering, digital sensor input, and status monitoring of luminaire
- Refer to TL7-HVG spec sheet for details

SimplySNAP Central Base Station CBSSW-450-002
- Includes On-Site Controller (SS450-002) and 5-button switch
- Indoor and Outdoor rated
- Refer to CBSSW-450-002 spec sheet for details

Synapse Wireless Sensor WSN-DPM
- Motion and light sensor
- Control multiple zones
- Refer to WSN-DPM spec sheet for details

SimplySNAP On-Site Controller SS450-002
- Verizon® LTE-enabled
- Designed for indoor applications
- Refer to SS450-002 spec sheet for details

Building Management System (BMS) Gateway BMS-GW-002
- Required for BACnet integration
- Refer to BMS-GW-002 spec sheet for details

Outdoor Antennas (Optional, for increased range, 8dB gain)
KIT-ANT420SM
- Kit includes antenna, 20' cable and bracket
KIT-ANT360
- Kit includes antenna, 30' cable and bracket
KIT-ANT600
- Kit includes antenna, 50' cable and bracket
- Refer to Outdoor antenna spec sheet for details

Electrical Data*

Lumen Package	Optic	System Watts 120-480V	Utility Label Wattage	120V	208V	240V	277V	347V	480V
4L**	All	29	30	0.25	0.14	0.12	0.11	N/A	N/A
6L**	Asymmetric	48	50	0.41	0.23	0.20	0.17	N/A	N/A
	Symmetric	39	40	0.33	0.19	0.17	0.14	N/A	N/A
9L	All	60	60	0.51	0.29	0.25	0.22	0.18	0.13
11L	All	72	70	0.62	0.36	0.31	0.27	0.21	0.16
16L	All	104	100	0.89	0.51	0.43	0.39	0.31	0.22
22L	All	132	130	1.12	0.63	0.55	0.47	0.39	0.28
30L	All	202	200	1.72	0.96	0.84	0.72	0.60	0.43

(Total Current (A): 120V–480V columns)

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V+/-10%
** Available with UL voltage only

OSQ Series Ambient Adjusted Lumen Maintenance¹

Ambient	Optic	Initial LMF	25K hr Reported² LMF	50K hr Reported² LMF	75K hr Reported²/Estimated³ LMF	100K hr Reported²/Estimated³ LMF
5°C (41°F)	Asymmetric	1.04	1.03	1.01	0.99²	0.97³
	Symmetric	1.05	1.05	1.05	1.05³	1.05³
10°C (50°F)	Asymmetric	1.03	1.02	1.00	0.98²	0.96³
	Symmetric	1.04	1.03	1.03	1.03³	1.03³
15°C (59°F)	Asymmetric	1.02	1.01	0.99	0.97²	0.95³
	Symmetric	1.02	1.02	1.02	1.02³	1.02³
20°C (68°F)	Asymmetric	1.01	1.00	0.98	0.96²	0.94³
	Symmetric	1.01	1.01	1.01	1.01³	1.01³
25°C (77°F)	Asymmetric	1.00	0.99	0.97	0.95²	0.93³
	Symmetric	1.00	1.00	1.00	1.00³	1.00³

¹ Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
² In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED.
³ Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

Accessories

Field-Installed

Backlight Shield (Front Facing Optics) OSQ-BLSMF (Medium), OSQ-BLSLF (Large)
Backlight Shield (Rotated Optics) OSQ-BLSMR (Medium), OSQ-BLSLR (Large)
Bird Spikes OSQ-MED-BRDSPK, OSQ-LG-BRDSPK
Hand-Held Remote XA-SENSREM - For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required
Shorting Cap XA-XSLSHRT

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

CREE LIGHTING

HEAVY DUTY

Aluminum Shade with Glass and Guard Options

RH12, RH14, RH16, RH18, RH20 — SPEC-00019 — UPDATED 04/09/2022 — PROJECT: — NOTE:

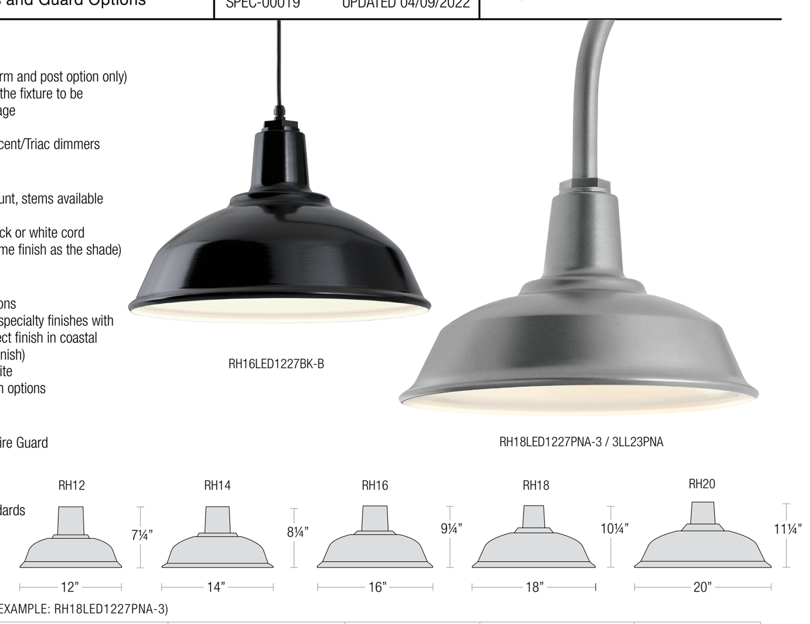
ELECTRICAL
- 120V input (277V available in arm and post option only)
- Integrated power supply allows the fixture to be connected directly into line voltage
- Pre-wired and ready for install
- LED is dimmable with Incandescent/Triac dimmers

