WT Group
Engineering • Design • Consulting

October 2, 2023

Town of Ellicottville
Greg Keyser, Planner
1 West Washington Street
Ellicottville, NY 14731

Zoning Permit:	TZP-2023-267
Applicant:	Reid Petroleum
Site Address:	6599 US Route 219, Ellicottville, NY 14731
Tax Map:	46.004-1-50.1
Zoning District:	General Commercial

Dear Mr. Keyser:

Thank you for your continued assistance with this project. We have put together the following letter and packet of information based on our previous discussions, the August 28th Planning Meeting we attended, and the information you have sent us via email.

Zoning Review
Please see attached drawings which have been color coded to show compliance.

The applicant has modified the site plan to meet the front yard setback for underground fuel storage as well as the front yard setback for the underground detention vault.

The project also meets the minimum front yard setback requirements (yellow):
Minimum Front Yard Setback 1 35 ft requirement Proposed 35'-8" and 35'

The project also meets the rear yard setback (yellow):
Rear Yard Setback (Drive Thru Lane) 10 ft requirement Proposed 10'-6"

Parking Lot Set Backs (green)
Per the Town a 20 foot landscape buffer is required between the front property line and the **parking lot** or building wall. We are compliant.

Parking Lot Setback (Along US Route 219) 20 ft requirement Proposed 81'-10"
Parking Lot Setback (Along NY Route 242) 20 ft requirement Proposed 38'

In reviewing the Town of Ellicottville Zoning Law the following definition is found for parking lot:

Parking Lot: An area other than a road used for the parking of more than four automobiles.

Amended August 17, 2016 Page 2-18

Per the definition, the **parking lot** is where the spaces are, not the roadway used to travel the site. The pavement and drive aisles on the site plan are NOT a parking lot. Therefore the closest dimension to the actual parking lots (parking spaces) is 81'-10" and 38' respectively which are compliant.

Landscape Buffer Variance (blue)
The applicant **is requesting a variance** for the landscape buffer for safety reasons. The proposed site plan allows for proper circulation around and through the canopy without restriction.

Landscape Buffer	20 ft requirement	Note:
US Route 219	Proposed 15'	(41' 9" including ROW Turf Area)
NY Route 242	Proposed 2'-6"	(55'-10" including ROW Turf Area)

Please note, the open space for the site meets or exceeds the code requirements. The site is meeting the intent of the code to provide ample open space at ~30%.

PARKING LOT STANDARDS

Grading and Drainage
A Storm water Pollution Prevention Plan (SWPPP) is required.
Response: This has been attached and provided.

Parking Spaces (orange)
The minimum parking spaces size for outdoor parking lots is 9.5' x 18.
Response: The proposed parking stalls are 9.6' X 19 ft. The proposed Accessible spots are 8 ft x 19 ft with a 8 ft aisle in the middle. The parking spaces are compliant.

Snow Storage
Snow storage areas should be identified to ensure that it does not impact landscaping, adjacent properties, rights of way, vehicular site distances and the proposed detention pond.
Response: Snow storage has been identified on Sheet C-2.0

Aisle Width
The minimum aisle width is 24 ft to accommodate two-way traffic on site.
This requirement has been met except for the proposed drive thru lane which is 12- feet.
Response: The drive thru aisle is intended for one way traffic and therefore appropriate. The applicant will post signage such as "do not enter" and "one way" where applicable.

Ingress and Egress
A traffic study is recommended to evaluate traffic impacts along these routes
Response: A traffic study will be provided via email for the Town's review.
Further evaluation is recommended to determine vehicle stacking requirements and overall capacity of the drive-through lane.
Response: Vehicle stacking in the drive thru lane has been shown – See Sheet CIR 2.0

Buffer Fence
The site is adjacent to residential use and an adequate visual buffer is needed. Alternatively an earth berm may be considered.
Response: See pictures below for views from residential use. Also, see site plan (red) which shows the residential unit 104' away from the site property line.

The applicant has agreed to increase landscaping and add River Birch to that area to enhance the site. See Landscape plan.

Driveway Width
The proposed driveway width is 50 feet. While the minimum requirement (24 feet) is met, the proposed width exceeds the maximum requirement of 36 feet.
Response: The request 50 ft width – see site plan (pink) is for safety reasons. See CIR 1.0 Sheet. The proposed width of the driveway allows for safe entry of fuel delivery trucks and safe exiting of trucks while allowing vehicular traffic to pass safely.

Driveway Spacing
The requirement is met for the driveway along NY Route 242, Modifications may be needed for the driveway along US Route 219 to provide sufficient spacing between Tim Hortons drive thru and NT Route 242.

- 75 ft of spacing is recommended between major commercial driveways. Planning board should determine if Tim Horton's drive- thru constitutes a major commercial driveway.
  Response: Industry Standards (The Institute of Transportation Engineers (ITE)) measures safe distances center line to center line. See site plan (brown). If the town desires, the driveway can move closer to the intersection but industry standards and the department of transportation usually desire the driveways are located as far as possible from intersections.

- 150 FT of spacing is required from an arterial intersection.
  Response: The proposed driveway is 160 feet from the intersection of US Route 219 and NY Route 242 (purple).

- The centerline of intersections of major traffic generators entering from the opposite side of roadways shall be perfect aligned or offset by a minimum of 125 ft. The Planning Board should determine the project constitutes a major traffic generator and be offset from Steelbound's driveway.
  Response: The industry standard as defined by the Institute of Transportation Engineers (ITE) states that a gas station is a non-destination use of a syphoning use and therefore not a traffic generator. The gas station uses the existing roadway traffic.

SIGNAGE STANDARDS & OUTDOOR LIGHTING STANDARDS

Response:
Crosby's will install goose neck illuminated signage on the east and west elevations. The south elevation (building front) Crosby's would seek a sign that has back lit channel letters as shown on the elevations.

Crosby's will seek rear lit Crosby's channel letter signs on the South and East canopy elevations as shown on the 3D rendering.

The LED price sign will not be a message board, it will display a static price of the fuel products sold at the location. The monument sign can be illuminated from the ground up. The ID sign Crosby's would like to have back lit channel letters. This sign will sit on top of the LED price sign.

STAFF RECOMMENDATIONS

SEQR
The planning board should classify the project as an Unlisted Action.

Environmental Assessment Form- Part 1 of the Short Environmental Assessment Form (SEAF) has been completed and should be revised:

Question 2 – The Town ZBA (area variances), Town Building Department (Floodplain Development Permit) and State Historic Preservation Office (SHPO Consultation) should be included. A separate list detailing all permits and approvals should be provided.
Response: Noted.

Question 3b- Clarification should be provided regarding the total acreage to be disturbed. The site plan drawings suggest less disturbance, This potentially affects open space calculations, stream disturbance, and buffering requirements.
Response: We have revised the disturbed area to reflect the area being disturbed on the site and within the ROW. The entire on-site area is not being disturbed, but we are disturbing a good amount of the adjacent ROW to make out driveway connections.

Question 12a- Should be checked "yes." Holy Cross Cemetery is eligible for listing on the New York State Register of Historic Places.
Response: Completed.

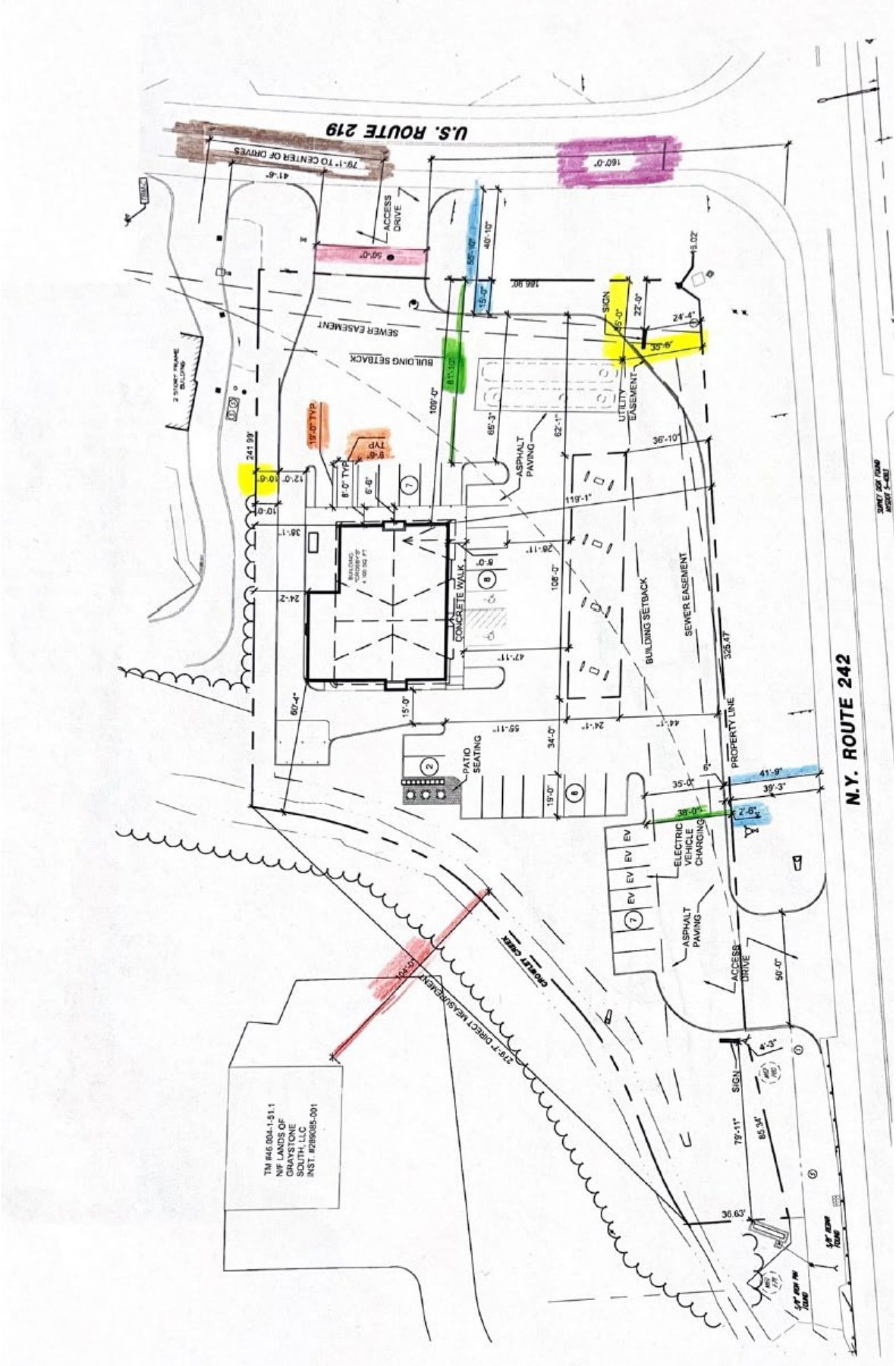
Question 12b- Should be checked "yes." The Cultural Resource Information System indicates the property is in an Archeological Buffer Area.
Response: Completed.

Question 16- Should be checked "yes." A small stream tributary to Great Valley Creek is within a 100 flood year plan. Also, a Floodplain Development Permit has been submitted to the Building Department.
Response: Completed.

Please let us know if you have any questions or need any additional information. We would like to be on the October 23, 2023, Planning Board Agenda. Thank you.

Sincerely,

Heidi Lapin
Project Manager


U.S. ROUTE 219
N.Y. ROUTE 242
ACCESS DRIVE
SEWER EASEMENT
BUILDING SETBACK
UTILITY EASEMENT
ASPHALT PAVING
CONCRETE WALK
PATIO SEATING
PROPERTY LINE
ELECTRIC VEHICLE CHARGING
SIGN
CREEK
TM #46.004-1-51.1
N/F LANDS OF
GRAYSTONE
SOUTH, LLC
INST. #289085-001

CROSBY'S

ON THE CORNER OF ROUTE 242 & ROUTE 219
ELLICOTTVILLE, NY 14731

DRAWING INDEX

PROJECT DIRECTORY

OWNER

THE REID GROUP
ATTN: STEVEN REID
100 WEST GENESEE ST.
LOCKPORT, NY 14095

ARCHITECT

RYAN R. TRIPHAHN DESIGN, PLLC
ATTN: RYAN R. TRIPHAHN
2675 PRATUM AVENUE, SUITE 200
HOFFMAN ESTATES, IL 60192
224.293.6444

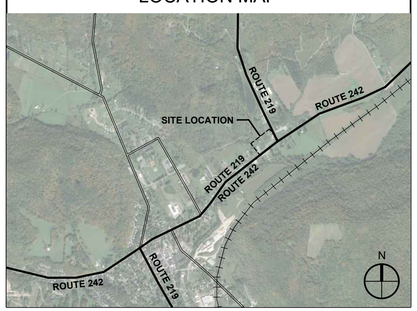
LANDSCAPE

EVERGREEN DESIGN GROUP
ATTN:
1650 MARKET STREET, SUITE 3600
PHILADELPHIA, PA 19103
800.680.6630
WWW.EvergreenDesignGroup.COM

LIGHTING

LSI INDUSTRIES
ATTN:
10000 ALLIANCE ROAD,
CINCINNATI, OH 45242
513.793.3200

LOCATION MAP



GENERAL BUILDING INFORMATION

ELLICOTTVILLE, NY ADOPTED CODES

2020	BUILDING CODE OF NEW YORK STATE (2018 IBC)
2020	MECHANICAL CODE OF NEW YORK STATE (2018 IMC)
2020	PLUMBING CODE OF NEW YORK STATE (2018 IPC)
2017	NATIONAL ELECTRICAL CODE
2009	ACCESSIBILITY AND USABLE BUILDINGS AND FACILITIES OF NEW YORK STATE (2009 A117.1)
2020	FIRE CODE OF NEW YORK STATE (2018 IFC)
2020	FUEL GAS CODE OF NEW YORK STATE (2018 IFGC)
2020	ENERGY CONSERVATION CONSTRUCTION CODE OF NEW YORK STATE (2018 IECC)

CURRENT CITY OF ELLLICOTTVILLE, NEW YORK ZONING ORDINANCE

BUILDING DATA

ZONING CLASSIFICATION:	GC - GENERAL COMMERCIAL + GAS/ SPECIAL USE
OCCUPANCY:	M
CONSTRUCTION TYPE:	V-B
NUMBER OF STORIES:	1

BUILDING AREA: 4,105 SQ.FT.

SCOPE OF WORK

THIS IS A NEW-BUILD CONVENIENCE STORE WITH A DRIVE-THRU AND GAS STATION.

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/17/2023	LR
-	ZONING	9/19/2023	LR
-	ZONING	10/2/2023	LR

RYAN R TRIPHAHN DESIGN, PLLC
CONTACT: RYAN R. TRIPHAHN
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PROPOSED C-STORE
CROSBY
N.Y. ROUTE 242 & U.S. ROUTE 219
ELLICOTTVILLE, NY 14731

Crosby's 100 years of smiles

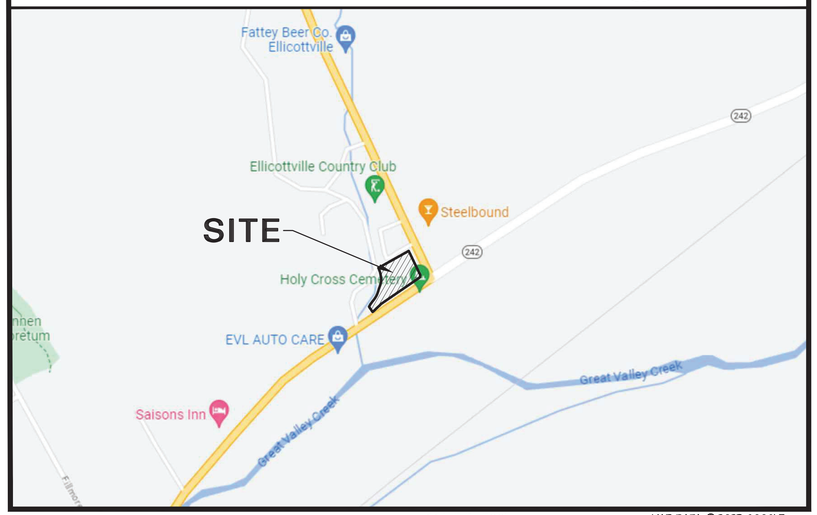
ORIGINATED: 10-2-2023
DRAWN: PL, LR
CHECK: MA
JOB: D23000115
SHEET: **G001**
COVER SHEET

CROSBY
ROUTE 242 & US ROUTE 219
ELLICOTTVILLE, NY 14731

DRAWING INDEX		
SHEET	DESCRIPTION	DATE
T-1.0	TITLE SHEET	9-14-23
C-1.0	SITE GEOMETRIC PLAN	9-14-23
C-2.0	SITE GRADING PLAN	9-14-23
C-3.0	SITE UTILITY PLAN	9-14-23
C-4.0	STORMWATER POLLUTION PREVENTION PLAN	9-14-23
CIR-1.0	SITE CIRCULATION PLAN	9-14-23
CIR-2.0	CAR QUEUE EXHIBIT	9-14-23
EX-2.0	STORMWATER MANAGEMENT PLAN	9-14-23
1	BOUNDARY & TOPOGRAPHIC SURVEY (PREPARED BY CONTROL POINT ASSOCIATES INC PC	7-6-23

SITE BENCHMARK:
SITE BENCHMARK-A- BOX-CUT SET IN NE CORNER OF THE BRIDGE DECK.
ELEVATION = 1552.97'
SITE BENCHMARK-B- BOX-CUT SET IN NW BONNET-BOLT OF HYDRANT.
ELEVATION = 1553.30'
SITE BENCHMARK-C- BOX-CUT SET IN EAST BONNET-BOLT OF HYDRANT.
ELEVATION = 1560.63'

SITE LOCATION MAP



SCALE 1" =500'

MAP DATA © 2023 GOOGLE

CIVIL ENGINEERING STATEMENT AND SEAL

I, JAMES P GLASCOTT, P.E., DULY LICENSED IN THE STATE OF NEW YORK DO HEREBY STATE THAT THIS DOCUMENT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND TO THE BEST OF MY KNOWLEDGE AND BELIEF DOES CONFORM TO THE APPLICABLE BUILDING CODES AND ORDINANCES.

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DOCUMENT IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW.

DATE: 9/14/2023

JAMES P GLASCOTT P.E. #107553 • EXPIRATION MARCH 31, 2026
SOLE PROPRIETOR

NOTE: SIGNED AND SEALED FOR SHEETS T-1.0 THROUGH C-3.0

STATE OF NEW YORK • JAMES P GLASCOTT • 107553-01 • LICENSED PROFESSIONAL ENGINEER

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AT 1-800-272-4480 OR 811
OPERATES 24 HOURS A
DAY 365 DAYS A YEAR

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1-800-272-4480 OR 811
48 HOURS BEFORE
YOU DIG

CONTRACTOR MUST LOCATE PRIVATE UTILITIES IN AREA OF CONSTRUCTION PRIOR TO PROCEEDING WITH WORK

NO.	REVISIONS	DATE	BY
1	TO TOWN OF ELLICOTTVILLE	8-15-23	JPG
2	TO TOWN OF ELLICOTTVILLE	9-14-23	JPG

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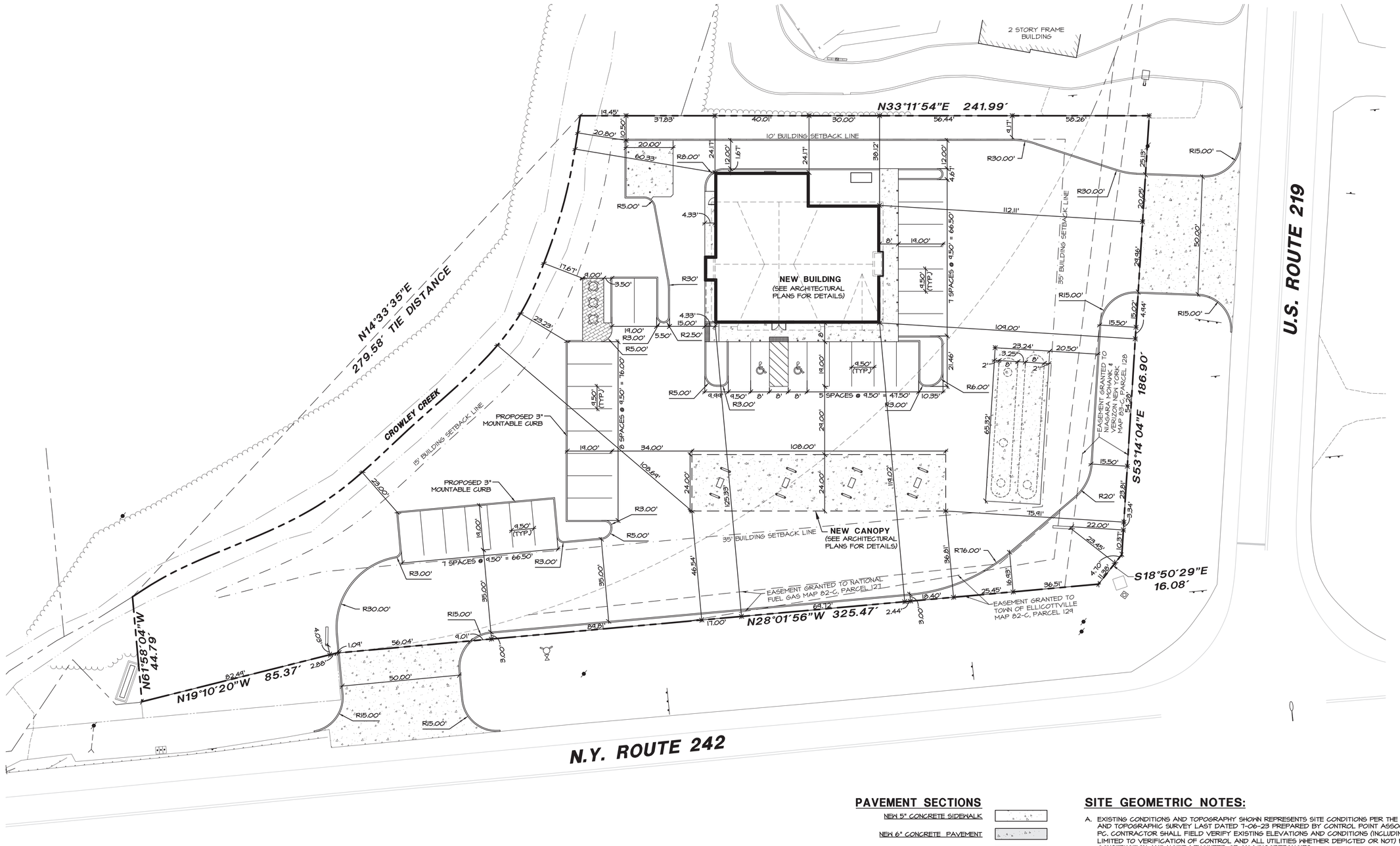
PROPOSED C-STORE
CROSBY
ROUTE 242 & US ROUTE 219
ELLICOTTVILLE, NY 14731

ORIGINATED: 7-18-2023
DRAWN: VE
CHECK: JPG
JOB: D2300115
SHEET: **T-1.0**
TITLE SHEET



PAVEMENT SECTIONS

NEW 5" CONCRETE SIDEWALK

NEW 6" CONCRETE PAVEMENT

NEW BRICK PAVERS

NEW FULL DEPTH ASPHALT PAVEMENT

SITE GEOMETRIC NOTES:

A. EXISTING CONDITIONS AND TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS PER THE BOUNDARY AND TOPOGRAPHIC SURVEY LAST DATED 7-06-23 PREPARED BY CONTROL POINT ASSOCIATES INC. PC. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS AND CONDITIONS (INCLUDING BUT NOT LIMITED TO VERIFICATION OF CONTROL AND ALL UTILITIES WHETHER DEPICTED OR NOT) PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.
B. ALL DIMENSIONS SHOWN ARE MEASURED FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT OR FACE OF CURB UNLESS OTHERWISE NOTED.
C. CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH THE ARCHITECTURAL PLANS.
D. SEE THE ARCHITECTURAL PLANS FOR THE DESIGN OF ALL BUILDING ENTRIES.
E. CONSTRUCTION SURVEY AND STAKEOUT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
F. CONTRACTOR SHALL HIRE A PRIVATE UTILITY LOCATOR TO LOCATE UTILITIES PRIOR TO CONSTRUCTION AND SHALL CONTACT THE SITE ENGINEER IF A CONFLICT EXISTS.
G. CONTRACTOR SHALL CONTACT NEW YORK 811, INC. 811 OR 800-272-4480 AND PRIVATE LOCATING SERVICE TO LOCATE ALL UNDERGROUND UTILITY LINES PRIOR TO STARTING ANY DEMOLITION AND/OR EXCAVATION. EXACT LOCATIONS OF ANY EXISTING ELECTRIC, GAS, TELEPHONE, ETC. LINES ARE UNKNOWN.
H. ASPHALT PAVEMENT MARKINGS SHALL BE MADE WITH HIGH QUALITY PAINT CONFORMING NYSDOT STANDARD SPECIFICATIONS.
I. ALL PAINTED CURB ON SITE TO BE REPAINTED FOLLOWING RESURFACING OF THE PARKING LOT. MATCH EXISTING COLOR. REPAINT WITH HIGH QUALITY PAINT.
J. THIS LAYOUT IS PARALLEL TO THE NORTH PROPERTY LINE N33°11'54"E.

NORTH

1" = 20'

0 0 10 20 40 80

NO.	REVISIONS	DATE	BY
1	TO TOWN OF ELLICOTTVILLE	8-15-23	JPG
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ROUTE 242 & US ROUTE 219
ELLICOTTVILLE, NY 14731

Crosby's

ORIGINATED: 7-18-2023
DRAWN: VE
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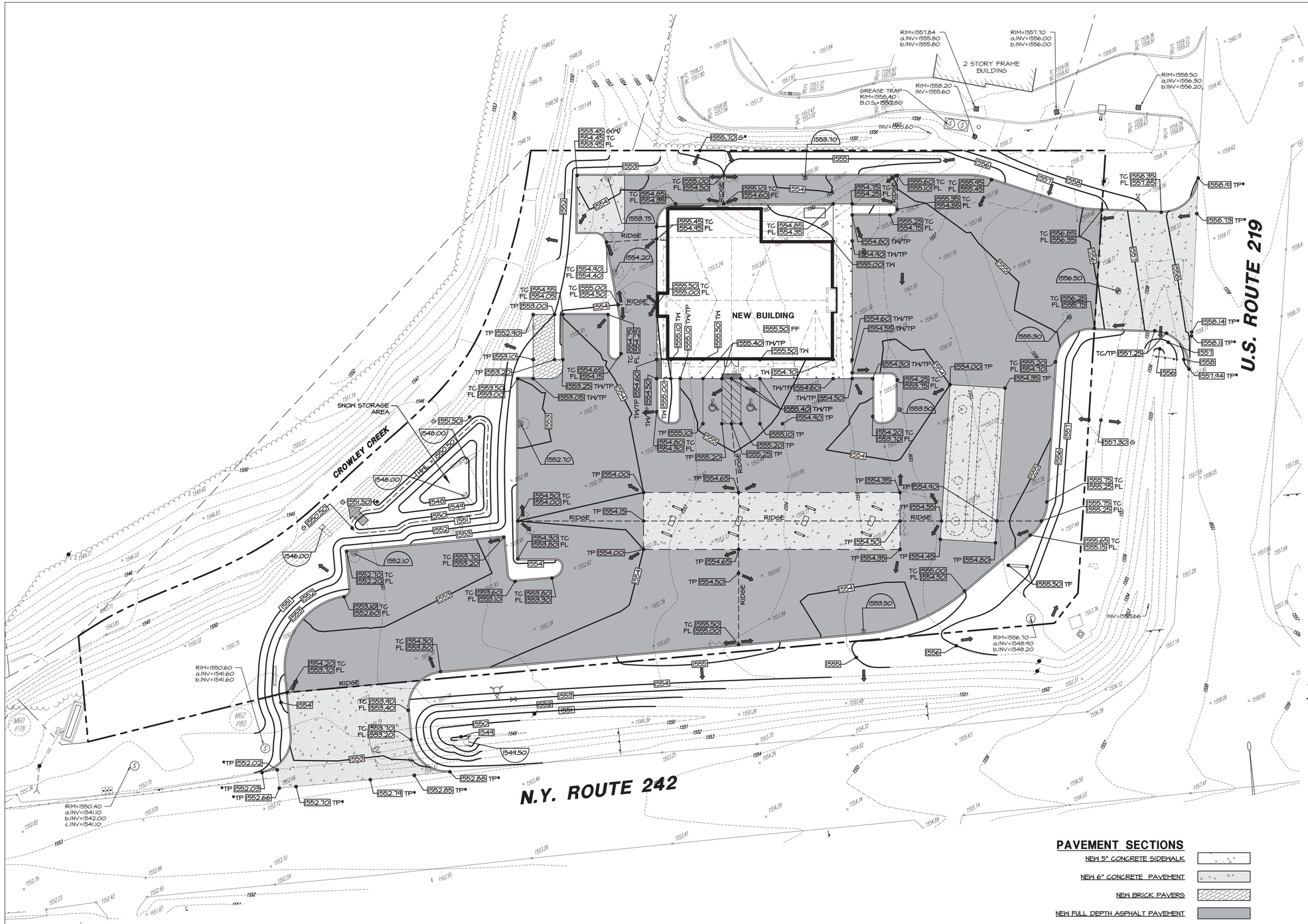
JOB: D2300115
SHEET: **C-1.0**
SITE GEOMETRIC PLAN



SITE GRADING NOTES:

A. EXISTING CONDITIONS AND TOPOGRAPHY SHOWN REPRESENTS SITE CONDITIONS PER THE BOUNDARY AND TOPOGRAPHIC SURVEY LAST DATED 7-06-23 PREPARED BY CONTROL POINT ASSOCIATES INC. PC. CONTRACTOR SHALL FIELD VERIFY EXISTING ELEVATIONS AND CONDITIONS (INCLUDING BUT NOT LIMITED TO VERIFICATION OF CONTROL AND ALL UTILITIES WHETHER DEPICTED OR NOT) PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.

B. ALL PROPOSED GRADES ARE GIVEN TO FINISHED GRADE, I.E. TOP OF PROPOSED ASPHALT, CONCRETE, TOP OF PROPOSED CURB, ETC. SEE DETAILS FOR PAVEMENT THICKNESS.

C. CONTRACTOR SHALL CONTACT NEW YORK 811, INC. 811 OR 800-272-4480 AND PRIVATE LOCATING SERVICE TO LOCATE ALL UNDERGROUND UTILITY LINES PRIOR TO STARTING ANY DEMOLITION AND/OR EXCAVATION. EXACT LOCATIONS OF ANY EXISTING ELECTRIC, GAS, TELEPHONE, ETC. LINES ARE UNKNOWN.

D. CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE END OF EACH WORKING DAY DURING CONSTRUCTION OPERATIONS. FAILURE TO PROVIDE ADEQUATE DRAINAGE WILL PRECLUDE THE CONTRACTOR FROM ANY POSSIBLE COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT.

E. CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS OUTSIDE OF CONSTRUCTION LIMITS TO ORIGINAL CONDITION OR BETTER.

F. CONTRACTOR SHALL REPAIR AT HIS EXPENSE ANY DAMAGE TO EXISTING ASPHALT, CONCRETE, CURBS, SIDEWALKS, ETC. RESULTING FROM CONSTRUCTION TRAFFIC AND/OR OPERATIONS. REPAIRS SHALL BE MADE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.

G. CONTRACTOR TO UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.

H. ALL EXISTING TREES SHOWN ARE TO REMAIN UNLESS OTHERWISE NOTED.

I. ALL HANDICAP ACCESSIBLE ROUTES (SIDEWALKS, WALKWAYS, PAVEMENTS, ETC.) SHALL MAINTAIN A MAXIMUM CROSS SLOPE OF 2.00% AND A MAXIMM LONGITUDINAL SLOPE OF 5.00%. ACCESSIBLE PARKING STALLS SHALL MAINTAIN A MAXIMUM SLOPE OF 2.00% IN ALL DIRECTIONS.

J. VOIDS LEFT BY ANY ITEM REMOVED UNDER ANY PROPOSED BUILDING, PAVEMENT, OR WALK OR WITHIN 24" THEREOF SHALL BE BACKFILLED WITH ENGINEERED FILL ACCORDING TO THE GEOTECHNICAL REPORT.

K. ALL FIRE ACCESS LANES WITHIN THE PROJECT AREA SHALL REMAIN IN SERVICE, CLEAN OF DEBRIS, AND ACCESSIBLE FOR USE BY EMERGENCY VEHICLES.

L. CONSTRUCTION ACCESS POINTS TO THE SITE SHALL BE PROTECTED IN SUCH A WAY AS TO PREVENT TRACKING OF MUD OR SOIL ONTO PUBLIC THOROUGHFARES. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY BY THE CONTRACTOR.

M. ALL EXISTING SUBGRADE TO BE SCARIFIED (DISKED) TO A DEPTH OF 12" AND RE-COMPACTED, AND THEN TESTED USING A DYNAMIC CONE PENETROMETER. SEE GEOTECHNICAL REPORT FOR ADDITIONAL REQUIREMENTS.

N. ALL EXCESS SOILS THAT CANNOT BE USED AS SUITABLE FILL SHALL BE HAULED FROM THE SITE AND LEGALLY DISPOSED OF.

O. CONTRACTOR TO PROVIDE SOIL TESTING SERVICES FOR COMPLETION OF THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S LPC-662 AND/OR LPC-663 FORMS AS PART OF THEIR CONTRACT.

P. PREPARE SUBGRADE AS SPECIFIED WITHIN THE GEOTECHNICAL REPORT DATED MONTH DAY, YEAR PREPARED BY GEOTECHNICAL ENGINEER.

Q. ALL TOPSOIL BENEATH PROPOSED STRUCTURES AND PAVEMENT SHALL BE REMOVED. REFER TO THE GEOTECHNICAL REPORT DATED MONTH DAY, YEAR PREPARED BY GEOTECHNICAL ENGINEER FOR EXISTING TOPSOIL DEPTHS.

R. EXISTING PAVEMENT AGGREGATE BASE COURSE SHALL NOT BE RE-USED AS AGGREGATE BASE COURSE FOR THE NEW PAVEMENT SECTION.

GRADING LEGEND

+000.00	EXISTING SPOT GRADE
000.00	PROPOSED SPOT GRADE
*000.00	INTERPOLATED SPOT GRADE
000.00	PROPOSED RIM ELEVATION
	EXISTING CONTOUR LINE
000	PROPOSED CONTOUR LINE
	OVERLAND FLOW ARROW
	100 YEAR OVERLAND FLOW ROUTE
	EMERGENCY OVERFLOW ARROW
TP	TOP OF PAVEMENT ELEVATION
TW	TOP OF SIDEWALK ELEVATION
G	FINISHED GRADE ELEVATION
FF	FINISHED FLOOR ELEVATION
TC	TOP OF CURB ELEVATION
FL	FLOW LINE ELEVATION
ADJUST	ADJUST EXISTING RIM ELEVATION
	EXISTING CATCH BASIN
S	EXISTING SANITARY MANHOLE
	EXISTING FIRE HYDRANT
	EXISTING WATER VAULT
	PROPOSED INLET
	PROPOSED OPEN LID MANHOLE / CATCH BASIN
	PROPOSED CLOSED LID MANHOLE
	PROPOSED B-BOX
	PROPOSED FLARED END SECTION

PAVEMENT SECTIONS

NEW 5" CONCRETE SIDEWALK

NEW 6" CONCRETE PAVEMENT

NEW BRICK PAVERS

NEW FULL DEPTH ASPHALT PAVEMENT

NORTH

1" = 20'

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Crosby's

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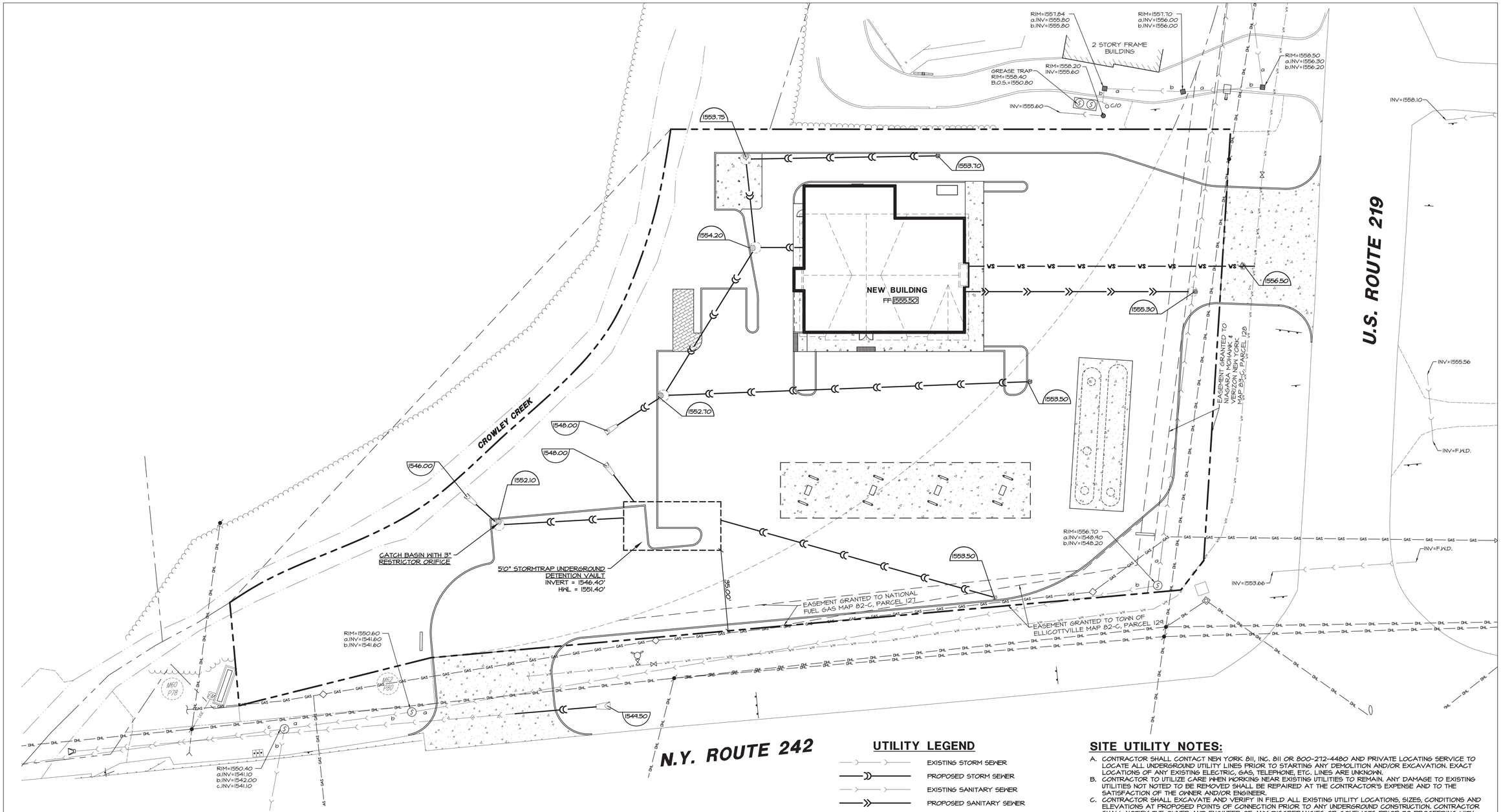
SHEET:	C-2.0

SITE GRADING PLAN



UTILITY LEGEND

- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING WATER MAIN
- PROPOSED WATER SERVICE
- EXISTING GAS LINE
- EXISTING UNDERGROUND ELECTRIC LINE
- EXISTING OVERHEAD LINES
- 000.00 — PROPOSED RIM ELEVATION
- 000.00 — PROPOSED INVERT ELEVATION
- FF — FINISHED FLOOR ELEVATION
- ADJUST — ADJUST EXISTING RIM ELEVATION
- EXISTING CATCH BASIN
- EXISTING SANITARY MANHOLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- PROPOSED INLET
- PROPOSED OPEN LID MANHOLE / CATCH BASIN
- PROPOSED CLOSED LID MANHOLE
- PROPOSED B-BOX
- PROPOSED FLARED END SECTION

SITE UTILITY NOTES:

A. CONTRACTOR SHALL CONTACT NEW YORK 811, INC. 811 OR 800-272-4480 AND PRIVATE LOCATING SERVICE TO LOCATE ALL UNDERGROUND UTILITY LINES PRIOR TO STARTING ANY DEMOLITION AND/OR EXCAVATION. EXACT LOCATIONS OF ANY EXISTING ELECTRIC, GAS, TELEPHONE, ETC. LINES ARE UNKNOWN.
B. CONTRACTOR TO UTILIZE CARE WHEN WORKING NEAR EXISTING UTILITIES TO REMAIN. ANY DAMAGE TO EXISTING UTILITIES NOT NOTED TO BE REMOVED SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER AND/OR ENGINEER.
C. CONTRACTOR SHALL EXCAVATE AND VERIFY IN FIELD ALL EXISTING UTILITY LOCATIONS, SIZES, CONDITIONS AND ELEVATIONS AT PROPOSED POINTS OF CONNECTION PRIOR TO ANY UNDERGROUND CONSTRUCTION. CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO PROCEEDING WITH CONSTRUCTION.
D. REFER TO THE GENERAL NOTES AND SPECIFICATION SHEETS FOR ALL PIPE MATERIAL AND JOINT SPECIFICATIONS.
E. CONTRACTOR SHALL RESTORE ALL DISTURBED AREAS OUTSIDE OF CONSTRUCTION LIMITS TO ORIGINAL CONDITION OR BETTER.
F. CONTRACTOR SHALL VERIFY IN FIELD EXACT SIZE, MATERIAL, INVERT, PIPE ROUTING, AND SLOPE OF ALL EXISTING UTILITIES AND NOTIFY THE OWNER AND ENGINEER OF ANY DISCREPANCIES OR CONFLICTS PRIOR TO CONSTRUCTION.
G. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF UTILITY TRENCHES DURING CONSTRUCTION AND SHALL PROVIDE TEMPORARY SHORING AND BRACING AS NECESSARY TO MAINTAIN STABILITY UNTIL CONSTRUCTION OF THE UTILITY IS COMPLETE IN ORDER TO MEET OSHA AND LOCAL CODES, AS WELL AS MANUFACTURER'S REQUIREMENTS.
H. ALL RCP STORM SEWER PIPE SHALL BE REINFORCED CONCRETE PIPE, CLASS IV, PER ASTM C-76 WITH FLEXIBLE (O-RING) GASKET JOINTS IN CONFORMANCE WITH ASTM C-443 AND SECTION 31-1.08 OF THE "STANDARD SPECIFICATIONS".
I. TRENCH BACKFILL MATERIAL SHALL BE PLACED AND COMPACTED TO A MINIMUM OF 95% MODIFIED PROCTOR DENSITY (ASTM D-1557) OVER ALL UNDERGROUND UTILITIES WHICH ARE CONSTRUCTED UNDER OR WITHIN 2 FEET OF ANY PROPOSED OR EXISTING PAVEMENT OR SIDEWALKS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
J. ADJUST RIM ELEVATIONS OF EXISTING STRUCTURES IN PAVEMENT AS NECESSARY TO MEET PROPOSED FINISHED GRADE.
K. CONTRACTOR TO COORDINATE ALL CONNECTIONS TO CITY UTILITIES AND STORM SEWERS WITH THE PUBLIC WORKS DEPARTMENT.
L. CONTRACTOR TO USE CAUTION WHEN EXCAVATING AT EXISTING UTILITY LINES.
M. ALL STORM MANHOLES SHALL HAVE OPEN LIDS UNLESS OTHERWISE SPECIFIED.
N. PROVIDE RUBBER MISSION COUPLING OR SIMILAR CONNECTION BETWEEN PIPES OF DISSIMLAR SIZE OR MATERIAL.

