TOWN OF VERNON

Planning & Zoning Commission (PZC)

Meeting Notice & Agenda

Thursday, June 16, 2022, 7:30 PM

Town Council Chambers 3rd Floor 14 Park Place Vernon, CT 06066

AGENDA

- 1. Call to Order & Roll Call by Roland Klee, Chairman
- 2. Administrative Actions/Requests
 - 2.1 Amendment/Adoption of Agenda Additional business to be considered under agenda item #6 "Other Business" requires a Commission vote.
 - 2.2 Approval of the Minutes from May 19, 2022
- 3. New Application(s) for receipt, if any:

NONE

- 4. Public Hearing(s) and Action on Applications:
 - **4.1 PZ-2022-11, 371 Talcottvile Rd.** An Application of Allan Borghesi for a Site Plan and Special Permit to develop a 3844 sq. ft. Valvoline Oil Change at 371 Talcottville Rd. (Tax Map 04, Block 04, Parcel 6B). The Special Permit requested includes Section 4.9.4.14 (general automotive repairing and services). The property is zoned Commercial.
- 5. **8-24 Referrals, If any**
- 6. Other Business/Discussion
- 7. Public Comments Received
- 8. **Adjournment**

Roland Klee, Chair

Planning & Zoning Commission

DRAFT MINUTES

TOWN OF VERNON

Planning & Zoning Commission (PZC)

Thursday, May 19, 2022, 7:30 PM

Town Council Chambers 3rd Floor

14 Park Place Vernon, CT 06066

Draft Minutes

- 1. Call to Order & Roll Call by Roland Klee, Chairman
 - Regular members present: Roland Klee, Carl Bard, Mike Baum, Robin Lockwood, Joseph Miller, and Iris Mullan
 - Alternate Member: Yelena Damsky sitting for Mike Mitchell
 - Absent Members: Mike Mitchell
 - Staff present: Shaun Gately, Interim Director, Luciana Granstrand, Planning Specialist
 - Recording secretary: Jill Rocco

2. Administrative Actions/Requests

2.1 Amendment/Adoption of Agenda - Additional business to be considered under agenda item #6 "Other Business" requires a Commission vote.

Robin Lockwood MOVED to ADOPT the agenda. Iris Mullan seconded and the motion carried unanimously.

2.2 Approval of the Minutes from May 05, 2022

Joseph Miller MOVED to APPROVE the minutes from May 5, 2022. Carl Bard seconded and the motion carried unanimously.

- 3. New Application(s) for receipt, if any:
 - **3.1 PZ-2022-11, 371 Talcottvile Rd.** An Application of Allan Borghesi for a Site Plan and Special Permit to develop a 3844 sq. ft. Valvoline Oil Change at 371 Talcottville Rd. (Tax Map 04, Block 04, Parcel 6B). The Special Permit requested includes Section 4.9.4.14 (general automotive repairing and services). The property is zoned Commercial.

Shaun Gately, Interim Director recommended a Public Hearing date of June 16, 2022. Robin Lockwood MOVED to RECEIVE PZ-2022-11, 371 Talcottvile Rd. on June 16, 2022. Iris Mullan seconded and the motion carried unanimously.

- 4. Public Hearing(s) and Action on Applications:
 - **4.1 Affordable Housing Plan Initial Draft Transmittal.** Discuss the adoption of the Draft Affordable Housing Plan (AHP), 2022 to assist the town's future growth and to comply with the statutory requirements adopted by the Connecticut General Assembly.
 - No Public was in attendance.
 - Shaun Gately, Interim Director, read the Public Notice published in the Journal Inquirer on May 7, 2022 and May 14, 2022.

VERNON TOWN CLES

- Public comments received had previously been incorporated into the Affordable Housing Plan.
- Discussion ensued.
- Shaun Gately, Interim Director, explained the reason for the Affordable Housing Plan is to conform to state statutes.
- Discussion ensued.

Robin Lockwood MOVED to CLOSE the Public Hearing at 7:50 PM. Carl Bard seconded and the motion carried unanimously.

Roland Klee MOVED to ADOPT the Affordable Housing Plan 2022 for the Town of Vernon as presented. Joseph Miller seconded and the motion carried unanimously.

5. 8-24 Referrals, If any

NONE

6. Other Business/Discussion

Discussion on application review requirements.

- Shaun Gately, Interim Director, gave a detailed overview of application review requirements provided by CLEAR out of the University of CT.
- Powers and duties of the Zoning Commission.
- Basic rights of property owners and rights of way.
- Communication with applicants during public hearings.
- Discussion ensued.

7. Public Comments Received

NONE

8. Adjournment

Carl Bard MOVED to ADJOURN at 9:32 PM. Iris Mullan seconded and the motion carried unanimously.