MOUNTING
- ½" or ¾" IP for arms. Flush mount, stems available only in ½"
- 9' Pendant cord available in black or white cord (includes 5" canopy with the same finish as the shade)

FINISHES
- Shade and mounting finish options
- Available in 22 standard and 1 specialty finishes with optional coastal coating to protect finish in coastal environments (add "-C" to the finish)
- Inner shade is painted gloss white
- Consult factory for custom finish options

OPTIONAL ACCESSORIES
Glass, Cast Guard, Wire Cage or Wire Guard options available

LISTING
UL listed to US and Canadian standards for wet locations



HEAVY DUTY ORDER MATRIX (EXAMPLE: RH18LED1227PNA-3)

Diameter	Lamp / LED	Finish	Coastal Coating	Accessories	Mounting Type
RH12 (12")	M (Medium Base, 100W max.)	ABL (Aegean Blue)	(blank) (No Coating)	(blank) (No Accessories)	-2 (½" IP)
RH14 (14")	LED1227¹²³ (12W LED, 2700K, 90 CRI, 844lm)	BB (Burnished Bronze)	-C (Coating)	-CG (Clear Glass)	-3 (¾" IP)
RH16 (16")	LED1230¹²³ (12W LED, 3000K, 90 CRI, 861lm)	BK (Gloss Black)		-FG (Frosted Glass)	-B (Black Cord Pendant)
RH18 (18")	LED1235¹²³ (12W LED, 3500K, 90 CRI, 872lm)	BLU (Blue)		-CGG (Clear Glass w/ Cast Guard)	-W (White Cord Pendant)
RH20 (20")	LED1240¹²³ (12W LED, 4000K, 90 CRI, 889lm)	DVG (Dove Gray)		-FGG (Frosted Glass w/ Cast Guard)	-F (Flush Mount)
	LED1827¹²³ (18W LED, 2700K, 90 CRI, 1265lm)	FLG (Flannel Gray)		-CGWC (Clear Glass w/ Wire Cage)	
	LED1830¹²³ (18W LED, 3000K, 90 CRI, 1288lm)	GA (Galvanized)		-FGWC (Frosted Glass w/ Wire Cage)	
	LED1835¹²³ (18W LED, 3500K, 90 CRI, 1311lm)	LG (Lime Green)		-WG (Wire Guard)	
	LED1840¹²³ (18W LED, 4000K, 90 CRI, 1334lm)	MB (Matte Black)			
		MBL (Midnight Blue)			
		PNA (Painted Natural Aluminum)			
		PNC (Painted Natural Copper)			
		RD (Red)			
		SGR (Sage Green)			
		SGW (Semi Gloss White)			
		SND (Sand)			
		SS (Satin Silver)			
		TBZ (Textured Bronze)			
		TGP (Textured Graphite)			
		TNG (Tangerine)			
		TTL (Tahitian Teal)			
		WT (Gloss White)			
		YEL (Yellow)			

1. Lamps must be specified, and are not included in shade cost
2. Glass enclosure must be specified
3. Lumen are raw LED value

STANDARD FINISHES

ABL (Aegean Blue), BB (Burnished Bronze), BK (Gloss Black), BLU (Blue), DVG (Dove Gray), FLG (Flannel Gray), LG (Lime Green), MB (Matte Black), MBL (Midnight Blue), PNA (Painted Natural Aluminum), PNC (Painted Natural Copper), RD (Red), SGR (Sage Green), SGW (Semi Gloss White), SND (Sand), SS (Satin Silver), TBZ (Textured Bronze), TGP (Textured Graphite), TNG (Tangerine), TTL (Tahitian Teal), WT (Gloss White), YEL (Yellow)

SPECIALTY FINISHES

GA (Galvanized)

HEAVY DUTY

Aluminum Shade with Glass and Guard Options

RH12, RH14, RH16, RH18, RH20 — SPEC-00019 — UPDATED 04/09/2022 — PROJECT: — NOTE:

ARM MOUNT ORDER MATRIX (EXAMPLE: 3LL23PNA)

Pipe Size	Arm Type	Finish	Coastal Coating	Input Voltage
2 (½" IP)	SL23 (Small Loop- 23")	ABL Aegean Blue)	(blank) (No coating)	(blank) (120V)
3 (¾" IP)	SL30 (Small Loop- 30")	BB (Burnished Bronze)	-C (Coating)	-27 (277V)
	LL23 (Large Loop - 23")	BK (Gloss Black)		
	LL30 (Large Loop - 30")	BLU (Blue)		
	LC18 (Curve Arm - 18")	DVG (Dove Gray)		
	LC24 (Curve Arm - 24")	FLG (Flannel Gray)		
	LC30 (Curve Arm - 30")	GA (Galvanized)		
	LM18 (Miter Arm - 18")	LG (Lime Green)		
	LM24 (Miter Arm - 24")	MB (Matte Black)		
	LM30 (Miter Arm - 30")	MBL (Midnight Blue)		
	SA18 (Sign Arm - 18")	PNA (Painted Natural Aluminum)		
	SA23 (Sign Arm - 23")	PNC (Painted Natural Copper)		
	LSA23 (Large Loop Sign Arm - 23")	RD (Red)		
	LSA30 (Large Loop Sign Arm - 30")	SGR (Sage Green)		
	A6 (Straight Arm - 6")	SGW (Semi Gloss White)		
	A12 (Straight Arm - 12")	SND (Sand)		
	A18 (Straight Arm - 18")	SS (Satin Silver)		
	A24 (Straight Arm - 24")	TBZ (Textured Bronze)		
	A30 (Straight Arm - 30")	TGP (Textured Graphite)		
	MA18 (Modern Arm - 18")	TNG (Tangerine)		
	MA24 (Modern Arm - 24")	TTL (Tahitian Teal)		
	MA30 (Modern Arm - 30")	WT (Gloss White)		
		YEL (Yellow)		