NORTH

1" = 20'

00 10 20 40 80

NO.	REVISIONS	DATE	BY
1	TO TOWN OF ELLICOTTVILLE	8-15-23	JPG
2	TO TOWN OF ELLICOTTVILLE	9-14-23	JPG

RYAN R TRIPHAHN DESIGN, PLLC
CONTACT: RYAN R. TRIPHAHN
2675 PRATUM AVENUE SUITE 200
HOFFMAN ESTATES, IL 60192
PH: 847-452-7278
EMAIL: RTRIPHAHNDESIGN@GMAIL.COM

PROPOSED C-STORE

CROSBY

ROUTE 242 & US ROUTE 219
ELLICOTTVILLE, NY 14731

Crosby's

ORIGINATED:	7-18-2023
DRAWN:	VE
CHECK:	JPG
JOB:	D2300115
SHEET:	C-3.0

SITE UTILITY PLAN

SWPPP NOTES:

A. ALL DISTURBED GREEN SPACES ON THE SITE SHALL BE RESTORED ACCORDING TO THE SEED BED PREPARATION SPECIFICATIONS BELOW AND BLANKETED OR MATTED AS SHOWN ON THE PLANS.
B. TEMPORARY OR PERMANENT STABILIZATION SHALL OCCUR IMMEDIATELY WHENEVER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY OR TEMPORARILY CEASED ON ANY PORTION OF THE SITE. TEMPORARY STABILIZATION SHALL CONSIST OF THE INSTALLATION OF TEMPORARY SEEDING.
C. CONTRACTOR TO INSTALL TEMPORARY CONSTRUCTION ENTRANCES AS NECESSARY TO EXCAVATE AREAS AND HAUL SOILS ON-SITE. TRACKING OF DEBRIS ON SITE WILL NOT BE TOLERATED. ANY DEBRIS LEFT OUTSIDE OF THE PROJECT LIMITS MUST BE CLEANED IMMEDIATELY.
D. EROSION CONTROL BLANKETS AND TURF REINFORCEMENT MATS SHALL BE INSTALLED USING 6" BIO-STAKES AS MANUFACTURED BY NORTH AMERICAN GREEN. METAL STAKES AND STAPLES ARE PROHIBITED.
E. CONTRACTOR SHALL PROVIDE ALL NECESSARY MAINTENANCE FOR THE SEDIMENT AND EROSION CONTROL MEASURES FOR THE DURATION OF THE PROJECT.
F. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL STORMWATER POLLUTION PREVENTION PLAN (SWPPP) INSPECTIONS, INSPECTION REPORTS, CORRECTIVE ACTION FORMS, SWPPP AMENDMENT LOGS, SUBCONTRACTOR CERTIFICATIONS/AGREEMENTS, GRADING AND STABILIZATION ACTIVITIES LOGS, SWPPP TRAINING LOGS, AND DELEGATION OF AUTHORITY FORMS FOR THE DURATION OF THE PROJECT.
G. CONTRACTOR SHALL PROVIDE COPIES OF ALL SWPPP REPORTS, FORMS, AND LOGS TO THE WT GROUP ONCE THE SITE HAS BEEN STABILIZED. THE CONTRACTOR SHALL MAINTAIN THESE DOCUMENTS FOR A PERIOD OF 3 YEARS FROM THE FINAL STABILIZATION OF THE SITE.
H. FOLLOWING THE REMOVAL OF THE SILT FENCE, THE CONTRACTOR SHALL RESTORE THE THE SILT FENCE TRENCH WITH SOD.
I. CONTRACTOR SHALL INITIATE STABILIZATION OF ALL DISTURBED AREAS WITHIN ONE CALENDAR DAY.
J. SEED BED PREPARATION:
  - J.A. ALL STONES, ROCKS, DEBRIS LARGER THAN 1" IN DIAMETER SHALL BE REMOVED.
  - J.B. DISK OR TILL TOPSOIL TO A DEPTH OF 3" AND REDUCE ALL SOIL PARTICLES TO NO LARGER THAN 2". THE SURFACE SHALL BE FREE OF WEEDS, STONES, ROCKS, STICKS, GULLIES, CLODS, AND DEBRIS.
  - J.C. THE AREA SHALL BE FINE GRADED.
  - J.D. THE SEED SHALL BE PLACED INTO THE SOIL WITH A MACHINE THAT MECHANICALLY PLACES THE SEED IN DIRECT CONTACT WITH THE SOIL AND COVERS THE SEED WITH THE SOIL.
  - J.E. BROADCAST AND HYDROSEED WILL NOT BE ALLOWED.
  - J.F. SEEDED AREAS SHALL BE COVERED WITH THE EROSION BLANKET RIGHT AFTER THE SEED HAS BEEN SOWN.
  - J.G. ANY SOIL AMENDMENTS NEEDED TO ACHIEVE A 90% HEALTHY STAND OF VEGETATION WILL BE ADDED TO THE SOIL AT NO EXTRA CHARGE TO THE OWNER. THE STAND OF VEGETATION WILL NEED TO BE ACCEPTED BY THE ENGINEER.
  - J.H. THE SEED MIX SHALL BE KENTUCKY BLUEGRASS 100LBS/ACRE, REVENGE PERENNIAL RYEGRASS 60 LBS/ACRE, ANNUAL RYE 40 LBS/ACRE AND CREEPING RED FESCUE 40 LBS/ACRE TOTAL.

SWPPP LEGEND

- EXISTING SPOT GRADE
- EXISTING CONTOUR LINE
- PROPOSED CONTOUR LINE
- OVERLAND FLOW ARROW
- 100 YEAR OVERLAND FLOW ROUTE
- EMERGENCY OVERFLOW ARROW
- ADJUST EXISTING RIM ELEVATION
- EXISTING CLOSED MANHOLE
- EXISTING OPEN GRATE MANHOLE
- EXISTING BEEHIVE GRATE MANHOLE
- EXISTING CURB INLET
- EXISTING FIRE HYDRANT
- EXISTING VALVE VAULT
- EXISTING B-BOX
- PROPOSED FIRE HYDRANT
- PROPOSED VALVE WITH VAULT
- PROPOSED B-BOX
- PROPOSED INLET
- PROPOSED OPEN LID MANHOLE / CATCH BASIN
- PROPOSED CLOSED LID MANHOLE
- PROPOSED RESTRICTOR STRUCTURE
- PROPOSED NYLOPLAST DRAIN BASIN
- PROPOSED FLARED END SECTION
- PROPOSED GREASE TRAP
- SILT FENCE
- FLEXSTORM CATCH-IT INLET PROTECTION
- SILT FENCE INLET PROTECTION WITH STONE COLLAR
- RIP RAP
- FINE GRADE, FERTILIZE, AND SEED. INSTALL DS75 EROSION CONTROL BLANKET WITH 6" BIO-STAKES AS MANUFACTURED BY NORTH AMERICAN GREEN. FOLLOW MANUFACTURER'S INSTALLATION INSTRUCTIONS.
- TEMPORARY CONCRETE WASHOUT FACILITY

NORTH

1" = 20'

0 0 10 20 40 80

NO.	REVISIONS	DATE	BY
1	TO TOWN OF ELLICOTTVILLE	8-15-23	JPG
2	TO TOWN OF ELLICOTTVILLE	9-14-23	JPG

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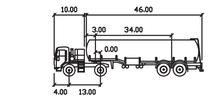
PROPOSED C-STORE
CROSBY
ROUTE 242 & US ROUTE 219
ELLICOTTVILLE, NY 14731

ORIGINATED:	7-18-2023
DRAWN:	VE
CHECK:	JPG
JOB:	D2300115
SHEET:	C-4.0 STORMWATER POLLUTION PREVENTION PLAN



fuel delivery

	Feet		
Tractor Width	: 8.50	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 30.0
Tractor Track	: 8.50	Articulating Angle	: 70.0
Trailer Track	: 8.50		

2 STORY FRAME BUILDING

NEW BUILDING

NEW CANOPY

fuel delivery Custom

fuel delivery Custom

fuel delivery Custom

U.S. ROUTE 219

N.Y. ROUTE 242

CROWLEY CREEK

NORTH

1" = 20'

0 0 10 20 40 80

NO.	REVISIONS	DATE	BY
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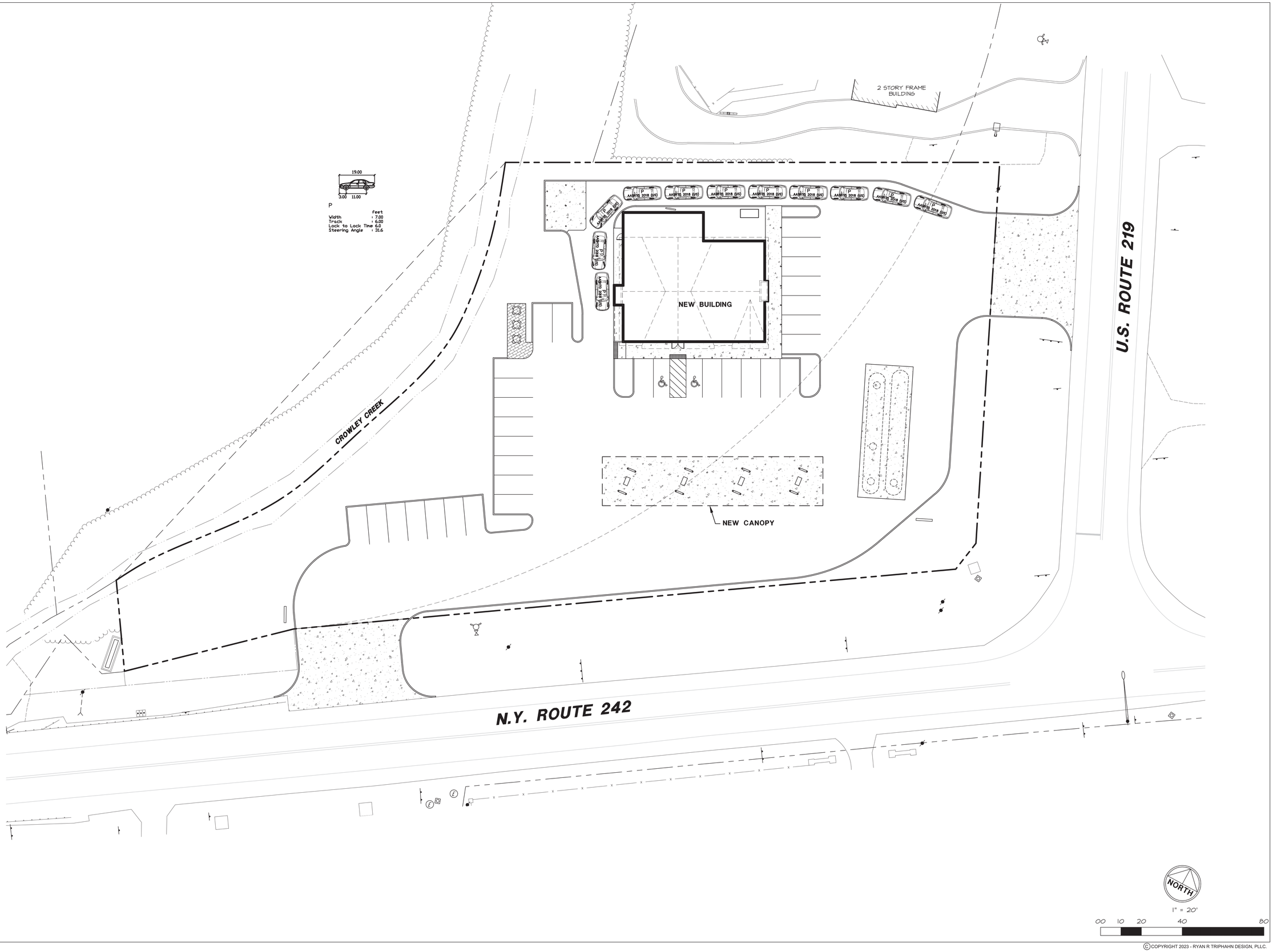
ORIGINATED:	7-18-2023
DRAWN:	VE
CHECK:	JPG
JOB:	D2300115
SHEET:	CIR-1.0

SITE CIRCULATION PLAN



NO.	REVISIONS	DATE	BY
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ROUTE 242 & US ROUTE 219
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Crosby's

ORIGINATED: 7-18-2023
DRAWN: VE
CHECK: JPG
JOB: D2300115
SHEET: **CIR-2.0**
CAR QUEUE EXHIBIT

REQUIRED STORMWATER MANAGEMENT CALCULATIONS

WATER QUALITY VOLUME (WQv)

WQv = (P*Rv*A)/12

P = 90% RAINFALL EVENT NUMBER (FIG. 4.1) = 1.0

Rv = 0.05 + 0.009(I) = 0.05 + 0.009(64) = 0.67

I = IMPERVIOUS COVER PERCENTAGE = 64% (45,688 SF)

A = CONTRIBUTING AREA (66,035 SF OR 1.516 ACRES)

WQv = (1.0*0.67*1.516)/12 = 0.085 AC-FT (3,702 CF)

WQv PROVIDED = 0.092 AC-FT (4,000 CF) IN STORMTRAP AND AT GRADE PONDS

STREAM CHANNEL PROTECTION VOLUME (CPv) IS NOT REQUIRED AS THE 1-YEAR POST DEVELOPMENT DISCHARGE IS LESS THAN 2.0 CFS.

NEW BUILDING

2 STORY FRAME BUILDING

RIM=1557.84
a.INV=1555.80
b.INV=1555.80

RIM=1557.70
a.INV=1556.00
b.INV=1556.00

GREASE TRAP
RIM=1558.40
B.O.S.=1557.80

RIM=1558.20
INV=1555.60

INV=1555.60

RIM=1558.50
a.INV=1556.30
b.INV=1556.20

RIM=1556.70
a.INV=1548.90
b.INV=1548.20

INV=1555.66

WQv PROVIDED = 4000 CF IN STORMTRAP VAULT AND AT GRADE POND

DISCHARGE TO CREEK @ 1546.00'

CROWLEY CREEK

CATCH BASIN WITH 3" RESTRICTOR ORIFICE

50" STORMTRAP UNDERGROUND DETENTION VAULT
INVERT = 1546.40'
HWL = 1551.40'

RIM=1550.60
a.INV=1541.60
b.INV=1541.60

RIM=1550.40
a.INV=1541.10
b.INV=1542.00
c.INV=1541.10

RIDGE

U.S. ROUTE 219

N.Y. ROUTE 242

NORTH

1" = 20'

00 10 20 40 80

NO.	REVISIONS	DATE	BY
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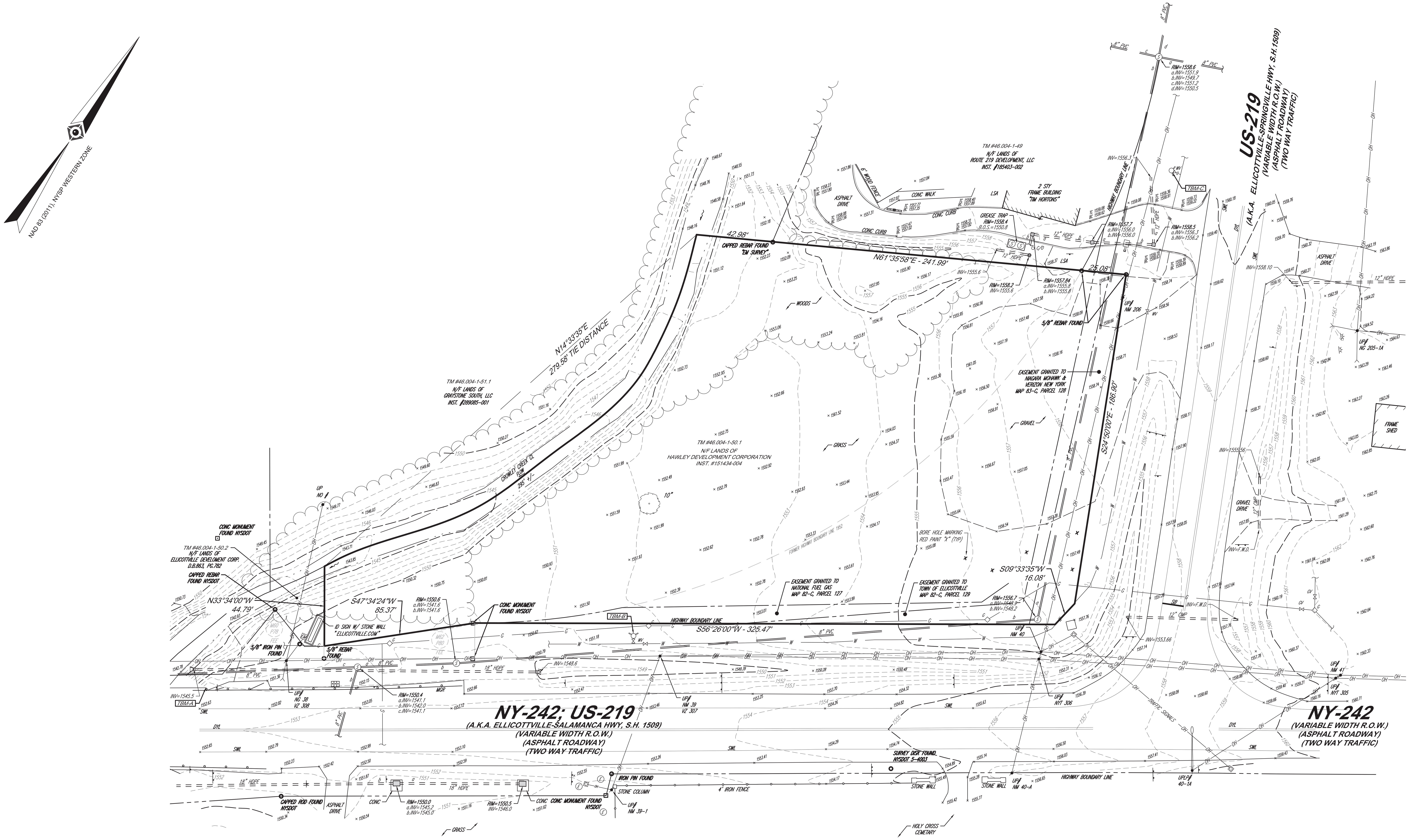
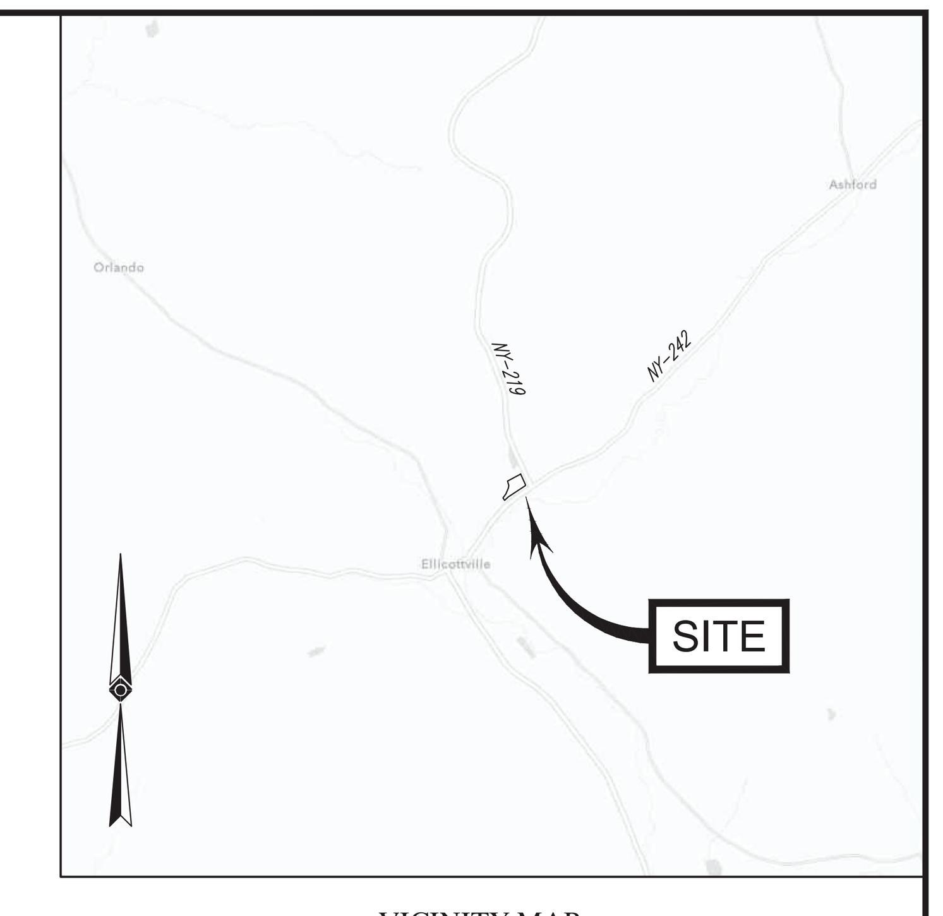
Crosby's

ORIGINATED: 7-18-2023
DRAWN: VE
CHECK: JPG
JOB: D2300115
SHEET: **EX-2.0**
STORMWATER MANAGEMENT PLAN





VICINITY MAP
©2022 ESRI WORLD LIGHT GRAY CANVAS
(NOT TO SCALE)

NOTES:

1. PROPERTY KNOWN AS LOT 50.1, BLOCK 1, SECTION 46.004, TOWN OF ELLICOTTVILLE, CATTARAUGUS COUNTY, STATE OF NEW YORK.

2. AREA = 66,035 SQUARE FEET OR 1.516 ACRES ±

3. LOCATION OF UNDERGROUND UTILITIES ARE APPROXIMATE. LOCATIONS AND SIZES ARE BASED ON UTILITY MARK-OUTS, ABOVE GROUND STRUCTURES THAT WERE VISIBLE & ACCESSIBLE IN THE FIELD, AND THE MAPS AS LISTED IN THE REFERENCES AVAILABLE AT THE TIME OF THE SURVEY. AVAILABLE ASBUILT PLANS AND UTILITY MARKOUT DOES NOT ENSURE MAPPING OF ALL UNDERGROUND UTILITIES AND STRUCTURES. BEFORE ANY EXCAVATION IS TO BEGIN, ALL UNDERGROUND UTILITIES SHOULD BE VERIFIED AS TO THEIR LOCATION, SIZE AND TYPE BY THE PROPER UTILITY COMPANIES. CONTROL POINT ASSOCIATES, INC. DOES NOT GUARANTEE THE UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA EITHER IN SERVICE OR ABANDONED.

   THE SOURCE OF UNDERGROUND UTILITIES ARE SHOWN UTILIZING A QUALITY LEVEL SYSTEM:

   QUALITY LEVEL D - UTILITIES SHOWN BASED UPON REFERENCE MAPPING OR ORAL HISTORY. NOT FIELD VERIFIED.

   QUALITY LEVEL C - LOCATION OF UTILITY SURFACE FEATURES SUPPLEMENTS REFERENCE MAPPING. INCLUDES MARKOUT BY OTHERS.

4. THIS PLAN IS BASED ON INFORMATION PROVIDED BY THE CLIENT, A SURVEY PREPARED IN THE FIELD BY CONTROL POINT ASSOCIATES, INC., AND OTHER REFERENCE MATERIAL AS LISTED HEREON.

5. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT AND IS SUBJECT TO THE RESTRICTIONS, COVENANTS AND/OR EASEMENTS THAT MAY BE CONTAINED THEREIN. IT IS STRONGLY RECOMMENDED THAT A COMPLETE TITLE SEARCH BE PROVIDED TO THE SURVEYOR FOR REVIEW PRIOR TO THE PLACEMENT OF OR ALTERATION TO IMPROVEMENTS ON THE PROPERTY.

6. EXISTING FIRM: BY GRAPHIC PLOTTING ONLY PROPERTY IS LOCATED IN FLOOD HAZARD ZONE X SHADED (AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.) PER MAP REF #2.

7. THE EXISTENCE OF UNDERGROUND STORAGE TANKS, IF ANY, WAS NOT KNOWN AT THE TIME OF THE FIELD SURVEY.

8. ELEVATIONS REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), BASED ON GPS OBSERVATIONS TAKEN AT THE TIME OF THE SURVEY.
   TEMPORARY BENCH MARKS SET:

   TBM-A: BOX-CUT SET IN NE CORNER OF THE BRIDGE DECK, ELEVATION= 1552.97'
   TBM-B: X-CUT SET IN NW BONNET-BOLT OF A HYDRANT, ELEVATION= 1553.30'
   TBM-C: X-CUT SET IN EAST BONNET-BOLT OF A HYDRANT, ELEVATION= 1560.63'

   PRIOR TO CONSTRUCTION IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THE BENCHMARKS ILLUSTRATED ON THIS SKETCH HAVE NOT BEEN DISTURBED AND THEIR ELEVATIONS HAVE BEEN CONFIRMED. ANY CONFLICTS MUST BE REPORTED PRIOR TO CONSTRUCTION.

9. THE OFFSETS SHOWN, IF ANY, ARE NOT TO BE USED FOR THE CONSTRUCTION OF ANY STRUCTURE, FENCE, PERMANENT ADDITION, ETC.

REFERENCES:

1. THE OFFICIAL TAX ASSESSOR'S MAP OF THE TOWN OF ELLICOTTVILLE, CATTARAUGUS COUNTY, STATE OF NEW YORK, SECTION 46.004.

2. MAP ENTITLED "NATIONAL FLOOD INSURANCE PROGRAM, FIRM, FLOOD INSURANCE RATE MAP, CATTARAUGUS COUNTY, NEW YORK, (ALL JURISDICTIONS), PANEL 32 OF 40", MAP NUMBER 360069 0032 D, EFFECTIVE DATE: JANUARY 18, 2000

3. MAP ENTITLED "BOUNDARY SURVEY" PREPARED BY TVGA CONSULTANTS, DATED 8/1/2011, FILED IN THE CATTARAUGUS COUNTY CLERKS OFFICE (CCCO) AS MAP #60416.

4. MAP ENTITLED "MAP AND SURVEY FOR 6346 ROUTE 242 EAST", PREPARED BY D. MICHAEL CANADA, JOB NUMBER 5990, DATED 11/11/2004.

5. NEW YORK STATE DEPARTMENT OF TRANSPORTATION ACQUISITION MAP, SALAMANCA - ELLICOTTVILLE, PART 2, STATE HIGHWAY NO. 1509, TOWN OF ELLICOTTVILLE, COUNTY OF CATTARAUGUS, STATE OF NEW YORK: MAP 60, PARCEL 77 & 78
   MAP 62, PARCEL 80
   MAP 38, PARCEL 50
   MAP 10AB, PARCEL 10B

6. NEW YORK STATE DEPARTMENT OF TRANSPORTATION CONVEYANCE MAP, ELLICOTTVILLE - SPRINGVILLE, PART 1, STATE HIGHWAY NO. 51-9, TOWN OF ELLICOTTVILLE, COUNTY OF CATTARAUGUS, STATE OF NEW YORK: MAP 82-C, PARCEL 127
   MAP 83-C, PARCEL 128
   MAP 84-C, PARCEL 129
   MAP 85-C, PARCEL 130

LEGEND

- EXISTING CONTOUR
- EXISTING SPOT ELEVATION
- OVERHEAD WIRES
- APPROX. LOC. UNDERGROUND ELECTRIC LINE
- APPROX. LOC. UNDERGROUND NATURAL GAS LINE
- APPROX. LOC. UNDERGROUND WATER LINE
- APPROX. LOC. UNDERGROUND SANITARY LINE
- APPROX. LOC. UNDERGROUND DRAINAGE LINE
- UNDERGROUND NATURAL GAS MARKER
- HYDRANT
- WATER VALVE
- GAS VALVE
- ELECTRIC MANHOLE
- SANITARY/SEWER MANHOLE
- CATCH BASINS
- CLEAN OUT
- GUY WIRE
- UTILITY POLE
- UTILITY POLE/LIGHT POLE
- TRAFFIC SIGNAL POST
- SIGN
- MAIL BOX
- METAL GUIDE RAIL
- MENU BOARD
- AREA LIGHT
- GROUND FLOOD LIGHT
- FLARED END SECTION
- DECIDUOUS TREE & TRUNK SIZE
- BOS BOTTOM OF STRUCTURE
- DYL DOUBLE YELLOW LINE
- FWD FILLED w/DEBRIS
- LSA LANDSCAPED AREA
- SB STOP BAR
- SWL SOLID WHITE LINE
- SYL SOLID YELLOW LINE
- PAINT MARK/ BORING LOCATION
- EVIDENCE FOUND
- UNKNOWN TERMINUS

UTILITIES:

THE FOLLOWING COMPANIES WERE NOTIFIED BY NEW YORK DIG SAFELY (1-800-272-1000) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST.
SERIAL NUMBER(S): 06023-000-777-00

UTILITY COMPANY	PHONE NUMBER
CHARTER COM NORTHEAST WESTERN NY	317-575-7800 x2
NATIONAL FUEL GAS | SALAMANCA - N2G125	716-857-7431
NATIONAL GRID / WEST / ELECTRIC	680-244-2062
NYS DOT BUFFALO REGION 5	716-847-3173
TOWN OF ELLICOTTVILLE	716-560-8920
VERIZON | BUFFALO	315-937-2515
VILLAGE OF ELLICOTTVILLE	716-560-8920

THE STATE OF NEW YORK REQUIRES NOTIFICATION BY EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN THE STATE.

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUB-DIVISION 2, OF THE NEW YORK STATE EDUCATION LAW.

ONLY COPIES FROM THE ORIGINAL OF THIS SURVEY MARKED WITH AN ORIGINAL OF THE LAND SURVEYOR'S EMBOSSED SEAL SHALL BE CONSIDERED TO BE VALID TRUE COPIES.

THIS SURVEY HAS BEEN PERFORMED IN THE FIELD UNDER MY SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, BELIEF, AND INFORMATION, THIS SURVEY HAS BEEN PERFORMED IN ACCORDANCE WITH CURRENTLY ACCEPTED ACCURACY STANDARDS.

STATE OF NEW YORK · JODY JAMES LOUNSBURY · 50715 · LICENSED LAND SURVEYOR

JULY 06, 2023
DATE

JODY J. LOUNSBURY
NEW YORK PROFESSIONAL LAND SURVEYOR #050715

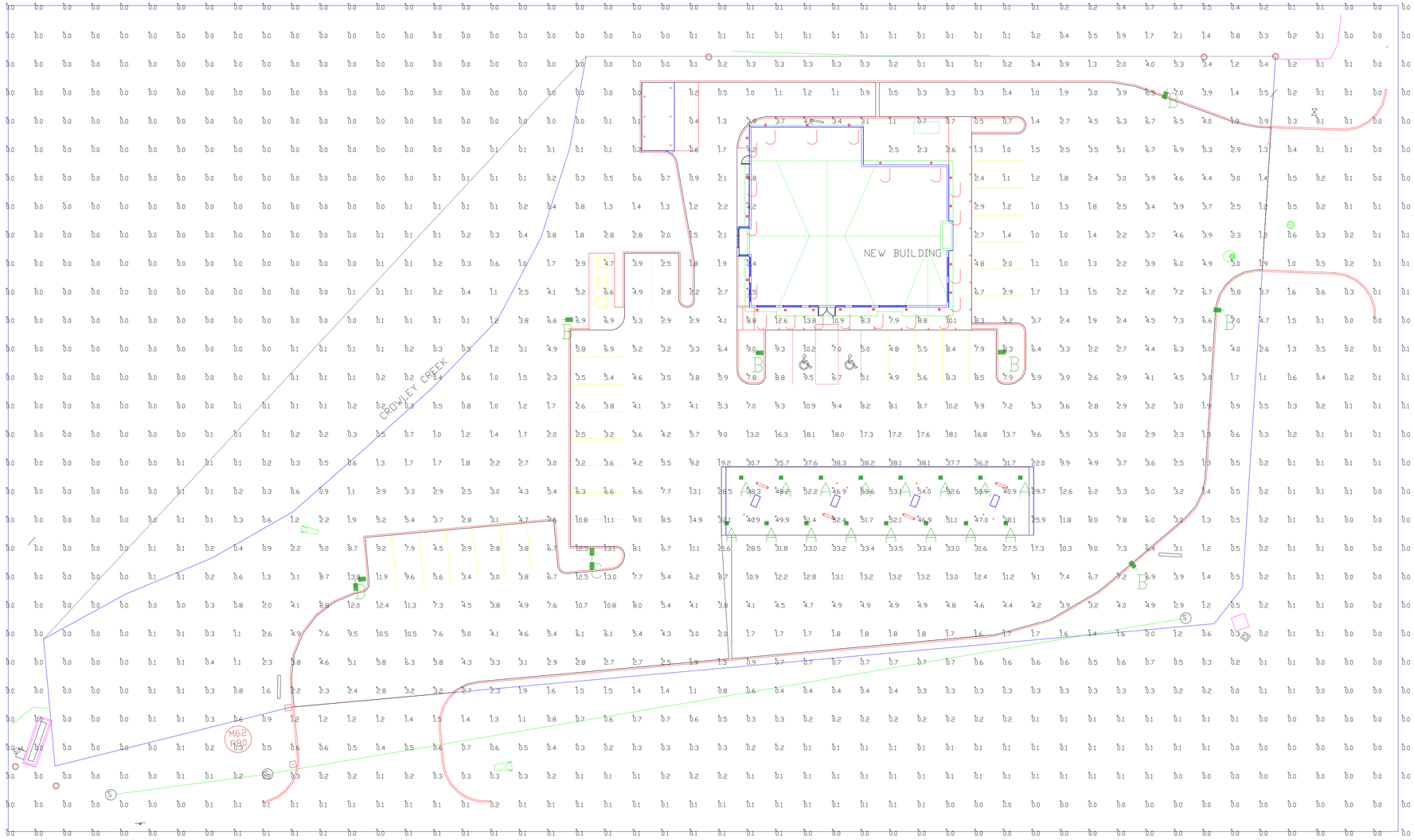
FIELD DATE	06-09-2023
FIELD BOOK NO.	178
FIELD BOOK PG.	52
FIELD CREW	A.B. H.S.B.
DRAWN:	H.S.B.

BOUNDARY& TOPOGRAPHIC SURVEY
6599 US ROUTE 219
TM# 46.004-1-50.1
TOWN OF ELLICOTTVILLE
CATTARAUGUS COUNTY, STATE OF NEW YORK

CONTROL POINT
ASSOCIATES INC PC
16 W. MAIN STREET, SUITE 804
ROCHESTER, NY 14614
585.250.1764 - 908.668.9595 FAX
WWW.CPASURVEY.COM

WARREN, NJ 908.668.0099
CHALFONT, PA 215.712.9800
MT. LAUREL, NJ 609.857.2099
MANHATTAN, NY 646.780.0411
LONG ISLAND, NY 631.580.2645
SOUTHBOROUGH, MA 508.948.3000
ALBANY, NY 518.217.5010
GEORGETOWN, DE 302.295.1010
PHILADELPHIA, PA 215.712.9800
HUDSON VALLEY, NY 845.691.7339

REVIEWED:	APPROVED:	DATE	SCALE	FILE NO.	DWG. NO.
M.L.M.	J.J.L	07-06-2023	1" = 30'	09-230184-00	1 OF 1



Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CALCULATIN POINTS @ GRADE	Illuminance	Fc	3.00	54.0	0.0	N.A.	N.A.
CANOPY	Illuminance	Fc	48.61	54.0	38.1	1.28	1.42
INSIDE CURB	Illuminance	Fc	7.21	38.3	0.2	36.05	191.50

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLD	LLF	Arr. Lum. Lumens	Arr. Watts
	16	A	Single	SCV-LED-15L-SC-50	16'	1.000	1.000	14963	102
	6	B	Single	SLM-LED-18L-SIL-FT-50-70CRI-SINGLE	18'	1.000	1.000	18904	135
	1	C	D180°	SLM-LED-18L-SIL-FT-50-70CRI-D180	18'	1.000	1.000	37808	270
	1	D	2 @ 90 degrees	SLM-LED-18L-SIL-FT-50-70CRI-D90	18'	1.000	1.000	37808	270
	20	J	Single	JSFSQ 7IN 10LM 40K 90CRI MVOLT ZT WH	11' ACUITY	1.000	1.000	1153	12.9

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Total Project Watts
Total Watts = 3239.998

10000 ALLIANCE RD - CINCINNATI, OHIO 45242 USA
(513) 793-3200 • FAX (513) 793-4201

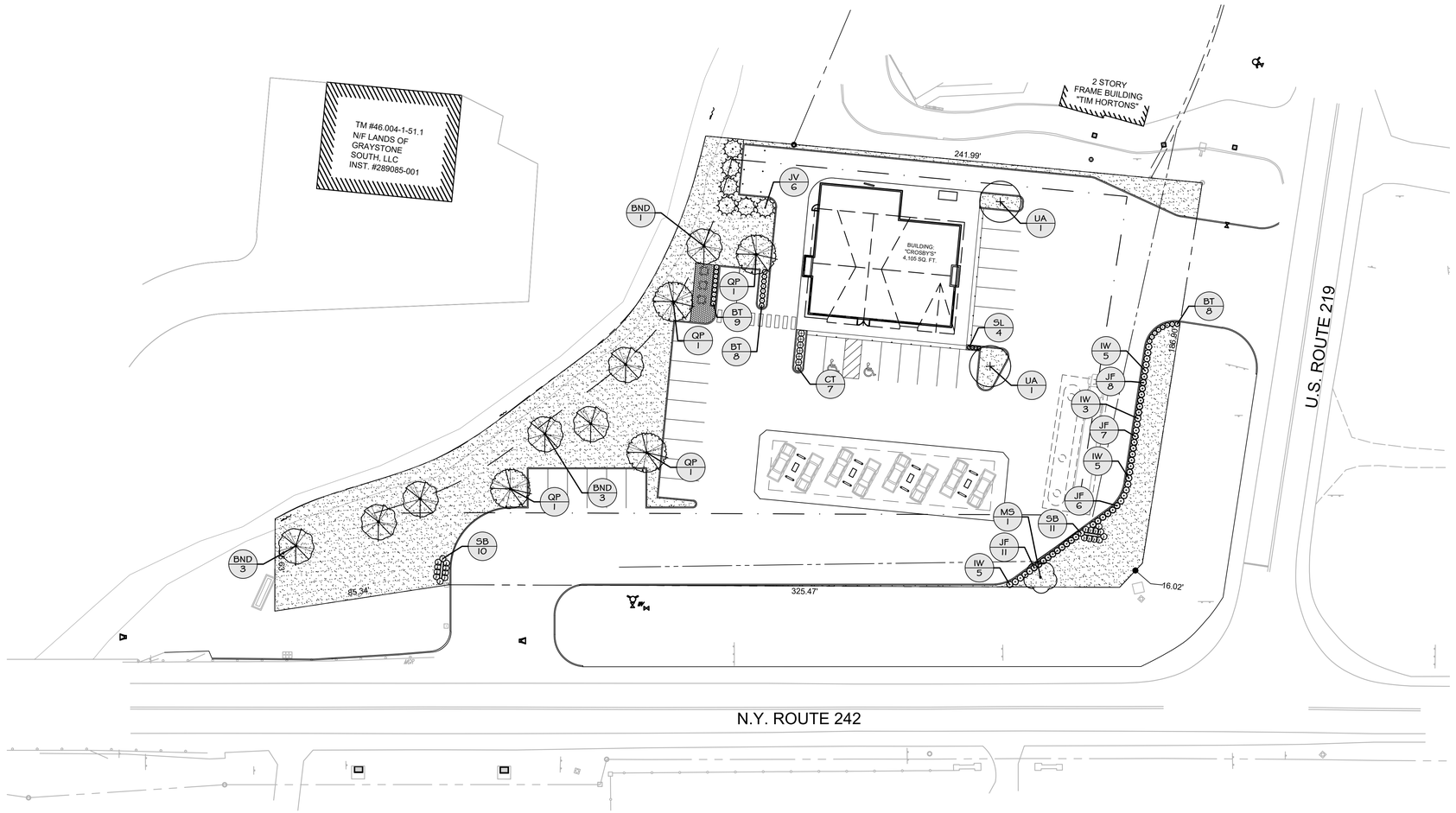
LIGHTING PROPOSAL LO-158657-1

CROSBY

ELLICOTTVILLE

BY:SAMOAHKO	DATE:8/16/23	REV:9/22/23	SHEET 1 OF 1

SCALE: 1"=20' 0 20



EVERGREEN DESIGN GROUP
(800) 680-6630
1650 Market St., Ste 3600
Philadelphia, PA 19103
www.EvergreenDesignGroup.com

LANDSCAPE CALCULATIONS

TOTAL SITE AREA:	66,056 SF
LANDSCAPE AREA REQUIRED:	19,809.6 SF (30% OF SITE AREA)
LANDSCAPE AREA PROVIDED:	17,772 SF (26.9% OF SITE AREA)

GENERAL GRADING AND PLANTING NOTES

1. BY SUBMITTING A PROPOSAL FOR THE LANDSCAPE PLANTING SCOPE OF WORK, THE CONTRACTOR CONFIRMS THAT HE HAS READ, AND WILL COMPLY WITH, THE ASSOCIATED NOTES, SPECIFICATIONS, AND DETAILS WITH THIS PROJECT.
2. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL EXISTING VEGETATION (EXCEPT WHERE NOTED TO REMAIN).
3. IN THE CONTEXT OF THESE PLANS, NOTES, AND SPECIFICATIONS, "FINISH GRADE" REFERS TO THE FINAL ELEVATION OF THE SOIL SURFACE (NOT TOP OF MULCH) AS INDICATED ON THE GRADING PLANS.
   a. BEFORE STARTING WORK, THE LANDSCAPE CONTRACTOR SHALL VERIFY THAT THE ROUGH GRADES OF ALL LANDSCAPE AREAS ARE WITHIN +-0.1' OF FINISH GRADE. SEE SPECIFICATIONS FOR MORE DETAILED INSTRUCTION ON TURF AREA AND PLANTING BED PREPARATION.
   b. CONSTRUCT AND MAINTAIN FINISH GRADES AS SHOWN ON GRADING PLANS, AND CONSTRUCT AND MAINTAIN SLOPES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT AND ON THE GRADING PLANS, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL.
   c. THE LANDSCAPE CONTRACTOR SHALL DETERMINE WHETHER OR NOT THE EXPORT OF ANY SOIL WILL BE NEEDED, TAKING INTO ACCOUNT THE ROUGH GRADE PROVIDED, THE AMOUNT OF SOIL AMENDMENTS TO BE ADDED (**BASED ON A SOIL TEST**, PER SPECIFICATIONS), AND THE FINISH GRADES TO BE ESTABLISHED.
   d. ENSURE THAT THE FINISH GRADE IN SHRUB AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 2" BELOW THE ADJACENT FINISH SURFACE, IN ORDER TO ALLOW FOR PROPER MULCH DEPTH. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   e. ENSURE THAT THE FINISH GRADE IN TURF AREAS IMMEDIATELY ADJACENT TO WALKS AND OTHER WALKING SURFACES, AFTER INSTALLING SOIL AMENDMENTS, IS 1" BELOW THE FINISH SURFACE OF THE WALKS. TAPER THE SOIL SURFACE TO MEET FINISH GRADE, AS SPECIFIED ON THE GRADING PLANS, AT APPROXIMATELY 18" AWAY FROM THE WALKS.
   f. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GRADING PLANS, GEOTECHNICAL REPORT, THESE NOTES AND PLANS, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, GENERAL CONTRACTOR, AND OWNER.
4. ALL PLANT LOCATIONS ARE DIAGRAMMATIC. ACTUAL LOCATIONS SHALL BE VERIFIED WITH THE LANDSCAPE ARCHITECT OR DESIGNER PRIOR TO PLANTING. THE LANDSCAPE CONTRACTOR SHALL ENSURE THAT ALL REQUIREMENTS OF THE PERMITTING AUTHORITY ARE MET (I.E., MINIMUM PLANT QUANTITIES, PLANTING METHODS, TREE PROTECTION METHODS, ETC.).
   a. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR DETERMINING PLANT QUANTITIES; PLANT QUANTITIES SHOWN ON LEGENDS AND CALLOUTS ARE FOR GENERAL INFORMATION ONLY. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE PLANT LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN (FOR INDIVIDUAL SYMBOLS) OR CALLOUT (FOR GROUNDCOVER PATTERNS) SHALL TAKE PRECEDENCE.
   b. **NO SUBSTITUTIONS OF PLANT MATERIALS SHALL BE ALLOWED WITHOUT THE WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.** IF SOME OF THE PLANTS ARE NOT AVAILABLE, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING (VIA PROPER CHANNELS).
   c. THE CONTRACTOR SHALL, AT A MINIMUM, PROVIDE REPRESENTATIVE PHOTOS OF ALL PLANTS PROPOSED FOR THE PROJECT. THE CONTRACTOR SHALL ALLOW THE LANDSCAPE ARCHITECT AND THE OWNER/OWNER'S REPRESENTATIVE TO INSPECT, AND APPROVE OR REJECT, ALL PLANTS DELIVERED TO THE JOBSITE. REFER TO SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS FOR SUBMITTALS.
5. THE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A HEALTHY CONDITION FOR 90 DAYS AFTER ACCEPTANCE BY THE OWNER. REFER TO SPECIFICATIONS FOR CONDITIONS OF ACCEPTANCE FOR THE START OF THE MAINTENANCE PERIOD, AND FOR FINAL ACCEPTANCE AT THE END OF THE MAINTENANCE PERIOD.
6. SEE SPECIFICATIONS AND DETAILS FOR FURTHER REQUIREMENTS.

MULCHES

AFTER ALL PLANTING IS COMPLETE, CONTRACTOR SHALL INSTALL 3" THICK LAYER OF 1-1/2" SHREDDED WOOD MULCH, NATURAL (UNDYED), OVER LANDSCAPE FABRIC IN ALL PLANTING AREAS (EXCEPT FOR TURF AND SEEDED AREAS). CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED (SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF THE "GENERAL GRADING AND PLANTING NOTES" AND SPECIFICATIONS).

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	SIZE	HEIGHT
	BND	7	BETULA NIGRA `BNMTF` TM	DURA HEAT RIVER BIRCH	CONT.	2" CAL.	10` - 12` HT. MIN.
	JV	6	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	CONT.	2" CAL.	6` HT MIN
	QP	4	QUERCUS PALUSTRIS	PIN OAK	CONT.	2" CAL.	10` - 12` HT. MIN.
	UA	2	ULMUS X 'MORTON'	ACCOLADE™ ELM	CONT.	2" CAL.	10` - 12` HT. MIN.

ORNAMENTAL TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	SIZE	HEIGHT
	MS	1	MALUS X `SPRING SNOW`	SPRING SNOW CRABAPPLE	B & B	2" CAL OA. 3-STEM MIN	6`-8` HT MIN

SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	SPACING	SIZE
	BT	25	BERBERIS THUNBERGII ATROPURPUREA	RED BARBERRY	3 GAL	30" OC	24" HT MIN
	CT	7	COTONEASTER APICULATUS `TOM THUMB`	TOM THUMB CRANBERRY COTONEASTER	3 GAL	3` OC	12" FULL
	IW	18	ILEX VERTICILLATA ENSURE AT LEAST 1 MALE IN EACH SHRUB GROUPING FOR POLLINATION	WINTERBERRY	3 GAL	24" OC	
	JF	30	JUNIPERUS CHINENSIS `SEA GREEN`	SEA GREEN JUNIPER	3 GAL	36" OC	24" HT MIN
	SB	21	SPIRAEA X BUMALDA `GOLDFLAME`	GOLDFLAME SPIRAEA	3 GAL		15" HT MIN

ORNAMENTAL GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	SPACING	SIZE
	SL	4	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	1 GAL	24" OC	

GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	FIELD3
	PP	POA PRATENSIS	KENTUCKY BLUEGRASS	SOD		

NORTH

0' 15' 30' 60'

Scale 1" = 30'

NOTE: PRINTED DRAWING SIZE MAY HAVE CHANGED FROM ORIGINAL. VERIFY SCALE USING BAR SCALE ABOVE.

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA

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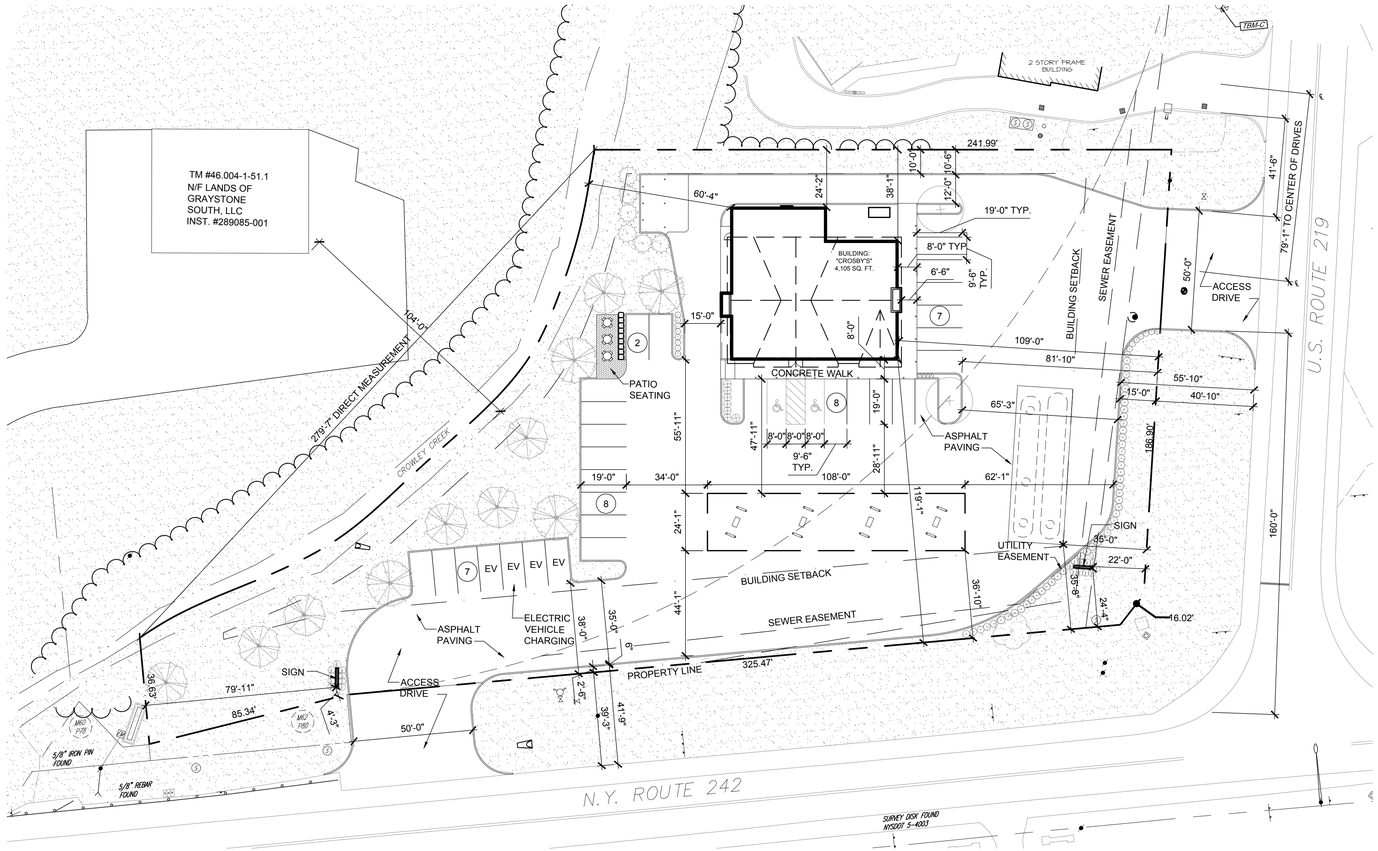
08/02/23

REGISTERED LANDSCAPE ARCHITECT
MARY N. BATES
2691
STATE OF NEW YORK

ORIGINATED:	7-12-2023
DRAWN:	MNB
CHECK:	MB / RM
JOB:	D23000115
SHEET:	**L001** LANDSCAPE PLAN



1 SITE PLAN

SCALE: 1" = 30'-0"

0' 15' 30' 60'

ZONING INFORMATION

SITE ZONING (SECTION 3.6 & SECTION 3.8)	MUNICIPALITY / JURISDICTION: EXISTING ZONING: PROPOSED ZONING:		TOWN OF ELLICOTTVILLE GC - GENERAL COMMERCIAL GC - GENERAL COMMERCIAL WITH GAS/SPECIAL USE
SITE AREA (SECTION 3.6.C)		ALLOWED	PROPOSED
	LOT AREA:	15,00 SF MIN. 80' MIN. LOT WIDTH	66,056 SF +/-186'-90" SF
	BUILDING AREA:	N/A	4,105 SF
	FAR RATIO:	N/A	0.06
	OPEN SPACE: ROW	30% OF LOT AREA	30% (55% INCLUDING ROW TURF AREA)
BUILDING HEIGHT (SECTION 3.9.C.1)		ALLOWED	PROPOSED
	MAIN BUILDING:	35'-0"	27'-3 3/4"
	ACCESSORY CANOPY:	N/A	20'-0"
BUILDING & ACCESSORY SETBACKS (SECTION 3.6D)		REQUIRED	PROPOSED
	FRONT YARD (SE):	35'-0"	35'-8"
	FRONT YARD (NE):	35'-0"	35'-0"
	REAR YARD (SW):	10'-0"	60'-4"
	REAR YARD (NW):	10'-0"	24'-2"
LANDSCAPE SETBACKS (SECTION 3.6E (3))		REQUIRED	PROPOSED
	FRONT YARD (SE):	20'-0" MIN WIDTH	2'-6" WIDTH (41'-9" INCLUDING ROW TURF AREA)
	FRONT YARD (NE):	20'-0" MIN WIDTH	15'-0" WIDTH (55'-10" INCLUDING ROW TURF AREA)
	REAR YARD (SW):	NA	NA
	REAR YARD (NW):	NA	NA
PARKING / STACKING (SECTION 5.3E & SECTION 5.5B)	PARKING STALLS	REQUIRED 3 STALL PER 1,000 SF OF FLOOR AREA + EMPLOYEE PARKING = 10 STALLS TOTAL	PROPOSED 32 STALLS (INCLUDING 2 ACCESSIBLE & 2 EMPLOYEE)
	STALL SIZE:	9'-6" X 18'-0"	9'-6" X 19'-0" MIN.

LEGEND

- PARCEL BOUNDARY LINE
- BUILDING SETBACK LINE
- CURB
- PARKING/LANE STRIPING
- EXISTING BUILDING
- NEW BUILDING
- LANDSCAPE AREAS
- HANDICAP PARKING
- (X) PARKING SPACE COUNT

NOTES

1. RAMP CURB AT PARKING SPOTS NEAR THE BUILDING
2. USE 4 1/2" BOLLARDS TYP.

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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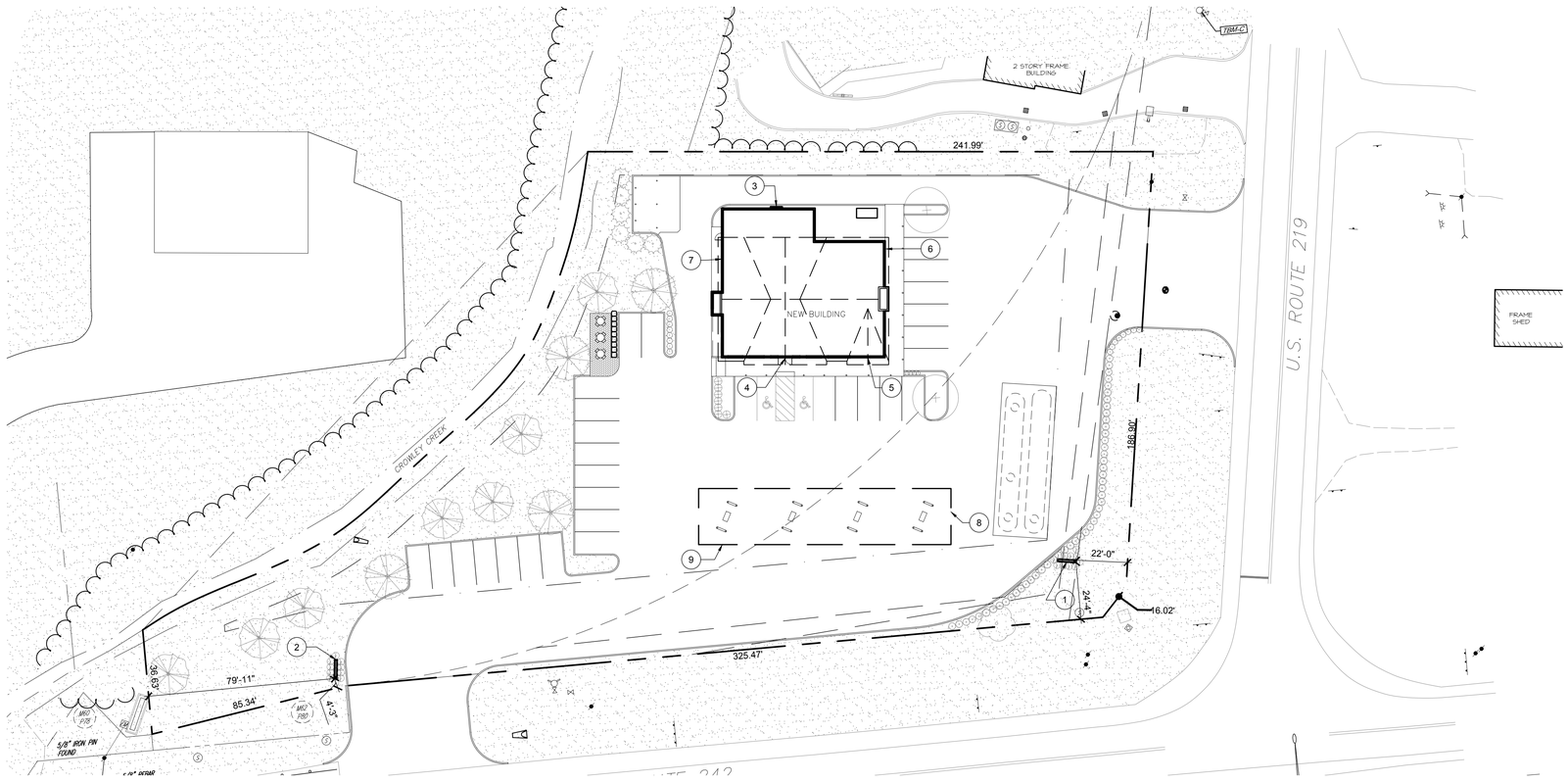
CHECK: MA
JOB: D23000115
SHEET: **A001**
SITE PLAN



1 SIGNAGE PLAN
SCALE: 1" = 30'-0"

0' 15' 30' 60'

N

SIGNAGE INFORMATION

SIGN TYPE / QUANTITY (ARTICLE 12, SECTION 12.1)	TOTAL SIGNAGE: ALL SIGNS EACH SHALL NOT EXCEED 20'-0" TO TOP OF SIGN. WALL SIGNS: SIGNS SHALL NOT EXCEED 32 SF, VARIANT SIGNS SHALL NOT EXCEED 96 SF. SIGNS SHALL NOT CONTAIN MORE THAN 3 COLORS. STRUCTURE ON WHICH SIGNS ARE MOUNTED SHALL BE SET BACK AT LEAST 30'-0" FROM EDGE OF RIGHT-OF-WAY. GROUND SIGNS: SIGNS SHALL NOT EXCEED 32 SF. VARIANT SIGNS SHALL NOT EXCEED 96 SF. SIGNS SHALL NOT CONTAIN MORE THAN 3 COLORS. SIGNS SHALL BE SET BACK AT LEAST 30'-0" FROM EDGE OF RIGHT-OF-WAY. WINDOW SIGNS: SHALL NOT EXCEED 25% OF THE GLASS AREA. CANOPY SIGNS: SIGNS (BUSINESS NAME ONLY) SHALL BE PAINTED OR OTHERWISE PERMANENTLY PLACED IN A SPACE NOT EXCEEDING 8" IN HEIGHT ON THE FRONT AND SIDE PORTIONS THEREOF.	
GROUND SIGN SIZE (NOT ADDRESSED, REFER TO (ARTICLE 12, SECTION 12.1 I(2))		ALLOWED	PROPOSED
	SETBACK:	30'-0"	22'-0" & 4'-3"
	SIGN AREA:	32 SF (96 SF WITH VARIANCE)	80 SF & 32 SF
	SIGN HEIGHT:	20'-0" MAX	20'-0" & 8'-0"
	TOTAL SIGNS:	-	2
WALL SIGNS (ARTICLE 12, SECTION 12.1 I(2))		ALLOWED	PROPOSED
	NORTH FRONTAGE:	N/A	N/A
	WEST FRONTAGE:	N/A	N/A
	MAX WALL SIGN AREA:	32 SF PER SIGN (96 SF WITH VARIANCE)	SEE BELOW
	AREA ON FRONT :	32 SF	36.82 SF
	AREA ON FRONT:	32 SF	12.78 SF
	AREA ON LEFT SIDE:	32 SF	44.21 SF
	AREA ON BACK:	32 SF	44.21 SF
	AREA ON RIGHT SIDE:	32 SF	0 SF
	CANOPY FRONT:	32 SF	65 SF
	CANOPY RIGHT SIDE:	32 SF	65 SF
	TOTAL STORE WALL SIGNS:	-	6
TOTAL SITE SIGNAGE		ALLOWED	PROPOSED
	TOTAL AREA:	-	380.02 SF
	TOTAL SIGNS:	-	9

SIGNAGE KEY

1	GROUND SIGN #1: BACK LIT CHANNEL LETTERS SIGN AND STATIC LED PRICES, 80 SF SIGN, SEE SIGNAGE ELEVATIONS
2	GROUND SIGN #2: SIGN ILLUMINATED FROM THE GROUND UP, 32 SF SIGN, SEE SIGNAGE ELEVATIONS
3	MENU BOARD SIGN: LINEAR WALL WASH LIGHTING ILLUMINATED, WALL MOUNTED, 48 SF
4	WALL SIGN #4: BACK LIT CHANNEL LETTERS, 36.82 SF, SEE SIGNAGE ELEVATIONS
5	WALL SIGN #5: BACK LIT CHANNEL LETTERS, 12.78 SF, SEE SIGNAGE ELEVATIONS
6	WALL SIGN #6: GOOSE NECK ILLUMINATED, 44.21 SF, SEE SIGNAGE ELEVATIONS
7	WALL SIGN #7: GOOSE NECK ILLUMINATED, 44.21 SF, SEE SIGNAGE ELEVATIONS
8	CANOPY SIGN: BACKLIT CHANNEL LETTERS "CROSBY'S" SIGN, 65 SF, SEE SIGNAGE ELEVATIONS
9	CANOPY SIGN: BACKLIT CHANNEL LETTERS "CROSBY'S" SIGN, 65 SF, SEE SIGNAGE ELEVATIONS

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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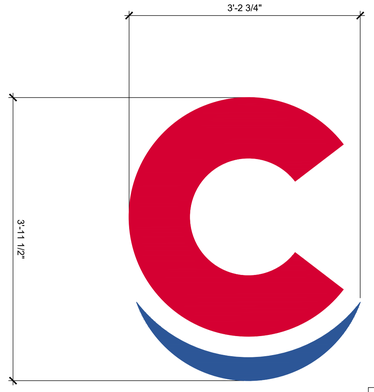
SHEET: **A002**
SIGNAGE PLAN

AREA = 36.82 SF

1 WALL SIGN #4 - ENTRY DOORS
SCALE: 1" = 1'-0"



AREA = 12.78 SF

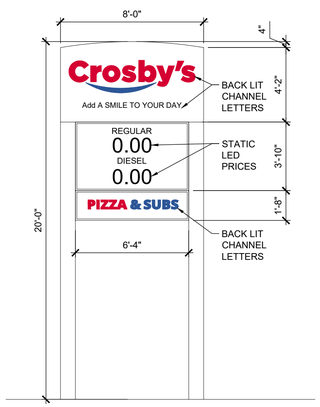
2 WALL SIGN #5
SCALE: 1" = 1'-0"

AREA = 44.21 SF

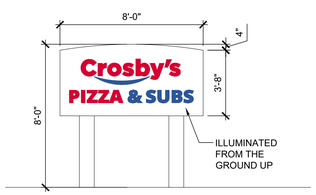
3 WALL SIGN #6 AND #7
SCALE: 1" = 1'-0"

AREA = 65.00 SF

4 CANOPY SIGN #8 AND #9
SCALE: 1" = 1'-0"



5 GROUND SIGN #1
SCALE: 1/4" = 1'-0"



6 GROUND SIGN #2
SCALE: 1/4" = 1'-0"

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-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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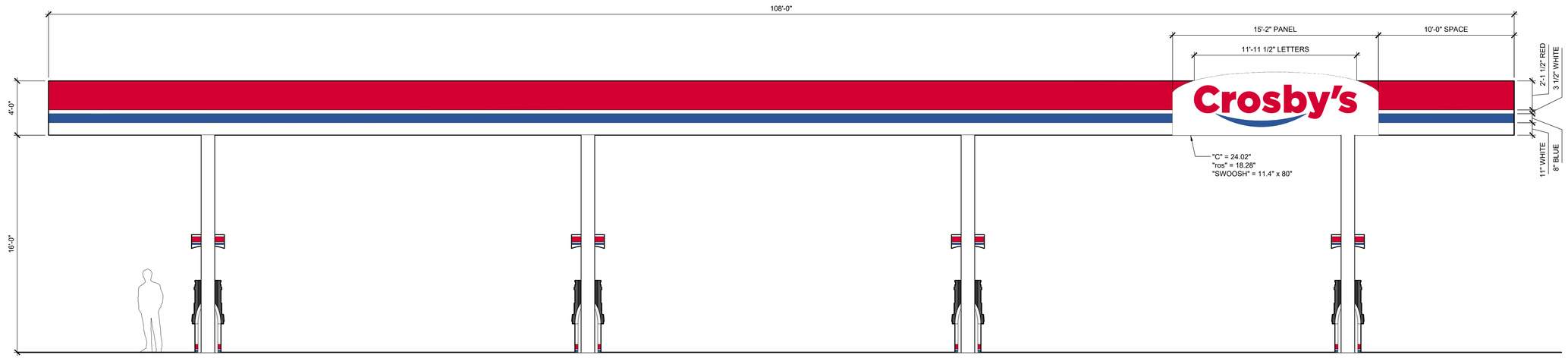
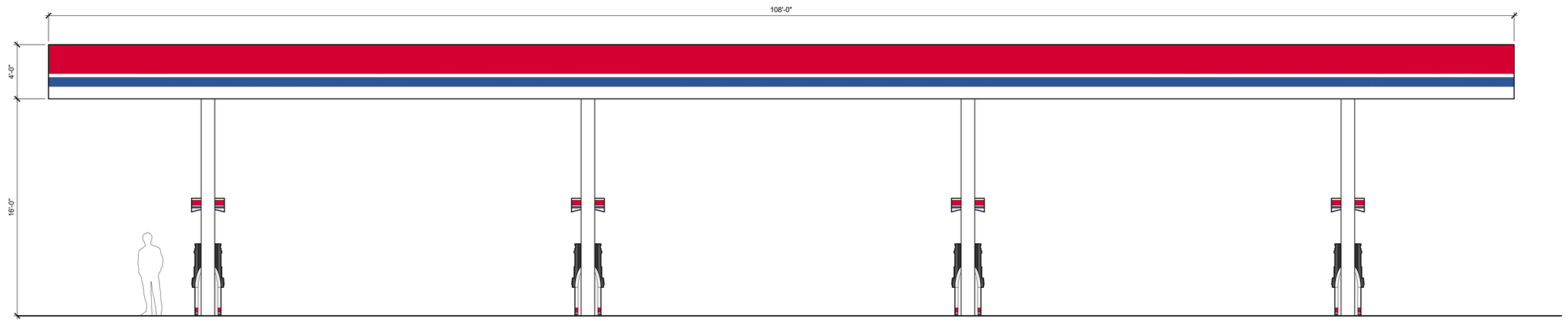
SIGNAGE ELEVATIONS

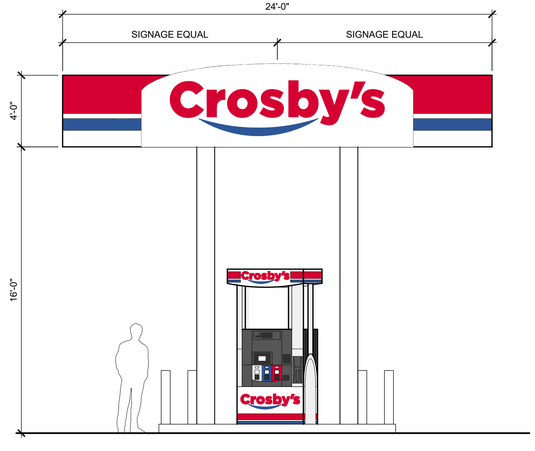


1 CANOPY FRONT ELEVATION
SCALE: 1/4" = 1'-0"



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

3 CANOPY LEFT ELEVATION
SCALE: 1/4" = 1'-0"



4 CANOPY RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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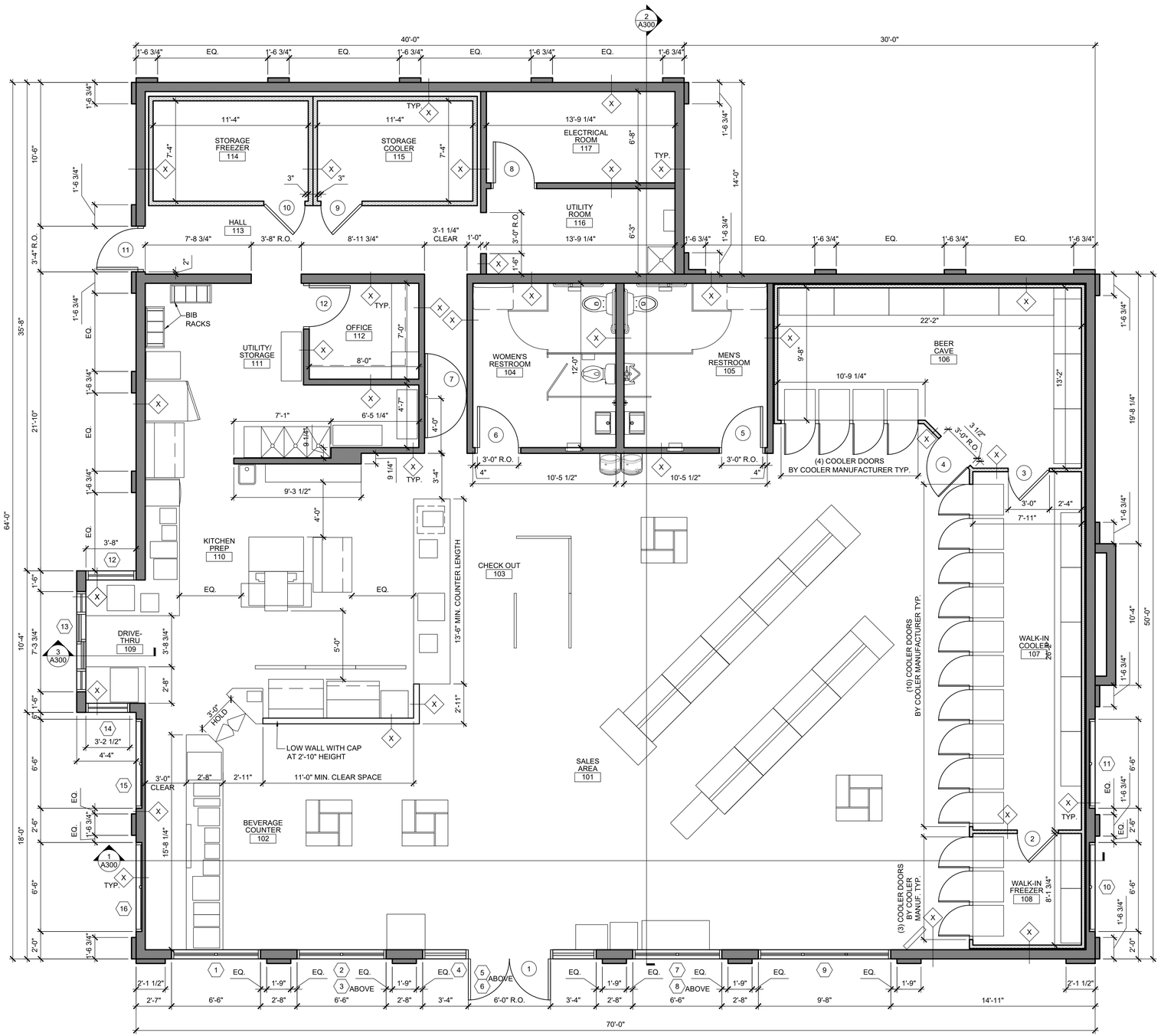
CHECK:	MA
JOB:	D23000115
SHEET:	**A004**
	CANOPY ELEVATIONS



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

FLOOR PLAN GENERAL NOTES

A. ALL CONTRACTORS TO VERIFY EXISTING SITE CONDITIONS AND DIMENSIONS BEFORE ANY WORK IS TO BEGIN. NOTIFY ARCHITECT OF DISCREPANCIES.

B. ALL WORK TO BE DONE IN ACCORDANCE WITH ALL GOVERNING STATE AND LOCAL CODES, ORDINANCES, AND AMENDMENTS.

C. WATER RESISTANT GYPSUM BOARD OR CEMENT BOARD SHALL BE USED AT ALL WALLS IN TOILET ROOM, BEHIND ALL PLUMBING FIXTURES, AND ANY WET LOCATIONS - SEE PARTITION SCHEDULE FOR MORE INFORMATION.

D. PROVIDE ALL REQUIRED IN WALL BLOCKING FOR ALL WALL MOUNTED EQUIPMENT, MILLWORK, SHELVING, AND ACCESSORIES.

E. MOUNT ALL FIXTURES & ACCESSORIES AT HEIGHTS CONFORMING WITH ALL GOVERNING CODES & ACCESSIBILTY REQUIREMENTS.

F. ALL WOOD BLOCKING AND PLYWOOD TO BE FIRE TREATED.

G. FIRE EXTINGUISHERS ARE SUPPLIED AND INSTALLED BY THE G.C. QUANTITIES AND LOCATIONS TO BE COORDINATED W/ THE LOCAL FIRE DEPARTMENT.

H. COORDINATE SIZE AND LOCATION OF ALL DUCT SHAFT OPENINGS IN WALLS AND FLOORS. SEE MECHANICAL AND ELECTRICAL DRAWINGS.

I. ALL DIMENSIONS ARE NOMINAL & ARE FROM FACE OF GYPSUM BOARD, SHEATHING, OR SUBSTRATE.

J. REFER TO THE EQUIPMENT PLAN AND EQUIPMENT SCHEDULE FOR MORE INFORMATION ON THE EQUIPMENT. EQUIPMENT SHOWN ON THIS PLAN IS FOR REFERENCE ONLY.

K. PROVIDE CONTINUOUS BEAD OF CLEAR SILICONE SEALANT AT INTERIOR SIDE OF ALL WALL TRANSITIONS. SEAL ALL NEW AND EXISTING OPENINGS IN FLOORS, STRUCTURAL DECK AND EXTERIOR WALLS IN ORDER TO PROVIDE A WEATHER TIGHT SEAL.

L. ALL WALLS ARE AT 90° UNLESS NOTED OTHERWISE.

M. PATCH AND REPAIR EXISTING ELEMENTS TO REMAIN

N. PROPERLY PREPARE & CLEAN SUBSTRATES & SURFACES AS REQUIRED TO ACCEPT FINISHES, MATERIALS, TREATMENTS, ETC.

O. G.C. SHALL PROVIDE FINAL CLEANING OF STORE AT END OF CONSTRUCTION.

P. AT NEW EXT. WALLS, PROVIDE WEATHER-TREATED SILL PLATES

FLOOR PLAN LEGEND

- PARTIAL HEIGHT WALL CONSTRUCTION
- STUD WALL CONSTRUCTION
- WALK-IN COOLER / FREEZER BOX PANEL
- CLEAR FLOOR AREA PER ACCESSIBILITY CODES
- PARTITION TAG, SEE PARTITION TYPES BELOW
- DOOR TAG, SEE DOOR SCHEDULE
- WINDOW TAG, SEE WINDOW SCHEDULE
- SUPPLY REGISTER, SEE MECHANICAL DRAWINGS
- RETURN REGISTER, SEE MECHANICAL DRAWINGS

PARTITION TYPES

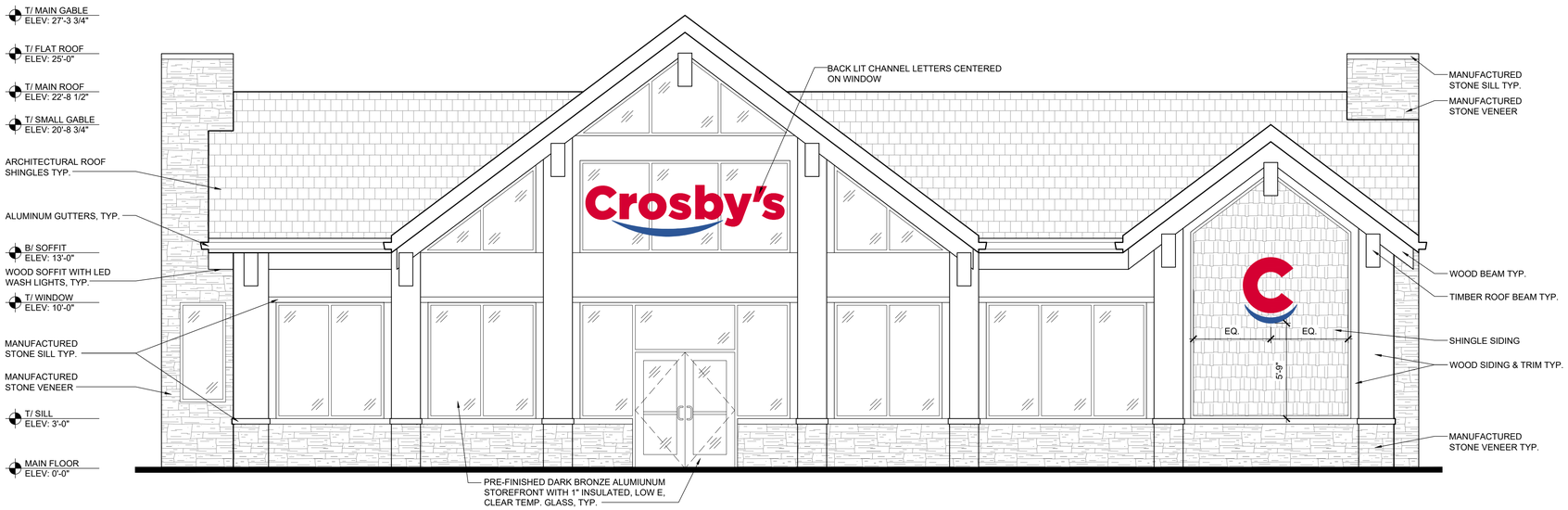
NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

RYAN R TRIPHAHN DESIGN, PLLC
CONTACT: RYAN R. TRIPHAHN
2675 PRATUM AVENUE SUITE 200
HOFFMAN ESTATES, IL 60192
PH: 847-452-7278
EMAIL: RTRIPHAHNDESIGN@GMAIL.COM

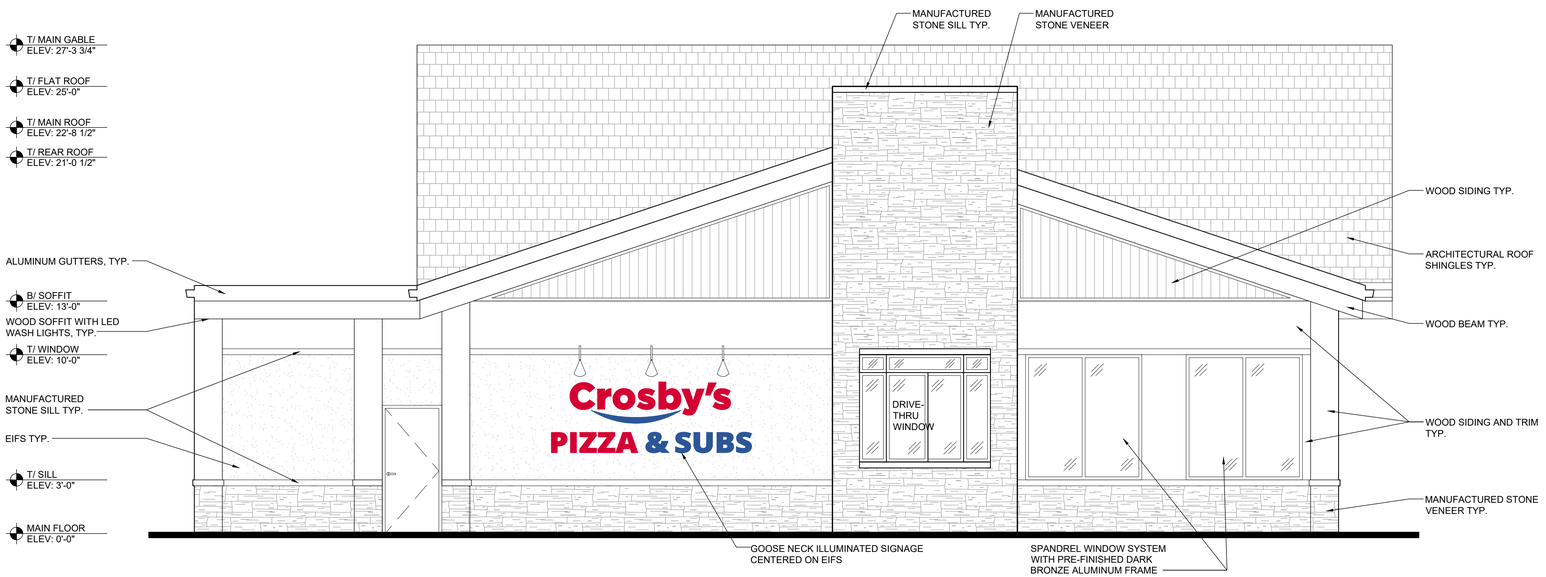
PROPOSED C-STORE
CROSBY
N.Y. ROUTE 242 & U.S. ROUTE 219
ELLICOTTVILLE, NY 14731

Crosby's® 100 years of smiles

ORIGINATED: 10-2-2023
DRAWN: PL, LR
CHECK: MA
JOB: D23000115
SHEET: **A101**
FLOOR PLAN



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



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

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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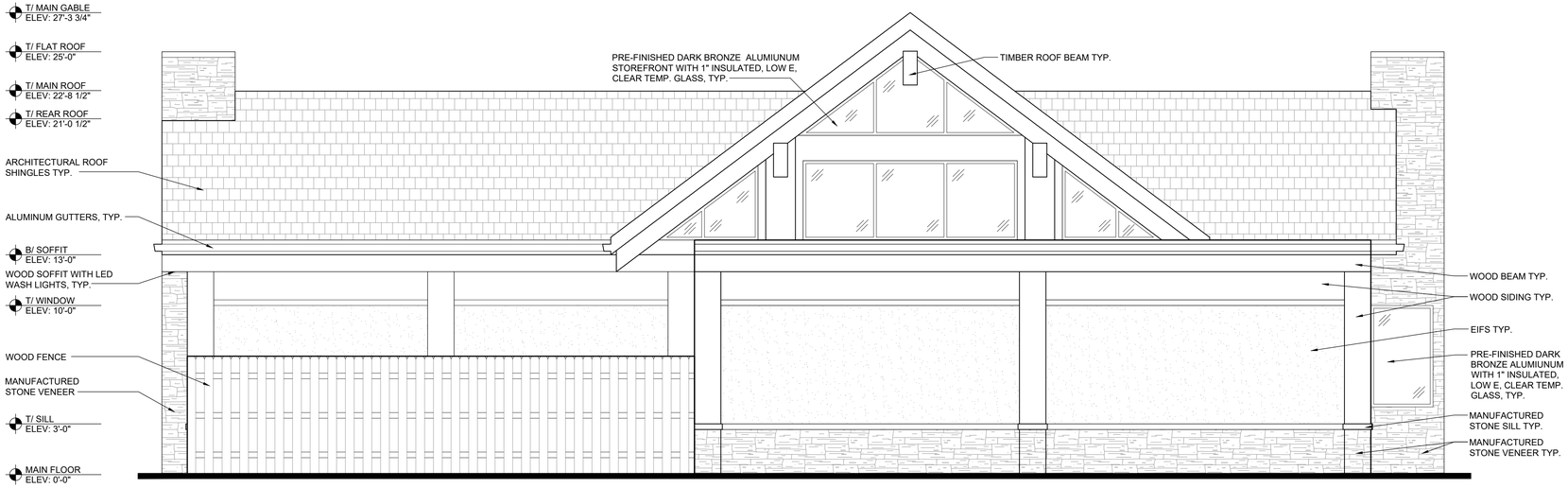
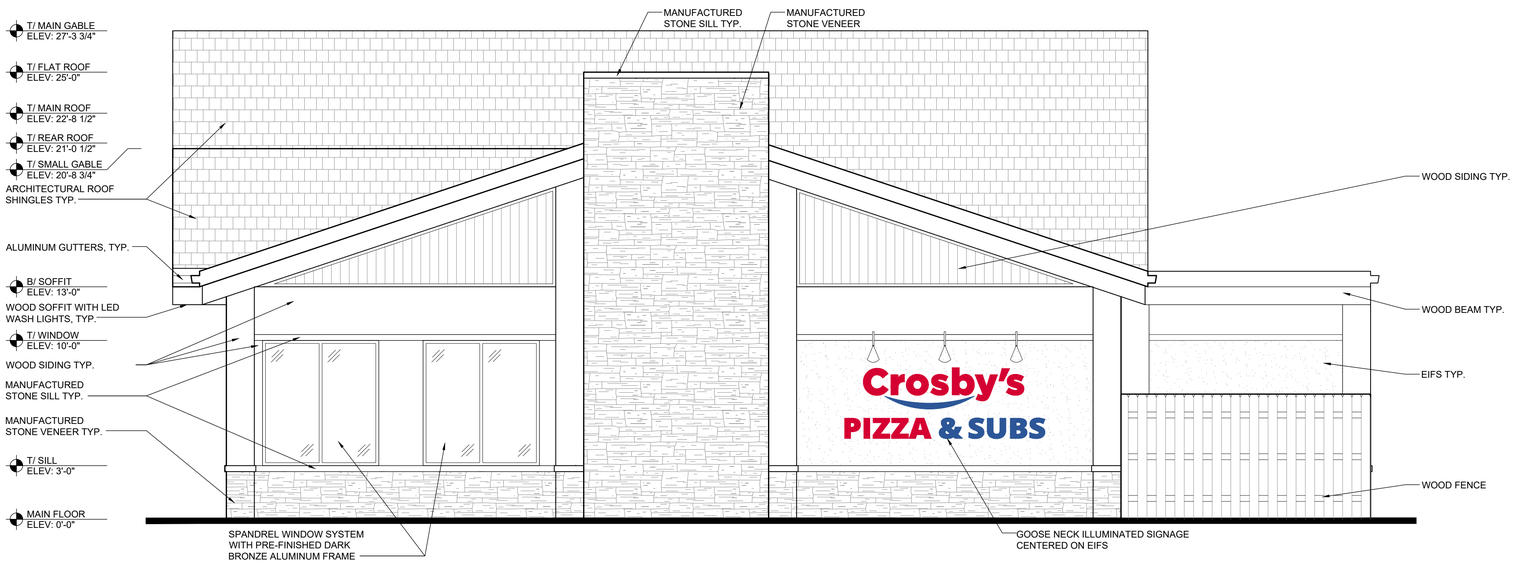
DRAWN: PL, LR
CHECK: MA
JOB: D23000115
SHEET: **A201**
EXTERIOR ELEVATIONS



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



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

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/17/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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PROPOSED C-STORE
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ELLICOTTVILLE, NY 14731

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ORIGINATED: 10-2-2023
DRAWN: PL, LR
CHECK: MA
JOB: D23000115
SHEET: **A202**
EXTERIOR ELEVATIONS

T/ MAIN GABLE
ELEV: 27'-3 3/4"

T/ FLAT ROOF
ELEV: 25'-0"

T/ MAIN ROOF
ELEV: 22'-8 1/2"

T/ SMALL GABLE
ELEV: 20'-8 3/4"

B/ SOFFIT
ELEV: 13'-0"

T/ WINDOW
ELEV: 10'-0"

T/ SILL
ELEV: 3'-0"

MAIN FLOOR
ELEV: 0'-0"

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

T/ MAIN GABLE
ELEV: 27'-3 3/4"

T/ FLAT ROOF
ELEV: 25'-0"

T/ MAIN ROOF
ELEV: 22'-8 1/2"

T/ REAR ROOF
ELEV: 21'-0 1/2"

B/ SOFFIT
ELEV: 13'-0"

T/ WINDOW
ELEV: 10'-0"

T/ SILL
ELEV: 3'-0"

MAIN FLOOR
ELEV: 0'-0"

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

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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CROSBY
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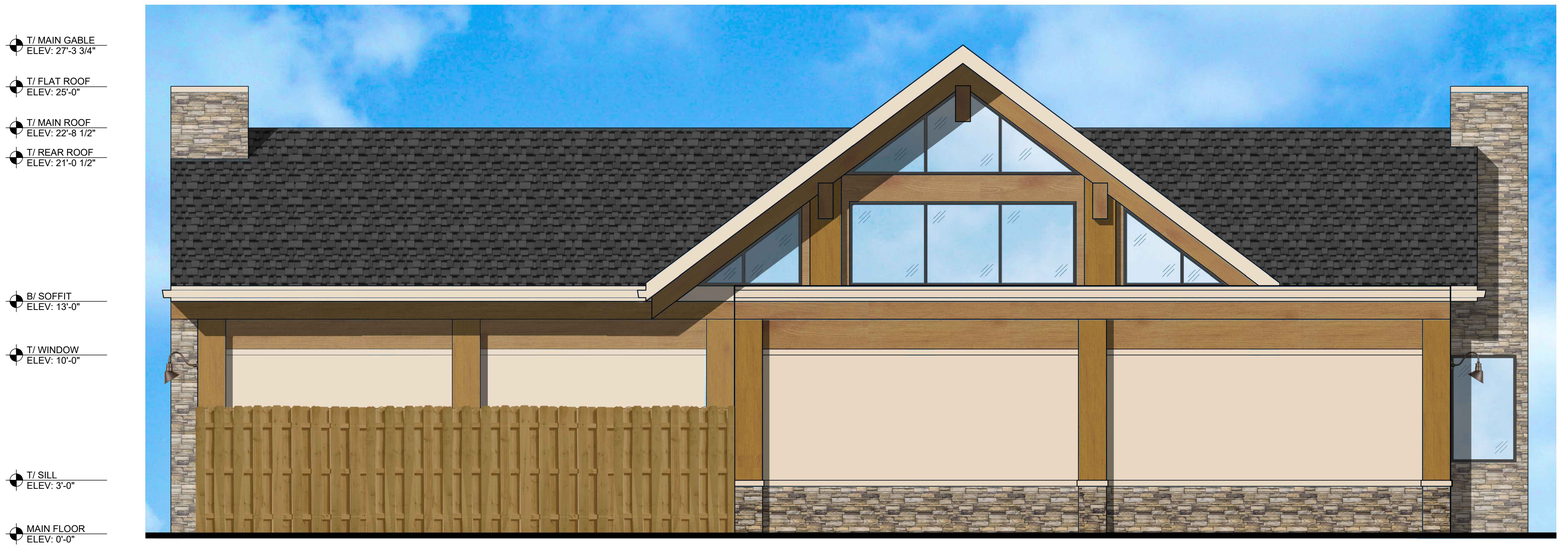
ORIGINATED: 10-2-2023
DRAWN: PL, LR
CHECK: MA
JOB: D23000115
SHEET: **A203**
EXTERIOR ELEVATIONS



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

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

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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DRAWN: PL, LR
CHECK: MA
JOB: D23000115
SHEET: **A202**
EXTERIOR ELEVATIONS