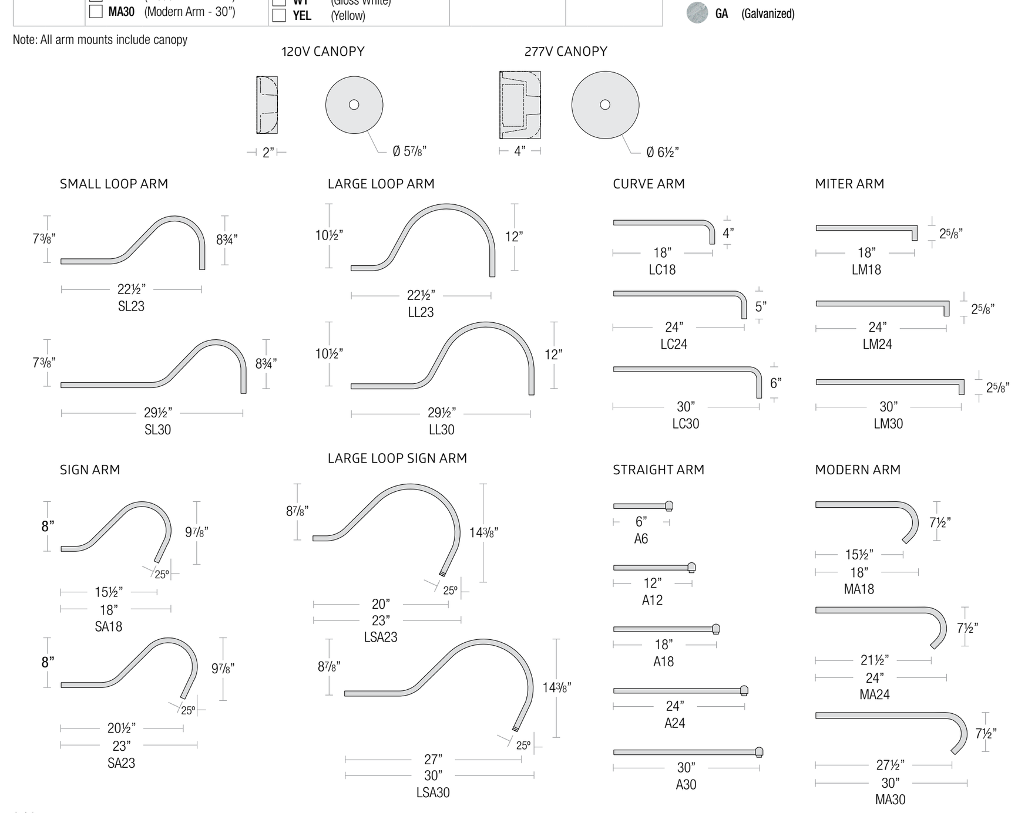
Note: All arm mounts include canopy

STANDARD FINISHES

ABL (Aegean Blue), BB (Burnished Bronze), BK (Gloss Black), BLU (Blue), DVG (Dove Gray), FLG (Flannel Gray), LG (Lime Green), MB (Matte Black), MBL (Midnight Blue), PNA (Painted Natural Aluminum), PNC (Painted Natural Copper), RD (Red), SGR (Sage Green), SGW (Semi Gloss White), SND (Sand), SS (Satin Silver), TBZ (Textured Bronze), TGP (Textured Graphite), TNG (Tangerine), TTL (Tahitian Teal), WT (Gloss White), YEL (Yellow)

SPECIALTY FINISHES

GA (Galvanized)



ADDITIONAL FIXTURE INFO

CPY Series - Version C

CPY250® LED Canopy/Soffit Luminaire

Rev. Date: V3 02/01/2022

Product Description

The CPY250® LED Canopy/Soffit Luminaire has an extremely thin profile constructed of rugged cast aluminum. It can be surface mounted easily from below the canopy deck and can be pendant mounted. Direct imaging of the LEDs is eliminated with a highly efficient patterned flat or 0.91" (23mm) drop glass lens.