1 SOUTHWEST RENDERING
SCALE: N.T.S.

2 SOUTHEAST RENDERING
SCALE: N.T.S.

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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PROPOSED C-STORE
CROSBY
N.Y. ROUTE 242 & U.S. ROUTE 219
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ORIGINATED: 10-2-2023
DRAWN: PL, LR
CHECK: MA
JOB: D23000115
SHEET: **A205**
EXTERIOR RENDERINGS

1 SOUTHWEST RENDERING
SCALE: N.T.S.

2 WEST RENDERING
SCALE: N.T.S.

NO.	REVISIONS	DATE	BY
-	ZONING	7/12/2023	MA
-	ZONING	8/1/2023	LR
-	ZONING	8/16/2023	LR
-	ZONING	10/2/2023	LR

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PH: 847-452-7278
EMAIL: RTRIPHAHNDESIGN@GMAIL.COM

PROPOSED C-STORE
CROSBY
N.Y. ROUTE 242 & U.S. ROUTE 219
ELLICOTTVILLE, NY 14731

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ORIGINATED: 10-2-2023
DRAWN: PL, LR
CHECK: MA
JOB: D23000115
SHEET: **A206**
EXTERIOR RENDERINGS

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

Crosby Ellicottville

Name of Action or Project:

Project Location (describe, and attach a location map):

NWC Route 242 & US Route 219

Brief Description of Proposed Action:

Construction of a new gas station facility with a 4119 SF convenience store building with a drive through, a four (4) dispenser auto fueling canopy, and driveway accesses to both NY Route 242 and US Route 219

Name of Applicant or Sponsor:	Telephone: 224-305-4134
WT Group - Jim Glascott PE	E-Mail: jglascott@wtgroup.com

Address:

2675 Pratum Avenue

City/PO:	State:	Zip Code:
Hoffman Estates	IL	60192

	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: NYDOT, NYDEC, Town of Elllicottville ZBA, Town of Ellicottville Building Dept., NYSHPO	☐	☑

3. a. Total acreage of the site of the proposed action? 1.516 acres
   b. Total acreage to be physically disturbed? 1.342 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1.516 acres

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

☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☑ Commercial ☑ Residential (suburban)

☐ Forest ☐ Agriculture ☐ Aquatic ☑ Other(Specify): Cemetary

☐ 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: _____ Existing waterbody will be unchanged with the exception of a small disturbance (approx. 100 SF) for the storm sewer discharge from the site. _____ _____		

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: Proposed detention system to meet local and state requirements.		
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: Jim Glascott PE (WT Group) Date: 9-11-23

Signature: Jim Glascott Title: Principal in Charge - Civil Engineering

PRINT FORM

Stormwater Pollution Prevention Plan (SWPPP)

For Construction Activities At:

Crosby's
Route 242 & US Route 219
Ellicottville, NY 14731
Project #D2300115

SWPPP Prepared For:

Crosby's
100 W Genesee Street
Lockport, NY 14094
ph. 716434-2885

SWPPP Prepared By:

Jim Glascott P.E.
2675 Pratum Ave.
Hoffman Estates, IL 60192
ph. 224-293-6333
fax 224-293-6444

SWPPP Preparation Date:

September 8, 2023

Estimated Project Dates:

Project Start Date: 4/1/2024
Project Completion Date: 10/31/2024

Contents

SECTION 1: CONTACT INFORMATION/RESPONSIBLE PARTIES

1.1 Contractor(s) / Subcontractor(s)

Contractor(s):

Company Name: TBD
Contact:
Address:
City, State, Zip Code:
Telephone:
Fax / Email:
Area of Control:

Company Name:
Contact:
Address:
City, State, Zip Code:
Telephone:
Fax / Email:
Area of Control:

Subcontractor(s): (See Appendix G for Subcontractor Agreements)

Company Name:
Contact:
Address:
City, State, Zip Code:
Telephone:
Fax / Email:
Area of Control:

Company Name:
Contact:
Address:
City, State, Zip Code:
Telephone:
Fax / Email:

Company Name:
Contact:
Address:
City, State, Zip Code:
Telephone:
Fax / Email:

Company Name:
Contact:
Address:
City, State, Zip Code:
Telephone:
Fax / Email:
Area of Control:

1.2 Stormwater Team (Each team member must have access to the 2022 CGP and the SWPPP)

Role or Responsibility : Owner
Position : Director of Real Estate – Hawley Development
Name : John Pastore
Telephone Number: 716-434-2885 x397
Email: jpastore@thereidgroup.com

Role or Responsibility : Civil Engineer / SWPPP Designer
Position : Principal in Charge
Name : Jim Glascott, P.E., CPESC
Telephone Number : 224-293-6333
Email : JGlascott@wgroup.com

Role or Responsibility :
Position :
Name :
Telephone Number :
Email :

SECTION 2: SITE EVALUATION, ASSESSMENT, AND PLANNING

2.1 Project/Site Information

Project Name and Address

Project/Site Name: Crosby's Ellicottville
Project Street/Location: Route 242 & US Route 219
City: Ellicottville
State: New York
ZIP Code: 14731
County or Similar Subdivision: Cattaraugus

Project Latitude/Longitude

(Use **one** of three possible formats, and specify method)
Latitude: 42.285162° N Longitude: 78.659932 ° W

Method for determining latitude/longitude:
☐ USGS topographic map (specify scale:) ☐ EPA Web site ☐ GPS
☒ Other (please specify): www.geocommunicator.gov

Horizontal Reference Datum:
☐ NAD 27 ☐ NAD 83 or WGS 84 ☒ Unknown

If you used a U.S.G.S topographic map, what was the scale? _____

Additional Project Information

Is the project/site located on Indian country lands, or located on a property of religious or cultural significance to an Indian tribe? ☐ Yes ☒ No

If yes, provide the name of the Indian tribe associated with the area of Indian country (including the name of Indian reservation if applicable), or if not in Indian country, provide the name of the Indian tribe associated with the property:

If you are conducting earth-disturbing activities in response to a public emergency, document the cause of the public emergency *(e.g., natural disaster, extreme flooding conditions)*, information substantiating its occurrence *(e.g., state disaster declaration)*, and a description of the construction necessary to reestablish effective public services:

Are you applying for permit coverage as a "federal operator" as defined in Appendix A of the 2022 CGP? ☐ Yes ☒ No

2.2 Discharge Information

Does your project/site discharge stormwater into a Municipal Separate Storm Sewer System (MS4)? ☐ Yes ☒ No

Are there any surface waters that are located within 50 feet of your construction disturbances?
☒ Yes ☐ No

Table 1 – Names of Receiving Waters

Name(s) of the first surface water that receives stormwater directly from your site and/or from the MS4 (note: multiple rows provided where your site has more than one point of discharge that flows to different surface waters)
1. Unnamed tributary to Great Valley Creek

Table 2 – Impaired Waters / TMDLs(Answer the following for each surface water listed in Table 1 above)

	Is this surface water listed as "impaired"?	If you answered yes, then answer the following:			
		What pollutant(s) are causing the impairment?	Has a TMDL been completed?	Title of the TMDL document	Pollutant(s) for which there is a TMDL
1.	☐ YES ☒ NO		☐ YES ☒ NO		

Table 3 – Tier 2, 2.5, or 3 Waters (Answer the following for each surface water listed in Table 1 above)

	Is this surface water designated as a Tier 2, Tier 2.5, or Tier 3 water? (see Appendix F)	If you answered yes, specify which Tier (2, 2.5, or 3) the surface water is designated as?
1.	☐ YES ☒ NO	

2.3 Nature of the Construction Activity

General Description of Project

Provide a general description of the construction project:

Construction of a new gas station, construction of a detention pond sized for the gas station and future adjacent commercial developments, roadway improvements, and utility extensions.

Size of Construction Project

What is the size of the property (in acres), the total area expected to be disturbed by the construction activities (in acres), and the maximum area expected to be disturbed at any one time?

Size of Property : 1.516Acres

Total Area of Construction Disturbance : 1.516Acres

2.4 Sequence and Estimated Dates of Construction Activities

1. Installation of the inlet protection devices – prior to any earth moving operations. The temporary perimeter controls and inlet protection devices will not be removed until all construction activities at the site are complete and soils have been permanently stabilized.
2. Water pumped or otherwise discharged from the site during construction dewatering shall be filtered.
3. Removal of the existing pavement and all other items to be removed as shown in the construction plans.
4. Stripping and stockpiling of topsoil and rough grading. Temporary stabilization shall be applied immediately once grading operations have temporarily or permanently stopped.
5. Installation of storm sewers.
6. Rough grading.
7. Installation of proposed underground utilities. Install new inlet protection devices on new storm inlets. Areas around rims should be excavated to raise rim above ground surface.
8. Construction of site improvements. Inlet protection devices must be removed before installation of the proposed tiles.
9. Remove soil stockpile and dispose excess soil off-site. Rough grade and construct parking lot as shown on the construction plans.
10. Final grading and landscaping installation.
11. Permanent landscape installation or temporary stabilization shall be provided immediately following final grading.
12. Permanent landscape installation.
13. Permanent landscape installation or temporary stabilization shall be provided immediately following final grading.
14. Erosion and sedimentation control measures shall be the responsibility of the general contractor, and shall be continually maintained as follows:
15. The entrance shall be maintained in a condition, which will prevent tracking or flowing of sediment onto public Rights-of-Way. This may require repair and/or cleanout of any measures used to trap sediment. All sediment spilled, dropped, washed or tracked onto public Rights-of-Way shall be cleaned immediately.
16. Temporary cover shall be continuously maintained until permanent cover is established. (Landscaping/grass seed is considered temporary until it is capable of surviving severe weather conditions.)

17. Inlets and drainage ways shall be inspected and cleaned periodically and before maintenance responsibility expires.

I2.5 Allowable Non-Stormwater Discharges

List of Allowable Non-Stormwater Discharges Present at the Site

Type of Allowable Non-Stormwater Discharge	**Likely to be Present at Your Site?**
Discharges from emergency fire-fighting activities	☐ YES ☒ NO
Fire hydrant flushings	☒ YES ☐ NO
Landscape irrigation	☒ YES ☐ NO
Waters used to wash vehicles and equipment	☐ YES ☒ NO
Water used to control dust	☐ YES ☒ NO
Potable water including uncontaminated water line flushings	☒ YES ☐ NO
Routine external building wash down	☐ YES ☒ NO
Pavement wash waters	☒ YES ☐ NO
Uncontaminated air conditioning or compressor condensate	☐ YES ☒ NO
Uncontaminated, non-turbid discharges of ground water or spring water	☐ YES ☒ NO
Foundation or footing drains	☒ YES ☐ NO
Construction dewatering water	☒ YES ☐ NO

Except for flows from fire fighting activities, sources of non-storm water that is combined with storm water discharges associated with the industrial activity addressed in this plan are described below. Appropriate pollution prevention measures, as described below, will be implemented for the non-storm water component(s) of the discharge.

Landscape Watering – Water used for new seed and landscape installation will be applied at a rate that will be absorbed into the soil, and not create surface runoff. If runoff occurs, the silt fences and inlet protection fabric will remove sedimentation.

Dust Control Watering - Water used for the purpose of controlling airborne dust as necessary shall be pumped and filtered before it is allowed to leave the site.

Vehicle and Equipment Cleaning - Use off-site commercial washing businesses as much as possible. If washing of vehicles and equipment must occur onsite, use designated bermed wash areas to prevent wash water contact with receiving waters, with the area to be clearly marked as "Concrete wash out area". The wash area can be sloped for wash water collection and subsequent infiltration into the ground. The contractor shall use phosphate-free biodegradable soaps. The contractor shall educate employees and subcontractors on pollution prevention measures. Steam cleaning will not be permitted onsite. Use siphon system to pump out water.

***2.6 Site Maps*- Site Engineering Plans contain all required site maps.**

SECTION 3: DOCUMENTATION OF COMPLIANCE WITH OTHER FEDERAL REQUIREMENTS

3.1 Endangered Species Protection

Eligibility Criterion

Under which criterion listed in Appendix D are you eligible for coverage under this permit?

☒**A** ☐**B** ☐**C** ☐**D** ☐**E**

For reference purposes, the eligibility criteria listed in Appendix D are as follows:

Criterion A. No federally-listed threatened or endangered species or their designated critical habitat(s) are likely to occur in your site's "action area" as defined in Appendix A of this permit.

Criterion B. The construction site's discharges and discharge-related activities were already addressed in another operator's valid certification of eligibility for your action area under eligibility Criterion A, C, D, E, or F and there is no reason to believe that federally-listed species or federally-designated critical habitat not considered in the prior certification may be present or located in the "action area". To certify your eligibility under this Criterion, there must be no lapse of NPDES permit coverage in the other operator's certification. By certifying eligibility under this Criterion, you agree to comply with any effluent limitations or conditions upon which the other operator's certification was based. You must include in your NOI the tracking number from the other operator's notification of authorization under this permit. If your certification is based on another operator's certification under Criterion C, you must provide EPA with the relevant supporting information required of existing dischargers in Criterion C in your NOI form.

Criterion C. Federally-listed threatened or endangered species or their designated critical habitat(s) are likely to occur in or near your site's "action area,"and your site's discharges and discharge-related activities are not likely to adversely affect listed threatened or endangered species or critical habitat. This determination may include consideration of any stormwater controls and/or management practices you will adopt to ensure that your discharges and discharge-related activities are not likely to adversely affect listed species and critical habitat. To make this certification, you must include the following in your NOI: 1) any federally listed species and/or designated habitat located in your "action area"; and 2) the distance between your site and the listed species or designated critical habitat (in miles). You must also include a copy of your site map with your NOI.

Criterion D. Coordination between you and the Services has been concluded. The coordination must have addressed the effects of your site's discharges and discharge-related activities on federally-listed threatened or endangered species and federally-designated critical habitat, and must have resulted in a written concurrence from the relevant Service(s) that your site's discharges and discharge-related activities are not likely to adversely affect listed species or critical habitat. You must include copies of the correspondence between yourself and the Services in your SWPPP and your NOI.

Criterion E. Consultation between a Federal Agency and the U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service under section 7 of the ESA has been concluded. The consultation must have addressed the effects of the construction site's discharges and discharge-related activities on federally-listed threatened or endangered species and federally-designated critical habitat. The result of this consultation must be either:

i. a biological opinion that concludes that the action in question (taking into account the effects of your site's discharges and discharge-related activities) is not likely to jeopardize the continued existence of listed species, nor the destruction or adverse modification of critical habitat; or

ii. written concurrence from the applicable Service(s) with a finding that the site's discharges and discharge-related activities are not likely to adversely affect federally-listed species or federally-designated habitat.

You must include copies of the correspondence between yourself and the Services in your SWPPP and your NOI.

Criterion F. Your construction activities are authorized through the issuance of a permit under section 10 of the ESA, and this authorization addresses the effects of the site's discharges and discharge-related activities on federally-listed species and federally-designated critical habitat. You must include copies of the correspondence between yourself and the Services in your SWPPP and your NOI.

Supporting Documentation

Provide documentation for the applicable eligibility criterion you select in Appendix D, as follows:

For criterion A, indicate the basis for your determination that no federally-listed threatened or endangered species or their designated critical habitat(s) are likely to occur in your site's action area (as defined in Appendix A of the permit). Check the applicable source of information you relied upon:

☐ Specific communication with staff of the U.S. Fish & Wildlife Service or National Marine Fisheries Service.
☐ Publicly available species list. US Fish and Wildlife Species List
☒ Other source: New York Environmental Resource Mapper

For criterion B, provide the Tracking Number from the other operator's notification of permit authorization:

Provide a brief summary of the basis used by the other operator for selecting criterion A, B, C, D, E, or F:

For criterion C, provide the following information:

Also, provide a brief summary of the basis used for determining that your site's discharges and discharge-related activities are not likely to adversely affect listed species or critical habitat:

For criterion D, E, or F, attach copies of any letters or other communication between you and the U.S. Fish & Wildlife Service or National Marine Fisheries Service concluding consultation or coordination activities.

3.2 Historic Preservation

Appendix E, Step 1

Do you plan on installing any of the following stormwater controls at your site? Check all that

apply below, and proceed to Appendix E, Step 2.

- ☐ Dike
- ☒ Berm
- ☒ Catch Basin
- ☒ Pond
- ☒ Stormwater Conveyance Channel (e.g., ditch, trench, perimeter drain, swale, etc.)
- ☒ Culvert
- ☐ Other type of ground-disturbing stormwater control:

Appendix E, Step 2

If you answered yes in Step 1, have prior surveys or evaluations conducted on the site already determined that historic properties do not exist, or that prior disturbances at the site have precluded the existence of historic properties? ☐ YES ☒ NO

- If yes, no further documentation is required for Section 3.2 of the Template.
- If no, proceed to Appendix E, Step 3.

Appendix E, Step 3

If you answered no in Step 2, have you determined that your installation of subsurface earth-disturbing stormwater controls will have no effect on historic properties? ☐ YES ☒ NO

If yes, provide documentation of the basis for your determination.

If no, proceed to Appendix E, Step 4.

Appendix E, Step 4

If you answered no in Step 3, did the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Office (THPO), or other tribal representative (whichever applies) respond to you within 15 calendar days to indicate whether the subsurface earth disturbances caused by the installation of stormwater controls affect historic properties? ☐ YES ☒ NO

If no, no further documentation is required for Section 3.2 of the Template.

If yes, describe the nature of their response:

- ☐ Written indication that adverse effects to historic properties from the installation of stormwater controls can be mitigated by agreed upon actions.
- ☐ No agreement has been reached regarding measures to mitigate effects to historic properties from the installation of stormwater controls.
- ☐ Other: A letter from the SHPO has been received stating that no historic properties are affected.

3.3 Safe Drinking Water Act Underground Injection Control Requirements

Do you plan to install any of the following controls? Check all that apply below.

☐ Infiltration trenches (if stormwater is directed to any bored, drilled, driven shaft or dug hole that is deeper than its widest surface dimension, or has a subsurface fluid distribution system)

☐ Commercially manufactured pre-cast or pre-built proprietary subsurface detention vaults, chambers, or other devices designed to capture and infiltrate stormwater flow

☐ Drywells, seepage pits, or improved sinkholes (if stormwater is directed to any bored, drilled, driven shaft or dug hole that is deeper than its widest surface dimension, or has a subsurface fluid distribution system)

SECTION 4: EROSION AND SEDIMENT CONTROLS

4.1 Natural Buffers or Equivalent Sediment Controls

Buffer Compliance Alternatives

Are there any surface waters within 50 feet of your project's earth disturbances? ☒ YES ☐ NO

Check the compliance alternative that you have chosen:

☐ I will provide and maintain a 50-foot undisturbed natural buffer.

☐ I will provide and maintain an undisturbed natural buffer that is less than 50 feet and is supplemented by additional erosion and sediment controls, which in combination achieves the sediment load reduction equivalent to a 50-foot undisturbed natural buffer.

☒ It is infeasible to provide and maintain an undisturbed natural buffer of any size, therefore I will implement erosion and sediment controls that achieve the sediment load reduction equivalent to a 50-foot undisturbed natural buffer.

☐ I qualify for one of the exceptions in Part 2.1.2.1.e. (If you have checked this box, provide information on the applicable buffer exception that applies, below.)

Buffer Exceptions

Which of the following exceptions to the buffer requirements applies to your site?

☐ There is no discharge of stormwater to the surface water that is located 50 feet from my construction disturbances.

☐ No natural buffer exists due to preexisting development disturbances that occurred prior to the initiation of planning for this project.

☐ For a "linear project" (defined in Appendix A), site constraints (e.g., limited right-of-way) make it infeasible formeto meet any of the CGP Part 2.1.2.1.a compliance alternatives.

☐ The project qualifies as "small residential lot" construction (defined in Part 2.1.2.1.e.iv and in Appendix A).

For Alternative 1 (see Appendix G, Part G.2.3.2.a):

For Alternative 2 (see Appendix G, Part G.2.3.2.b):

☐ Buffer disturbances are authorized under a CWA Section 404 permit.

☐ Buffer disturbances will occur for the construction of a water-dependent structure or water access area (e.g., pier, boat ramp, and trail).

4.2 Perimeter Controls

General

- Silt filter fencing will be installed downstream of all proposed earth moving activities prior to construction. Installation may be subject to Section 404 of the Clean Water Act.

Specific Perimeter Controls

Perimeter Control # 1

Perimeter Control Description

- Silt filter fencing will be installed downstream of all proposed earth moving activities prior to construction.
- Details are included within the plan set.

Installation

- Prior to commencement of land disturbing activities.

Maintenance Requirements

- Removal of sediment before it has accumulated to one-half of the above ground height of the fence. Inspect fencing at least once every 7 days and within 24 hours of each rainfall event of 0.5 inches or greater.

4.3 Sediment Track-Out

General

- All construction traffic entering and exiting the site will be limited to the use of the stabilized construction entrance.

Specific Track-Out Controls

Track-Out Control # 1

Track-Out Control Description

- A 70' x 14' stabilized construction entrance will be constructed of 2 inch or larger rock, and access to the site from the public right of way, street, alley sidewalk, parking area will be limited to this entrance. A stabilized Construction Entrance is intended to reduce off-site sedimentation and improve public safety by eliminating the tracking or other movement of sediment onto public rights-of-way.
- See the plan set for details.

Installation

- Prior to the commencement of earth disturbing activities

Maintenance Requirements

- Where sediment has been tracked-out from your site onto the surface of off-site streets, other paved areas, and sidewalks, you must remove the deposited sediment by the end of the same work day in which the track-out occurs or by the end of the next work day if track-out occurs on a non-work day. You must remove the track-out by sweeping, shoveling, or vacuuming these surfaces, or by using other similarly effective means of sediment removal. You are prohibited from hosing or sweeping tracked-out sediment into any stormwater conveyance (unless it is connected to a sediment basin, sediment trap, or similarly effective control), storm drain inlet, or surface

water.

4.4 Stockpiled Sediment or Soil

General

- Silt filter fencing will be used surrounding the proposed soil stockpile area along with temporary stabilization seeding.

Specific Stockpile Controls

Stockpile Control # 1

Stockpiled Sediment/Soil Control Description

- Stockpiling is the salvaging, storing, protecting, and use of topsoil to enhance final site stabilization and support selected vegetation. The stabilized stockpile shall be located such that it will not erode, block drainage, or interfere with work on the site. Topsoil stockpiles should be located on flat ground if possible, and protected by a silt fence or other sediment barrier on the down gradient sides. Topsoil that will not be used for more than 3 days should be seeded as noted in section 4.15 below.
- See the plan set for details and specifications.

Installation

- As necessary during earth moving activities.

Maintenance Requirements

Do not hose down or sweep soil or sediment accumulated on pavement or other impervious surfaces into any stormwater conveyance (unless connected to a sediment basin, sediment trap, or similarly effective control), storm drain inlet, or surface water.)

4.5 Minimize Dust

General

- Provide dust control watering as necessary.

Specific Dust Controls

Dust Control # 1

Dust Control Description

- Provide dust control watering according the New York State Standards and Specifications for Erosion and Sediment Control. Water used for the purpose of controlling airborne dust as necessary shall be pumped and filtered before it is allowed to leave the site.

Installation

- As required during construction.

4.6 Minimize the Disturbance of Steep Slopes

General

- Follow the grading plan, which has been designed to minimize disturbance and creation of steep slopes. The steep slopes that will be created shall be restored as shown on the plans, immediately following the completion of grading operations.

Specific Steep Slope Controls

Steep Slope Control # 1
Steep Slope Control Description
- Minimize disturbance of steep slopes by following the Grading Plan, which has been designed to minimize the disturbance to and creation of steep slopes. Stabilize all disturbed green spaces as shown in the construction plans.

4.7 Topsoil

General
- Existing topsoil will be stripped and stockpiled to south of parking lot to be demolished. This soil will be re-spread on the site following the completion of rough grading operations.

4.8 Soil Compaction

General
- 6" of topsoil will be spread in all green spaces following construction.

Specific Soil Compaction Controls

Soil Compaction Control # 1
Soil Compaction Control Description
- 6" of topsoil will be spread in all green spaces following construction. Clean up and grade the work area to eliminate the concentration of runoff.

4.9 Storm Drain Inlets

General
- Catch-All inlet Devices, and silt fence inlet protection will be installed on all new and existing storm inlet structures.

Specific Storm Drain Inlet Controls

Storm Drain Inlet Control # 1
Storm Drain Inlet Control Description
- Catch-All inlet protection devices or silt fence inlet protection will be installed on all new and existing storm inlet structures.
- See the plan set for details.

Installation
- Inlet protection devices shall be installed on all existing inlet structures prior to the start of construction, and on all new structures once they are installed.

Maintenance Requirements
- Clean, or remove and replace, the protection measures as sediment accumulates, the filter becomes clogged, and/or performance is compromised. Where there is evidence of sediment accumulation adjacent to the inlet protection measure, you must remove the deposited sediment by the end of the same work day in which it is found or by the end of the following work day if removal by the same work day is not feasible.

4.13 Dewatering Practices

General

- All dewatering discharge shall be pumped through a sediment filter bag prior to discharging from the site.

Specific Dewatering Practices

Dewatering Practice # 1
Dewatering Practice Description

- Dewatering discharge shall be pumped through an appropriate filter bag.
- Follow the manufacturer's specifications.

Installation

- As necessary.

Maintenance Requirements

- With backwash water, either haul it away for disposal or return it to the beginning of the treatment process; and replace and clean the filter media used in dewatering devices when the pressure differential equals or exceeds the manufacturer's specifications.

4.14 Other Stormwater Controls

General

- Soil Erosion

Specific Stormwater Control Practices

Stormwater Control Practice # 1
Description

- Temporary Erosion Control Blanket - Erosion control blankets will be utilized to protect sloped areas of exposed soil from erosion until permanent ground cover has been established.
- See manufacturer's specifications for installation requirements.

Installation

- Following final grading and seeding installation.

Maintenance Requirements

- Per manufacturers recommendations.

4.15 Site Stabilization

Site Stabilization Practice(only use this if you are not located in an arid, semi-arid, or drought-stricken area)
☒*Vegetative* ☐*Non-Vegetative*
☒*Temporary* ☒*Permanent*

Description of Practice

- Temporary Seeding
- General grass seed will be applied to all disturbed areas immediately once work has temporarily stopped in the area.

Installation
- Install as necessary during construction.

Maintenance Requirements
- Provide additional seeding as necessary to promote vegetated growth.

Description of Practice
- Permanent Seeding - Permanent landscape seeding will be installed in all green spaces per the Landscape Plan. Temporary erosion control blanket will also be installed once the seeding has been placed.
- Install per Landscape plan specifications.

Installation
- Following final grading and topsoil installation.

Maintenance Requirements
- Provide additional seeding as necessary to promote vegetated growth.

4.16 General Maintenance

During Construction the contractor shall

- Cover the open ends of pipes in trenches at the close of each working day

Prior to final landscaping and restoration work the contractor shall
- Remove and dispose of silt retained by the temporary ditch checks and silt fencing
- Reinstall temporary ditch checks after cleaning, remove and replace plugged filter fence storm drain protection devices.
- All maintenance of erosion control systems will be the responsibility of the contractor.

Following construction, the owner shall
- Clean sedimentation out of the storm sewer system as necessary
- Remove trash from the detention facility and mow the grass as necessary

- **SECTION 5: POLLUTION PREVENTION STANDARDS**

5.1 Potential Sources of Pollution

Construction Site Pollutants

Pollutant-Generating Activity	**Pollutants or Pollutant Constituents** (that could be discharged if exposed to stormwater)	**Location on Site** (or reference SWPPP site map where this is shown)

5.2 Spill Prevention and Response

Storage of Hazardous or Toxic Materials - Toxic or hazardous materials must be stored in a controlled area using best management practices to minimize potential for soil or storm water contamination. All materials shall be stored in an area that is not accessible to the public such as locked boxes, locked vehicles, inside buildings under construction or in fenced area. No toxic or hazardous materials shall be stored up gradient of any storm drainage structure unless spill containment controls such as sandbags are in place. The contractor shall report any spillage or leak to appropriate agencies and site remediation shall be performed to remove all contamination from the site.

5.3 Fueling and Maintenance of Equipment or Vehicles

Vehicle maintenance and Storage - If maintenance must occur onsite, the contractor will use designated areas located away from drainage courses to prevent the run on of storm water and the runoff of spills. The contractor shall use secondary containment, such as drip pans or drop cloths to catch spills or leaks. Onsite vehicles and equipment will be inspected regularly and repaired immediately.

Vehicle and Equipment Fueling - Use off-site fueling station as much as possible. If fueling of vehicles and equipment must occur onsite, use designated areas, located away from drainage course, to prevent the run-on of storm water and the runoff of spills. "Topping off" fuel tanks will be discouraged. The contractor shall use secondary containment. (Double lined tanks are considered secondary containment.)

Subcontractor Equipment - All subcontractors shall be notified regarding the SWPPP and shall be advised as to how it pertains to their activities on the site. Specifically, all vehicles shall be required to utilize the stabilized site entrance and parking and to use the controlled wash down area. All supplies that pose a threat to storm water quality shall be kept in vehicles or inside structures under construction. All waste material is to be disposed of property.

General

5.4 Washing of Equipment and Vehicles

General

Vehicle and Equipment Cleaning - Use off-site commercial washing businesses as much as possible. If washing of vehicles and equipment must occur onsite, use designated bermed wash areas to prevent wash water contact with receiving waters. Area to be clearly marked as "Concrete wash out area". The wash area can be sloped for wash water collection and subsequent infiltration into the ground. The contractor shall use phosphate-free biodegradable soaps. The contractor shall educate employees and subcontractors on pollution prevention measures. Steam cleaning will not be permitted onsite. Use siphon system to pump out water.

5.5 Storage, Handling, and Disposal of Construction Products, Materials, and Wastes

5.5.1 Building Products

No Solid materials, including building materials, shall be discharged into waters of the state, except as authorized by a Section 404 permit. Dispose of all building materials according to all local, state and federal regulations.

5.5.2 Pesticides, Herbicides, Insecticides, Fertilizers, and Landscape Materials

General

- All pesticides, herbicides, insecticides, and landscape materials shall be stored in water tight containers away from all open sewers to prevent discharge to downstream waters. Fertilizers shall not be stored on the site beyond the day they will be used, and shall be kept in water tight containers when they are not actively being applied.

5.5.3 Diesel Fuel, Oil, Hydraulic Fluids, Other Petroleum Products, and Other Chemicals

General

- Use off-site fueling station as much as possible. If fueling of vehicles and equipment must occur onsite, use designated areas, located away from drainage course, to prevent the run-on of storm water and the runoff of spills. "Topping off" fuel tanks will be discouraged. The contractor shall use secondary containment. (Double lined tanks are considered secondary containment.)
- If maintenance must occur onsite, the contractor will use designated areas located away from drainage courses to prevent the run on of storm water and the runoff of spills. The contractor shall use secondary containment, such as drip pans or drop cloths to catch spills or leaks. Onsite vehicles and equipment will be inspected regularly and repaired immediately.
- Any spills or leaks shall be cleaned up immediately upon being discovered.

5.5.4 Hazardous or Toxic Waste

General

- Toxic or hazardous materials must be stored in a controlled area using best management practices to minimize potential for soil or storm water contamination. All materials shall be stored in an area that is not accessible to the public such as locked boxes, locked vehicles, inside buildings under construction or in fenced area. No toxic or hazardous materials shall be stored up gradient of any storm drainage structure unless spill containment controls such as sandbags are in place. The contractor shall report any spillage or leak to appropriate agencies and site remediation shall be performed to remove all contamination from the site.

5.5.5 Construction and Domestic Waste

General

- All construction and domestic waste, including packaging materials, scrap construction materials, masonry products, timber, pipe and electrical cuttings, plastics, Styrofoam, concrete, and other trash or building materials shall be disposed of in a proper receptacle (Dumpster, Trash Can, Etc.) and legally dumped or recycled off site.

5.5.6 Sanitary Waste

General

- The contractor shall provide and maintain temporary bathroom facilities (Portable Toilets) during construction to accommodate all workers. These facilities shall be self-contained with no discharge. Waste removed from these facilities shall be disposed of properly offsite.

Specific Pollution Prevention Practices

Installation

- Install Portable Toilets on the first day of construction.

Maintenance Requirements
- Maintain according to OSHA standards and manufacturer's recommendations.

5.6 Washing of Applicators and Containers used for Paint, Concrete or Other Materials

General
- All concrete, paint and other material washout shall be limited to designated bermed wash areas to prevent wash water contact with receiving waters. Area to be clearly marked as "wash out area". The contractor shall use phosphate-free biodegradable soaps. The contractor shall educate employees and subcontractors on pollution prevention measures. Steam cleaning will not be permitted onsite. Use siphon system to pump out water.

Specific Pollution Prevention Practices

Installation
- As Necessary

Maintenance Requirements
- Clean out or remove and replace washout areas when they are 50% full.

5.7 Fertilizers

General
- Fertilizer shall not be stored onsite before the day it will be used. Store in water tight containers to prevent discharge to the downstream waters. Refer to section 5.5.2 for additional requirements.

5.8 Other Pollution Prevention Practices

Approved State or local Plans

(i) The management practices, controls and other provisions contained in the storm water pollution prevention plan must be at least as protective as the requirements contained in the New York State Standards and Specifications for Erosion and Sediment Control, latest edition. Facilities which discharge storm water associated with construction site activities must include in the storm water pollution prevention plan procedures and requirements specified in applicable sediment and erosion site plans or storm water management plans approved by local officials. Requirements specified in sediment and erosion site plans or site permits or storm water management site plans or site permits approved by local officials that are applicable to protecting surface water resources are, upon submittal of an NOI to be authorized to discharge under this permit, incorporated by reference and are enforceable under this permit. The plans shall include all requirements of this permit and include more stringent standards required by any local approval. This provision does not apply to provisions of master plans, comprehensive plans, non-enforceable guidelines or technical guidance documents that are not identified in a specific plan or permit that is issued to the construction site.

(ii) Dischargers seeking alternative permit requirements are not authorized by this permit and shall submit an individual permit application in accordance with 40 CFR 122.26 at the

address below, along with a description of why requirements in approved local plans of permits should not be applicable as a condition of an NPDES permit.

New York State Department of Environmental Conservation
Division of Environmental Permits
4th Floor
625 Broadway
Albany, NY 12233-1750

SECTION 6: INSPECTION AND CORRECTIVE ACTION

6.1 Inspection Personnel and Procedures

Personnel Responsible for Inspections

Qualified personnel (provided by the contractor) shall inspect disturbed areas of the construction site that have not been finally stabilized, structural control measures, and location where vehicles enter or exit the site. Qualified personnel means a person knowledgeable in the principles and practices of erosion and sediment control measures, such as a licensed Professional Engineer (P.E.) and a Certified Professional in Erosion and Sediment Control (CPESC), a Certified Erosion Sediment and Storm Water Inspector (CESSWI) or other knowledgeable person who possesses the skills to assess conditions at the construction site that should impact storm water quality and to assess the effectiveness of any sediment and erosion control measures selected to control the quality of storm water discharges from the construction activities.

Inspection Schedule

Specific Inspection Frequency

Every seven (7) calendar days, or within 24 hours of the end of any storm of 0.25 inches or equivalent snowfall.

Rain Gauge Location (if applicable)

Rain gauge shall be installed in an area of the site that is exposed to the sky away from all overhangs and trees.

Inspection Report Forms

See Appendix D for a sample Inspection Report Form

6.2 Corrective Action

Personnel Responsible for Corrective Actions

General Contractor is responsible for all Corrective Measures

Corrective Action Forms

Contractor to Provide

6.3 Delegation of Authority

Duly Authorized Representative(s) or Position(s):

Company or Organization Name:
Name:
Position:
Address:
City, State, Zip Code:
Telephone Number:
Fax/Email:

SECTION 7: TRAINING

Table 7-1: Documentation for Completion of Training

Name	Date Training Completed

SECTION 8: CERTIFICATION AND NOTIFICATION

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Name: _____ Title: _____

Signature: _____ Date: _____

[Repeat as needed for multiple construction operators at the site.]

SWPPP APPENDICES

Attach the following documentation to the SWPPP:

Appendix A – Site Maps

Appendix B – Copy of 2022 CGP

Appendix C – NOI and EPA Authorization Email

Appendix D – Inspection Form

Appendix E – Corrective Action Form

Appendix F – SWPPP Amendment Log

Appendix G – Subcontractor Certifications/Agreements

Appendix H – Grading and Stabilization Activities Log

Appendix I – Training Log

Appendix J – Delegation of Authority

Appendix K – Endangered Species Documentation

Appendix L – Historic Preservation Documentation

Appendix A – Site Maps - See Plan Set for Site Maps

Appendix B – Copy of 2022 CGP - Available online at https://www.epa.gov/system/files/documents/2022-01/2022-cgp-final-permit.pdf

Appendix C – Copy of NOI and EPA Authorization email

Appendix D – Copy of Inspection Form

Project Name: _____
NPDES ID Number: _____

Section A – General Information (If necessary, complete additional inspection reports for each separate inspection location.)	
Inspector Information	
Inspector Name:	**Title:**
Company Name:	**Email:**
Address:	**Phone Number:**
Inspection Details	
Inspection Date:	**Inspection Location:**
Inspection Start Time:	**Inspection End Time:**
Current Phase of Construction:	**Weather Conditions During Inspection:**

Did you determine that any portion of your site was unsafe for inspection per CGP Part 4.5? ☐ Yes ☐ No

If "Yes," provide the following information:

Location of unsafe conditions:

The conditions that prevented you inspecting this location:

Indicate the required inspection frequency: (Check all that apply. You may be subject to different inspection frequencies in different areas of the site.)

Standard Frequency (CGP Part 4.2):

☐ At least once every 7 calendar days; **OR**

☐ Once every 14 calendar days *and* within 24 hours of the occurrence of either:

- A storm event that produces 0.25 inches or more of rain within a 24-hour period, or
- A snowmelt discharge from a storm event that produces 3.25 inches or more of snow within a 24-hour period

Increased Frequency (CGP Part 4.3.1) (If site discharges to sediment or nutrient-impaired waters or to waters designated as Tier 2, Tier 2.5, or Tier 3):

☐ Once every 7 calendar days *and* within 24 hours of the occurrence of either:

- A storm event that produces 0.25 inches or more of rain within a 24-hour period, or
- A snowmelt discharge from a storm event that produces 3.25 inches or more of snow within a 24-hour period

Reduced Frequency (CGP Part 4.4):

- ☐ For stabilized areas: Twice during first month, no more than 14 calendar days apart; then once per month after first month until permit coverage is terminated
- ☐ For stabilized areas on "linear construction sites": Twice during first month, no more than 14 calendar days apart; then once more within 24 hours of the occurrence of either:
  - A storm event that produces 0.25 inches or more of rain within a 24-hour period, or
  - A snowmelt discharge from a storm event that produces 3.25 inches or more of snow within a 24-hour period
- ☐ For arid, semi-arid, or drought-stricken areas during seasonally dry periods or during drought: Once per month and within 24 hours of the occurrence of either:
  - A storm event that produces 0.25 inches or more of rain within a 24-hour period, or
  - A snowmelt discharge from a storm event that produces 3.25 inches or more of snow within a 24-hour period
- ☐ For frozen conditions where construction activities are being conducted: Once per month

Was this inspection triggered by a storm event producing 0.25 inches or more of rain within a 24-hour period? ☐ Yes ☐ No

If "Yes," how did you determine whether the storm produced 0.25 inches or more of rain?

- ☐ On-site rain gauge
- ☐ Weather station representative of site.
  Weather station location:

Total rainfall amount that triggered the inspection (inches):

Was this inspection triggered by a snowmelt discharge from a storm event producing 3.25 inches or more of snow within a 24-hour period? ☐ Yes ☐ No

If "Yes," how did you determine whether the storm produced 3.25 inches or more of snow?

- ☐ On-site rain gauge
- ☐ Weather station representative of site.
  Weather station location:

Total snowfall amount that triggered the inspection (inches):

Section B – Condition and Effectiveness of Erosion and Sediment (E&S) Controls (CGP Part 2.2) (Insert additional rows if needed)					
Type and Location of E&S Control	**Conditions Requiring Routine Maintenance?[1]**	**If "Yes," How Many Times (Including This Occurrence) Has This Condition Been Identified?**	**Conditions Requiring Corrective Action?[2, 3]**	**Date on Which Condition First Observed (If Applicable)?**	**Description of Conditions Observed**
1.	☐ Yes ☐ No		☐ Yes ☐ No		
2.	☐ Yes ☐ No		☐ Yes ☐ No		
3.	☐ Yes ☐ No		☐ Yes ☐ No		
4.	☐ Yes ☐ No		☐ Yes ☐ No		
5.	☐ Yes ☐ No		☐ Yes ☐ No		
If the same routine maintenance was found to be necessary three or more times for the same control at the same location (including this occurrence), follow the corrective action requirements and record the required information in your corrective action log, or describe here why you believe the specific condition should still be addressed as routine maintenance:					

[1] Routine maintenance includes minor repairs or other upkeep performed to ensure that the site's stormwater controls remain in effective operating condition, not including significant repairs or the need to install a new or replacement control. Routine maintenance is also required for specific conditions: (1) for perimeter controls, whenever sediment has accumulated to half or more the above-ground height of the control (CGP Part 2.2.3.c.i); (2) where sediment has been tracked-out from the site onto paved roads, sidewalks, or other paved areas (CGP Part 2.2.4.d); (3) for inlet protection measures, when sediment accumulates, the filter becomes clogged, and/or performance is compromised (CGP Part 2.2.10.b); and (4) for sediment basins, as necessary to maintain at least half of the design capacity of the basin (CGP Part 2.2.12.f)

[2] Corrective actions are triggered only for specific conditions (CGP Part 5.1):

1. A stormwater control needs a significant repair or a new or replacement control is needed, or, in accordance with Part 2.1.4.c, you find it necessary to repeatedly (i.e., three (3) or more times) conduct the same routine maintenance fix to the same control at the same location (unless you document in your inspection report under Part 4.7.1.c that the specific reoccurrence of this same problem should still be addressed as a routine maintenance fix under 2.1.4); or
2. A stormwater control necessary to comply with the requirements of this permit was never installed, or was installed incorrectly; or
3. Your discharges are not meeting applicable water quality standards; or
4. A prohibited discharge has occurred (see CGP Part 1.3); or
5. During the discharge from site dewatering activities:
   a. The weekly average of your turbidity monitoring results exceeds the 50 NTU benchmark (or alternate benchmark if approved by EPA pursuant to Part 3.3.2.b); or
   b. You observe or you are informed by EPA, State, or local authorities of the presence of the conditions specified in Part 4.6.3.e.

[3] If a condition on your site requires a corrective action, you must also fill out a corrective action log found at https://www.epa.gov/npdes/construction-general-permit-resources-tools-and-templates. See CGP Part 5.4 for more information.

Project Name: _____
NPDES ID Number: _____

Section C – Condition and Effectiveness of Pollution Prevention (P2) Practices and Controls (CGP Part 2.3) (Insert additional rows if needed)					
Type and Location of P2 Practices and Controls	**Conditions Requiring Routine Maintenance?[1]**	**If "Yes," How Many Times (Including This Occurrence) Has This Condition Been Identified?**	**Conditions Requiring Corrective Action?[2, 3]**	**Date on Which Condition First Observed (If Applicable)?**	**Description of Conditions Observed**
1.	☐ Yes ☐ No		☐ Yes ☐ No		
2.	☐ Yes ☐ No		☐ Yes ☐ No		
3.	☐ Yes ☐ No		☐ Yes ☐ No		
4.	☐ Yes ☐ No		☐ Yes ☐ No		
5.	☐ Yes ☐ No		☐ Yes ☐ No		
If the same routine maintenance was found to be necessary three or more times for the same control at the same location (including this occurrence), follow the corrective action requirements and record the required information in your corrective action log, or describe here why you believe the specific condition should still be addressed as routine maintenance:					

Project Name: _____
NPDES ID Number: _____

Section D – Stabilization of Exposed Soil (CGP Part 2.2.14) (Insert additional rows if needed)					
Specific Location That Has Been or Will Be Stabilized	**Stabilization Method and Applicable Deadline**	**Stabilization Initiated?**	**Final Stabilization Criteria Met?**	**Final Stabilization Photos Taken?**	**Notes**
1.		☐ Yes ☐ No If "Yes," date initiated:	☐ Yes ☐ No If "Yes," date criteria met:	☐ Yes ☐ No	
2.		☐ Yes ☐ No If "Yes," date initiated:	☐ Yes ☐ No If "Yes," date criteria met:	☐ Yes ☐ No	
3.		☐ Yes ☐ No If "Yes," date initiated:	☐ Yes ☐ No If "Yes," date criteria met:	☐ Yes ☐ No	
4.		☐ Yes ☐ No If "Yes," date initiated:	☐ Yes ☐ No If "Yes," date criteria met:	☐ Yes ☐ No	
5.		☐ Yes ☐ No If "Yes," date initiated:	☐ Yes ☐ No If "Yes," date criteria met:	☐ Yes ☐ No	

Section E – Description of Discharges (CGP Part 4.6.2) (Insert additional rows if needed)	
Was a discharge (not including dewatering) occurring from any part of your site at the time of the inspection?[4] ☐ Yes ☐ No **If "Yes," for each point of discharge, document the following:** • The visual quality of the discharge. • The characteristics of the discharge, including color; odor; floating, settled, or suspended solids; foam; oil sheen; and other indicators of stormwater pollutants. • Signs of the above pollutant characteristics that are visible from your site and attributable to your discharge in receiving waters or in other constructed or natural site drainage features.	
Discharge Location	**Observations**
1.	
2.	
3.	
4.	
5.	

[4] If a dewatering discharge was occurring, you must conduct a dewatering inspection pursuant to CGP Part 4.3.2 and complete a separate dewatering inspection report.

Section F – Signature and Certification (CGP Part 4.7.2)	
"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information contained therein. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information contained is, to the best of my knowledge and belief, true, accurate, and complete. I have no personal knowledge that the information submitted is other than true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."	
MANDATORY: Signature of Operator or "Duly Authorized Representative:"	
Signature:	**Date:**
Printed Name:	**Affiliation:**
OPTIONAL: Signature of Contractor or Subcontractor	
Signature:	**Date:**
Printed Name:	**Affiliation:**

General Tips for Using This Template

This Site Inspection Report Template is provided to assist you in preparing site inspection reports for EPA's 2022 Construction General Permit (CGP). If you are covered under the 2022 CGP, you can use this template to create a site inspection report form that is customized to the specific circumstances of your site and that complies with the minimum reporting requirements of Part 4.7 of the permit. Note that the use of this form is optional; you may use your own site inspection report form provided it includes the minimum information required in Part 4.7 of the CGP.

This template does not address the CGP's inspection reporting requirements related to dewatering activities. A separate inspection template has been developed specifically for dewatering activities and is available at https://www.epa.gov/npdes/construction-general-permit-resources-tools-and-templates.

Keep in mind that this document is a template and not an "off-the-shelf" inspection report that is ready to use without some modification. You must first customize this form to include the specifics of your project in order for it to be useable for your inspection reports. Once you have entered all of your site-specific information into the blank fields, you may use this form to complete inspection reports.

The following tips for using this template will help you ensure that the minimum permit requirements are met:

- **Review the inspection requirements.** Before you start developing your inspection report form, read the CGP's Part 4 inspection requirements. This will ensure that you have a working understanding of the permit's underlying inspection requirements.
- **Complete all required blank fields.** Fill out all blank fields. Only by filling out all fields will the template be compliant with the requirements of the permit. (Note: Where you do not need the number of rows provided in the template form for your inspection, you may delete these or cross them off as you see fit. Or, if you need more space to document your findings, you may insert additional rows in the electronic version of this form or use the bottom of the page in the field version of this form.)
- **Use your site map to document inspection findings.** In several places in the template, you are directed to specify the location of certain features of your site, including where stormwater controls are installed and where you will be stabilizing exposed soil. You are also asked to fill in location information for unsafe conditions and the locations of any discharges occurring during your inspections. Where you are asked for location information, EPA encourages you to reference the point on your SWPPP site map that corresponds to the requested location on the inspection form. Using the site map as a tool in this way will help you conduct efficient inspections, will assist you in evaluating problems found, and will ensure proper documentation.
- **Complete the inspection report within 24 hours of completing a site inspection.** You must complete an inspection report in accordance with Part 4.7.1 of the CGP.
- **Include the inspection form with your SWPPP.** Once your form is complete, make sure to include a copy of the inspection form in your SWPPP in accordance with Part 7.2.7.e of the CGP.
- **Retain copies of all inspection reports with your records.** You must also retain in your records copies of all inspection reports in accordance with the requirements in Part 4.7.3 of the CGP. These reports must be retained for at least 3 years from the date your permit coverage expires or is terminated in accordance with the requirements in Part 4.7.4 of the CGP.

Instructions for Section A

Inspector Name

Enter the name of the person that conducted the inspection. Include the person's contact information (title, affiliated company name, address, email, and phone number).

Inspection Date and Time

Enter the date you performed the inspection and the time you started and ended the inspection.

Weather Conditions During Inspection

Enter the weather conditions occurring during the inspection, e.g., sunny, overcast, light rain, heavy rain, snowing, icy, windy.

Current Phase of Construction
If this project is being completed in more than one phase, indicate which phase it is currently in.

Inspection Location
If your project has multiple locations where you conduct separate inspections, specify the location where this inspection is being conducted. If only one inspection is conducted for your entire project, enter "Entire Site." If necessary, complete additional inspection report forms for each separate inspection location.

Unsafe Conditions for Inspection (CGP Part 4.5.7)
Inspections are not required where a portion of the site or the entire site is subject to unsafe conditions. These conditions should not regularly occur and should not be consistently present on a site. Generally, unsafe conditions are those that render the site (or a portion of it) inaccessible or that would pose a significant probability of injury to applicable personnel. Examples could include severe storm or flood conditions, high winds, and downed electrical wires.

If your site, or a portion of it, is affected by unsafe conditions during the time of your inspection, provide a description of the conditions that prevented you from conducting the inspection and what parts of the site were affected. If the entire site was considered unsafe, specify the location as "Entire Site."

Inspection Frequency
Check all the inspection frequencies that apply to your project. Note that you may be subject to different inspection frequencies in different areas of your site.

Inspection Triggered by a Storm Event
If you were required to conduct this inspection because of a storm event that produced 0.25 inches or more of rain within a 24-hour period, indicate whether you relied on an on-site rain gauge or a nearby weather station (and where the weather station is located). Also, specify the total amount of rainfall for this specific storm event.

If you were required to conduct this inspection because of a snowmelt discharge from a storm event that produced 3.25 inches or more of snow within a 24-hour period, then indicate whether you relied on an on-site measurement or a nearby weather station (and where the weather station is located). Also, specify the total amount of snowfall for this specific storm event.

Instructions for Section B

Type and Location of Erosion and Sediment (E&S) Controls
Provide a list of all erosion and sediment (E&S) controls that your SWPPP indicates will be installed and implemented at your site. This list must include at a minimum all E&S controls required by CGP Part 2.2. Include also any natural buffers established under CGP Part 2.2.1. Buffer requirements apply if your project's earth-disturbing activities will occur within 50 feet of a discharge to receiving water. You may group your E&S controls on your form if you have several of the same type of controls (e.g., you may group "Inlet Protection Measures," "Perimeter Controls," and "Stockpile Controls" together on one line), but if there are any problems with a specific control, you must separately identify the location of the control, whether routine maintenance or corrective action is necessary, and in the notes section you must describe the specifics about the problem you observed.

Conditions Requiring Routine Maintenance?
Answer "Yes" if the E&S control requires routine maintenance as defined in footnote 1 of this template. Note that in many cases, "Yes" answers are expected and indicate a project with an active operation and maintenance program. You should also answer "Yes" if work to fix the problem is still ongoing from the previous inspection, though necessary work must be initiated immediately and completed by the end of the next business day or within seven calendar days if documented in accordance with CGP Part 2.1.4.b.

If "Yes," How Many Times (Including this Occurrence) Has this Condition Been Identified?
Indicate how many times the routine maintenance has been required for the same control at the same location.

Conditions Requiring Corrective Action?
Answer "Yes" if you found any of the conditions listed in footnote 2 in this template to be present during your inspection (CGP Part 5.1). If you answer "Yes," you must take corrective action and complete a corrective action log, found at https://www.epa.gov/npdes/construction-general-permit-resources-tools-and-templates. You should also answer "Yes" if work to fix the problem from a previous inspection is still ongoing, though the operator must comply with the corrective action deadlines in CGP Part 5.2.

Date on Which Condition First Observed (If Applicable)?
Provide the date on which the condition that triggered the need for routine maintenance or corrective action was first identified. If the condition was just discovered during this inspection, enter the inspection date. If the condition is a carryover from a previous inspection, enter the original date of the condition's discovery.

Description of Conditions Observed
For each E&S control and the area immediately surrounding it, describe whether the control is properly installed and whether it appears to be working to minimize sediment discharge. Indicate also whether a new or modified control is necessary to comply with the permit. Describe any problem condition(s) you observed such as the following:

1. Failure to install or to properly install a required E&S control
2. Damage or destruction to an E&S control caused by vehicles, equipment, or personnel, a storm event, or other event
3. Mud or sediment deposits found downslope from E&S controls, including in receiving waters, or on nearby streets, curbs, or open conveyance channels
4. Sediment tracked out onto paved areas by vehicles leaving construction site
5. Noticeable erosion or sedimentation at discharge outlets or at adjacent streambanks or channels
6. Erosion of the site's sloped areas (e.g., formation of rills or gullies)
7. E&S control is no longer working due to lack of maintenance
8. Other incidents of noncompliance

Describe also why you think the problem condition(s) occurred as well as actions (e.g., routine maintenance or corrective action) you will take or have taken to fix the problem.

For buffer areas, make note of whether they are marked off as required, whether there are signs of construction disturbance within the buffer, which is prohibited under the CGP, and whether there are visible signs of erosion resulting from discharges through the area.

If routine maintenance or corrective action is required, briefly note the reason. If routine maintenance or corrective action has been completed, make a note of the date it was completed and what was done. *If corrective action is required, note that you will need to complete a separate corrective action log describing the condition and your work to fix the problem*.

Routine Maintenance Need Has Been Found to be Necessary Three (3) or More Times for the Same Control at the Same Location (Including this Occurrence)
If routine maintenance has been required three (3) or more times for the same control at the same location, the permit requires (CGP Part 2.1.4.c) you to fix the problem using the corrective action procedures in CGP Part 5 or to document why you believe the reoccurring problem can be addressed as a routine maintenance fix. If you believe the problem can continue to be fixed as routine maintenance, describe why you believe the specific condition should still be addressed as routine maintenance.

Instructions for Section C

Type and Location of Pollution Prevention (P2) Practices and Controls
Provide a list of all pollution prevention (P2) practices and controls that are implemented at your site. This list must include all P2 practices and controls required by CGP Part 2.3 and those that are described in your SWPPP.

Conditions Requiring Routine Maintenance?
Answer "Yes" if the P2 practice or control requires routine maintenance as defined in footnote 1of this template. Note that in many cases, "Yes" answers are expected and indicate a project with an active operation and maintenance program. You should also answer "Yes" if work to fix the problem is still ongoing

from the previous inspection, though necessary work must be initiated immediately and completed by the end of the next business day or within seven calendar days if documented in accordance with CGP Part 2.1.4.b.

If "Yes," How Many Times (Including this Occurrence) Has this Condition Been Identified?
Indicate how many times the routine maintenance has been required for the same practice or control at the same location.

Conditions Requiring Corrective Action?
Answer "Yes" if you found any of the conditions listed in footnote 2 in this template to be present during your inspection (CGP Part 5.1). If you answer "Yes," you must take corrective action and complete a corrective action log, found at https://www.epa.gov/npdes/construction-general-permit-resources-tools-and-templates. You should also answer "Yes" if work to fix the problem from a previous inspection is still ongoing, though the operator must comply with the corrective action deadlines in CGP Part 5.2.

Date on Which Condition First Observed (If Applicable)?
Provide the date on which the condition that triggered the need for maintenance or corrective action was first identified. If the condition was just discovered during this inspection, enter the inspection date. If the condition is a carryover from a previous inspection, enter the original date of the condition's discovery.

Description of Conditions Observed
For each P2 control and the area immediately surrounding it, describe whether the control is properly installed, and whether it appears to be working to minimize or eliminate pollutant discharges. Indicate also whether a new or modified control is necessary to comply with the permit. Describe any problem condition(s) you observed such as the following:

1. Failure to install or to properly install a required P2 control
2. Damage or destruction to a P2 control caused by vehicles, equipment, or personnel, or a storm event
3. Evidence of a spill, leak, or other type of pollutant discharge, or failure to have properly cleaned up a previous spill, leak, or other type of pollutant discharge
4. Spill response supplies are absent, insufficient, or not where they are supposed to be located
5. Improper storage, handling, or disposal of chemicals, building materials or products, fuels, or wastes
6. P2 control is no longer working due to lack of maintenance
7. Other incidents of noncompliance

Describe also why you think the problem condition(s) occurred as well as actions (e.g., routine maintenance or corrective action) you will take or have taken to fix the problem.

If routine maintenance or corrective action is required, briefly note the reason. If routine maintenance or corrective action has been completed, make a note of the date it was completed and what was done. *If corrective action is required, note that you will need to complete a separate corrective action log describing the condition and your work to fix the problem*.

Routine Maintenance Need Was Found to be Necessary Three (3) or More Times for the Same Control at the Same Location (Including this Occurrence)
If routine maintenance has been required three (3) or more times for the same control at the same location, the permit requires (CGP Part 2.1.4.c) you to fix the problem using the corrective action procedures in CGP Part 5 or to document why you believe the reoccurring problem can be addressed as a routine maintenance fix. If you believe the problem can continue to be fixed as routine maintenance, describe why you believe the specific condition should still be addressed as routine maintenance.

Instructions for Section D

Specific Location That Has Been or Will Be Stabilized
List all areas where soil stabilization is required to begin because construction work in that area has permanently stopped or temporarily stopped (i.e., work will stop for 14 or more days), and all areas where stabilization has been implemented (CGP Part 2.2.14).

Stabilization Method and Applicable Deadline
For each area, specify the method of stabilization (e.g., hydroseed, sod, planted vegetation, erosion control blanket, mulch, rock).

Specify also which of the following stabilization deadlines apply to this location:

1. 5 acres or less of land disturbance occurring at any one time at site: Complete no later than 14 calendar days after stabilization initiated.
2. More than 5 acres of land disturbance occurring at any one time at site: Complete no later than 7 calendar days after stabilization initiated.
3. Arid, semi-arid, and drought-stricken areas: See CGP Part 2.2.14.b.i.
4. Unforeseen circumstances: See CGP Part 2.2.14.b.ii.
5. Discharges to a sediment- or nutrient-impaired water or to a water identified as Tier 2, 2.5, or 3 for antidegradation purposes: Complete no later than 7 days after stabilization initiated.

Stabilization Initiated?
For each area, indicate whether stabilization has been initiated. If "Yes," then enter the date stabilization was initiated.

Final Stabilization Criteria Met?
For each area, indicate whether the final stabilization criteria in CGP Part 2.2.14.c have been met. If "Yes," then enter the date final stabilization criteria were met.

Final Stabilization Photos Taken?
Answer "Yes" if you have taken photos before and after meeting the stabilization criteria as required in CGP Part 8.2.1.a.

Notes
For each area where stabilization has been initiated, describe the progress that has been made and what additional actions are necessary to complete stabilization. Note the effectiveness of stabilization in preventing erosion. If stabilization has been initiated but not completed, make a note of the date it is to be completed. If stabilization has been completed, make a note of the date it was completed. If stabilization has not yet been initiated, make a note of the date it is to be initiated and the date it is to be completed.

Instructions for Section E

You are only required to complete this section if a discharge is occurring at the time of the inspection (CGP Part 4.6.2).

Was a discharge (not including dewatering) occurring from any part of your site at the time of the inspection?
During your inspection, examine all points of discharge from your site, and determine whether a discharge is occurring. If a dewatering discharge was occurring, you must conduct a dewatering inspection pursuant to CGP Part 4.3.2. If there is a discharge, answer "Yes" and complete the questions below regarding the specific discharge. If there is not a discharge, answer "No" and skip to the next page.

Discharge Location (Repeat as necessary if there are multiple points of discharge.)
Specify the location on your site where the discharge is occurring. The location may be an outlet from a stormwater control or constructed stormwater channel, a discharge into a storm sewer inlet, or a specific point on the site. Be as specific as possible; it is recommended that you refer to a precise point on your site map.

Observations
Document the visual quality of the discharge and take note of the characteristics of the stormwater discharge, including color; odor; floating, settled, or suspended solids; foam; oily sheen; and other indicators of stormwater pollutants. Also, document signs of these same pollutant characteristics that are visible from your site and attributable to your discharge in receiving waters or in other constructed or natural site drainage features.

Instructions for Section F

Each inspection report must be signed and certified to be considered complete (CGP Part 4.7.2).

Operator or "Duly Authorized Representative" – MANDATORY (CGP Appendix G Part G.11.2 and CGP Appendix H Section X)

At a minimum, the site inspection report must be signed by either (1) the person who signed the NOI, or (2) a duly authorized representative of that person. The following requirements apply:

If the signatory will be the person who signed the NOI for permit coverage, as a reminder, that person must be one of the following types of individuals:

- *For a corporation*: By a responsible corporate officer. For the purpose of this subsection, a responsible corporate officer means: (i) a president, secretary, treasurer, or vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy- or decision-making functions for the corporation, or (ii) the manager of one or more manufacturing, production, or operating facilities, provided, the manager is authorized to make management decisions which govern the operation of the regulated facility including having the explicit or implicit duty of making major capital investment recommendations, and initiating and directing other comprehensive measures to assure long term environmental compliance with environmental laws and regulations; the manager can ensure that the necessary systems are established or actions taken to gather complete and accurate information for permit application requirements; and where authority to sign documents has been assigned or delegated to the manager in accordance with corporate procedures.
- *For a partnership or sole proprietorship*: By a general partner or the proprietor, respectively.
- *For a municipality, State, Federal, or other public agency*: By either a principal executive officer or ranking elected official. For purposes of this subsection, a principal executive officer of a Federal agency includes (i) the chief executive officer of the agency, or (ii) a senior executive officer having responsibility for the overall operations of a principal geographic unit of the agency (e.g., Regional Administrator of EPA).

If the signatory will be a duly authorized representative, the following requirements must be met:

- The authorization is made in writing by the person who signed the NOI (see above);
- The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity such as the position of plant manager, operator of a well or a well field, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters for the company. (A duly authorized representative may thus be either a named individual or any individual occupying a named position); and
- The signed and dated written authorization is included in the SWPPP. A copy must be submitted to EPA, if requested.

Sign, date and print your name and affiliation.

Contractor or Subcontractor - OPTIONAL

Where you rely on a contractor or subcontractor to complete the site inspection report, you should consider requiring the individual(s) to sign and certify each report. Note that this does not relieve you, the permitted operator, of the requirement to sign and certify the site inspection report as well. If applicable, sign, date, and print your name and affiliation.

Note

While EPA has made every effort to ensure the accuracy of all instructions contained in this template, it is the permit, not this template, that determines the actual obligations of regulated construction stormwater discharges. In the event of a conflict between this template and any corresponding provision of the CGP, you must abide by the requirements in the permit. EPA welcomes comments on this Site Inspection Report Template at any time and will consider those comments in any future revision. You may contact EPA for CGP-related inquiries at cgp@epa.gov

Appendix E –Copy of Corrective Action Form

2022 CGP Corrective Action Log
Project Name: _____
NPDES ID Number: _____

Section A – Individual Completing this Log	
Name:	**Title:**
Company Name:	**Email:**
Address:	**Phone Number:**
Section B – Details of the Problem (CGP Part 5.4.1.a) Complete this section within 24 hours of discovering the condition that triggered corrective action.	
Date problem was first identified:	**Time problem was first identified**:
What site conditions triggered this corrective action? *(Check the box that applies. See instructions for a description of each triggering condition (1 thru 6).)* ☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5a ☐ 5b ☐ 6	
Specific location where problem identified:	
Provide a description of the specific condition that triggered the need for corrective action and the cause (if identifiable):	
Section C – Corrective Action Completion (CGP Part 5.4.1.b) Complete this section within 24 hours after completing the corrective action.	
For site condition # 1, 2, 3, 4, or 6 (those not related to a dewatering discharge) confirm that you met the following deadlines (CGP Part 5.2.1):	
☐ Immediately took all reasonable steps to address the condition, including cleaning up any contaminated surfaces so the material will not discharge in subsequent storm events. **AND**	
☐ Completed corrective action by the close of the next business day, unless a new or replacement control, or significant repair, was required. **OR**	
☐ Completed corrective action within seven (7) calendar days from the time of discovery because a new or replacement control, or significant repair, was necessary to complete the installation of the new or modified control or complete the repair. **OR**	
☐ It was infeasible to complete the installation or repair within 7 calendar days from the time of discovery. Provide the following additional information: Explain why 7 calendar days was infeasible to complete the installation or repair:	

Provide your schedule for installing the stormwater control and making it operational as soon as feasible after the 7 calendar days:

For site condition # 5a, 5b, or 6 (those related to a dewatering discharge), confirm that you met the following deadlines:

- ☐ Immediately took all reasonable steps to minimize or prevent the discharge of pollutants until a solution could be implemented, including shutting off the dewatering discharge as soon as possible depending on the severity of the condition taking safety considerations into account.
- ☐ Determined whether the dewatering controls were operating effectively and whether they were causing the conditions.
- ☐ Made any necessary adjustments, repairs, or replacements to the dewatering controls to lower the turbidity levels below the benchmark or remove the visible plume or sheen.

Describe any modification(s) made as part of corrective action: (Insert additional rows below if applicable)	**Date of completion:**	**SWPPP update necessary?**	**If yes, date SWPPP was updated:**
1.		☐ Yes ☐ No	
2.		☐ Yes ☐ No	

Section D - Signature and Certification (CGP Part 5.4.2)

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information contained therein. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information contained is, to the best of my knowledge and belief, true, accurate, and complete. I have no personal knowledge that the information submitted is other than true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

MANDATORY: Signature of Operator or "Duly Authorized Representative:"	
Signature:	**Date:**
Printed Name:	**Affiliation:**
OPTIONAL: Signature of Contractor or Subcontractor	
Signature:	**Date:**
Printed Name:	**Affiliation:**

General Instructions

This Corrective Action Log Template is provided to assist you creating a corrective action log that complies with the minimum reporting requirements of Part 5.4 of the EPA's Construction General Permit (CGP). For each triggering condition on your site, you will need to fill out a separate corrective action log.

The entire form must be completed to be compliant with the requirements of the permit. (Note: In Section C, if you do not need the number of rows provided in the corrective action log, you may delete these or cross them off. Alternatively, if you need more space to describe any modifications, you may insert additional rows in the electronic version of this form or use the bottom of the page in the field version of this form.)

If you are covered under a State CGP, this template may be helpful in developing a log that can be used for that permit; however, you will likely need to modify this form to meet the specific requirements of any State-issued permit. If your permitting authority requires you to use a specific corrective action log, you should not use this template.

Instructions for Section A

Individual completing this form Enter the name of the person completing this log. Include the person's contact information (title, affiliated company name, address, email, and phone number).

Instructions for Section B

You must complete Section B within 24 hours of discovering the condition that triggered corrective action. (CGP Part 5.4)

When was the problem first discovered?
Specify the date and time when the triggering condition was first discovered.

What site conditions triggered this corrective action? (CGP Parts 5.1 and 5.3)
Check the box corresponding to the numbered triggering condition below that applies to your site.

1. A stormwater control needs a significant repair or a new or replacement control is needed, or, in accordance with Part Error! Reference source not found., you find it necessary to repeatedly (i.e., 3 or more times) conduct the same routine maintenance fix to the same control at the same location (unless you document in your inspection report under Part Error! Reference source not found. that the specific reoccurrence of this same problem should still be addressed as a routine maintenance fix under Part Error! Reference source not found.);
2. A stormwater control necessary to comply with the requirements of this permit was never installed, or was installed incorrectly;
3. Your discharges are not meeting applicable water quality standards;
4. A prohibited discharge has occurred (see Part 1.3);
5. During discharge from site dewatering activities:
   a. The weekly average of your turbidity monitoring results exceeds the 50 NTU benchmark (or alternate benchmark if approved by EPA pursuant to Part **Error! Reference source not found.**); or
   b. You observe or you are informed by EPA, State, or local authorities of the presence of any of the following at the point of discharge to a receiving water flowing through or immediately adjacent to your site and/or to constructed or natural site drainage features or storm drain inlets:
      - sediment plume
      - suspended solids
      - unusual color
      - presence of odor
      - decreased clarity
      - presence of foam
      - visible sheen on the water surface or visible oily deposits on the bottom or shoreline of the receiving water
6. EPA requires corrective action as a result of permit violations found during an inspection carried out under Part 4.8.

Provide a description of the problem (CGP Part 5.4.1.a)
Provide a summary description of the condition you found that triggered corrective action, the cause of the problem (if identifiable), and the specific location where it was found. Be as specific as possible about the location; it is recommended that you refer to a precise point on your site map.

Instructions for Section C

You must complete Section C within 24 hours after completing the correction action. (CGP Part 5.4)

Deadlines for completing corrective action for condition # 1, 2, 3, 4, or 6 (if not relating to a dewatering discharge) (CGP Part 5.2.1)
Check the box to confirm that you met the deadlines that apply to each triggering condition. You are always required to check the first box (i.e., Immediately took all reasonable steps to address the condition, including cleaning up any contaminated surfaces so the material will not discharge in subsequent storm events.). Only one of the next three boxes should be checked depending on the situation that applies to this corrective action.

Check the second box if the corrective action for this particular triggering condition does not require a new or replacement control, or a significant repair. These actions must be completed by the close of the next business day from the time of discovery of the condition.

Check the third box if the corrective action for this particular triggering condition requires a new or replacement control, or a significant repair. These actions must be completed by no later than seven calendar days from the time of discover of the condition.

Check the fourth box if the corrective action for this particular triggering condition requires a new or replacement control, or a significant repair, and if it is infeasible to complete the work within seven calendar days. Additionally, you will need to fill out the table below the checkbox that requires:

1. An explanation as to why it was infeasible to complete the installation or repair within seven calendar days of discovering the condition.
2. Provide the schedule you will adhere to for installing the stormwater control and making it operational as soon as feasible after the seventh day following discovery.

Note: Per Part 5.2.1.c, where these actions result in changes to any of the stormwater controls or procedures documented in your SWPPP, you must modify your SWPPP accordingly within seven calendar days of completing this work.

Deadlines for completing corrective action for condition # 5a, 5b, or 6 related to a dewatering discharge (CGP Part 5.2.2)
These deadlines apply to conditions relating to construction dewatering activities. Check the box to confirm that you met the deadlines that apply to each triggering condition. You are required to check all of the boxes in this section to indicate your compliance with the corrective action deadlines.

List of modification(s) to correct problem
Provide a list of modifications you completed to correct the problem.

Date of completion
Enter the date you completed the modification. The work must be completed by the deadline you indicated above.

SWPPP update necessary?
Check "Yes" or "No" to indicate if a SWPPP update is necessary consistent with Part 7.4.1.a in order to reflect changes implemented at your site. If "Yes," then enter the date you updated your SWPPP. The SWPPP updates must be made within seven calendar days of completing a corrective action. (CGP Part 5.2.1.c)

Instructions for Section D

Each corrective action log entry must be signed and certified following completion of Section D to be considered complete. (CGP Part 5.4.2)

Operator or "Duly Authorized Representative" – MANDATORY (CGP Appendix G Part G.11.2 and CGP Appendix H Section X)

At a minimum, the corrective action log must be signed by either (1) the person who signed the NOI, or (2) a duly authorized representative of that person. The following requirements apply:

If the signatory will be the person who signed the NOI for permit coverage, as a reminder, that person must be one of the following types of individuals:

- *For a corporation*: By a responsible corporate officer. For the purpose of this subsection, a responsible corporate officer means: (i) a president, secretary, treasurer, or vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy- or decision-making functions for the corporation, or (ii) the manager of one or more manufacturing, production, or operating facilities, provided, the manager is authorized to make management decisions which govern the operation of the regulated facility including having the explicit or implicit duty of making major capital investment recommendations, and initiating and directing other comprehensive measures to assure long term environmental compliance with environmental laws and regulations; the manager can ensure that the necessary systems are established or actions taken to gather complete and accurate information for permit application requirements; and where authority to sign documents has been assigned or delegated to the manager in accordance with corporate procedures.
- *For a partnership or sole proprietorship*: By a general partner or the proprietor, respectively.
- *For a municipality, State, Federal, or other public agency*: By either a principal executive officer or ranking elected official. For purposes of this subsection, a principal executive officer of a Federal agency includes (i) the chief executive officer of the agency, or (ii) a senior executive officer having responsibility for the overall operations of a principal geographic unit of the agency (e.g., Regional Administrator of EPA).

If the signatory will be a duly authorized representative, the following requirements must be met:

- The authorization is made in writing by the person who signed the NOI (see above);
- The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity such as the position of plant manager, operator of a well or a well field, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters for the company. (A duly authorized representative may thus be either a named individual or any individual occupying a named position); and
- The signed and dated written authorization is included in the SWPPP. A copy must be submitted to EPA, if requested.

Sign, date and print your name and affiliation.

Contractor or Subcontractor - OPTIONAL
Where you rely on a contractor or subcontractor to complete this log and the associated corrective action, you should consider requiring the individual(s) to sign and certify each log entry. Note that this does not relieve you, the permitted operator, of the requirement to sign and certify the log as well. If applicable, sign, date, and print your name and affiliation.

Recordkeeping

Logs must be retained for at least 3 years from the date your permit coverage expires or is terminated. (CGP Part 5.4.4)

Keep copies of your signed corrective action log entries at the site or at an easily accessible location so that it can be made immediately available at the time of an on-site inspection or upon request by EPA. (CGP Part 5.4.3) Include a copy of the corrective action log in your SWPPP. (CGP Part 7.2.7.e)

Note

While EPA has made every effort to ensure the accuracy of all instructions contained in this template, it is the permit, not this template, that determines the actual obligations of regulated construction stormwater discharges. In the event of a conflict between this template and any corresponding provision of the CGP, you must abide by the requirements in the permit. EPA welcomes comments on this Corrective Action Log Template at any time and will consider those comments in any future revision. You may contact EPA for CGP-related inquiries at cgp@epa.gov

Appendix F - SWPPP Amendment Log

No.	Description of the Amendment	Date of Amendment	Amendment Prepared by [Name(s) and Title]

Appendix G – Subcontractor Certifications/Agreements

SUBCONTRACTOR CERTIFICATION
STORMWATER POLLUTION PREVENTION PLAN

Project Number: _____

Project Title: Crosby's Ellicottville, NY

Operator(s): _____

As a subcontractor, you are required to comply with the Stormwater Pollution Prevention Plan (SWPPP) for any work that you perform on-site. Any person or group who violates any condition of the SWPPP may be subject to substantial penalties or loss of contract. You are encouraged to advise each of your employees working on this project of the requirements of the SWPPP. A copy of the SWPPP is available for your review at the office trailer.

Each subcontractor engaged in activities at the construction site that could impact stormwater must be identified and sign the following certification statement:

I certify under the penalty of law that I have read and understand the terms and conditions of the SWPPP for the above designated project and agree to follow the practices described in the SWPPP.

This certification is hereby signed in reference to the above named project:

Company: _____

Address: _____

Telephone Number: _____

Type of construction service to be provided: _____

_____

_____

Signature: _____

Title: _____

Date: _____

Appendix H – Grading and Stabilization Activities Log

Date Grading Activity Initiated	**Description of Grading Activity**	**Description of Stabilization Measure and Location**	**Date Grading Activity Ceased** (Indicate Temporary or Permanent)	**Date When Stabilization Measures Initiated**

Appendix I – SWPPP Training Log

Stormwater Pollution Prevention Training Log

Project Name:

Project Location:

Instructor's Name(s):

Instructor's Title(s):

Course Location: _____ Date:_____

Course Length (hours): _____

Stormwater Training Topic: *(check as appropriate)*

- ❑ **Sediment and Erosion Controls**
- ❑ **Emergency Procedures**
- ❑ **Stabilization Controls**
- ❑ **Inspections/Corrective Actions**
- ❑ **Pollution Prevention Measures**

Specific Training Objective:_____

_____

Attendee Roster: *(attach additional pages as necessary)*

No.	Name of Attendee	Company
1		
2		
3		
4		
5		
6		
7		
8		

Appendix J – Delegation of Authority Form

Delegation of Authority

I, _____ (name), hereby designate the person or specifically described position below to be a duly authorized representative for the purpose of overseeing compliance with environmental requirements, including the Construction General Permit, at the _____ construction site. The designee is authorized to sign any reports, stormwater pollution prevention plans and all other documents required by the permit.

_____ (name of person or position)
_____ (company)
_____ (address)
_____ (city, state, zip)
_____ (phone)

By signing this authorization, I confirm that I meet the requirements to make such a designation as set forth in Appendix I of EPA's Construction General Permit (CGP), and that the designee above meets the definition of a "duly authorized representative" as set forth in Appendix I.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Name: _____

Company: _____

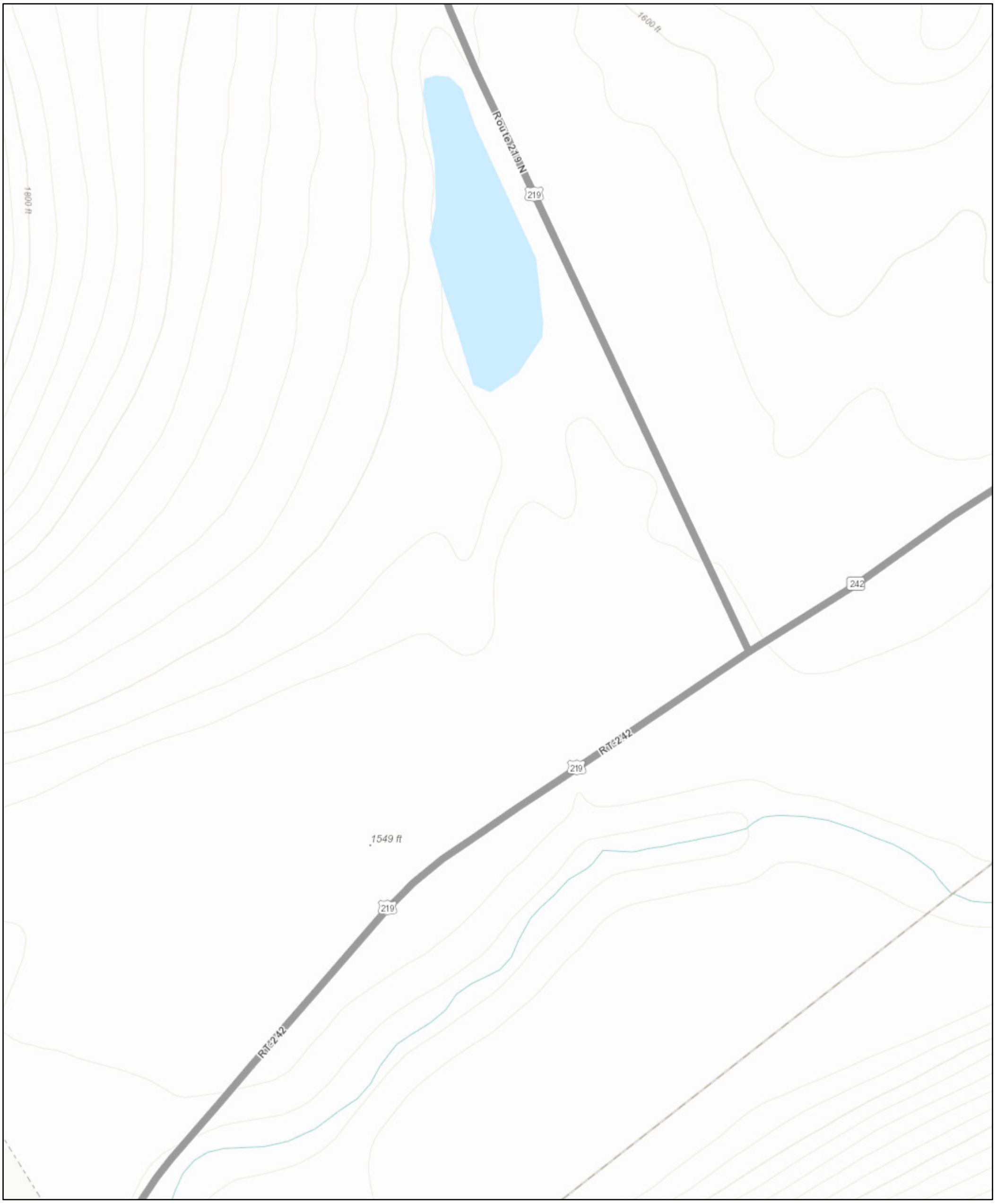
Title: _____

Signature: _____

Date: _____

Appendix K – Endangered Species Documentation

Crosby's Ellicottville



September 8, 2023

1:4,514

0 0.04 0.07 0.15 mi

0 0.05 0.1 0.2 km

Appendix L – Historic Properties Documentation

Jim Glascott

From: New York State Parks CRIS Application <cris.web@parks.ny.gov>
Sent: Monday, September 11, 2023 8:01 AM
To: Jim Glascott
Subject: NY SHPO: Initial Consultation Submission YYH3YOECLOLO Accepted for Project 23PR07640

Initial Submission Accepted

The New York State Historic Preservation Office (SHPO) has accepted the following initial submission and created a new project record.

> **Initial Submission Token:** YYH3YOECLOLO
>
> **New Project Number:** 23PR07640
>
> **Project Type:** Consultation
>
> **Project Name:** Crosby's Ellicottville
>
> **Other Reference Number:** D2300115
>
> **New Submission Number:** 23PR07640.001

If you contact SHPO about this project, please reference the Project Number.

New York State Historic Preservation Office
Peebles Island State Park, P.O. Box 189, Waterford, NY 12188-0189
518-237-8643 | https://parks.ny.gov/shpo
CRIS: https://cris.parks.ny.gov

Who sent this email?

This email is a notification from the New York State Cultural Resource Information System (CRIS). CRIS is an online service administered by the New York State Division for Historic Preservation, also known as the New York State Historic Preservation Office (SHPO), which is a division of New York State Parks, Recreation & Historic Preservation.

This message pertains to a submission for a consultation project. Please see SHPO's Environmental Review web page for more information about the consultation process.

Why did I receive this email?

The submission's contact list included your email address.

What do I need to do?

You do not need to take any action at this time. The initial submission is now under SHPO review as project submission 23PR07640.001.

What will happen next?

SHPO will review the submission. If SHPO sends comments or questions in response to this submission, the project contacts will receive an email notification with a link to SHPO's correspondence.

What else can I do?

Please see the following help topics for more information about managing projects in CRIS:

- How do I check the review status of my project?
- How long does SHPO take to review projects?
- Submit New Information for an Existing Project

Where can I get help?

Please visit the CRIS Online Help System: https://cris.parks.ny.gov/CRISHelp

If you still have questions about CRIS, please contact CRIS Help at CRISHelp@parks.ny.gov.

For any other questions, please call SHPO at 518-237-8643.

10.10.2023

Traffic Impact Study

Crosby's Mart

On behalf of:

Contact:

Hawley Development
Steven Reid
100 W. Genesee St
Lockport, NY 14094

Preparation Date:

Original: 10/10/2023

Traffic Study

CLIENT	Crosby's
STORE #	
LOCATION:	Ellicottville, New York
ADDRESS	
COUNTY	Cattaraugus
CITY, STATE	Ellicottville, NY

PREPARED BY	David Borja
	CESO Inc
ADDRESS	3601 Rigby Rd, Suite 300
CITY, STATE	Miamisburg, OH 45342
PHONE	517.212.4229
DATE	October 10, 2023

Table of Contents

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Figure **Page**

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List of Appendices

1. Executive Summary

1.1. Summary

Recommendations are listed in Section 1.3 – Summary of Recommendations.

This report is submitted on behalf of Crosby's in connection with its application to the New York State Department of Transportation (NYSDOT) for access permit approval. The Traffic Impact Study (TIS) conducted by CESO, Inc. identifies the traffic related impacts, if any, associated with the proposed Crosby's Mart Development; referred to herein as "Crosby's Development."

The Crosby's Development is proposed to be constructed on the northwest corner of SR 219 and SR 242 within Cattaraugus County, NY. The proposed Crosby's Development will consist of a 4,600 square-foot building and 3 stacked passenger car fueling dispensers (6 pumps).

Crosby's retained CESO, Inc. to prepare the Traffic Impact Study for the Crosby's Development and present the details of a safe and efficient access system relating to Crosbys' application for approval of the following:

- Site driveways connecting to SR 219 and SR 242.
- Work within the right-of-way for construction of any necessary improvements.

The Traffic Impact Study focused on evaluating the Existing, 2024 No-Build, and 2024 Build Year Traffic conditions near the site.

1.2. Conclusions

The proposed Crosby's Development is anticipated to generate 1,544 trips per day on a typical weekday (772 inbound and 772 outbound), of which 162 total trips will be generated during the weekday AM peak hour (81 inbound and 81 outbound) and 137 total trips during the weekday PM peak hour (69 inbound and 68 outbound). The generated trips for the proposed Crosby's Development are anticipated to approach and depart the Site following the distribution patterns illustrated on Figures 6.A-6.B.

Highway Capacity Manual/HCS Version 8.2 methodology was used to analyze the current level of service at the key study intersections.

Under the **Existing Traffic Scenario**, all individual movements at the stop-controlled intersections operate at LOS "B" or better in the AM and PM Peak Hours.

Under the **2024 No-Build Traffic Scenario**, all individual movements at the stop-controlled intersections operate at LOS "B" or better in the AM and PM Peak Hours.

Under the **2024 Build Year Traffic Scenario**, all individual movements at the stop-controlled intersections operate at LOS "B" or better in the AM and PM Peak Hours.

CESO conducted turn lane analyses for the study network and concluded the following:

- According to NYSDOT *Highway Design Manual Chapter 5*, a left-turn lane **is warranted** for the EBL movement at the SR 219 & SR 242 intersection under the Existing Traffic Scenario. Left-turn lanes **are not warranted** for the EBL movements at the site driveways along SR 242 under the 2024 Build Year Traffic Scenario. Due to pass-by trips, the Crosby's Development removes traffic volumes from the SR 219 and SR 242 intersection. Although a left-turn lane is warranted at the SR 219 and SR 242 intersection, CESO does not recommend a left-turn lane to be constructed due to the adequate LOS and a reduction of traffic volumes at the intersection. As the left-turn lane is warranted in the Existing Traffic Scenario, CESO does not deem the Crosby's Development responsible for the need of a left-turn lane at the SR 219 and SR 242 intersection.

CESO conducted a queue length analyses for the study network and verified the following:

- There are no queue lengths that exceed the existing storage lengths under the 2024 No-Build and Build Year Traffic Scenarios in the study area.

CESO conducted signal warrant analysis for the study network and verified the following:

- Based on not satisfying Warrants 2 and 3, CESO does not recommend that a signal be installed at the intersection of SR 219 and SR 242 intersection.

1.3. Summary of Recommendations

The following summary of recommendations was generated based upon the findings in the Traffic Impact Study.

2024 No-Build Traffic Scenario (Responsibility – Others):

No additional recommendations.

2024 Build Year Traffic Scenario (Responsibility – The Reid Group):

SR 219 and Site North Driveway
- Construct Site North Driveway along SR 219 with one (1) ingress lane and one (1) egress lane to allow right-in, right-out, left-in, and left-out movements. Control Site North Driveway with one (1) stop sign.

Site East Driveway and SR 242
- Construct Site East Driveway along SR 242 with one (1) ingress lane and one (1) egress lane to allow right-in, right-out, left-in, and left-out movements. Control Site East Driveway with one (1) stop sign.

Site West Driveway and SR 242
- Construct Site West Driveway along SR 242 with one (1) ingress lane and one (1) egress lane to allow right-in, right-out, left-in, and left-out movements. Control Site West Driveway with one (1) stop sign.

2. Introduction

This report is submitted on behalf of Crosbys' in connection with its application to the New York State Department of Transportation (NYSDOT) for access permit approval. The Traffic Impact Study (TIS) conducted by CESO, Inc. identifies the traffic related impacts, if any, associated with the proposed Crosby's Mart Development; referred to herein as "Crosby's Development."

The Crosby's Development is proposed to be constructed on the northwest corner of SR 219 and SR 242 within Cattaraugus County, NY. The proposed Crosby's Development will consist of a 4,600 square-foot building and 3 stacked passenger car fueling dispensers (6 pumps).

Crosby's retained CESO, Inc. to prepare the Traffic Impact Study for the Crosby's Development and present the details of a safe and efficient access system relating to Crosbys' application for approval of the following:

- Site driveways connecting to SR 219 and SR 242.
- Work within the right-of-way for construction of any necessary improvements.

This report presents the methodologies, analyses, and results of the Traffic Impact Study (TIS) for traffic generated by the proposed Crosby's Development. The purpose of the TIS was to identify and mitigate traffic related impacts associated with the Crosby's Development during the weekday AM and PM Peak Hours of the adjacent street traffic, corresponding with the weekday AM and PM Peak Hours of operation for the Crosby's Development. The following intersections were analyzed in the Traffic Impact Study:

- SR 219 & Business Driveways (Stop Sign Controlled).
- SR 219 & SR 242 (Stop Sign Controlled).