Applications: Petroleum canopies, CNG fueling stations, soffits

Performance Summary

Assembled in the USA by Cree Lighting from US and imported parts

Initial Delivered Lumens: Up to 21,000

Efficacy: Up to 165 LPW

CRI: Minimum 70 CRI (40K, 50K, 57K); 80 CRI (30K); 90 CRI (40K, 50K)

CCT: 3000K, 4000K, 5000K, 5700K

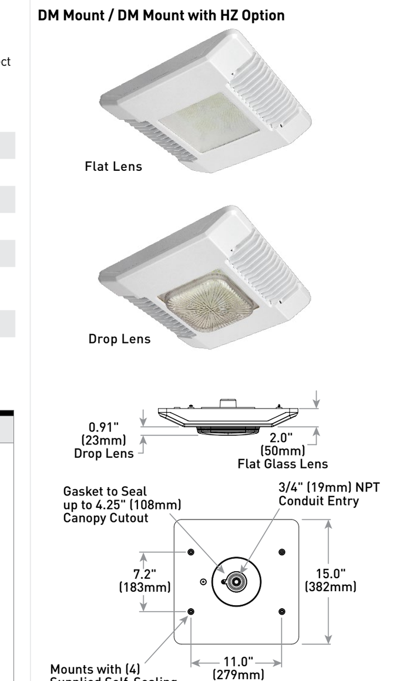
Limited Warranty¹: 10 years on luminaire/10 years on Colorfast DeltaGuard® finish/5 years on PML sensor/1 year on field-installed accessories

IP66 Rated (select models only)

Class I, Division 2 Hazardous Location for select models

¹ See http://creelighting.com/warranty for warranty terms

DM Mount / DM Mount with HZ Option



Weight
12.5 lbs. (5.7kg)

Refer to Page 4 for additional mounts.

Accessories

Field-Installed

Direct Mount Luminaires

Canopy Upgrade Kits (18 ga. steel, except where noted)
CPY-AP304* - for use with Cree Lighting CAN-304 luminaires, 16 ga. 5052 aluminum
XA-BXCCMW – for use with Jet-Philips, 21.60" (549mm) square, white
XA-BXCCNW – for use with Elsco Franciscan, 22.06" (560mm) square, white
XA-BXCCPW – for use with LSI Dakota or Masters, 22.50" (572mm) square, white
XA-BXCCQW – for use with Whiteway Riviera or Rig-A-Lite, 20.60" (523mm) square, white
XA-BXCCRW – for use with Elsco Merrit, 18.06" (459mm) square, white
XA-BXCCSW – for use with LSI Richmond or Whiteway Civic, 23.00" (584mm) L x 13.00" (330mm) W, white

Direct Mount Junction Box/Stem Kit
XA-BXCCJBOX – 6.0" (152mm) H x 3/4" (19mm) NPT Stem
- Watertight
- Rated for feed through 8 (4 in, 4 out) #12 AWC conductors

Direct Mount Beauty Plates
XA-BXCCBPW – 26.17" (665mm) Beauty Plate Only (18 ga. steel), white
XA-BXCCBPB12W – 26.17" (665mm) Beauty Plate (18 ga. steel) w/12" (305mm) Backer Plate (16 ga. steel), white
- For use in canopies where deck opening is larger than what is required for mounting the CPY250 luminaire. Maximum deck opening 10.75" x 15" (183mm x 375mm)
XA-BXCCBPB16W – 26.17" (665mm) Beauty Plate (18 ga. steel) w/16" (406mm) Backer Plate (16 ga. steel), white
- For use in canopies where deck opening is larger than what is required for mounting the CPY250 luminaire. Maximum deck opening 12" x 15" (305mm x 375mm)

Pendant Mount Luminaires

Pendant Mount Kits
XA-PS12KIT* – 5" (127mm) pendant
XA-PS18KIT* – 11" (279mm) pendant
XA-PS22KIT* – 15" (381mm) pendant
- Includes two conduit fittings and 3/4-14 NPT pipe threaded on two ends

Hand-Held Remote
XA-SENSREM
- For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

Synapse® SimplySnap 10V Interface
DIM10-220F
- 120V-277V
- Requires other Synapse components to complete system
- Refer to DIM10-220F spec sheet for details

* Must specify color: BK (Black), BZ (Bronze), SV (Silver) or WH (White)

Ordering Information

Example: CPY250-C-13L-57K7-D-UL-DM-SV

Product	Version	Lumen Package*	CCT/CRI	Optic	Voltage	Mounting	Color Options	Controls	Options
CPY250	C	2L 2,000 Lumens; 4L 4,000 Lumens; 8L 8,000 Lumens; 13L 13,000 Lumens; 21L 21,000 Lumens	30K8 3000K, 80 CRI; 40K7 4000K, 70 CRI; 40K9 4000K, 90 CRI; 50K7 5000K, 70 CRI; 50K9 5000K, 90 CRI; 57K7 5700K, 70 CRI	D 0.91" (23mm) Drop Lens; F Flat Lens	UL Universal 120-277V; UH Universal 347-480V - Available only in 4L-21L lumen packages	DM Direct; HC Hook & Cord; PD Pendant; H6 Car Wash	BK Black; BZ Bronze; SV Silver; WH White	BLANK Non-Dimming; 10V 0-10V Dimming - Control by others - Refer to Dimming spec sheet for details; PML Programmable Multi-Level - Available with UL voltage only - Refer to PML spec sheet for details	10KV 10kV/5kA Surge Suppression - Replaces standard 6kV/3kA surge suppression - Not for use with PML as PML option includes10kV surge as standard; HZ Class I, Div. 2 Hazardous Location Certification - Available with DM and PD mounts only - Not available with PML control or K option; K NSF 2 Certification - Luminaires include NSF certification mark - Suitable for DM mount only - Not available with PML control or HZ option

* Lumen Package codes identify approximate light output only. Actual lumen output levels may vary depending on CCT and optic selection. Refer to Initial Delivered Lumen tables for specific lumen values.