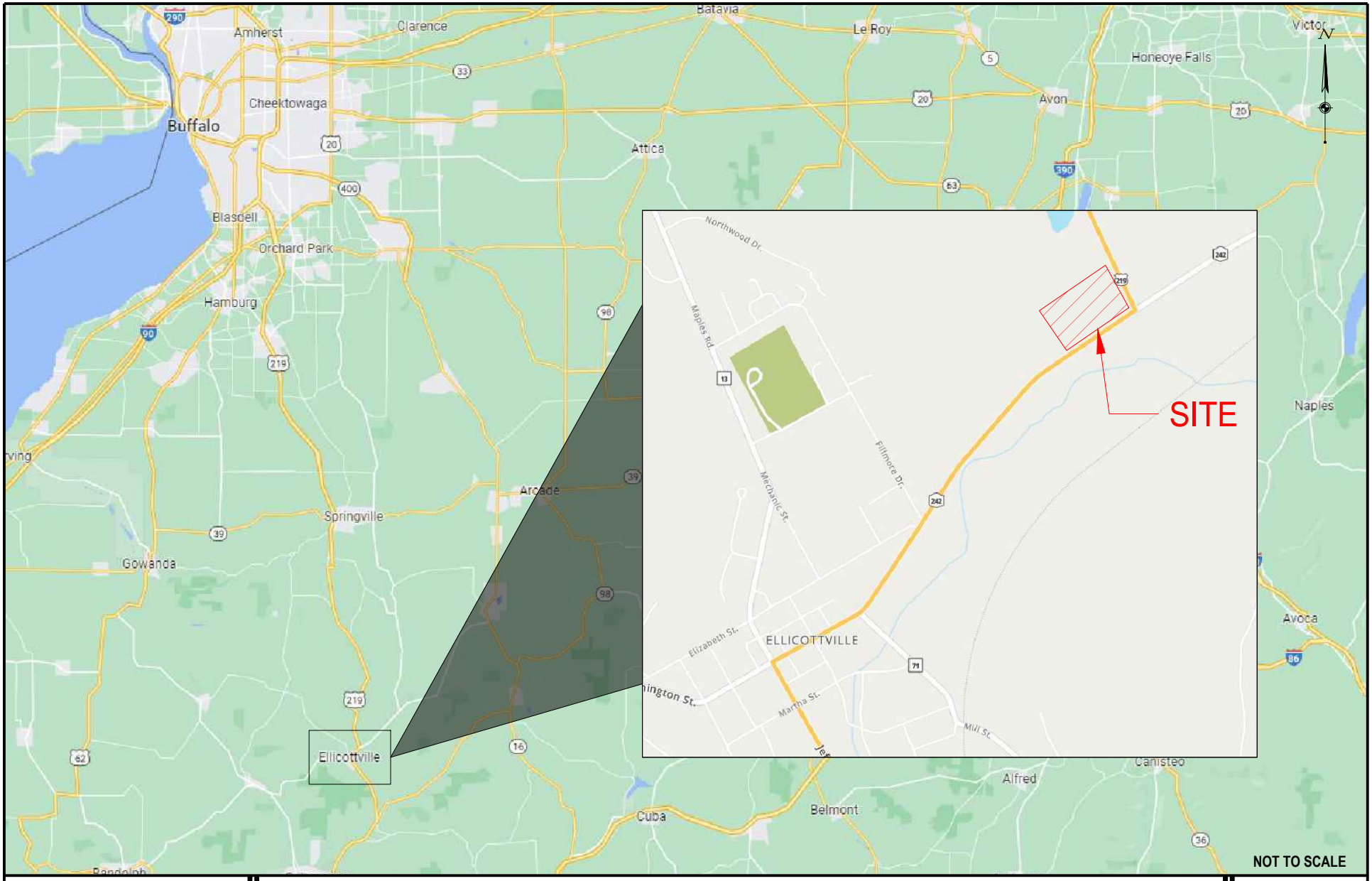
The following traffic scenarios were included in analysis:

Existing Traffic Scenario – Represents traffic conditions during the weekday AM and PM Peak Hours of the adjacent roadway network that would exist during year 2023, without the proposed Crosby's Development.

2024 No-Build Traffic Scenario – Represents traffic conditions during the weekday AM and PM Peak Hours of the adjacent roadway network that would exist during year 2024, without the proposed Crosby's Development.

2024 Build Year Traffic Scenario – Represents traffic conditions during the weekday AM and PM Peak Hours of the adjacent roadway network that would exist during year 2024, with the proposed Crosby's Development fully operational.

Figure 1 illustrates the Site Location with respect to the study area and Figure 2 illustrates the Site Plan for the proposed Crosby's Development.



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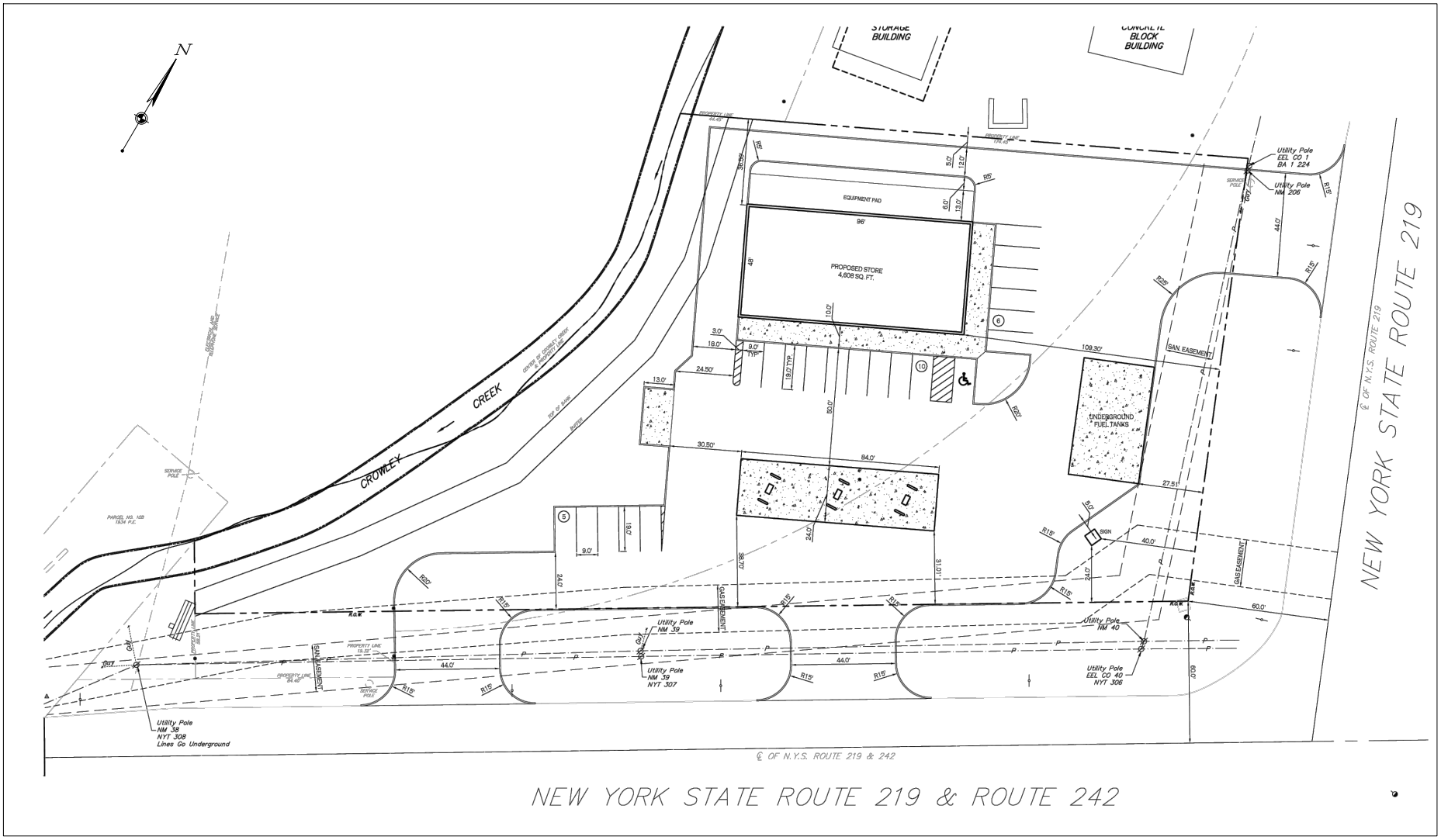
SITE LOCATION

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE 1	
DATE:	10/3/23
JOB NO.:	763232
DESIGNED BY:	DMB
DRAWN BY:	DMB
CHECKED BY:	REM
PAGE:	4



NOT TO SCALE

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WWW.CESOINC.COM

SITE PLAN

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE 2	
DATE:	10/3/23
JOB NO.:	763232
DESIGNED BY:	DMB
DRAWN BY:	DMB
CHECKED BY:	REM
PAGE:	5

2.1. Study Procedure

The following studies and analyses were undertaken:

1. Traffic counts were conducted by The Traffic Group, Inc. on Thursday, September 21st, 2023, between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the following intersections:

    - SR 219 & Business Driveways (Stop Sign Controlled).
    - SR 219 & SR 242 (Stop Sign Controlled).

2. The Existing Weekday Peak Hour Traffic Volumes (Year 2023) (Figure 4) were reviewed and balanced.

3. Capacity analyses of the Existing Weekday Peak Hour Traffic Volumes (Year 2023) (Figure 4) were completed to determine the capacity of the key study intersections during the Weekday AM and PM Peak Hours using HCS 8.2.

4. A growth rate of 2.00 percent (%) was calculated using historical traffic count data from the New York State Department of Transportation (NYSDOT) Traffic Data Viewer website. Traffic data from Station ID 510219 was used for the growth rate calculation. Growth rate documentation can be found in Appendix A.

5. The 2024 No-Build Weekday Peak Hour Traffic Volumes (Figure 5) were calculated by applying a growth rate to the Existing Weekday Peak Hour Traffic Volumes (Year 2023) (Figure 4). A growth rate of 2.00 percent (%) was applied to all volumes within the study area for one (1) year (1.020 growth factor) to reach the 2024 No-Build Weekday Peak Hour Traffic Volumes (Figure 5).

6. Capacity analyses of the 2024 No-Build Weekday Peak Hour Traffic Volumes (Figure 5) were completed to determine the capacity of the key study intersections during the Weekday AM and PM Peak Hours using HCS 8.2.

7. Directional distribution analyses were conducted to determine the potential distribution of patrons for the proposed Crosby's Development traffic (Figures 6.A-6.B).

8. Analyses were conducted to determine the potential traffic volumes generated by the proposed Crosby's Development under the 2024 Build Year Traffic Scenarios utilizing data provided in the Institute of Transportation Engineers' *Trip Generation Manual, 11th Edition* (see Table 4).

9. Addition of the Crosby's Development Generated Traffic Volumes (Figures 7.A-7.B) were added to the 2024 No-Build Weekday Peak Hour Traffic Volumes (Figure 5) to reflect the 2024 Build Year Weekday Peak Hour Traffic Volumes (Figure 8).

10. Capacity analyses of the 2024 Build Year Weekday Peak Hour Traffic Volumes (Figure 8) were completed to determine the capacity of the key study intersections during the Weekday AM and PM Peak Hours using HCS 8.2.

11. Turn lane analyses were completed at all study intersections per NYSDOT standards and charts.

12. Queue length analyses were completed using the 95th percentile queue lengths provided from HCS 8.2 results.

13. Recommendations for roadway improvements were generated under the 2024 Build Year traffic scenario based upon the capacity/queue length analyses of the surrounding roadway network. Application of the recommendations and evaluation of the capacity at the key study intersections, during the Weekday AM and PM Peak Hours, were completed using HCS 8.2.

2.2. References

This report utilizes information from the following sources:

1. *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis.* Transportation Research Board, Washington, D.C., 2022.

2. *Trip Generation Manual*. 11th ed. Washington, DC: Institute of Transportation Engineers, 2022.

3. "Ellicottville, New York." 42°17'05" N and 78°39'32" W, *Google Earth*. October 2nd, 2023.

4. *Highway Design Manual.* New York State Department of Transportation (NYSDOT).

5. Most recent Site Plan obtained from Crosbys'.

3. Roadway and Traffic Conditions in the Vicinity of the Site

3.1. Study Location and Area Land Use

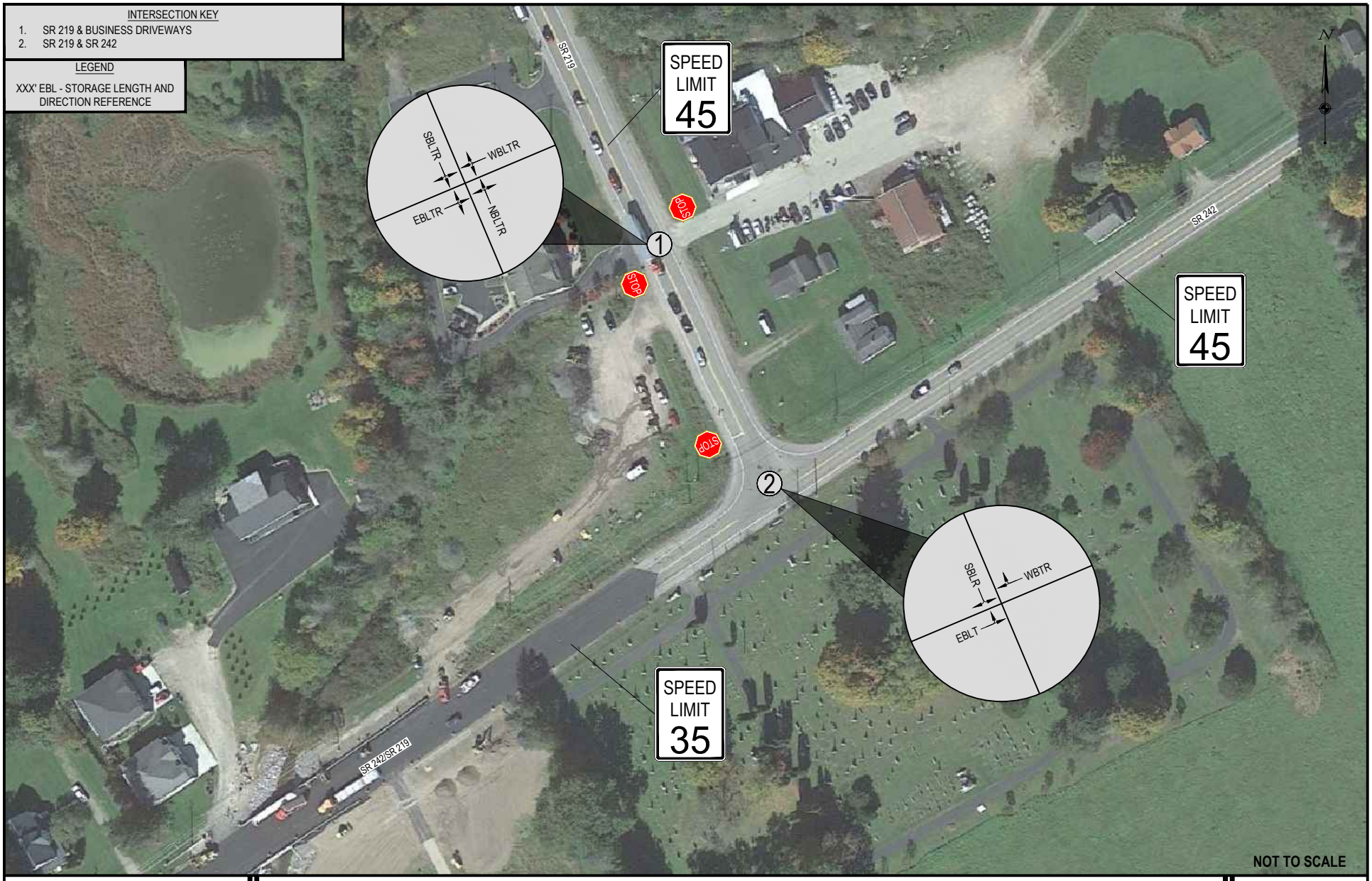
The proposed Crosby's Development is to be constructed on the northwest corner of SR 219 and SR 242 within Cattaraugus County, NY. The proposed Crosby's Development will consist of a 4,600 square-foot building and 3 stacked fueling dispensers (6 pumps). The existing land use in the area of the site in primarily commercial and residential.

3.2. Area Roadway Characteristics

SR 219 – SR 219 runs in a north/south direction in the vicinity of the site. SR 219 is a two-lane undivided state road. SR 219 is under the jurisdiction of the NYSDOT. The posted speed limit on SR 219 in the area of the site is 45 mph.

SR 242 – SR 242 runs in an east/west direction in the vicinity of the site. SR 242 is a two-lane undivided state route. SR 242 is under the jurisdiction of the NYSDOT. The posted speed limit on SR 242 in the area of the site is 35 mph.

The Existing Transportation System is shown on Figure 3 of the report.



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EXISTING TRANSPORTATION SYSTEM

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE 3	
DATE:	10/3/23
JOB NO.:	763232
DESIGNED BY:	DMB
DRAWN BY:	DMB
CHECKED BY:	REM
PAGE:	9

3.3. Existing Traffic Volumes

Traffic counts were conducted by The Traffic Group, Inc. on Thursday, September 21st, 2023, between the hours of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM at the following intersections:

- SR 219 & Business Driveways (Stop Sign Controlled).
- SR 219 & SR 242 (Stop Sign Controlled).

Count data collected consists of turning movement counts with classification breakouts of passenger cars, buses, and trucks. The Existing Traffic Count Data is located in Appendix A of the report. The Existing Weekday Peak Hour Traffic Volumes (Year 2023) are illustrated on Figure 4.

The peak hours of the study network were determined from the traffic count data located in Appendix A. The peak hours for the study network are the following:

- AM Peak Hour: 7:30 AM to 8:30 AM
- PM Peak Hour: 4:00 PM to 5:00 PM

3.4. Capacity Analysis Parameters

The capacity of an intersection (signalized or unsignalized) can best be described by its corresponding level of service (LOS). The level of service of an intersection is a qualitative measure of the various attributes of an intersection. There are six levels of service ranging from "ideal" free flow conditions at LOS "A," to forced or "breakdown" conditions at LOS "F." The level of service for signalized intersections is based upon the average stopped delay per vehicle for various movements within the intersection. Although the Volume to Capacity Ratio (v/c) affects delay, there are other parameters that more strongly affect it, such as the quality of progression, length of green phases, cycle lengths, and others. Thus, for any given v/c ratio, a range of delay values may result, and vice versa.

The level of service for unsignalized intersections is based upon total delay. Total delay is defined in the *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis*, as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position. Table 1 summarizes the LOS definitions for unsignalized intersections. Throughout the report "unsignalized intersections" are commonly referred to as "stop sign controlled."

Highway Capacity Manual 2022 (HCM 7th Edition) methodology was used in the Traffic Impact Study to remain consistent with "state-of-the-practice" professional standards. It is important to note that the Level of Service Criteria for unsignalized intersections is different than for signalized intersections. For example, a delay of 18 seconds yields level of service C under the unsignalized LOS criteria while yielding level of service B under the signalized intersection LOS criteria (see Table 1). Table 1 summarizes the LOS definitions for unsignalized and signalized intersections.

Table 1
Level of Service Criteria

Level of Service	**Unsignalized Intersection** Average Total Delay (Seconds/Vehicle)	**Signalized Intersection** Average Total Delay (Seconds/Vehicle)
A	≤ 10.0	< 10.0
B	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	> 15.0 and ≤ 25.0	> 20.0 and ≤ 35.0
D	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	≥ 50.0	> 80.0

Source: *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis*. Transportation Research Board.

3.5. Existing Traffic Scenario Capacity Analysis

Utilizing the Existing Weekday Peak Hour Traffic Volumes (Year 2023) illustrated on Figure 4, capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2022). All study intersections were analyzed using HCS 8.2.

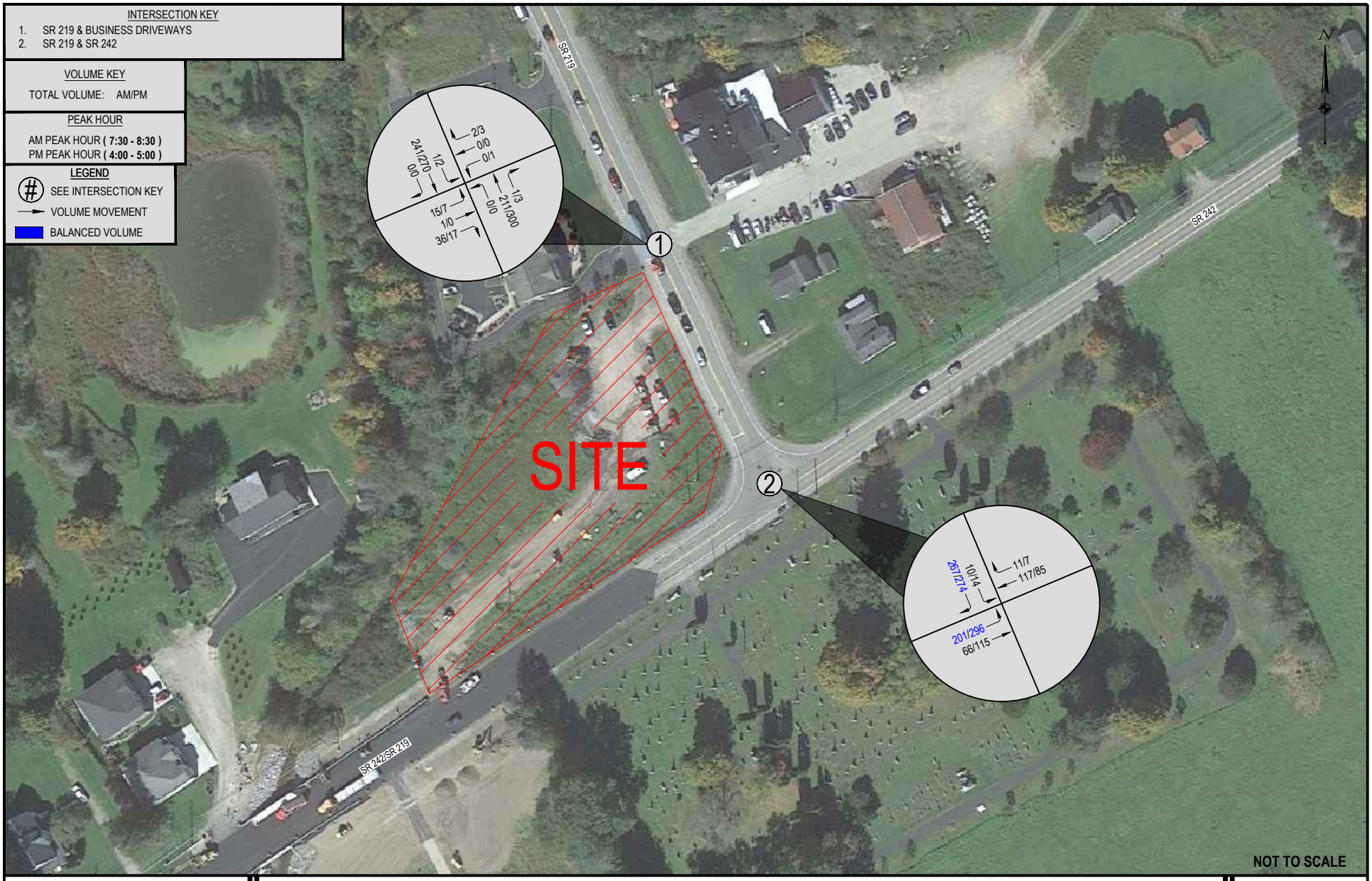
Table 2 summarizes the capacity analyses results for the Existing Traffic Scenario.

Table 2
Summary of Existing Traffic Scenario Capacity Analysis

Lane	2023 AM Existing		2023 PM Existing	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SR 219 & Business Driveways				
Intersection	**--**	**--**	**--**	**--**
EBLTR	B	11.0	B	11.3
EB Approach	**B**	**11.0**	**B**	**11.3**
WBLTR	A	9.4	B	11.2
WB Approach	**A**	**9.4**	**B**	**11.2**
NBL	A	7.7	A	7.8
NB Approach	**A**	**7.7**	**A**	**7.8**
SBL	A	7.7	A	7.9
SB Approach	**A**	**7.7**	**A**	**7.9**
SR 219 & SR 242				
Intersection	**--**	**--**	**--**	**--**
EBLT	A	8.1	A	8.2
EB Approach	**A**	**8.1**	**A**	**8.2**
WBTR	A	0.0	A	0.0
WB Approach	**A**	**0.0**	**A**	**0.0**
SBLR	B	11.6	B	11.9
SB Approach	**B**	**11.6**	**B**	**11.9**
*Delay in seconds L – Left T – Through R – Right (xx) – With Improvements				

Under the **Existing Traffic Scenario**, all individual movements at the stop-controlled intersections operate at LOS "B" or better in the AM and PM Peak Hours.

The Existing Traffic Scenario Capacity Analysis Summary Sheets are contained in Appendix B.



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EXISTING WEEKDAY PEAK HOUR TRAFFIC VOLUMES (YEAR 2023)

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE 4

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4. Estimates of 2024 No-Build Traffic in the Vicinity of the Site

4.1. 2024 No-Build Traffic Volumes

2024 No-Build Weekday Peak Hour Traffic Volumes (Figure 5) were calculated by applying a growth rate to the Existing Weekday Peak Hour Traffic Volumes (Year 2023) (Figure 4). A growth rate of 2.00 percent (%) was applied to all volumes within the study area for one (1) year (1.020 growth factor) to reach the 2024 No-Build Weekday Peak Hour Traffic Volumes (Figure 5).

The growth rate calculation documentation can be found in Appendix A.

4.2. 2024 No-Build Traffic Scenario Capacity Analysis

Utilizing the 2024 No-Build Weekday Peak Hour Traffic Volumes illustrated on Figure 5, capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2022). All study intersections were analyzed using HCS 8.2.

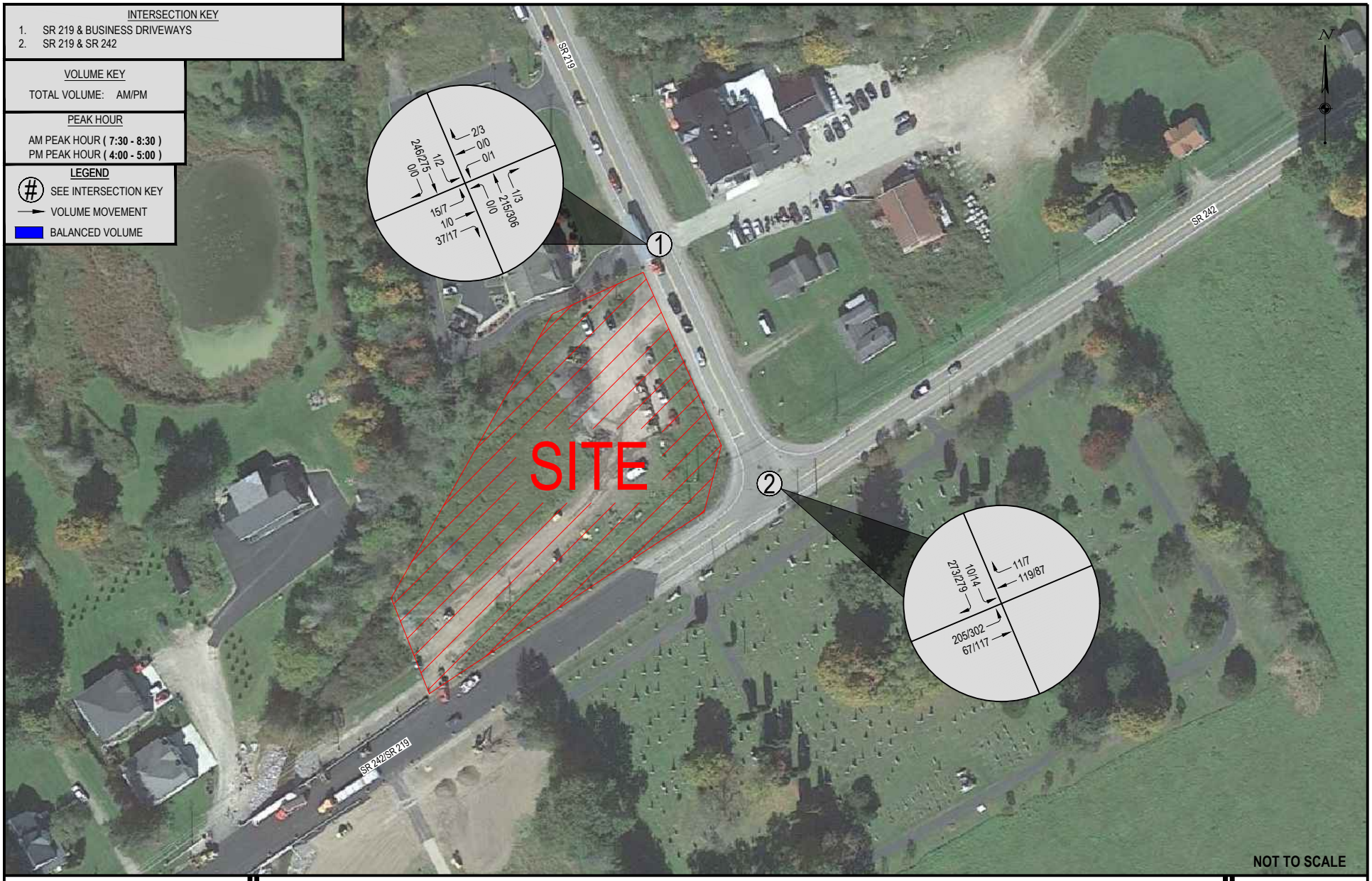
Table 3 summarizes the capacity analyses results for the 2024 No-Build Traffic Scenario.

Table 3
Summary of 2024 No-Build Traffic Scenario Capacity Analysis

Lane	2024 AM No-Build		2023 PM No-Build	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SR 219 & Business Driveways				
Intersection	**--**	**--**	**--**	**--**
EBLTR	B	11.0	B	11.4
EB Approach	**B**	**11.0**	**B**	**11.4**
WBLTR	A	9.5	B	11.2
WB Approach	**A**	**9.5**	**B**	**11.2**
NBL	A	7.8	A	7.8
NB Approach	**A**	**7.8**	**A**	**7.8**
SBL	A	7.7	A	7.9
SB Approach	**A**	**7.7**	**A**	**7.9**
SR 219 & SR 242				
Intersection	**--**	**--**	**--**	**--**
EBLT	A	8.1	A	8.2
EB Approach	**A**	**8.1**	**A**	**8.2**
WBTR	A	0.0	A	0.0
WB Approach	**A**	**0.0**	**A**	**0.0**
SBLR	B	11.8	B	12.0
SB Approach	**B**	**11.8**	**B**	**12.0**
*Delay in seconds L – Left T – Through R – Right (xx) – With Improvements				

Under the **2024 No-Build Traffic Scenario**, all individual movements at the stop-controlled intersections operate at LOS "B" or better in the AM and PM Peak Hours.

The 2024 No-Build Traffic Scenario Capacity Analysis Summary Sheets are contained in Appendix C.



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2024 NO-BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE	5
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5. Trip Generation

5.1. Crosby's Development Weekday Peak Hour Generated Traffic Volumes

Studies of similar developments throughout North America have shown that the amount of traffic generated will be functionally related to some unit of activity (i.e., number of fueling stations, square footage, etc.). In development, site traffic fluctuates substantially on different days and hours throughout the year. Therefore, it is imperative to select an appropriate hourly volume on which to base the design of the external roadway and site access facilities. The Weekday AM and PM Peak Hours were selected based on the adjacent street traffic during this hour.

The 2024 Build Year Traffic Scenarios include the proposed Crosby's Development that will consist of:

- 4,600 square-foot building
- 3 stacked passenger car fueling dispensers (6 pumps)

For analysis purposes, the base variable units for the trip generation rates were square footage and fueling stations. The Crosby's Development Generated Traffic Volumes were calculated by utilizing data contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* in combination with methods outlined in the (ITE) *Trip Generation Handbook*. The Crosby's Development Generated Traffic Volumes are presented below in Table 4. The sheets from ITE *Trip Generation Manual, 11th Edition* can be found in Appendix D.

Table 4
Crosby's Development Weekday Peak Hour Generated Traffic Volumes

ITE Land Use Description	ITE Cat.	Size	Unit	Total Generated Trips										
				Weekday			AM Peak Hour				PM Peak Hour			
				Tot	In	Out	[A]Tot	In	Out	[B]PB	[A]Tot	In	Out	[B]PB
Gasoline/Service Station with Convenience Market	945	6	Fuel Pos.	1,544	772	772	162	32	32	98	137	31	30	76
ITE Cat. 945 Entering (%)/Exiting (%)				*100%*	*50%*	*50%*	*100%*	*50%*	*50%*	[C]*60%*	*100%*	*50%*	*50%*	[C]*56%*

[A] – Primary Trips + Pass-by Trips, [B] – Pass-by Trips Generated, [C] – Percent (%) of [A]Tot

The proposed Crosby's Development is anticipated to generate 1,544 trips per day on a typical weekday (772 inbound and 772 outbound), of which 162 total trips will be generated during the weekday AM peak hour (81 inbound and 81 outbound) and 137 total trips during the weekday PM peak hour (69 inbound and 68 outbound). Appendix D includes trip generation calculations and ITE Trip Generation Sheets utilized to calculate the values presented in Table 4.

A pass-by trip is defined as a vehicle trip made as an intermediate stop on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. Pass-by trips are not diverted from another roadway not adjacent to the site.

5.2. Directional Distribution of Crosby's Development Generated Traffic Volumes

The directional distribution of the development-generated traffic is a function of several variables. The assumptions and methods used in estimating the direction in which traffic will approach and depart the Site varies with several location-specific conditions such as:

- Size and type of the proposed development.
- Population distribution within the defined area of influence.
- Prevailing operating conditions on the existing street system.

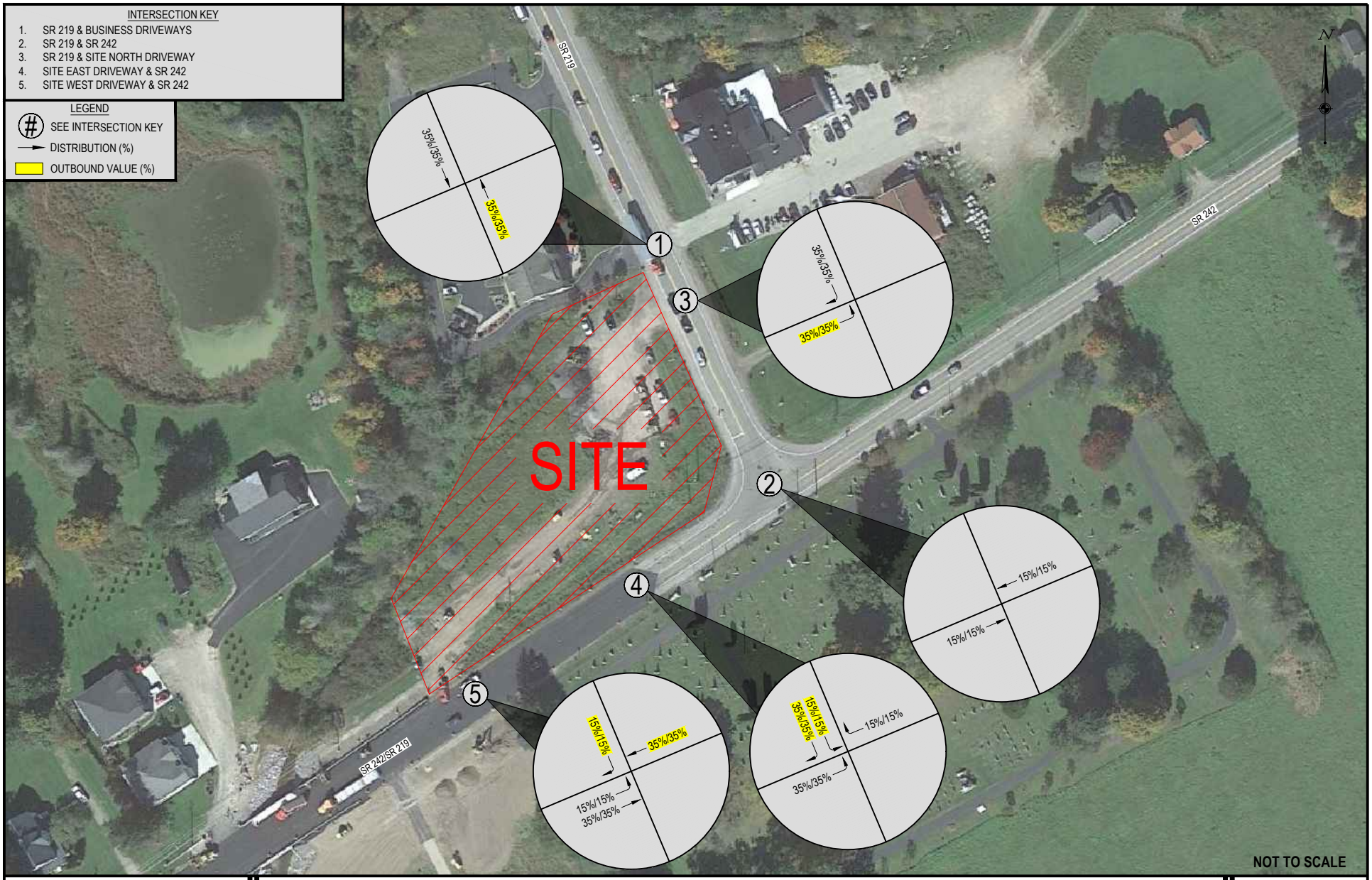
The analysis of directional distribution is based on the observation that drivers normally will choose the fastest (not necessarily the most direct) routes to and from a given traffic generator. Additionally, the land use of the traffic generator will determine the types of trips generated. The internal site trip assignment for the access drives was based upon the proposed Site Plan and understanding of the Crosby's Development operation. The traffic entering and exiting the development will not always travel the most direct route.

The anticipated directional distribution of trips generated by the proposed Crosby's Development is shown in Table 5.

Figures 6.A-6.B illustrate the primary and pass-by/diverted trip directional distributions for the Crosby's Development Generated Traffic Volumes. Based upon the directional distributions listed in Table 5 and illustrated on Figures 6.A-6.B, the estimated Crosby's Development Generated Traffic Volumes shown in Table 4 were distributed to the adjacent roadway system. The Crosby's Development Generated Traffic Volumes are illustrated on Figures 7.A-7.B.

Table 5
Directional Distribution of Crosby's Development Generated Traffic Volumes

Route	Distribution Approach/Departure Cars and Trucks	
	AM Peak Hour	PM Peak Hour
Primary Trip Distribution	Primary Cars Percentages	
To/From the East on SR 242	15%/15%	15%/15%
To/From the West on SR 242	15%/15%	15%/15%
To/From the North on SR 219	35%/35%	35%/35%
To/From the South on SR 219	35%/35%	35%/35%
TOTAL	**100%/100%**	**100%/100%**
Pass-by/Diverted Trip Distribution	Pass-by/Diverted Cars Percentages	
To the West from the East on SR 242	15%/15%	15%/15%
To the East from the West on SR 242	15%/15%	15%/15%
To the South from the North on SR 219	35%/35%	35%/35%
To the North from the South on SR 219	35%/35%	35%/35%
TOTAL	**100%/100%**	**100%/100%**



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DIRECTIONAL DISTRIBUTION FOR CROSBY DEVELOPMENT GENERATED TRAFFIC VOLUMES - PRIMARY

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE 6.A

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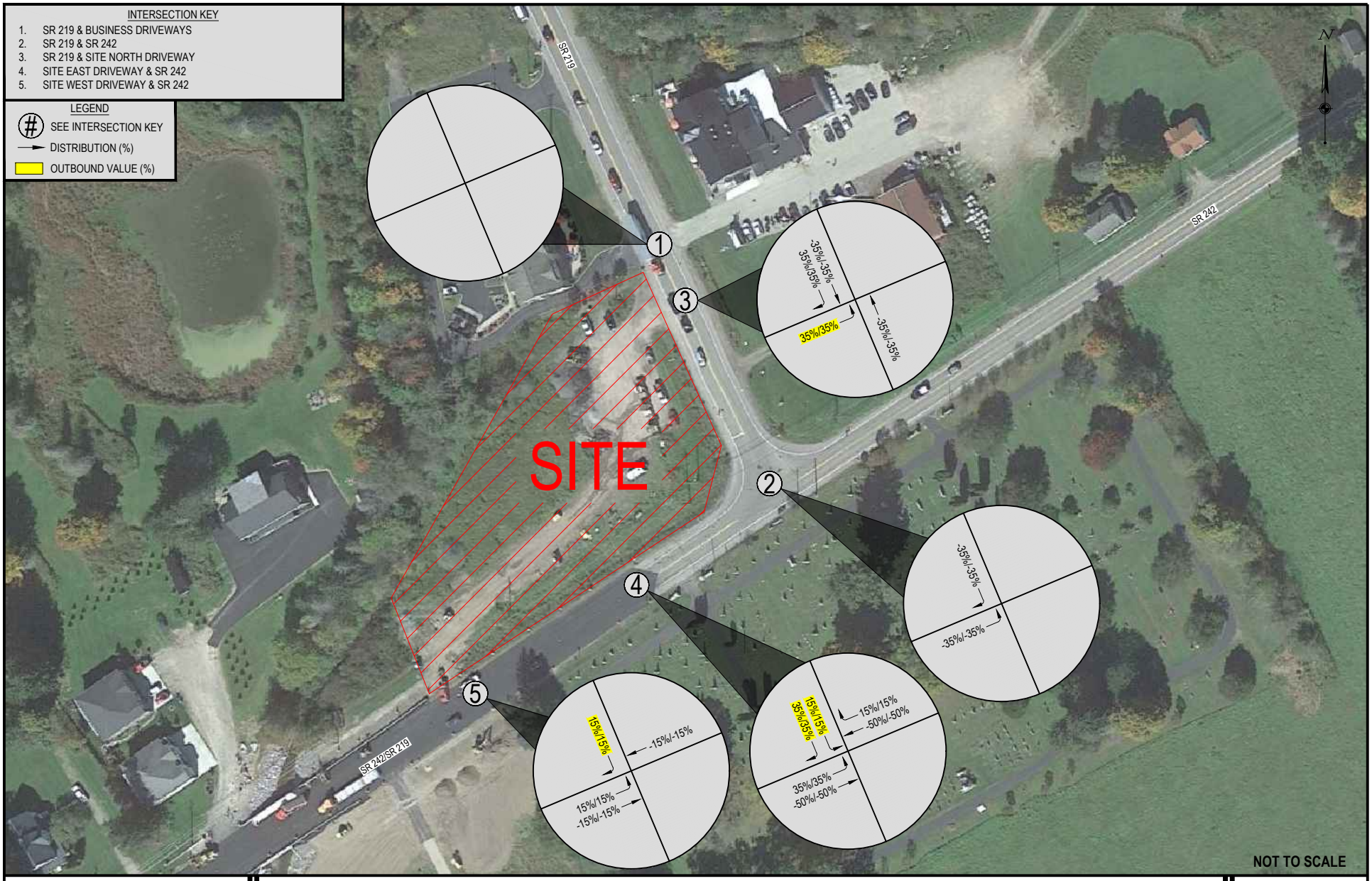

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DIRECTIONAL DISTRIBUTION FOR CROSBY DEVELOPMENT GENERATED TRAFFIC VOLUMES - PASS-BY

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE	6.B
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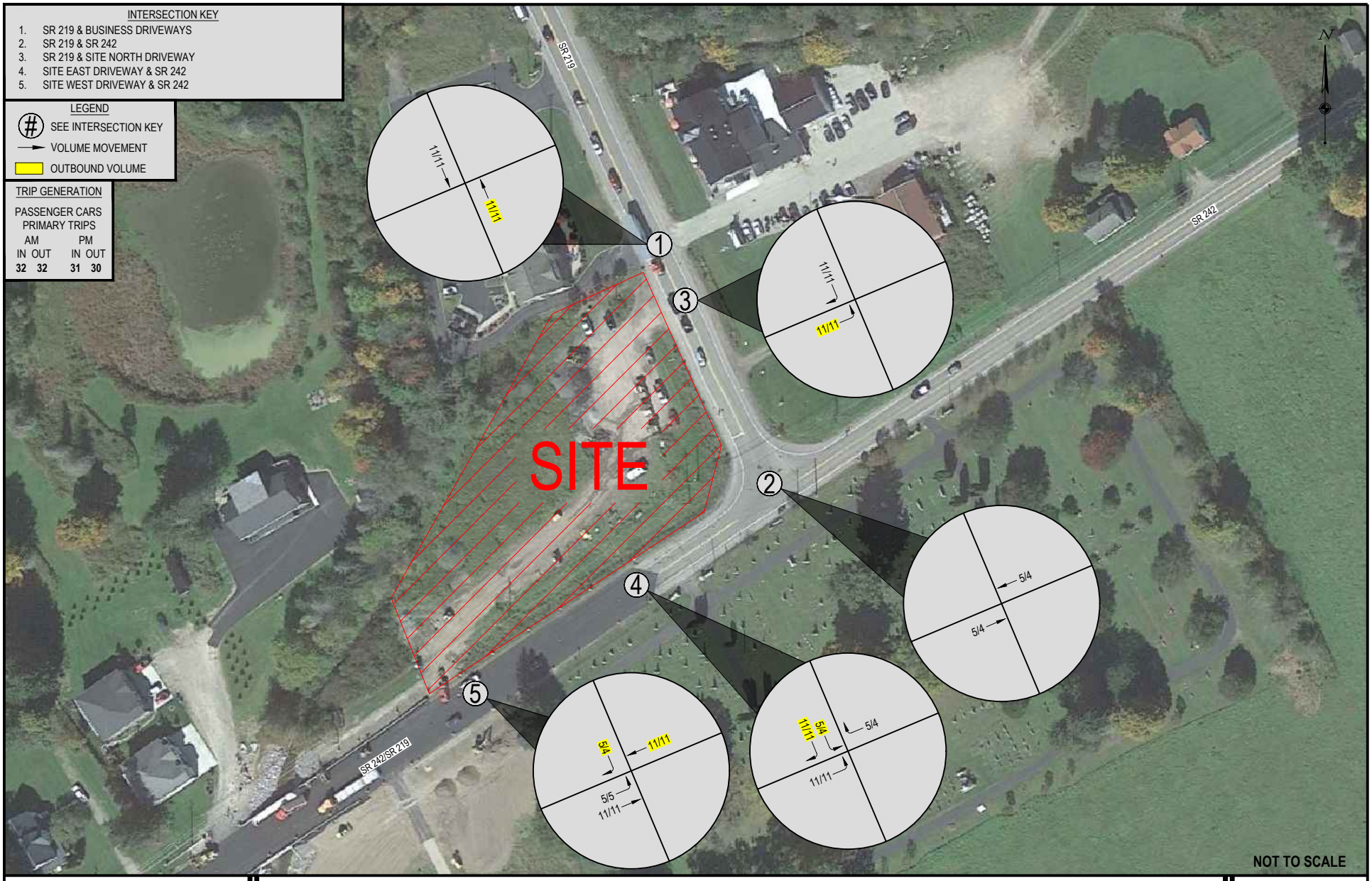

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CROSBY DEVELOPMENT PEAK HOUR GENERATED TRAFFIC VOLUMES - PRIMARY

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE 7.A

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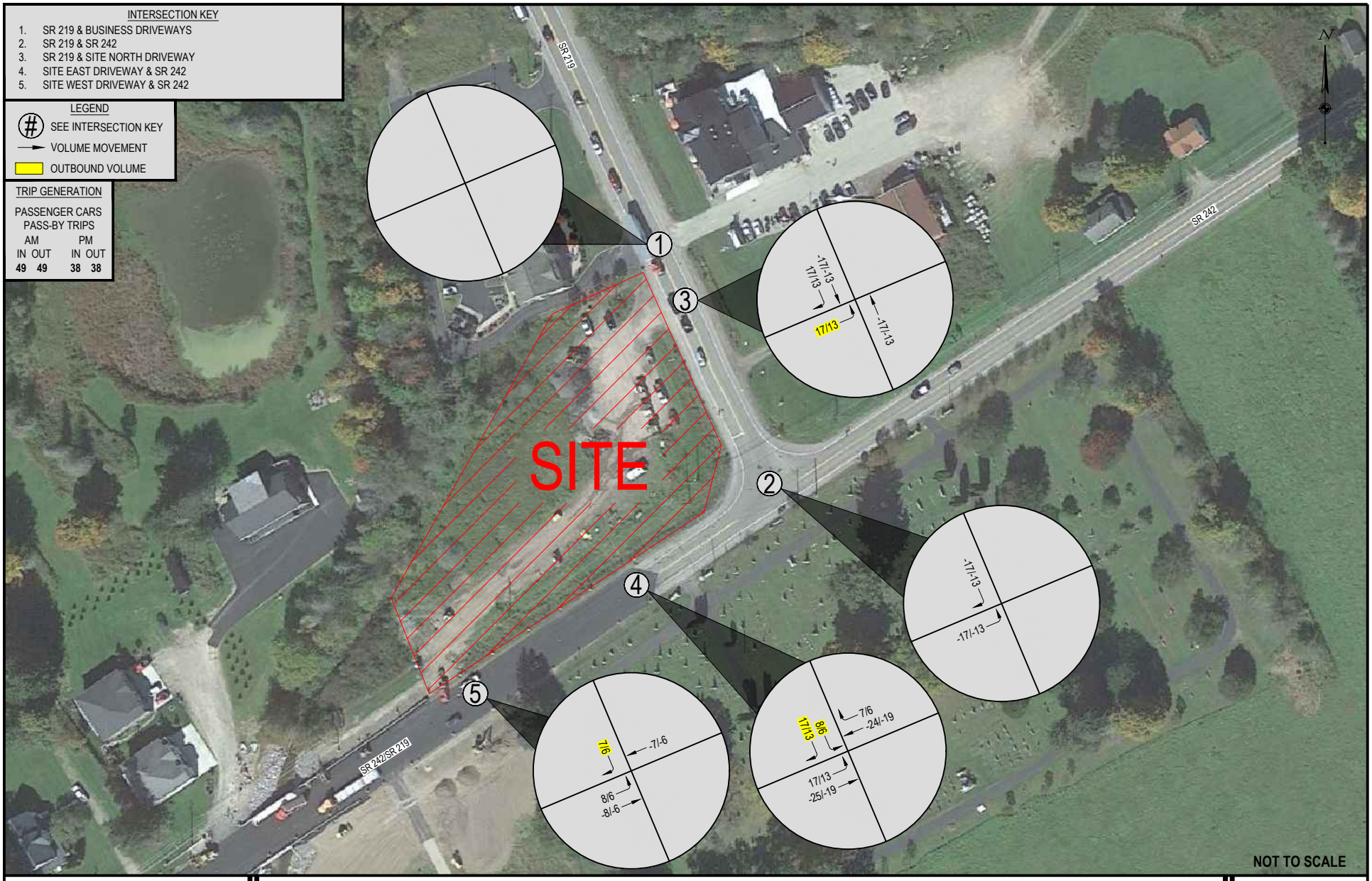

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CROSBY DEVELOPMENT PEAK HOUR GENERATED TRAFFIC VOLUMES - PASS-BY

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE 7.B

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6. Estimates of 2024 Build Year Traffic in the Vicinity of the Site

6.1. 2024 Build Year Traffic Volumes

The 2024 Build Year Weekday Peak Hour Traffic Volumes in the vicinity of the proposed Crosby's Development are composed of the 2024 No-Build Weekday Peak Hour Traffic Volumes (Figure 5) and the estimated Crosby's Development Generated Traffic Volumes (Figures 7.A-7.B). The 2024 Build Year Weekday Peak Hour Traffic Volumes illustrated on Figure 8.