CREE LIGHTING

US: creelighting.com T (800) 236-6800
Canada: creelighting-canada.com T (800) 473-1234

CPY250® LED Canopy/Soffit Luminaire - Version C

Product Specifications

CONSTRUCTION & MATERIALS
- Slim, low profile design
- Easy mounting and servicing from below the deck
- Luminaire housing is constructed of rugged cast aluminum with integral heat sink specifically designed for LED
- Flat lens is 0.125" tempered Solite® glass
- Drop lens is 0.157" molded borosilicate glass
- Direct mount is suitable for use in single or double skin canopies with a minimum 4.0" (102mm) wide panels and a minimum 22 gauge, 0.030" (0.7mm) canopy thickness
- Direct mount luminaire mounts directly to the canopy deck with the drilling of a single 2" to 4" (51mm to 102mm) round hole, is secured in place with self-sealing screws that provide a weathertight seal and includes 3/4" (19mm) conduit entry for direct wire feed
- Hook and cord mount includes a 3' (0.91m) cord out of the luminaire and is intended to hang from the single hook
- Standard pendant mount includes a mounting bracket and a J-Box for customer wiring and is intended to be mounted by 3/4 IP pendant (by others)
- Hazardous location pendant mount has a threaded hub which accepts 3/4" NPT conduit (by others) and secures with a 1/4"-20 set screw
- H6 mount includes cable gland with 3' (0.91m) cord out of the luminaire and is intended to hang from the single hook
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Black, bronze, silver and white are available
- **Weight:** 12.5 lbs. (5.7kg)

ELECTRICAL SYSTEM
- **Input Voltage:** 120-277V or 347-480V, 50/60Hz
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 6kV/3kA surge suppression protection standard; 10kV/5kA surge suppression protection optional
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current

CONTROLS
- 10V option provides continuous dimming to 10% with 0-10V DC control protocol
- **Maximum 10V Source Current:** 1mA
- Use only lighting controls with neutral connection or controls intended for use with LED fixtures
- Reference LED Dimming spec sheet for additional dimming information

REGULATORY & VOLUNTARY QUALIFICATIONS
- cULus Listed
- Suitable for wet locations when ordered with DM, DM mount w/HZ option, PD mount w/HZ option, and H6 mounts. Covered ceiling required only when not used with cULus Listed, wet location junction box or XA-BXCCJBOX accessory
- Suitable for damp locations when ordered with HC and PD mounts. Designed for indoor use only
- Enclosure meets IP66 requirements per IEC 60529 when ordered with DM and H6 mounts
- ANSI C136.2 6kV/3kA (standard) and 10kV/5kA (optional) surge protection, tested in accordance with IEEE/ANSI C62.41.2. PML option includes 10kV surge protection
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- RoHS compliant. Consult factory for additional details
- Class I, Division 2 Hazardous Location rated when ordered with the DM or PD mount and the HZ option. Not available with K or PML options. Rated for Groups A, B, C & D. Bears a T3C (160°C) temperature classification within a 25°C ambient
- NSF Certified when ordered with DM mount and K option. Not available with HZ or PML options. Refer to http://info.nsf.org/Certified/Food/ for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K CCT and Flat Lens (F). Please refer to https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/ for most current information
- DLC Premium qualified for Fuel Pump Canopies. DLC Standard qualified for High-Bay/Low Bay Luminaires when ordered with 8L and 30K8, 40K9 and 50K9 CCTs, 13L or 21L lumen packages with all CCTs. Please refer to https://www.designlights.org/search/ for most current information
- ⚠ **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

Electrical Data*

Lumen Package	System Watts 120-480V**	120V	208V	240V	277V	347V	480V
2L	14	0.11	0.07	0.06	0.05	N/A	N/A
4L	31	0.26	0.15	0.13	0.11	0.09	0.07
8L	53	0.45	0.26	0.22	0.19	0.15	0.11
13L	86	0.73	0.42	0.36	0.32	0.25	0.19
21L	132	1.13	0.64	0.56	0.49	0.38	0.28

(Total Current (A): 120V–480V columns)

* Electrical data at 25°C (77°F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/- 10%.
** 2L not available in 347-480V.

CPY Series (Version C) Ambient Adjusted Lumen Maintenance¹

Ambient	Luminaire Mounting Surface	Initial LMF	25K hr Reported² LMF	50K hr Reported² LMF	75K hr Estimated³ LMF	100K hr Estimated³ LMF
5°C (41°F)	2L-13L Plywood/ 2L-21L Metal	1.02	0.99	0.96	0.94	0.92
	21L Plywood	1.02	0.99	0.96	0.93	0.90
10°C (50°F)	2L-13L Plywood/ 2L-21L Metal	1.02	0.98	0.96	0.93	0.91
	21L Plywood	1.02	0.98	0.95	0.92	0.90
15°C (59°F)	2L-13L Plywood/ 2L-21L Metal	1.01	0.98	0.95	0.93	0.91
	21L Plywood	1.01	0.98	0.95	0.92	0.89
20°C (68°F)	2L-13L Plywood/ 2L-21L Metal	1.01	0.97	0.95	0.92	0.90
	21L Plywood	1.01	0.97	0.94	0.91	0.89
25°C (77°F)	2L-13L Plywood/ 2L-21L Metal	1.00	0.97	0.94	0.92	0.90
	21L Plywood	1.00	0.96	0.94	0.91	0.88
30°C (86°F)	2L-13L Plywood/ 2L-21L Metal	0.99	0.96	0.94	0.91	0.89
	21L Plywood	0.99	0.96	0.93	0.90	0.87
35°C (95°F)	2L-13L Plywood/ 2L-21L Metal	0.99	0.95	0.93	0.91	0.88
	21L Plywood	0.99	0.93	0.89	0.84	0.80
40°C (104°F)	2L-13L Plywood/ 2L-21L Metal	0.98	0.95	0.92	0.90	0.88
45°C (113°F)	2L-4L Plywood/ 2L-13L Metal	0.98	0.93	0.89	0.86	0.82
50°C (122°F)	2L-4L Metal	0.97	0.90	0.84	0.78	0.73

¹ Lumen maintenance values at 25°C (77°F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
² In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED.
³ Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

Operating Temperature Range

Lumen Package	Direct Mount to Plywood	Direct Mount to Sheet Metal/Suspended	Class 1, Division 2 Hazardous Location: Direct Mount to Plywood	Class 1, Division 2 Hazardous Location: Direct Mount to Sheet Metal/Suspended
2L	-40°C to +45°C	-40°C to +50°C	-40°C to +25°C	
4L	-40°C to +45°C	-40°C to +50°C		
8L	-40°C to +40°C	-40°C to +45°C		
13L	-40°C to +40°C	-40°C to +45°C		
21L	-40°C to +35°C	-40°C to +40°C		

NOTE: Standard luminaires are UL rated at 40°C, and hazardous location luminaires are UL rated at 25°C, but will operate in the ambients listed above
WARNING: Exceeding maximum operating temperature may result in thermal foldback

US: creelighting.com T (800) 236-6800
Canada: creelighting-canada.com T (800) 473-1234

CREE LIGHTING

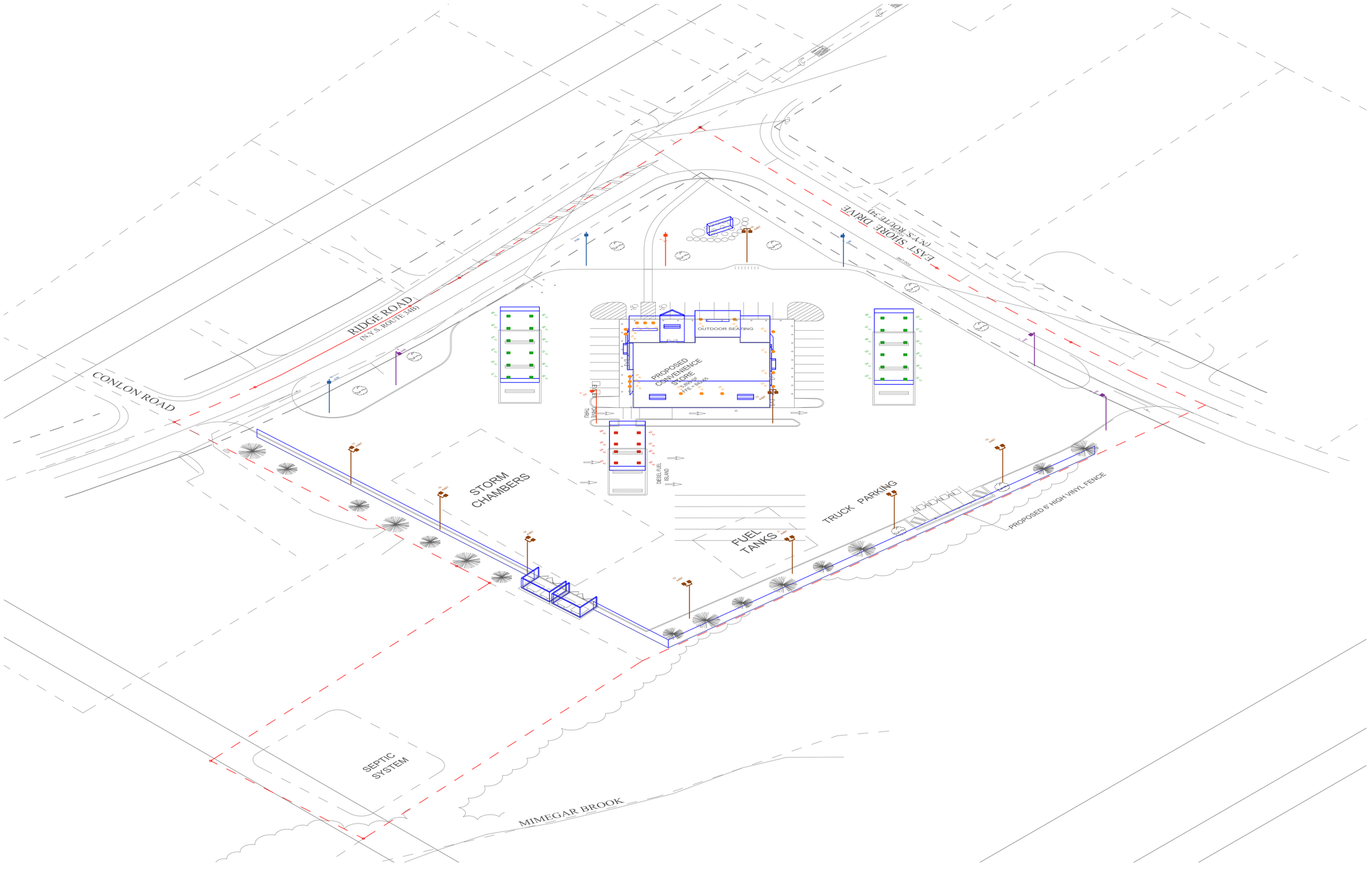
REDLEONARD ASSOCIATES
1340 Kemper Meadow Dr, Forest Park, OH 45240
513-574-9500 | redleonard.com