6.2. 2024 Build Year Traffic Scenario Capacity Analysis

Utilizing the 2024 Build Year Weekday Peak Hour Traffic Volumes illustrated on Figure 8, capacity calculations were performed for the key study intersections. All capacity calculations within the TIS followed procedures documented in the *Highway Capacity Manual, Seventh Edition: A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2022). All study intersections were analyzed using HCS 8.2 methodology.

Table 6 summarizes the capacity analyses results for the 2024 Build Year Traffic Scenario.

Table 6
Summary of 2024 Build Year Traffic Scenario Capacity Analysis

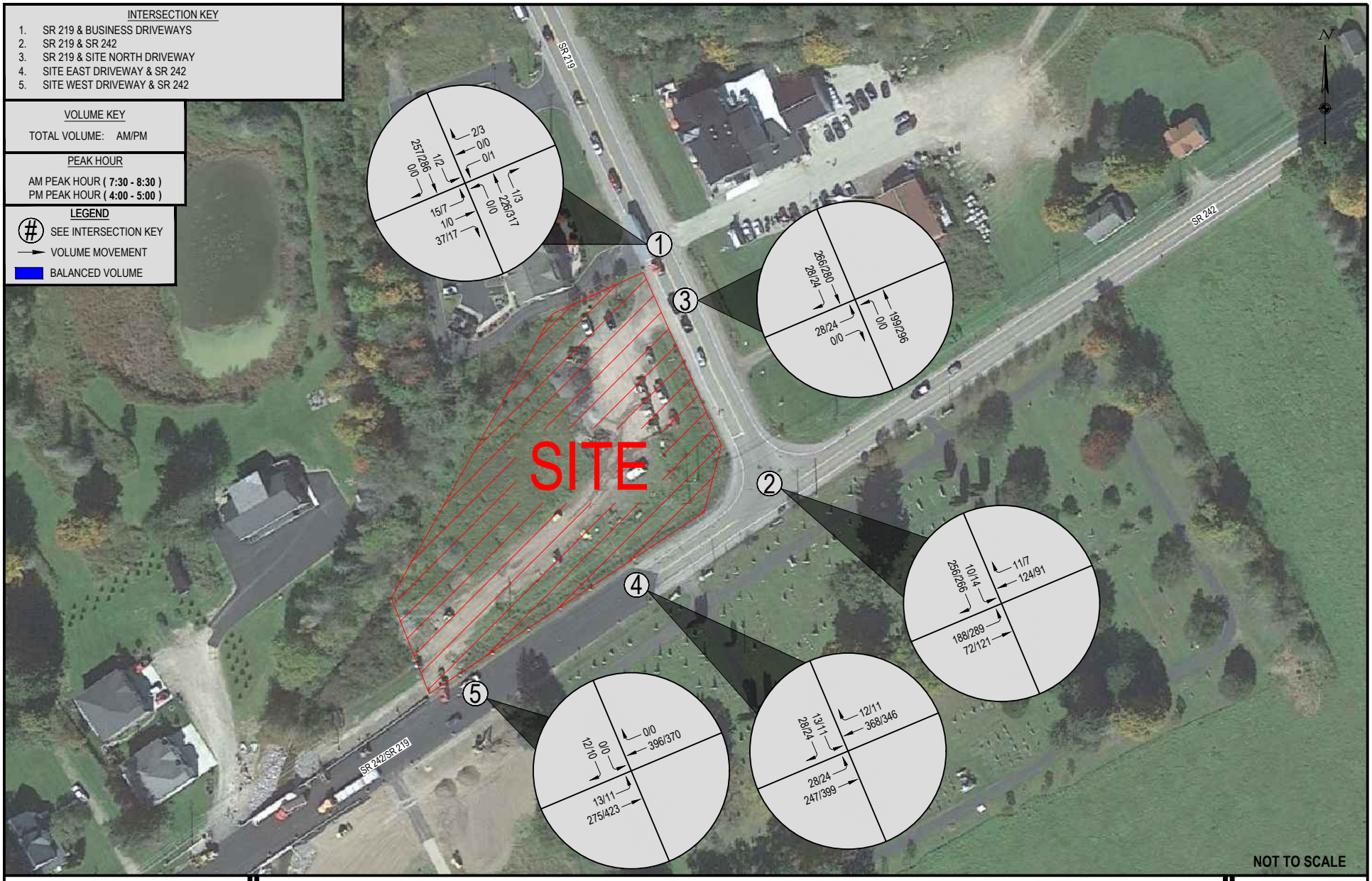
Lane	2024 AM Build		2023 PM Build	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SR 219 & Business Driveways				
Intersection	**--**	**--**	**--**	**--**
EBLTR	B	11.2	B	11.6
EB Approach	**B**	**11.2**	**B**	**11.6**
WBLTR	A	9.5	B	11.4
WB Approach	**A**	**9.5**	**B**	**11.4**
NBL	A	7.8	A	7.9
NB Approach	**A**	**7.8**	**A**	**7.9**
SBL	A	7.7	A	8.0
SB Approach	**A**	**7.7**	**A**	**8.0**
SR 219 & SR 242				
Intersection	**--**	**--**	**--**	**--**
EBLT	A	8.1	A	8.2
EB Approach	**A**	**8.1**	**A**	**8.2**
WBTR	A	0.0	A	0.0
WB Approach	**A**	**0.0**	**A**	**0.0**
SBLR	B	11.6	B	11.9
SB Approach	**B**	**11.6**	**B**	**11.9**
*Delay in seconds L – Left T – Through R – Right (xx) – With Improvements				

Table 6 - Continued
Summary of 2024 Build Year Traffic Scenario Capacity Analysis

Lane	2024 AM Build		2023 PM Build	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
SR 219 & Site North Driveway				
Intersection	**--**	**--**	**--**	**--**
EBLR	B	12.4	B	13.6
EB Approach	**B**	**12.4**	**B**	**13.6**
NBLT	A	7.9	A	7.9
NB Approach	**A**	**7.9**	**A**	**7.9**
SBTR	A	0.0	A	0.0
SB Approach	**A**	**0.0**	**A**	**0.0**
Site East Driveway & SR 242				
Intersection	**--**	**--**	**--**	**--**
EBLT	A	8.2	A	8.1
EB Approach	**A**	**8.2**	**A**	**8.1**
WBTR	A	0.0	A	0.0
WB Approach	**A**	**0.0**	**A**	**0.0**
SBLR	B	12.4	B	12.9
SB Approach	**B**	**12.4**	**B**	**12.9**
Site West Driveway & SR 242				
Intersection	**--**	**--**	**--**	**--**
EBLT	A	8.2	A	8.1
EB Approach	**A**	**8.2**	**A**	**8.1**
WBTR	A	0.0	A	0.0
WB Approach	**A**	**0.0**	**A**	**0.0**
SBLR	B	10.8	B	10.6
SB Approach	**B**	**10.8**	**B**	**10.6**
*Delay in seconds L – Left T – Through R – Right (xx) – With Improvements				

Under the **2024 Build Year Traffic Scenario**, all individual movements at the stop-controlled intersections operate at LOS "B" or better in the AM and PM Peak Hours.

The 2024 Build Year Traffic Scenario Capacity Analysis Summary Sheets are contained in Appendix E.



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2024 BUILD YEAR WEEKDAY PEAK HOUR TRAFFIC VOLUMES

CROSBY DEVELOPMENT

TOWN OF ELLICOTTVILLE — CATTARAUGUS COUNTY, NEW YORK

FIGURE	8
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7. Turn Lane Length Analysis

Turn lane analyses were completed using guidance from the New York State Department of Transportation (NYSDOT) *Highway Design Manual Chapter 5*. Due to adequate level of service (LOS) at each study location, right-turn lane analysis was not performed.

7.1. Left-Turn Lane Analysis

Table 7 provides a summary of the data and results utilized in the review of each study location for a left-turn lane. Values from the NCHRP Report 279 – Intersection Channelization Design Guide, were used to determine if left-turn lanes were warranted at the applicable study locations. Turn Lane Warrant Values can be found in Appendix F.

Table 7
Left-Turn Lane Warrant Review

Intersection and Traffic Scenario	Control Type	Direction	Opposing Volume (am/pm)	Advancing Volume* (am/pm)	Left Turn Volume (am/pm)	Left-Turn % (am/pm)	Warranted
Existing							
SR 219 & SR 242	Stop Sign	EBL	128/92	267/411	201/296	75/72	**Yes/Yes**
2024 No-Build							
SR 219 & SR 242	Stop Sign	EBL	130/94	272/419	205/302	75/72	**Yes/Yes**
2024 Build Year							
SR 219 & SR 242	Stop Sign	EBL	135/98	260/410	188/289	72/70	**Yes/Yes**
Site East Driveway & SR 242	Stop Sign	EBL	380/357	275/423	28/24	10/6	**No/No**
Site West Driveway & SR 242	Stop Sign	EBL	396/370	288/434	13/11	6/3	**No/No**

* Includes Left Turns

7.2. Left-Turn Lane Warrant Review Summary

According to NYSDOT *Highway Design Manual Chapter 5*, a left-turn lane **is warranted** for the EBL movement at the SR 219 & SR 242 intersection under the Existing Traffic Scenario. Left-turn lanes **are not warranted** for the EBL movements at the site driveways along SR 242 under the 2024 Build Year Traffic Scenario. Due to pass-by trips, the Crosby's Development removes traffic volumes from the SR 219 and SR 242 intersection. Although a left-turn lane is warranted at the SR 219 and SR 242 intersection, CESO does not recommend a left-turn lane to be constructed due to the adequate LOS and a reduction of traffic volumes at the intersection. As the left-turn lane is warranted in the Existing Traffic Scenario, CESO does not deem the Crosby's Development responsible for the need of a left-turn lane at the SR 219 and SR 242 intersection.

8. Queue Length Analysis

8.1. 95th Percentile Queue Lengths

The 95th percentile queue lengths for the key study intersections were calculated using HCS 8.2. CESO reviewed the 2024 No-Build and 2024 Build Year Traffic Scenarios. The results of the analyses are listed below in Table 8.

Table 8
Queue Lengths – 2024 No-Build and Build Year Traffic Scenarios

Location	Movement (proposed)	Storage Length Ex (Prop)	2024 No-Build and Build Year Traffic Scenario			
			AM Peak Hour		PM Peak Hour	
Traffic Scenario →			2024 No-Build	2024 Build	2024 No-Build	2024 Build
SR 219 & Business Driveways	EBLTR	--	7.5	7.5	2.5	2.5
	WBLTR	--	0.0	0.0	0.0	0.0
	NBLTR	--	0.0	0.0	0.0	0.0
	SBLTR	--	0.0	0.0	0.0	0.0
SR 219 & SR 242	EBLT	--	15.0	12.5	22.5	20.0
	WBTR	--	0.0	0.0	0.0	0.0
	SBLR	--	42.5	40.0	45.0	42.5
SR 219 & Site North Driveway	EBLR	--	--	5.0	--	5.0
	NBLT	--	--	0.0	--	0.0
	SBTR	--	--	0.0	--	0.0
Site East Driveway & SR 242	EBLT	--	--	2.5	--	2.5
	WBTR	--	--	0.0	--	0.0
	SBLR	--	--	7.5	--	5.0
Site East Driveway & SR 242	EBLT	--	--	0.0	--	0.0
	WBTR	--	--	0.0	--	0.0
	SBLR	--	--	2.5	--	2.5
(xx) – with Improvements						

8.2. Queue Length Analysis Summary

CESO reviewed all study locations to determine if calculated queue lengths exceed existing storage lengths. The queue length analysis revealed the following:

- There are no queue lengths that exceed the existing storage lengths under the 2024 No-Build and Build Year Traffic Scenarios in the study area.

9. Signal Warrant Analysis

The following Traffic Signal Warrant Study was performed according to the specifications stated in the Manual of Uniform Traffic Control Devices (MUTCD), Section 4C, for the intersection of SR 219 and SR 242.

9.1. Traffic Signal Warrants

In accordance with the MUTCD, Chapter 4C, the aforementioned study intersection was tested against the following nine (9) warrants:

- Warrant 1 – Eight-Hour Vehicular Volume.
- Warrant 2 – Four-Hour Vehicular Volume.
- Warrant 3 – Peak Hour.
- Warrant 4 – Pedestrian Volume.
- Warrant 5 – School Crossing.
- Warrant 6 – Coordinated Signal System.
- Warrant 7 – Crash Experience.
- Warrant 8 – Roadway Network.
- Warrant 9 – Intersection near a Grade Crossing.

While meeting one or more warrants is not considered sufficient justification for the installation of a traffic signal, it is necessary to do so before a signal can be considered.

Examination of the 9 warrants shows that not all warrants are appropriate for consideration at the studied locations. For example, it would not be appropriate to consider Warrant 5 – School Crossing at this location. **The specific warrants that were analyzed include Warrants 2 and 3**. Only warrant 2 and 3 were evaluated due to the low volumes on the major road (SR 242). These warrants are discussed in the sections below.

The volumes used in the Traffic Signal Warrant Study are listed below in Table 9.

Table 9
Signal Warrant Volumes

Time	2024 Build Year Traffic Scenario	
	SR 219 and SR 242	
Intersection →	SR 242 (Major)	SR 219 (Minor)
7:00 am – 8:00 am	377	253
8:00 am – 9:00 am	364	231
4:00 pm – 5:00 pm	504	280
5:00 pm – 6:00 pm	368	240

9.2. Warrant 2 – Four Hour Vehicular Volume

According to the MUTCD, this warrant is "…intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal." Warrant 2 is satisfied when the vehicular volumes (summarized in Table 10) in each of four (4) hours of an average day fall above the appropriate curve of the graphs labeled as Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume.

Table 10 presents the results for the analysis of Warrant 2 – Four-Hour Vehicular Volume.

Table 10
Summary of Warrant 2 – Four-Hour Vehicular Volume

Traffic Scenario	Study Year	No. of Plotted Points That Fall Above the Appropriate Line	Warrant Satisfied
SR 219 & SR 242			
2024 Build Year Traffic Scenario	2024	1	**No**

9.3. Warrant 3 – Peak Hour

According to the MUTCD, this warrant "…is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street."

A traffic control signal will be considered if the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same one (1) hour (any four consecutive 15-minute periods) of an average day:

- The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a stop sign equals or exceeds 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach, and;
- The volume on the same minor-street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes, and;
- The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with three approaches or 800 vph for intersections with four or more approaches.

B. For one hour of an average day, the vehicular volumes fall above the appropriate curve of the graphs labeled as Figure 4C-4. Warrant 3, Peak Hour.

Table 11 presents the results for the analysis of Warrant 3 – Peak-Hour Vehicular Volume.

Table 11
Summary of Warrant 3 – Peak Hour

Traffic Scenario	Study Year	No. of Plotted Points That Fall Above the Appropriate Line	Warrant Satisfied
SR 219 & SR 242			
2024 Build Year Traffic Scenario	2024	0	**No**

9.4. Traffic Signal Warrant Study Summary

The following summary was generated based upon the findings in the Traffic Signal Warrant Study.

- Warrant 2 – Four-Hour Vehicular Volume **is not satisfied** at the intersection of SR 219 and SR 242 under the 2024 Build Year Traffic Scenario.
- Warrant 3 – Peak Hour Vehicular Volume **is not satisfied** at the intersection of SR 219 and SR 242 under the 2024 Build Year Traffic Scenario.
- Based on not satisfying Warrants 2 and 3, CESO does not recommend that a signal be installed at the intersection of SR 219 and SR 242 intersection.

Detailed Signal Warrant Study Calculations are located in Appendix G of the report.

10. Summary of Recommendations

10.1. Recommendations

The following summary of recommendations was generated based upon the findings in the Traffic Impact Study.

2024 No-Build Traffic Scenario (Responsibility – Others):

No additional recommendations.

2024 Build Year Traffic Scenario (Responsibility – The Reid Group):

SR 219 and Site North Driveway

- Construct Site North Driveway along SR 219 with one (1) ingress lane and one (1) egress lane to allow right-in, right-out, left-in, and left-out movements. Control Site North Driveway with one (1) stop sign.

Site East Driveway and SR 242

- Construct Site East Driveway along SR 242 with one (1) ingress lane and one (1) egress lane to allow right-in, right-out, left-in, and left-out movements. Control Site East Driveway with one (1) stop sign.

Site West Driveway and SR 242

- Construct Site West Driveway along SR 242 with one (1) ingress lane and one (1) egress lane to allow right-in, right-out, left-in, and left-out movements. Control Site West Driveway with one (1) stop sign.

APPENDIX A
Existing Traffic Count Data and Growth Rate Documentation

LIGHTS TURNING MOVEMENT COUNT - SUMMARY

Counted by: The Traffic Group

Intersection of: US 219 | Date: September 21, 2023 | Thursday

and: NY 242 | Weather: Temperate/Fair

Location: Ellicottville, New York | Entered by: JLH | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: US 219					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: NY 242					TRAFFIC FROM WEST on: US 219 / NY 242 Overlap					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	
AM																					
7:00 - 7:15	2	0	43	0	45	0	0	0	0	0	0	16	5	0	21	36	14	0	0	50	116
7:15 - 7:30	1	0	55	0	56	0	0	0	0	0	0	17	4	0	21	47	18	0	0	65	142
7:30 - 7:45	1	0	54	0	55	0	0	0	0	0	0	27	3	0	30	37	11	0	0	48	133
7:45 - 8:00	2	0	66	0	68	0	0	0	0	0	0	40	2	0	42	44	13	0	0	57	167
8:00 - 8:15	4	0	59	0	63	0	0	0	0	0	0	17	4	0	21	45	14	0	0	59	143
8:15 - 8:30	2	0	50	0	52	0	0	0	0	0	0	21	2	0	23	46	16	0	0	62	137
8:30 - 8:45	0	0	46	0	46	0	0	0	0	0	0	14	3	0	17	43	7	0	0	50	113
8:45 - 9:00	4	0	30	0	34	0	0	0	0	0	0	24	2	0	26	38	9	0	0	47	107
2 Hr Totals	16	0	403	0	419	0	0	0	0	0	0	176	25	0	201	336	102	0	0	438	1058
1 Hr Totals																					
7:00 - 8:00	6	0	218	0	224	0	0	0	0	0	0	100	14	0	114	164	56	0	0	220	558
7:15 - 8:15	8	0	234	0	242	0	0	0	0	0	0	101	13	0	114	173	56	0	0	229	585
7:30 - 8:30	9	0	229	0	238	0	0	0	0	0	0	105	11	0	116	172	54	0	0	226	580
7:45 - 8:45	8	0	221	0	229	0	0	0	0	0	0	92	11	0	103	178	50	0	0	228	560
8:00 - 9:00	10	0	185	0	195	0	0	0	0	0	0	76	11	0	87	172	46	0	0	218	500
PEAK HOUR																					
7:30 - 8:30	9	0	229	0	238	0	0	0	0	0	0	105	11	0	116	172	54	0	0	226	580
PM																					
4:00 - 4:15	1	0	68	0	69	0	0	0	0	0	0	22	0	0	22	71	29	0	0	100	191
4:15 - 4:30	3	0	56	0	59	0	0	0	0	0	0	17	2	0	19	62	24	0	0	86	164
4:30 - 4:45	3	0	67	0	70	0	0	0	0	0	0	11	2	0	13	67	28	0	0	95	178
4:45 - 5:00	6	0	69	0	75	0	0	0	0	0	0	24	1	0	25	63	24	0	0	87	187
5:00 - 5:15	1	0	66	0	67	0	0	0	0	0	0	18	1	0	19	43	21	0	0	64	150
5:15 - 5:30	2	0	75	0	77	0	0	0	0	0	0	15	1	0	16	55	21	0	0	76	169
5:30 - 5:45	3	0	44	0	47	0	0	0	0	0	0	21	1	0	22	44	19	0	0	63	132
5:45 - 6:00	1	0	49	0	50	0	0	0	0	0	0	20	1	0	21	41	15	0	0	56	127
2 Hr Totals	20	0	494	0	514	0	0	0	0	0	0	148	9	0	157	446	181	0	0	627	1298
1 Hr Totals																					
4:00 - 5:00	13	0	260	0	273	0	0	0	0	0	0	74	5	0	79	263	105	0	0	368	720
4:15 - 5:15	13	0	258	0	271	0	0	0	0	0	0	70	6	0	76	235	97	0	0	332	679
4:30 - 5:30	12	0	277	0	289	0	0	0	0	0	0	68	5	0	73	228	94	0	0	322	684
4:45 - 5:45	12	0	254	0	266	0	0	0	0	0	0	78	4	0	82	205	85	0	0	290	638
5:00 - 6:00	7	0	234	0	241	0	0	0	0	0	0	74	4	0	78	183	76	0	0	259	578
PEAK HOUR																					
4:00 - 5:00	13	0	260	0	273	0	0	0	0	0	0	74	5	0	79	263	105	0	0	368	720

BUSES TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Counted by: The Traffic Group

Intersection of: US 219 | Date: September 21, 2023 | Thursday

and: NY 242 | Weather: Temperate/Fair

Location: Ellicottville, New York | Entered by: JLH | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: US 219					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: NY 242					TRAFFIC FROM WEST on: US 219 / NY 242 Overlap					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	
AM																					
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 - 7:30	0	0	0	0	0					0	0	0	0	0	0	1	0	0	0	1	1
7:30 - 7:45	0	0	0	0	0					0	0	1	0	0	1	0	0	0	0	0	1
7:45 - 8:00	0	0	1	0	1					0	0	0	0	0	0	0	0	0	0	0	1
8:00 - 8:15	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	1	0	1					0	0	0	0	0	0	0	2	0	0	2	3
8:30 - 8:45	0	0	1	0	1					0	0	1	0	0	1	0	5	0	0	5	7
8:45 - 9:00	0	0	0	0	0					0	0	2	0	0	2	0	0	0	0	0	2
2 Hr Totals	0	0	3	0	3	0	0	0	0	0	0	4	0	0	4	2	7	0	0	9	16
1 Hr Totals																					
7:00 - 8:00	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4
7:15 - 8:15	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
7:30 - 8:30	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
7:45 - 8:45	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	11
8:00 - 9:00	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	12
PEAK HOUR																					
7:30 - 8:30	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
PM																					
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 - 4:30	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
2 Hr Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Counted by: The Traffic Group

Intersection of: US 219 | Date: September 21, 2023 | Thursday

and: NY 242 | Weather: Temperate/Fair

Location: Ellicottville, New York | Entered by: JLH | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: US 219					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: NY 242					TRAFFIC FROM WEST on: US 219 / NY 242 Overlap					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	
AM																					
7:00 - 7:15	0	0	5	0	5	0	0	0	0	0	0	2	0	0	2	3	3	0	0	6	13
7:15 - 7:30	0	0	4	0	4					0	0	0	1	0	1	3	2	0	0	5	10
7:30 - 7:45	1	0	5	0	6					0	0	2	0	0	2	6	2	0	0	8	16
7:45 - 8:00	0	0	11	0	11					0	0	2	0	0	2	8	3	0	0	11	24
8:00 - 8:15	0	0	10	0	10					0	0	6	0	0	6	7	5	0	0	12	28
8:15 - 8:30	0	0	6	0	6					0	0	1	0	0	1	6	0	0	0	6	13
8:30 - 8:45	0	0	12	0	12					0	0	4	0	0	4	7	3	0	0	10	26
8:45 - 9:00	0	0	12	0	12					0	0	1	0	0	1	1	5	0	0	6	19
2 Hr Totals	1	0	65	0	66	0	0	0	0	0	0	18	1	0	19	41	23	0	0	64	149
1 Hr Totals																					
7:00 - 8:00	1	0	25	0	26	0	0	0	0	0	0	6	1	0	7	20	10	0	0	30	63
7:15 - 8:15	1	0	30	0	31	0	0	0	0	0	0	10	1	0	11	24	12	0	0	36	78
7:30 - 8:30	1	0	32	0	33	0	0	0	0	0	0	11	0	0	11	27	10	0	0	37	81
7:45 - 8:45	0	0	39	0	39	0	0	0	0	0	0	13	0	0	13	28	11	0	0	39	91
8:00 - 9:00	0	0	40	0	40	0	0	0	0	0	0	12	0	0	12	21	13	0	0	34	86
PEAK HOUR																					
7:30 - 8:30	1	0	32	0	33	0	0	0	0	0	0	11	0	0	11	27	10	0	0	37	81
PM																					
4:00 - 4:15	0	0	3	0	3	0	0	0	0	0	0	2	1	0	3	9	0	0	0	9	15
4:15 - 4:30	1	0	3	0	4					0	0	5	0	0	5	4	5	0	0	9	18
4:30 - 4:45	0	0	1	0	1					0	0	2	0	0	2	5	2	0	0	7	10
4:45 - 5:00	0	0	4	0	4					0	0	2	1	0	3	10	2	0	0	12	19
5:00 - 5:15	0	0	3	0	3					0	0	2	1	0	3	3	5	0	0	8	14
5:15 - 5:30	0	0	0	0	0					0	0	0	0	0	0	4	1	0	0	5	5
5:30 - 5:45	0	0	1	0	1					0	0	0	0	0	0	5	3	0	0	8	9
5:45 - 6:00	0	0	1	0	1					0	0	0	0	0	0	3	1	0	0	4	5
2 Hr Totals	1	0	16	0	17	0	0	0	0	0	0	13	3	0	16	43	19	0	0	62	95
1 Hr Totals																					
4:00 - 5:00	1	0	11	0	12	0	0	0	0	0	0	11	2	0	13	28	9	0	0	37	62
4:15 - 5:15	1	0	11	0	12	0	0	0	0	0	0	11	2	0	13	22	14	0	0	36	61
4:30 - 5:30	0	0	8	0	8	0	0	0	0	0	0	6	2	0	8	22	10	0	0	32	48
4:45 - 5:45	0	0	8	0	8	0	0	0	0	0	0	4	2	0	6	22	11	0	0	33	47
5:00 - 6:00	0	0	5	0	5	0	0	0	0	0	0	2	1	0	3	15	10	0	0	25	33
PEAK HOUR																					
4:00 - 5:00	1	0	11	0	12	0	0	0	0	0	0	11	2	0	13	28	9	0	0	37	62

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: The Traffic Group

Intersection of: US 219 | Date: September 21, 2023 | Thursday

and: NY 242 | Weather: Temperate/Fair

Location: Ellicottville, New York | Entered by: JLH | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: US 219					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: NY 242					TRAFFIC FROM WEST on: US 219 / NY 242 Overlap					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	
AM																					
7:00 - 7:15	2	0	48	0	50	0	0	0	0	0	0	18	5	0	23	40	17	0	0	57	130
7:15 - 7:30	1	0	59	0	60	0	0	0	0	0	0	17	5	0	22	51	20	0	0	71	153
7:30 - 7:45	2	0	59	0	61	0	0	0	0	0	0	30	3	0	33	43	13	0	0	56	150
7:45 - 8:00	2	0	78	0	80	0	0	0	0	0	0	42	2	0	44	52	16	0	0	68	192
8:00 - 8:15	4	0	69	0	73	0	0	0	0	0	0	23	4	0	27	52	19	0	0	71	171
8:15 - 8:30	2	0	57	0	59	0	0	0	0	0	0	22	2	0	24	52	18	0	0	70	153
8:30 - 8:45	0	0	59	0	59	0	0	0	0	0	0	19	3	0	22	50	15	0	0	65	146
8:45 - 9:00	4	0	42	0	46	0	0	0	0	0	0	27	2	0	29	39	14	0	0	53	128
2 Hr Totals	17	0	471	0	488	0	0	0	0	0	0	198	26	0	224	379	132	0	0	511	1223
1 Hr Totals																					
7:00 - 8:00	7	0	244	0	251	0	0	0	0	0	0	107	15	0	122	186	66	0	0	252	625
7:15 - 8:15	9	0	265	0	274	0	0	0	0	0	0	112	14	0	126	198	68	0	0	266	666
7:30 - 8:30	10	0	263	0	273	0	0	0	0	0	0	117	11	0	128	199	66	0	0	265	666
7:45 - 8:45	8	0	263	0	271	0	0	0	0	0	0	106	11	0	117	206	68	0	0	274	662
8:00 - 9:00	10	0	227	0	237	0	0	0	0	0	0	91	11	0	102	193	66	0	0	259	598
PEAK HOUR																					
7:30 - 8:30	10	0	263	0	273	0	0	0	0	0	0	117	11	0	128	199	66	0	0	265	666
PM																					
4:00 - 4:15	1	0	71	0	72	0	0	0	0	0	0	24	1	0	25	80	30	0	0	110	207
4:15 - 4:30	4	0	59	0	63	0	0	0	0	0	0	22	2	0	24	66	29	0	0	95	182
4:30 - 4:45	3	0	68	0	71	0	0	0	0	0	0	13	2	0	15	72	30	0	0	102	188
4:45 - 5:00	6	0	73	0	79	0	0	0	0	0	0	26	2	0	28	73	26	0	0	99	206
5:00 - 5:15	1	0	69	0	70	0	0	0	0	0	0	20	2	0	22	46	26	0	0	72	164
5:15 - 5:30	2	0	75	0	77	0	0	0	0	0	0	15	1	0	16	59	22	0	0	81	174
5:30 - 5:45	3	0	45	0	48	0	0	0	0	0	0	21	1	0	22	49	22	0	0	71	141
5:45 - 6:00	1	0	50	0	51	0	0	0	0	0	0	20	1	0	21	44	16	0	0	60	132
2 Hr Totals	21	0	510	0	531	0	0	0	0	0	0	161	12	0	173	489	201	0	0	690	1394
1 Hr Totals																					
4:00 - 5:00	14	0	271	0	285	0	0	0	0	0	0	85	7	0	92	291	115	0	0	406	783
4:15 - 5:15	14	0	269	0	283	0	0	0	0	0	0	81	8	0	89	257	111	0	0	368	740
4:30 - 5:30	12	0	285	0	297	0	0	0	0	0	0	74	7	0	81	250	104	0	0	354	732
4:45 - 5:45	12	0	262	0	274	0	0	0	0	0	0	82	6	0	88	227	96	0	0	323	685
5:00 - 6:00	7	0	239	0	246	0	0	0	0	0	0	76	5	0	81	198	86	0	0	284	611
PEAK HOUR																					
4:00 - 5:00	14	0	271	0	285	0	0	0	0	0	0	85	7	0	92	291	115	0	0	406	783

LIGHTS TURNING MOVEMENT COUNT - SUMMARY

Counted by: The Traffic Group

Intersection of: US 219 | Date: September 21, 2023 | Thursday

and: NY 242 | Weather: Temperate/Fair

Location: Ellicottville, New York | Entered by: JLH | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: US 219					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: NY 242					TRAFFIC FROM WEST on: US 219 / NY 242 Overlap					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	
AM																					
7:00 - 7:15	2	0	43	0	45	0	0	0	0	0	0	16	5	0	21	36	14	0	0	50	116
7:15 - 7:30	1	0	55	0	56	0	0	0	0	0	0	17	4	0	21	47	18	0	0	65	142
7:30 - 7:45	1	0	54	0	55	0	0	0	0	0	0	27	3	0	30	37	11	0	0	48	133
7:45 - 8:00	2	0	66	0	68	0	0	0	0	0	0	40	2	0	42	44	13	0	0	57	167
8:00 - 8:15	4	0	59	0	63	0	0	0	0	0	0	17	4	0	21	45	14	0	0	59	143
8:15 - 8:30	2	0	50	0	52	0	0	0	0	0	0	21	2	0	23	46	16	0	0	62	137
8:30 - 8:45	0	0	46	0	46	0	0	0	0	0	0	14	3	0	17	43	7	0	0	50	113
8:45 - 9:00	4	0	30	0	34	0	0	0	0	0	0	24	2	0	26	38	9	0	0	47	107
2 Hr Totals	16	0	403	0	419	0	0	0	0	0	0	176	25	0	201	336	102	0	0	438	1058
1 Hr Totals																					
7:00 - 8:00	6	0	218	0	224	0	0	0	0	0	0	100	14	0	114	164	56	0	0	220	558
7:15 - 8:15	8	0	234	0	242	0	0	0	0	0	0	101	13	0	114	173	56	0	0	229	585
7:30 - 8:30	9	0	229	0	238	0	0	0	0	0	0	105	11	0	116	172	54	0	0	226	580
7:45 - 8:45	8	0	221	0	229	0	0	0	0	0	0	92	11	0	103	178	50	0	0	228	560
8:00 - 9:00	10	0	185	0	195	0	0	0	0	0	0	76	11	0	87	172	46	0	0	218	500
PEAK HOUR																					
7:30 - 8:30	9	0	229	0	238	0	0	0	0	0	0	105	11	0	116	172	54	0	0	226	580
PM																					
4:00 - 4:15	1	0	68	0	69	0	0	0	0	0	0	22	0	0	22	71	29	0	0	100	191
4:15 - 4:30	3	0	56	0	59	0	0	0	0	0	0	17	2	0	19	62	24	0	0	86	164
4:30 - 4:45	3	0	67	0	70	0	0	0	0	0	0	11	2	0	13	67	28	0	0	95	178
4:45 - 5:00	6	0	69	0	75	0	0	0	0	0	0	24	1	0	25	63	24	0	0	87	187
5:00 - 5:15	1	0	66	0	67	0	0	0	0	0	0	18	1	0	19	43	21	0	0	64	150
5:15 - 5:30	2	0	75	0	77	0	0	0	0	0	0	15	1	0	16	55	21	0	0	76	169
5:30 - 5:45	3	0	44	0	47	0	0	0	0	0	0	21	1	0	22	44	19	0	0	63	132
5:45 - 6:00	1	0	49	0	50	0	0	0	0	0	0	20	1	0	21	41	15	0	0	56	127
2 Hr Totals	20	0	494	0	514	0	0	0	0	0	0	148	9	0	157	446	181	0	0	627	1298
1 Hr Totals																					
4:00 - 5:00	13	0	260	0	273	0	0	0	0	0	0	74	5	0	79	263	105	0	0	368	720
4:15 - 5:15	13	0	258	0	271	0	0	0	0	0	0	70	6	0	76	235	97	0	0	332	679
4:30 - 5:30	12	0	277	0	289	0	0	0	0	0	0	68	5	0	73	228	94	0	0	322	684
4:45 - 5:45	12	0	254	0	266	0	0	0	0	0	0	78	4	0	82	205	85	0	0	290	638
5:00 - 6:00	7	0	234	0	241	0	0	0	0	0	0	74	4	0	78	183	76	0	0	259	578
PEAK HOUR																					
4:00 - 5:00	13	0	260	0	273	0	0	0	0	0	0	74	5	0	79	263	105	0	0	368	720

BUSES TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Counted by: The Traffic Group

Intersection of: US 219 | Date: September 21, 2023 | Thursday

and: NY 242 | Weather: Temperate/Fair

Location: Ellicottville, New York | Entered by: JLH | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: US 219					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: NY 242					TRAFFIC FROM WEST on: US 219 / NY 242 Overlap					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	
AM																					
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:15 - 7:30	0	0	0	0	0					0	0	0	0	0	0	1	0	0	0	1	1
7:30 - 7:45	0	0	0	0	0					0	0	1	0	0	1	0	0	0	0	0	1
7:45 - 8:00	0	0	1	0	1					0	0	0	0	0	0	0	0	0	0	0	1
8:00 - 8:15	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	1	0	1					0	0	0	0	0	0	0	2	0	0	2	3
8:30 - 8:45	0	0	1	0	1					0	0	1	0	0	1	0	5	0	0	5	7
8:45 - 9:00	0	0	0	0	0					0	0	2	0	0	2	0	0	0	0	0	2
2 Hr Totals	0	0	3	0	3	0	0	0	0	0	0	4	0	0	4	2	7	0	0	9	16
1 Hr Totals																					
7:00 - 8:00	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	4
7:15 - 8:15	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
7:30 - 8:30	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
7:45 - 8:45	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	0	7	0	0	7	11
8:00 - 9:00	0	0	2	0	2	0	0	0	0	0	0	3	0	0	3	0	7	0	0	7	12
PEAK HOUR																					
7:30 - 8:30	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	5
PM																					
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 - 4:30	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0					0	0	0	0	0	0	0	0	0	0	0	0
2 Hr Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1

TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Counted by: The Traffic Group

Intersection of: US 219 | Date: September 21, 2023 | Thursday

and: NY 242 | Weather: Temperate/Fair

Location: Ellicottville, New York | Entered by: JLH | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: US 219					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: NY 242					TRAFFIC FROM WEST on: US 219 / NY 242 Overlap					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	
AM																					
7:00 - 7:15	0	0	5	0	5	0	0	0	0	0	0	2	0	0	2	3	3	0	0	6	13
7:15 - 7:30	0	0	4	0	4					0	0	0	1	0	1	3	2	0	0	5	10
7:30 - 7:45	1	0	5	0	6					0	0	2	0	0	2	6	2	0	0	8	16
7:45 - 8:00	0	0	11	0	11					0	0	2	0	0	2	8	3	0	0	11	24
8:00 - 8:15	0	0	10	0	10					0	0	6	0	0	6	7	5	0	0	12	28
8:15 - 8:30	0	0	6	0	6					0	0	1	0	0	1	6	0	0	0	6	13
8:30 - 8:45	0	0	12	0	12					0	0	4	0	0	4	7	3	0	0	10	26
8:45 - 9:00	0	0	12	0	12					0	0	1	0	0	1	1	5	0	0	6	19
2 Hr Totals	1	0	65	0	66	0	0	0	0	0	0	18	1	0	19	41	23	0	0	64	149
1 Hr Totals																					
7:00 - 8:00	1	0	25	0	26	0	0	0	0	0	0	6	1	0	7	20	10	0	0	30	63
7:15 - 8:15	1	0	30	0	31	0	0	0	0	0	0	10	1	0	11	24	12	0	0	36	78
7:30 - 8:30	1	0	32	0	33	0	0	0	0	0	0	11	0	0	11	27	10	0	0	37	81
7:45 - 8:45	0	0	39	0	39	0	0	0	0	0	0	13	0	0	13	28	11	0	0	39	91
8:00 - 9:00	0	0	40	0	40	0	0	0	0	0	0	12	0	0	12	21	13	0	0	34	86
PEAK HOUR																					
7:30 - 8:30	1	0	32	0	33	0	0	0	0	0	0	11	0	0	11	27	10	0	0	37	81
PM																					
4:00 - 4:15	0	0	3	0	3	0	0	0	0	0	0	2	1	0	3	9	0	0	0	9	15
4:15 - 4:30	1	0	3	0	4					0	0	5	0	0	5	4	5	0	0	9	18
4:30 - 4:45	0	0	1	0	1					0	0	2	0	0	2	5	2	0	0	7	10
4:45 - 5:00	0	0	4	0	4					0	0	2	1	0	3	10	2	0	0	12	19
5:00 - 5:15	0	0	3	0	3					0	0	2	1	0	3	3	5	0	0	8	14
5:15 - 5:30	0	0	0	0	0					0	0	0	0	0	0	4	1	0	0	5	5
5:30 - 5:45	0	0	1	0	1					0	0	0	0	0	0	5	3	0	0	8	9
5:45 - 6:00	0	0	1	0	1					0	0	0	0	0	0	3	1	0	0	4	5
2 Hr Totals	1	0	16	0	17	0	0	0	0	0	0	13	3	0	16	43	19	0	0	62	95
1 Hr Totals																					
4:00 - 5:00	1	0	11	0	12	0	0	0	0	0	0	11	2	0	13	28	9	0	0	37	62
4:15 - 5:15	1	0	11	0	12	0	0	0	0	0	0	11	2	0	13	22	14	0	0	36	61
4:30 - 5:30	0	0	8	0	8	0	0	0	0	0	0	6	2	0	8	22	10	0	0	32	48
4:45 - 5:45	0	0	8	0	8	0	0	0	0	0	0	4	2	0	6	22	11	0	0	33	47
5:00 - 6:00	0	0	5	0	5	0	0	0	0	0	0	2	1	0	3	15	10	0	0	25	33
PEAK HOUR																					
4:00 - 5:00	1	0	11	0	12	0	0	0	0	0	0	11	2	0	13	28	9	0	0	37	62

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: The Traffic Group

Intersection of: US 219 | Date: September 21, 2023 | Thursday

and: NY 242 | Weather: Temperate/Fair

Location: Ellicottville, New York | Entered by: JLH | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: US 219					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: NY 242					TRAFFIC FROM WEST on: US 219 / NY 242 Overlap					TOTAL N + S + E + W
	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	LEFT	THRU	RIGHT	UTURN	TOTAL	
AM																					
7:00 - 7:15	2	0	48	0	50	0	0	0	0	0	0	18	5	0	23	40	17	0	0	57	130
7:15 - 7:30	1	0	59	0	60	0	0	0	0	0	0	17	5	0	22	51	20	0	0	71	153
7:30 - 7:45	2	0	59	0	61	0	0	0	0	0	0	30	3	0	33	43	13	0	0	56	150
7:45 - 8:00	2	0	78	0	80	0	0	0	0	0	0	42	2	0	44	52	16	0	0	68	192
8:00 - 8:15	4	0	69	0	73	0	0	0	0	0	0	23	4	0	27	52	19	0	0	71	171
8:15 - 8:30	2	0	57	0	59	0	0	0	0	0	0	22	2	0	24	52	18	0	0	70	153
8:30 - 8:45	0	0	59	0	59	0	0	0	0	0	0	19	3	0	22	50	15	0	0	65	146
8:45 - 9:00	4	0	42	0	46	0	0	0	0	0	0	27	2	0	29	39	14	0	0	53	128
2 Hr Totals	17	0	471	0	488	0	0	0	0	0	0	198	26	0	224	379	132	0	0	511	1223
1 Hr Totals																					
7:00 - 8:00	7	0	244	0	251	0	0	0	0	0	0	107	15	0	122	186	66	0	0	252	625
7:15 - 8:15	9	0	265	0	274	0	0	0	0	0	0	112	14	0	126	198	68	0	0	266	666
7:30 - 8:30	10	0	263	0	273	0	0	0	0	0	0	117	11	0	128	199	66	0	0	265	666
7:45 - 8:45	8	0	263	0	271	0	0	0	0	0	0	106	11	0	117	206	68	0	0	274	662
8:00 - 9:00	10	0	227	0	237	0	0	0	0	0	0	91	11	0	102	193	66	0	0	259	598
PEAK HOUR																					
7:30 - 8:30	10	0	263	0	273	0	0	0	0	0	0	117	11	0	128	199	66	0	0	265	666
PM																					
4:00 - 4:15	1	0	71	0	72	0	0	0	0	0	0	24	1	0	25	80	30	0	0	110	207
4:15 - 4:30	4	0	59	0	63	0	0	0	0	0	0	22	2	0	24	66	29	0	0	95	182
4:30 - 4:45	3	0	68	0	71	0	0	0	0	0	0	13	2	0	15	72	30	0	0	102	188
4:45 - 5:00	6	0	73	0	79	0	0	0	0	0	0	26	2	0	28	73	26	0	0	99	206
5:00 - 5:15	1	0	69	0	70	0	0	0	0	0	0	20	2	0	22	46	26	0	0	72	164
5:15 - 5:30	2	0	75	0	77	0	0	0	0	0	0	15	1	0	16	59	22	0	0	81	174
5:30 - 5:45	3	0	45	0	48	0	0	0	0	0	0	21	1	0	22	49	22	0	0	71	141
5:45 - 6:00	1	0	50	0	51	0	0	0	0	0	0	20	1	0	21	44	16	0	0	60	132
2 Hr Totals	21	0	510	0	531	0	0	0	0	0	0	161	12	0	173	489	201	0	0	690	1394
1 Hr Totals																					
4:00 - 5:00	14	0	271	0	285	0	0	0	0	0	0	85	7	0	92	291	115	0	0	406	783
4:15 - 5:15	14	0	269	0	283	0	0	0	0	0	0	81	8	0	89	257	111	0	0	368	740
4:30 - 5:30	12	0	285	0	297	0	0	0	0	0	0	74	7	0	81	250	104	0	0	354	732
4:45 - 5:45	12	0	262	0	274	0	0	0	0	0	0	82	6	0	88	227	96	0	0	323	685
5:00 - 6:00	7	0	239	0	246	0	0	0	0	0	0	76	5	0	81	198	86	0	0	284	611
PEAK HOUR																					
4:00 - 5:00	14	0	271	0	285	0	0	0	0	0	0	85	7	0	92	291	115	0	0	406	783

(1 of 3)

Station 510219

from CR 71 MILL ST FARM TO MARKET to END 219/242 OLAP

Direction:	Northbound
Data Types:	Volume,Class,Speed
Placement:	519' S of END 219/242 OLAP

Year/Month/Day:	2016/6/6
AADT:	3563
High Hour Volume:	303
High Hour Interval:	17
Avg. Wkday % F4-F13:	14
Single Unit ADT:	
Combo Unit ADT:	
Average Speed (mph):	37
Factor Group:	30

Average Weekday Hourly Volume

Hover over the dots to see average hourly volume for each interval.