PROJECT NAME:
DANDY MINI MART D85
LANSING, NY
DRAWING NUMBER:
RL-7936-S1

AREA

SHADE

CANOPY



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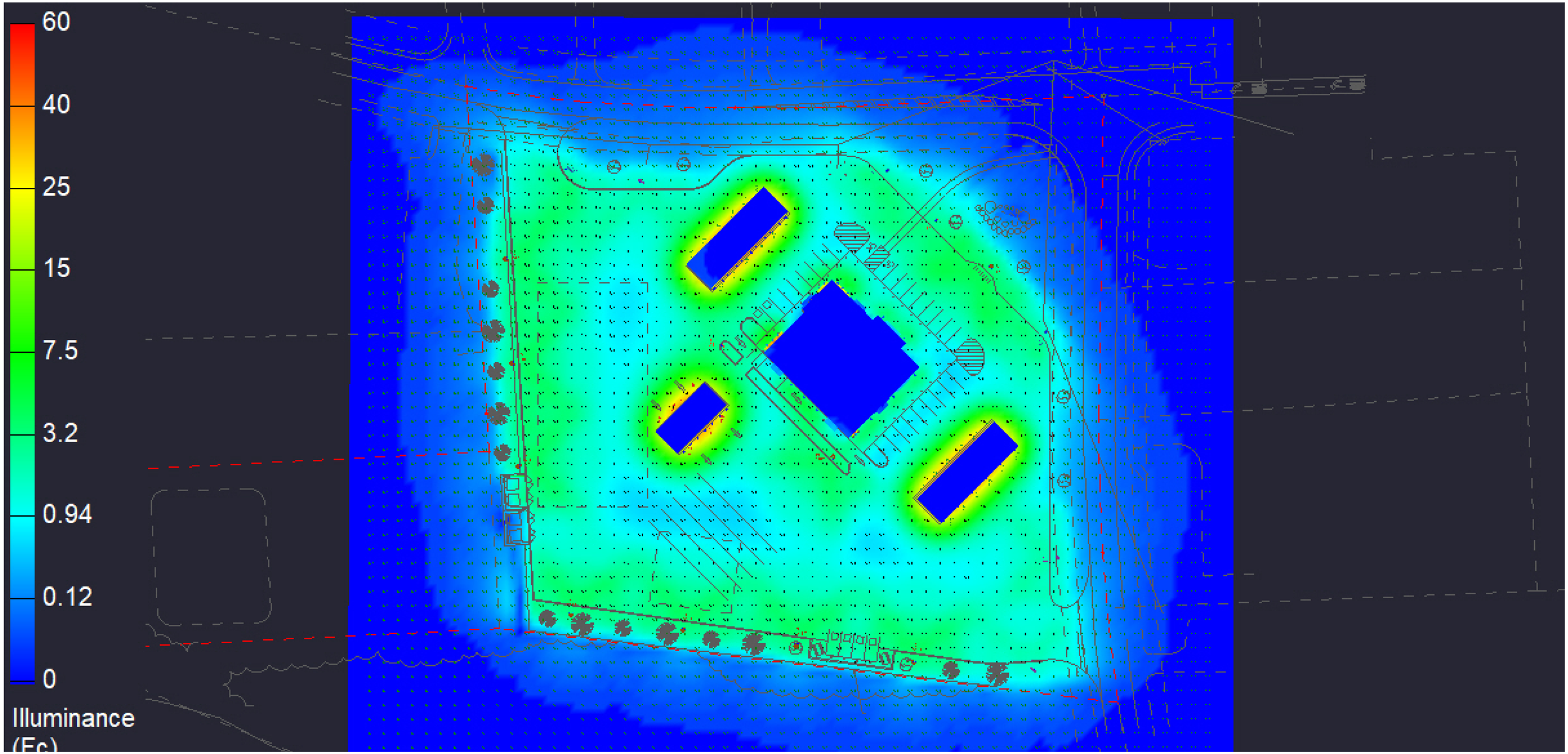
DANDY



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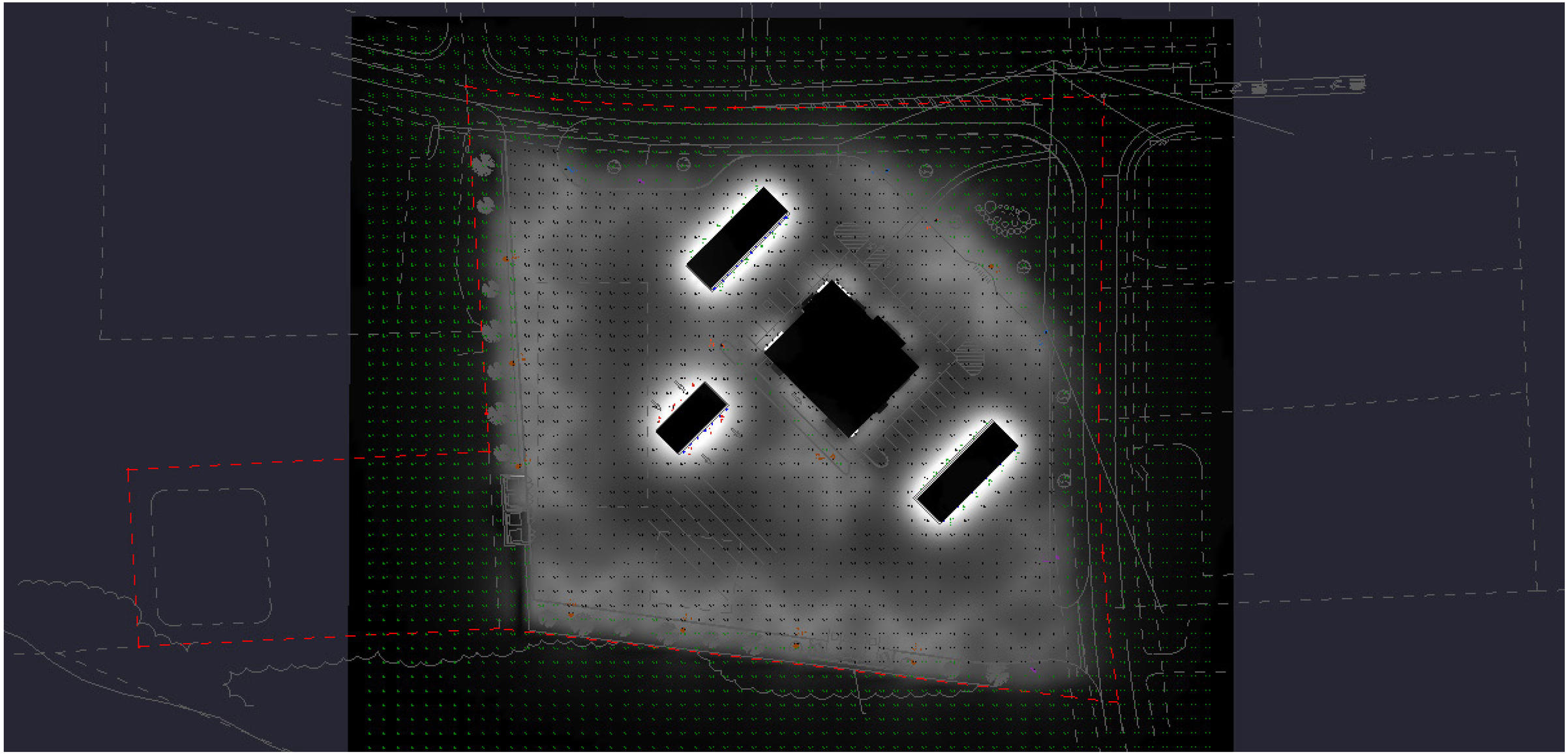

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DANDY

Ridge Road & East Shore Dr.
Lansing, NY

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RLAtechnolgy.com
513-57 4-9500

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Ridge Road & East Shore Dr.
Lansing, NY

From: mmoseley
To: afiorille@lansingtown.com
Cc: John Zepko
Subject: Dandy Mart
Date: Tuesday, November 8, 2022 12:39:01 PM

Good afternoon,

Since NYS Route 34B and NYS Route 34 are both New York State highways, the Lansing Highway Superintendent has no jurisdiction on the flow of traffic on these roads.

Sincerely ,

Michael D. Moseley
Highway Superintendent
P: (607) 533-4328 F: (607) 533-4089
lansinghwy@lansingtown.com

Town of Lansing
Highway Department
10 Town Barn Rd.
Lansing, NY 14882
M-F 6:00am-2:00pm

Re: Proposed Dandy Mart, East Shore Drive

November 12, 2022

C.J Randall

C.J,

After reviewing the current site plan for the proposed Dandy Mart, Lansing Fire Department has no concerns with access to the property or to the building. If the Dandy Mart is approved, we would like some input on where the (FDC) Fire Department connection and signage will be located as well as where the Knox Box will be located.

As always, if you have any questions or concerns, please feel free to contact me.

Scott Purcell

Lansing Fire Department

What to expect at a Planning Board meeting

Please help the Planning Board and the Public by coming prepared with written comments, if possible. Please only speak if you "have the floor." Always identify yourself by name and municipality. Please mute your computer speakers before calling or entering the Zoom meeting room if you are monitoring the meeting on YouTube to reduce feedback. Please make the Planning Board aware of any disability you have that may require accommodation for you to participate fully in the meeting prior to the start of the meeting.

Please limit comments to three (3) minutes. If as a speaker, you run up against the 3-minute time limit, you may submit the remainder of your comments **in** writing or via email.

The Planning Board carefully considers information and comments provided by the public in regard to a proposed project or application, whether submitted in writing or given verbally during a public hearing, meeting, or privilege of the floor. Like any public meeting, come prepared to hear comments and opinions that may conflict with your own and engage **in** civil discourse. Treat other with dignity and respect through your comments and actions whether listening or speaking.

The Planning Board and its members may ask for clarification of comments from the public but the Planning Board will not engage in dialogue or question and answer session with the public. Likewise, Applicants are directed to answer questions from Board members and may address any response to public comments directly to the board.

Please familiarize yourself with local laws and land use regulations as they directly affect your property rights. Please contact the Planning & Code Enforcement Department at 607-533-7054 or tolcodes@lansingtown.com with any questions or concerns. We welcome your engagement in the process as the Town updates and creates new laws and land use ordinances that impact property rights. Our goal is to include you in the process, gather facts, and gather public comment, to be taken into account and used in the decision-making process. While the Planning Board reviews and recommends changes to local land use laws, the Town Board is the only legislative body with the authority to create or amend local laws.

The Planning Board works within the strictures of state and local laws but is not a judicial or policing body and cannot address legal issues outside its purview (ex: trespassing issues, leases, etc.). Please keep in mind that any project approval is not a guarantee that a Building Permit will be issued or that a project will be built.