(2 of 3)

Station 510219

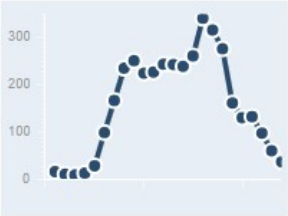
from CR 71 MILL ST FARM TO MARKET to END 219/242 OLAP

Direction:	Southbound
Data Types:	Volume,Class,Speed
Placement:	519' S of END 219/242 OLAP

Year/Month/Day:	2016/6/6
AADT:	3504
High Hour Volume:	342
High Hour Interval:	16
Avg. Wkday % F4-F13:	14
Single Unit ADT:	
Combo Unit ADT:	
Average Speed (mph):	37
Factor Group:	30

Average Weekday Hourly Volume

Hover over the dots to see average hourly volume for each interval.



(3 of 3)

Station 510219

from CR 71 MILL ST FARM TO MARKET to END 219/242 OLAP

Direction:	Westbound
Data Types:	Volume,Class,Speed
Placement:	505ft W of US219

Year/Month/Day:	2019/9/16
AADT:	3951
High Hour Volume:	384
High Hour Interval:	16
Avg. Wkday % F4-F13:	14
Single Unit ADT:	
Combo Unit ADT:	
Average Speed (mph):	37
Factor Group:	30

Average Weekday Hourly Volume

Hover over the dots to see average hourly volume for each interval.

(2 of 3)

Station 510219

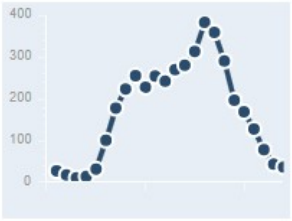
from CR 71 MILL ST FARM TO MARKET to END 219/242 OLAP

Direction:	Eastbound
Data Types:	Volume,Class,Speed
Placement:	505ft W of US219

Year/Month/Day:	2019/9/16
AADT:	3847
High Hour Volume:	384
High Hour Interval:	16
Avg. Wkday % F4-F13:	14
Single Unit ADT:	
Combo Unit ADT:	
Average Speed (mph):	35
Factor Group:	30

Average Weekday Hourly Volume

Hover over the dots to see average hourly volume for each interval.



Growth Rate Calculations	AM		PM	
	EB	WB	EB	WB
2016 Counts (veh)	290	236	303	317
2019 Counts (veh)	304	256	307	360
Total Increase (veh)	14	20	4	43
Increase per year (veh/yr)	5	7	1	14
Growth Percent	2%	3%	0%	5%
Average Growth Percent	2%			

APPENDIX B
Existing Traffic Scenario
Capacity Analysis Summary Sheets

HCS Two-Way Stop-Control Report

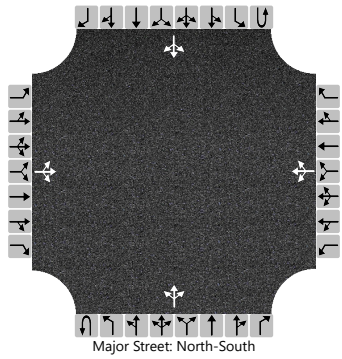
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	EXISTING TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & BUSINESS DRIVEWAYS
Jurisdiction	NYDOT
East/West Street	BUSINESS DRIVEWAYS
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	1	36		0	0	2		0	211	1		1	241	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			57				2			0				1		
Capacity, c (veh/h)			658				814			1314				1349		
v/c Ratio			0.09				0.00			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.3				0.0			0.0				0.0		
Control Delay (s/veh)			11.0				9.4			7.7	0.0	0.0		7.7	0.0	0.0
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)	11.0				9.4				0.0				0.0			
Approach LOS	B				A				A				A			

HCS Two-Way Stop-Control Report

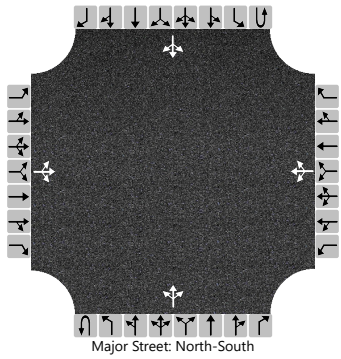
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	EXISTING TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & BUSINESS DRIVEWAYS
Jurisdiction	NYDOT
East/West Street	BUSINESS DRIVEWAYS
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	0	17		1	0	3		0	300	3		2	270	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			26				4			0				2		
Capacity, c (veh/h)			595				590			1280				1242		
v/c Ratio			0.04				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			11.3				11.2			7.8	0.0	0.0		7.9	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	11.3				11.2				0.0				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

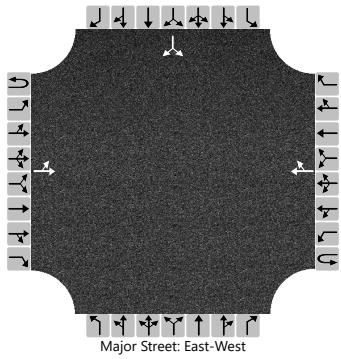
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2023
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	EXISTING TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		201	66				117	11						10		267
Percent Heavy Vehicles (%)		13												10		13
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.23												6.50		6.33
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.32												3.59		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		218													301	
Capacity, c (veh/h)		1379													842	
v/c Ratio		0.16													0.36	
95% Queue Length, Q_{95} (veh)		0.6													1.6	
Control Delay (s/veh)		8.1	1.3												11.6	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	6.4												11.6			
Approach LOS	A												B			

HCS Two-Way Stop-Control Report

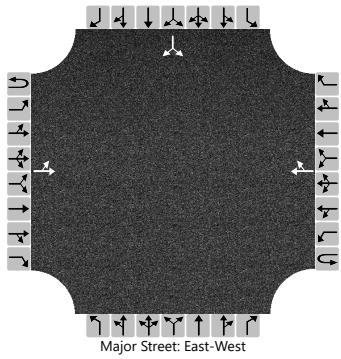
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2023
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	EXISTING TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		296	115				85	7						14		274
Percent Heavy Vehicles (%)		9												7		4
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.19												6.47		6.24
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.28												3.56		3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		322													313	
Capacity, c (veh/h)		1450													835	
v/c Ratio		0.22													0.37	
95% Queue Length, Q_{95} (veh)		0.9													1.8	
Control Delay (s/veh)		8.2	2.0												11.9	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		6.4												11.9		
Approach LOS		A												B		

APPENDIX C
2024 No-Build Traffic Scenario
Capacity Analysis Summary Sheets

HCS Two-Way Stop-Control Report

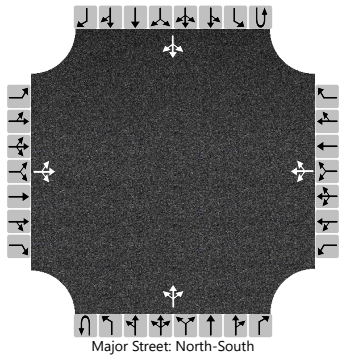
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	2024 NO-BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & BUSINESS DRIVEWAYS
Jurisdiction	NYDOT
East/West Street	BUSINESS DRIVEWAYS
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	1	37		0	0	2		0	215	1		1	246	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			58				2			0				1		
Capacity, c (veh/h)			654				810			1308				1344		
v/c Ratio			0.09				0.00			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.3				0.0			0.0				0.0		
Control Delay (s/veh)			11.0				9.5			7.8	0.0	0.0		7.7	0.0	0.0
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)	11.0				9.5				0.0				0.0			
Approach LOS	B				A				A				A			

HCS Two-Way Stop-Control Report

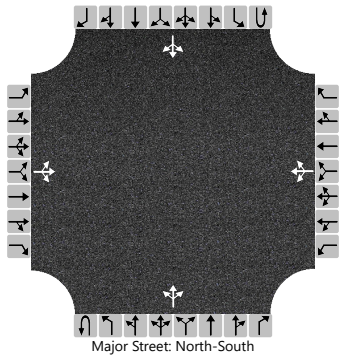
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	2024 NO-BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & BUSINESS DRIVEWAYS
Jurisdiction	NYDOT
East/West Street	BUSINESS DRIVEWAYS
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	0	17		1	0	3		0	306	3		2	275	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			26				4			0				2		
Capacity, c (veh/h)			588				582			1274				1235		
v/c Ratio			0.04				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			11.4				11.2			7.8	0.0	0.0		7.9	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	11.4				11.2				0.0				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

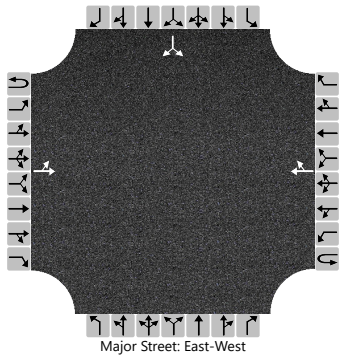
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	2024 NO-BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		205	67				119	11						10		273
Percent Heavy Vehicles (%)		14												10		13
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.24												6.50		6.33
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.33												3.59		3.42

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		223													308	
Capacity, c (veh/h)		1371													839	
v/c Ratio		0.16													0.37	
95% Queue Length, Q_{95} (veh)		0.6													1.7	
Control Delay (s/veh)		8.1	1.4												11.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		6.5												11.8		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

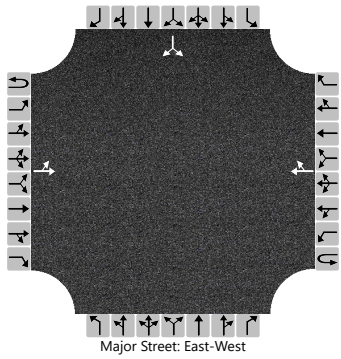
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	2024 NO-BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		302	117				87	7						14		279
Percent Heavy Vehicles (%)		10												7		4
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.20												6.47		6.24
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.29												3.56		3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		328													318	
Capacity, c (veh/h)		1441													831	
v/c Ratio		0.23													0.38	
95% Queue Length, Q_{95} (veh)		0.9													1.8	
Control Delay (s/veh)		8.2	2.0												12.0	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		6.5												12.0		
Approach LOS		A												B		

APPENDIX D
ITE Trip Generation Sheets

Convenience Store/Gas Station - GFA (4-5.5k)
(945)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday**

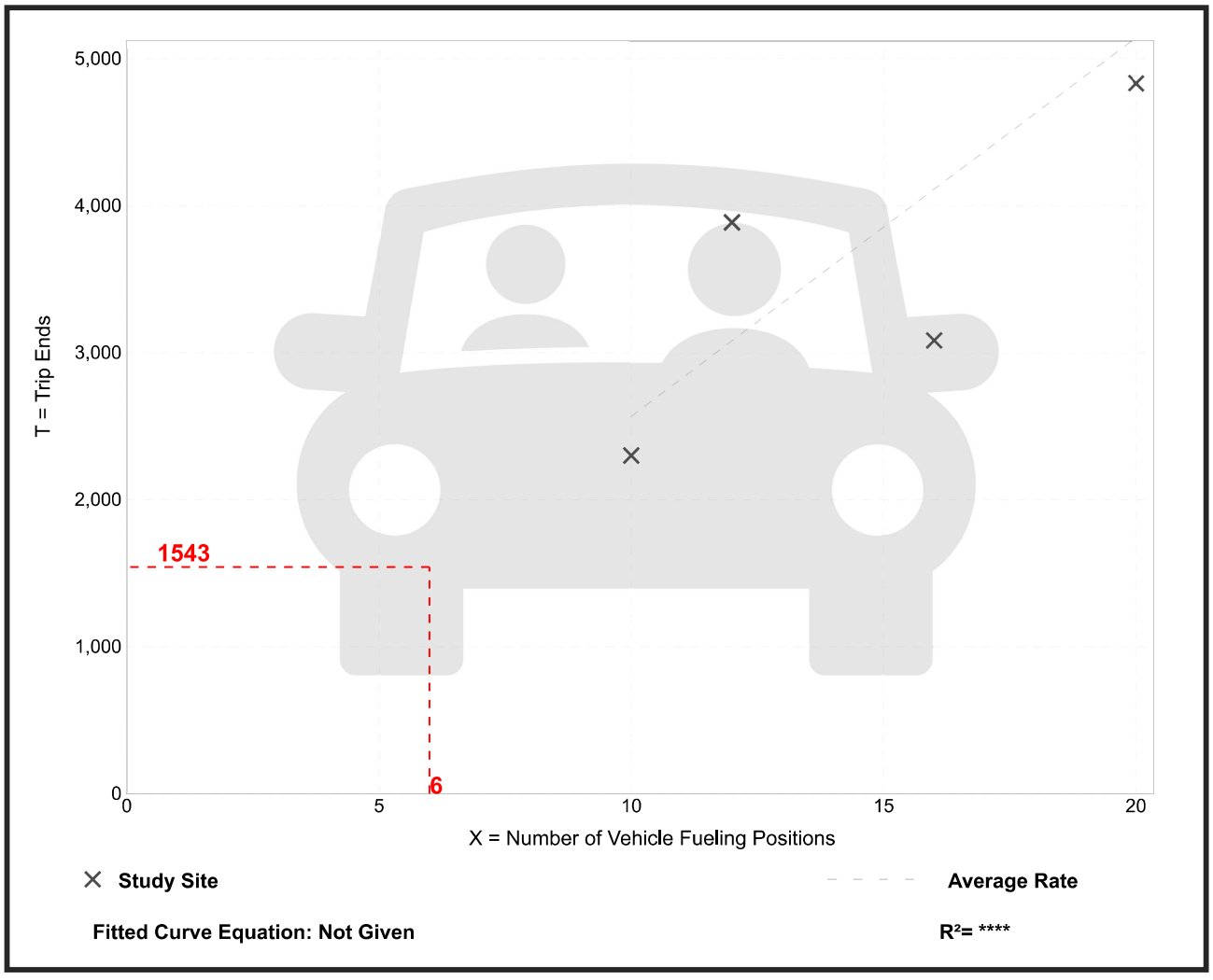
Setting/Location: **General Urban/Suburban**
Number of Studies: 5
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
257.13	193.00 - 324.17	57.53

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

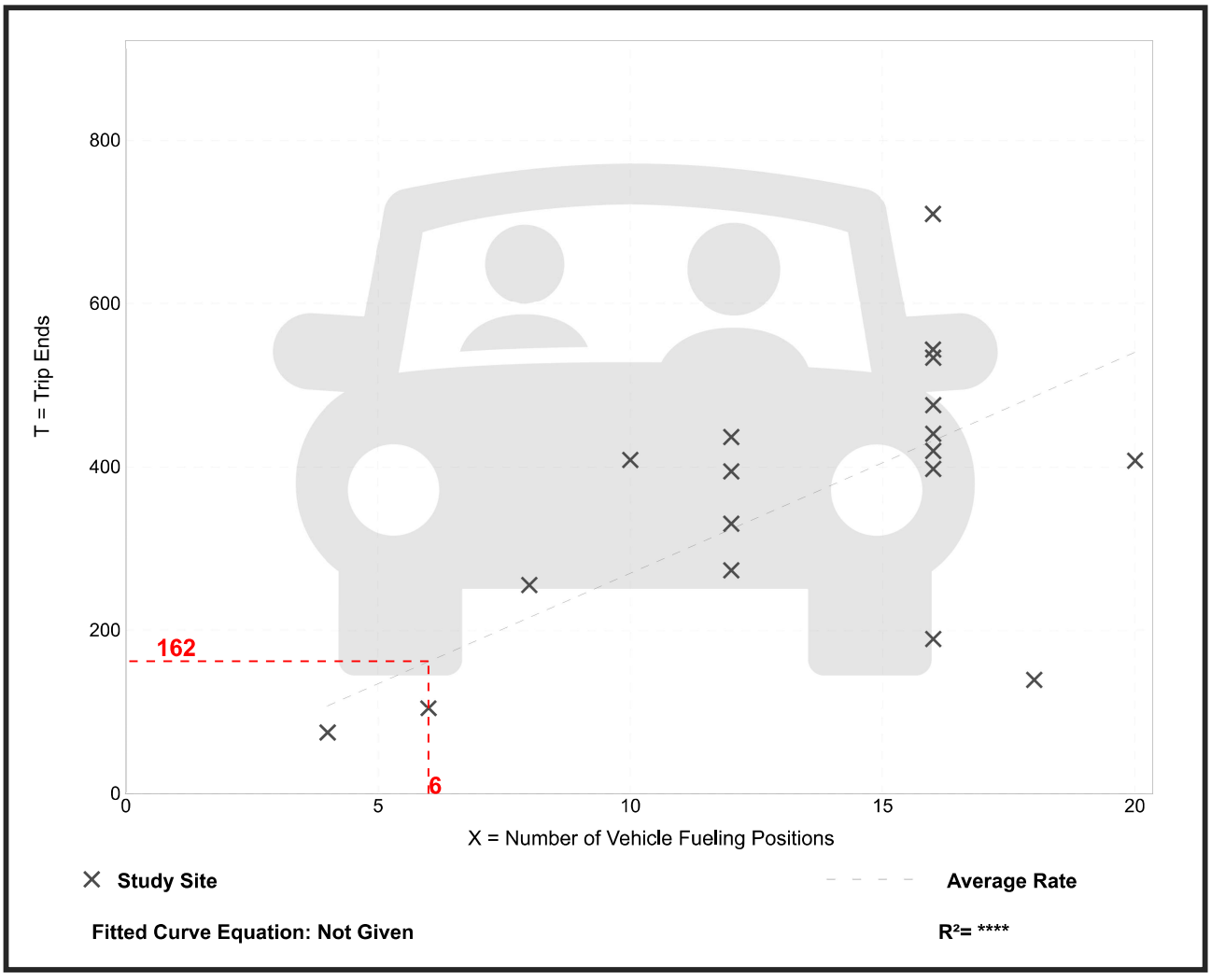
Convenience Store/Gas Station - GFA (4-5.5k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
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:	18
Avg. Num. of Vehicle Fueling Positions:	13
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
27.04	7.78 - 44.38	9.88

Data Plot and Equation



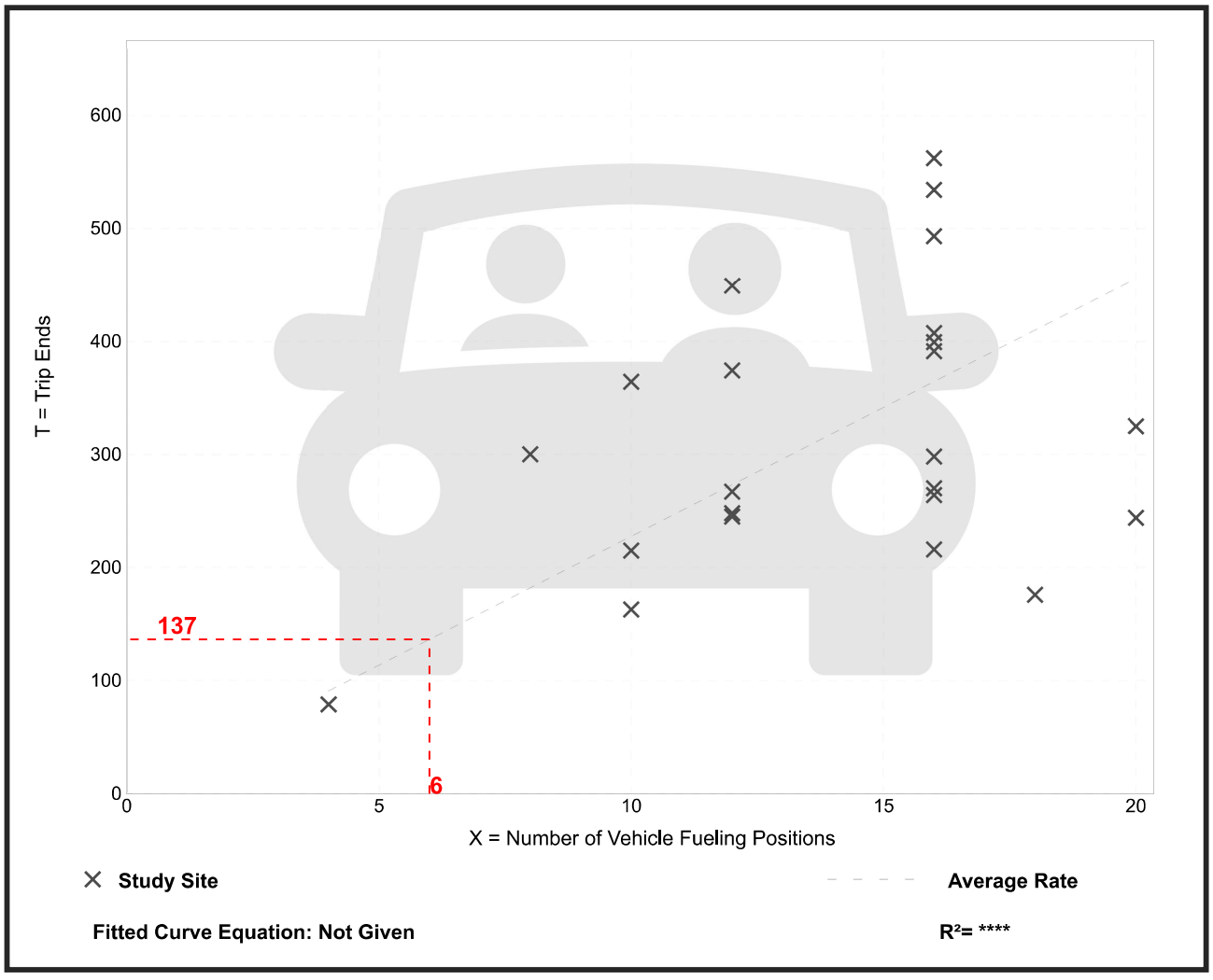
Convenience Store/Gas Station - GFA (4-5.5k)
(945)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
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:	23
Avg. Num. of Vehicle Fueling Positions:	14
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.76	9.78 - 37.50	8.49

Data Plot and Equation



APPENDIX E
2024 Build Traffic Scenario
Capacity Analysis Summary Sheets

HCS Two-Way Stop-Control Report

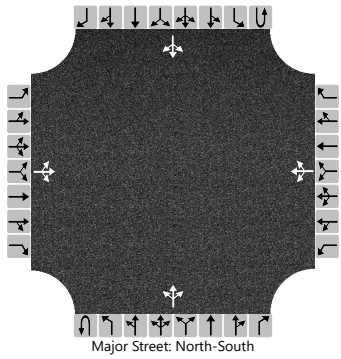
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & BUSINESS DRIVEWAYS
Jurisdiction	NYDOT
East/West Street	BUSINESS DRIVEWAYS
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		15	1	37		0	0	2		0	226	1		1	257	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			58				2			0				1		
Capacity, c (veh/h)			638				797			1295				1331		
v/c Ratio			0.09				0.00			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.3				0.0			0.0				0.0		
Control Delay (s/veh)			11.2				9.5			7.8	0.0	0.0		7.7	0.0	0.0
Level of Service (LOS)			B				A			A	A	A		A	A	A
Approach Delay (s/veh)	11.2				9.5				0.0				0.0			
Approach LOS	B				A				A				A			

HCS Two-Way Stop-Control Report

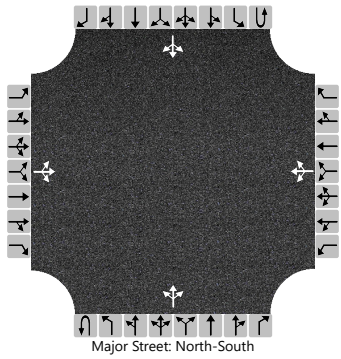
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & BUSINESS DRIVEWAYS
Jurisdiction	NYDOT
East/West Street	BUSINESS DRIVEWAYS
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		7	0	17		1	0	3		0	317	3		2	286	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			26				4			0				2		
Capacity, c (veh/h)			574				569			1261				1222		
v/c Ratio			0.05				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.0			0.0				0.0		
Control Delay (s/veh)			11.6				11.4			7.9	0.0	0.0		8.0	0.0	0.0
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	11.6				11.4				0.0				0.1			
Approach LOS	B				B				A				A			

HCS Two-Way Stop-Control Report

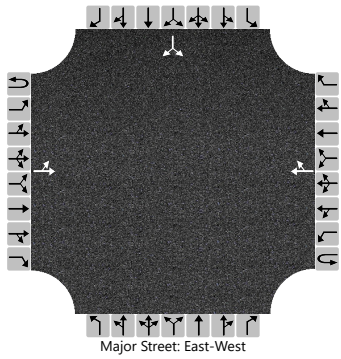
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		188	72				124	11						10		256
Percent Heavy Vehicles (%)		15												10		14
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.25												6.50		6.34
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.34												3.59		3.43

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		204													289	
Capacity, c (veh/h)		1359													833	
v/c Ratio		0.15													0.35	
95% Queue Length, Q_{95} (veh)		0.5													1.6	
Control Delay (s/veh)		8.1	1.3												11.6	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		6.2												11.6		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

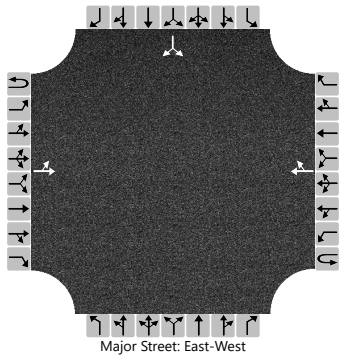
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		289	121				91	7						14		266
Percent Heavy Vehicles (%)		10												7		4
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.20												6.47		6.24
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.29												3.56		3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		314													304	
Capacity, c (veh/h)		1436													827	
v/c Ratio		0.22													0.37	
95% Queue Length, Q_{95} (veh)		0.8													1.7	
Control Delay (s/veh)		8.2	1.9												11.9	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		6.4												11.9		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

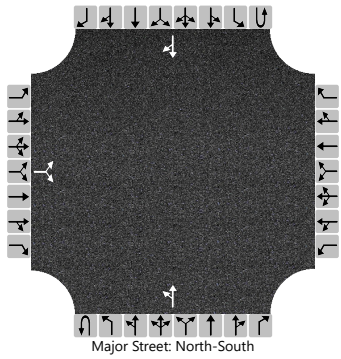
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	North-South
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & SITE NORTH DRIVEWAY
Jurisdiction	NYDOT
East/West Street	SITE NORTH DRIVEWAY
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		28		0						0	199				266	28
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			30							0						
Capacity, c (veh/h)			519							1252						
v/c Ratio			0.06							0.00						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			12.4							7.9	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		12.4								0.0						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

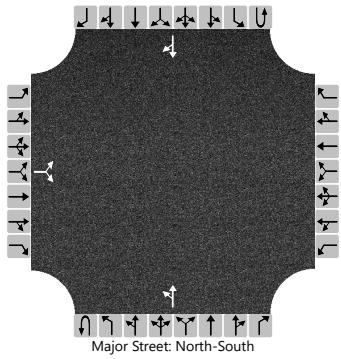
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	PM PEAK
Intersection Orientation	North-South
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SR 219 & SITE NORTH DRIVEWAY
Jurisdiction	NYDOT
East/West Street	SITE NORTH DRIVEWAY
North/South Street	SR 219
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		24		0						0	296				280	24
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			26							0						
Capacity, c (veh/h)			443							1240						
v/c Ratio			0.06							0.00						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			13.6							7.9	0.0					
Level of Service (LOS)			B							A	A					
Approach Delay (s/veh)		13.6								0.0						
Approach LOS		B								A						

HCS Two-Way Stop-Control Report

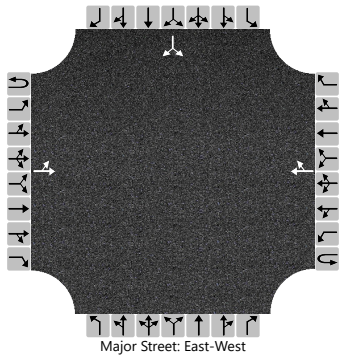
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SITE EAST DRIVEWAY & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SITE EAST DRIVEWAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		28	247				368	12						13		28
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		30													45	
Capacity, c (veh/h)		1157													528	
v/c Ratio		0.03													0.08	
95% Queue Length, Q_{95} (veh)		0.1													0.3	
Control Delay (s/veh)		8.2	0.3												12.4	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		1.1												12.4		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

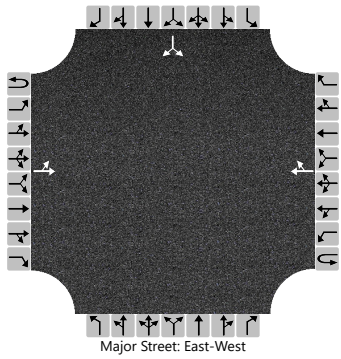
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SITE EAST DRIVEWAY & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SITE EAST DRIVEWAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		24	399				346	11						11		24
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26													38	
Capacity, c (veh/h)		1181													495	
v/c Ratio		0.02													0.08	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
Control Delay (s/veh)		8.1	0.2												12.9	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.7												12.9		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

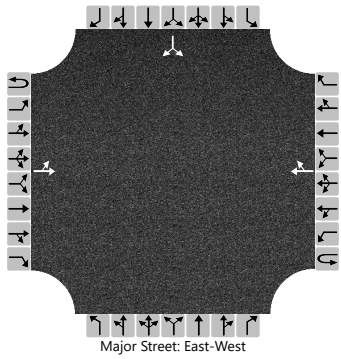
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	AM PEAK
Intersection Orientation	East-West
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SITE WEST DRIVEWAY & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SITE WEST DRIVEWAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		13	275				396	0						0		12
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14													13	
Capacity, c (veh/h)		1140													629	
v/c Ratio		0.01													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		8.2	0.1												10.8	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.5												10.8		
Approach LOS		A												B		

HCS Two-Way Stop-Control Report

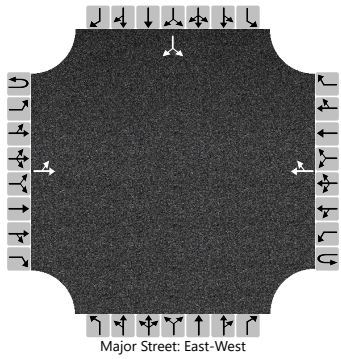
General Information

Analyst	DMB
Agency/Co.	CESO
Date Performed	10/4/2023
Analysis Year	2024
Time Analyzed	PM PEAK
Intersection Orientation	East-West
Project Description	2024 BUILD TRAFFIC SCENARIO

Site Information

Intersection	SITE WEST DRIVEWAY & SR 242
Jurisdiction	NYDOT
East/West Street	SR 242
North/South Street	SITE WEST DRIVEWAY
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT						TR							LR	
Volume (veh/h)		11	423				370	0						0		10
Percent Heavy Vehicles (%)		0												0		0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12													11	
Capacity, c (veh/h)		1167													652	
v/c Ratio		0.01													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
Control Delay (s/veh)		8.1	0.1												10.6	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.3												10.6		
Approach LOS		A												B		

APPENDIX F
NYSDOT Turn Lane Warrant Values

Exhibit 9-75 is a guide to traffic volumes where left-turn facilities should be considered on two-lane highways. For the volumes shown, left turns and right turns from the minor street can be equal to, but not greater than, the left turns from the major street.

Metric					US Customary				
Opposing volume (veh/h)	Advancing volume (veh/h) 5% left turns	10% left turns	20% left turns	30% left turns	Opposing volume (veh/h)	Advancing volume (veh/h) 5% left turns	10% left turns	20% left turns	30% left turns
60-km/h operating speed					40-mph operating speed				
800	330	240	180	160	800	330	240	180	160
600	410	305	225	200	600	410	305	225	200
400	510	380	275	245	400	510	380	275	245
200	640	470	350	305	200	640	470	350	305
100	720	515	390	340	100	720	515	390	340
80-km/h operating speed					50-mph operating speed				
800	280	210	165	135	800	280	210	165	135
600	350	260	195	170	600	350	260	195	170
400	430	320	240	210	400	430	320	240	210
200	550	400	300	270	200	550	400	300	270
100	615	445	335	295	100	615	445	335	295
100-km/h operating speed					60-mph operating speed				
800	230	170	125	115	800	230	170	125	115
600	290	210	160	140	600	290	210	160	140
400	365	270	200	175	400	365	270	200	175
200	450	330	250	215	200	450	330	250	215
100	505	370	275	240	100	505	370	275	240

Exhibit 9-75. Guide for Left-Turn Lanes on Two-Lane Highways (6)

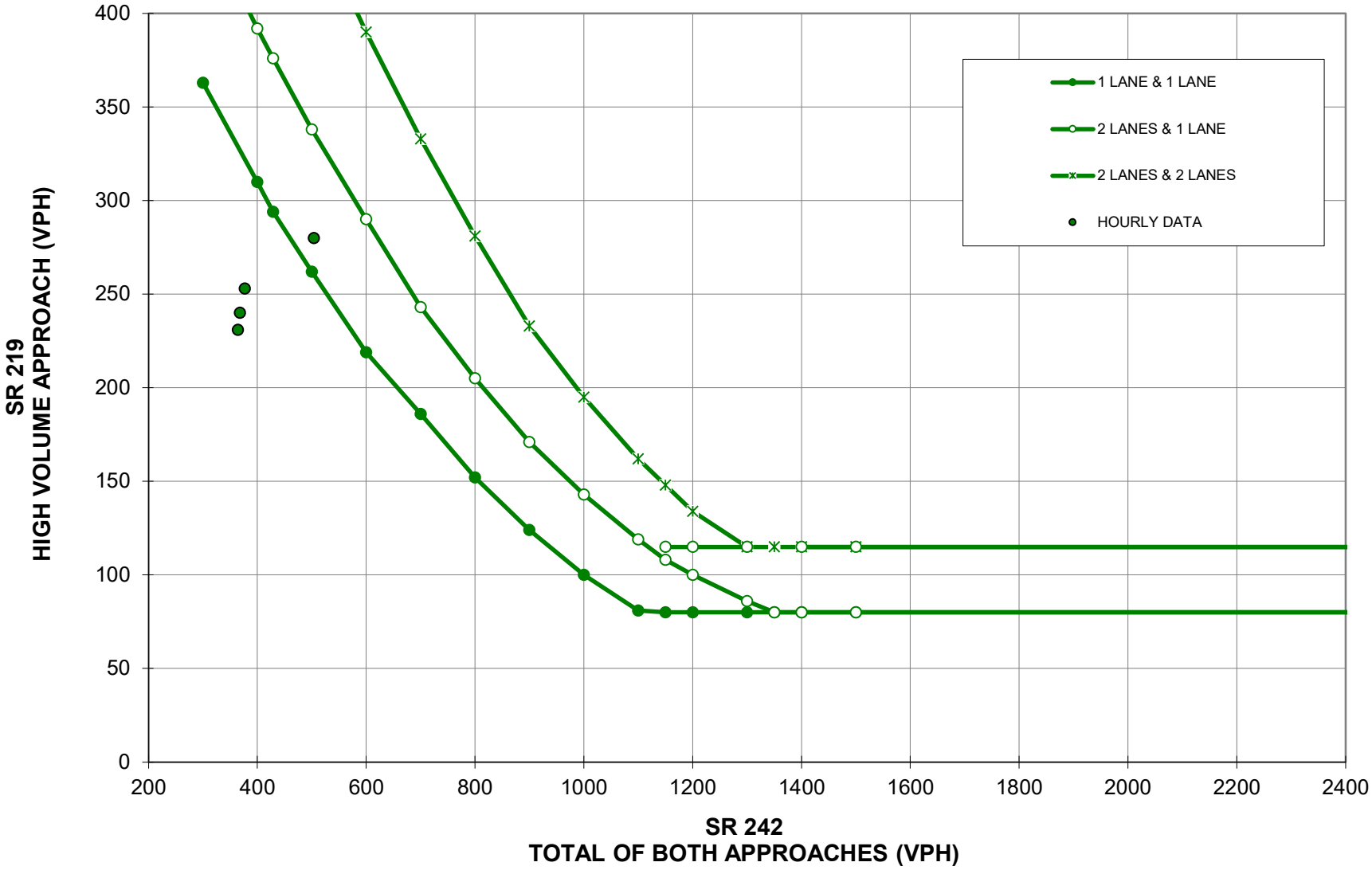
Additional information on left-turn lanes, including their suggested lengths, can be found in published sources (**2, 11, 13**). In the case of double left-turn lanes, a capacity analysis of the intersection should be performed to determine what traffic controls are needed in order for it to function properly.

APPENDIX G
Detailed Signal Warrant Study Calculations

TRAFFIC SIGNAL WARRANT STUDY TRAFFIC VOLUMES				
TIME BEGIN	2024 NO-BUILD		2024 BUILD	
	MAJOR	MINOR	MAJOR	MINOR
6:00 AM				
7:00 AM	381	263	377	253
8:00 AM	368	242	364	231
9:00 AM				
10:00 AM				
11:00 AM				
12:00 PM				
1:00 PM				
2:00 PM				
3:00 PM				
4:00 PM	508	291	504	280
5:00 PM	372	251	368	240

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume

SR 219 & SR 242
2024 BUILD YEAR TRAFFIC SCENARIO

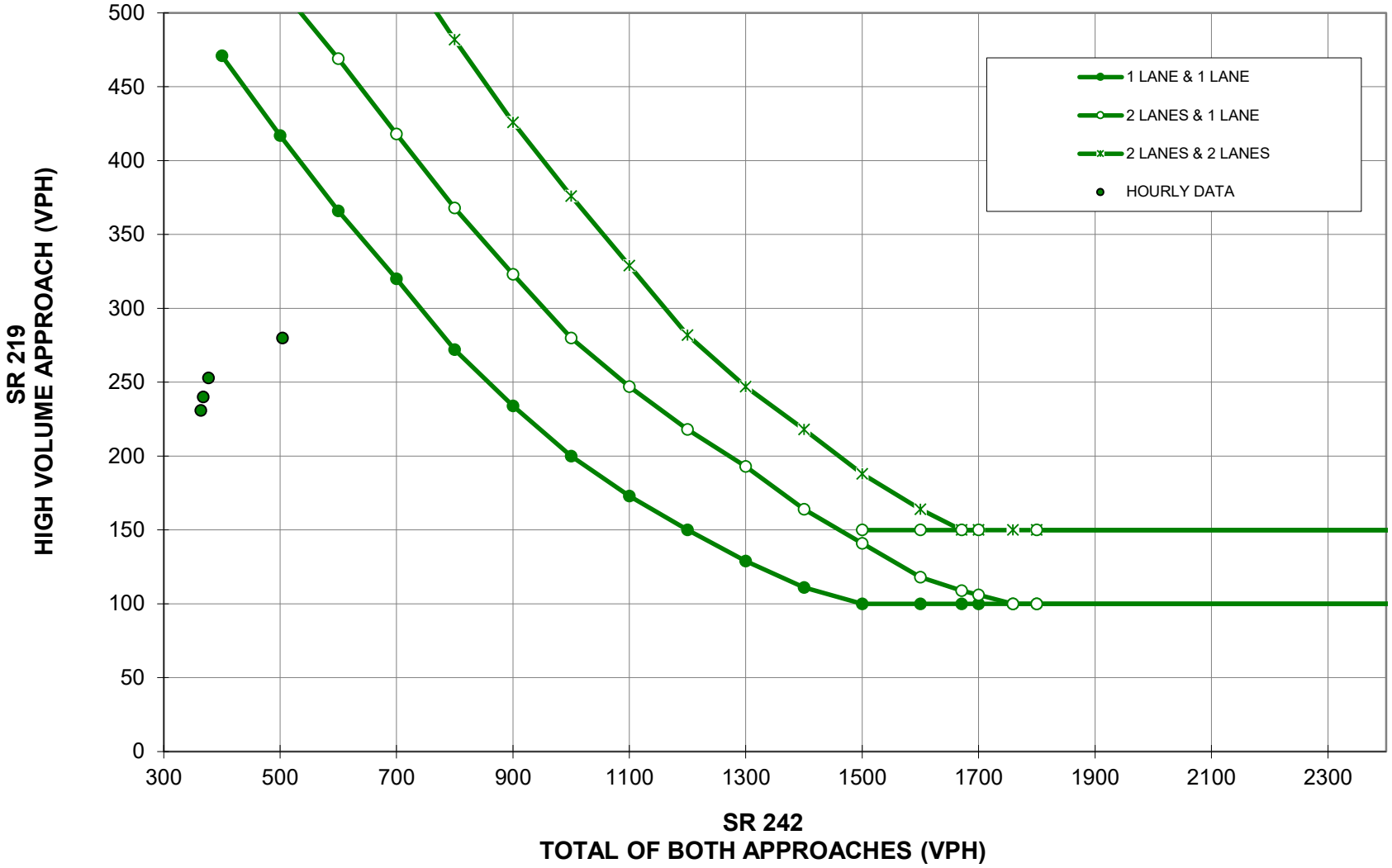


REF: MUTCD

Figure 4C-4. Warrant 3, Peak Hour Vehicular Volume

SR 219 & SR 242

2024 BUILD YEAR TRAFFIC SCENARIO



REF: MUTCD

Signal Warrant Charts (100% Factor).xlsx