Jill Rocco
Recording Secretary

APPLICATION For Receipt

NONE

APPLICATION FOR PUBLIC HEARING:

- 371 TALCOTTVILLE RD. – VALVOLINE BUILDING/OIL CHANGE



TOWN OF VERNON PLANNING & ZONING COMMISSION (PZC) <u>APPLICATION</u>

(Revised March 2021)

The PZC may require additional information to be provided by the applicant in the course of reviewing the application and during the monitoring of the project. Provide all the information requested.

| APPLICANT (S) |
|---|
| NAME: Allan (Sorghes) |
| COMPANY: BUTCHESI BUILDING + FMS. CO INC |
| ADDRESS: 2155 E Main Torrington Ct 06790 |
| TELEPHONE: 8604827613 E-MAIL: Allan & Burghes, building, Com |
| PROPERTY OWNER (S) |
| NAME: Expet LLC |
| ADDRESS: 25 Main St 4th Flow Hartford Ct 06106 |
| TELEPHONE: 203-943-3739 EMAIL: 6lennh@Sympower. Net |
| If the applicant is not the property owner, include a letter from the property owner authorizing the applicant to seek approval by the PZC, if no signature accompanies the application. (ZR Section 2.3) |
| <u>PROPERTY</u> |
| ADDRESS: 371 Talcottville Rd |
| ASSESSOR'S ID CODE: MAP # 4 BLOCK # LOT/PARCEL # 68 |
| LAND RECORD REFERENCE TO DEED DESCRIPTION: VOLUME: PAGE 146 |
| DOES THIS SITE CONTAIN A WATERCOURSE AND/OR WETLANDS? (SEE THE INLAND WETLANDS MAP AND REGULATIONS) |
| NO X_YES |
| NO REGULATED ACTIVITY WILL BE DONE |
| ZONING DISTRICT |
| IS THIS PROPERTY LOCATED WITHIN FIVE HUNDRED (500) FEET OF A MUNICIPAL BOUNDARY? |
| ZONING DISTRICT IS THIS PROPERTY LOCATED WITHIN FIVE HUNDRED (500) FEET OF A MUNICIPAL BOUNDARY? X NO YES: CHECK IF HISTORIC STATUS APPLIES: NO |
| CHECK IF HISTORIC STATUS APPLIES: NO |
| LOCATED IN HISTORIC DISTRICT: |
| INDIVIDUAL HISTORIC PROPERTY |

TOWN OF VERNON PLANNING & ZONING COMMISSION (PZC)

APPLICATION

This form is to be used to apply to the Vernon Planning & Zoning Commission (PZC) for a change of zoning district, amendment of the Zoning Regulations, Site Plan of Development (POD), Special Permit(s), amendment of the Subdivision Regulations, and/or approval of a (re) subdivision, or DMV location approval. Provide all the information requested.

The applicant must be the property owner, the property owner's agent, the Town of Vernon, or someone with a direct financial interest in the subject property; said interest shall be explained and written permission for this application must be obtained from the property owner and submitted with this application if the applicant is not the property owner (ZR Section 2.3).

The list of approvals and the references to sections of the Regulations are for informational purposes only to assist with preparation of the PZC application and are not a definitive statement of the sole requirements that may apply to a specific project.

The applicant understands that the application is complete only when all information and documents required by the PZC have been submitted and, further, that any approval by the PZC relies upon complete and accurate information being provided by the applicant. Incorrect information provided by the applicant may make the approval invalid. The PZC may require additional information to be provided by the applicant in the course of reviewing the application and during the monitoring of the project.

Provide all the information requested:

| I. APPLICANT; |
|---|
| Name: Allan Borshesi |
| Title: Chairtian |
| Company: Borghes, Building + Eng Co INC Address: 2155 E Main |
| Address: 2155 E Main |
| Torrington Ct 06790 Telephone: 960.482.7613 Fax: 860 482 5082 |
| Telephone: 960.482.7613 Fax: 860 482 5082 |
| E-mail Allan & Borghesi building Com |
| |
| II. PROPERTY OWNER (S): |
| Name: Expect LLC Go Glen Holderbach |
| Title: NA |
| Company: Expect LLC |
| |
| Address: 25 Main St 4th Floor Hartford 06106 |
| Address: 25 Main St 4th Floor Hartford 06106 |
| Telephone: 203 943 3739 Fax |
| |

III. PROPERTY 371 Talcottville Rd Assessor's ID Code: Map # 4 Block # Lot/Parcel # 6B

Land Record Reference to Deed Description: Volume: Page 24 Does this site contain a watercourse and/or wetlands? (See the Inland Wetlands Map and IWR Section 2.14, 2.15, 2.23, 2.24, 3.11; 4) ___No No work will be done in regulated area Work will be done in the regulated area _ IWC application has been submitted __ IWC application has not been submitted Zoning District Is this property located within five hundred (500) feet of a municipal boundary? Bolton Coventry Ellington Manchester South Windsor Tolland No Check if Historic Status Applies: Located in historic district: Rockville Talcottville

05/05/2015

_Individual historic property

Project Name: Valvoline Building

Project Contact Person:

Name: Allan Borghesi

Title: Chairman

Company: Borghesi Building + Eng. Co Inc

Address: 2155 E Mun

Torrington Ct 06790

E-mail: Allan @ Burghesi building, Com

Telephone: 860 482 7613 Fax: 860 48 2 5082

V. PZC APPLICATION PROJECT SUMMARY

Describe the project briefly in regard to the purpose of the project and the activities that will occur. Attach to this application a complete and detailed description with maps and documentation as required by the "Town of Vernon Zoning Regulations" and "Town of Vernon Subdivision Regulations".

| Purpose: Construct a Valvoline Oil Change |
|--|
| General Activities: Construct a 3844 Sq FT |
| Valvoline Oil Change Bldg |
| |
| |
| VI. APPROVAL (S) REQUESTED |
| Subdivision or Resubdivision |
| Subdivision (Sub. Sec. 4, 5, 6) Resubdivision (Sub. Sec. 4, 5, 6) Minor modification f subdivision or resubdivision (Sub. Sec. 4.6) Town acceptance of a road (Sub. Sec. 6.5-6. 8 & 9) Amendment of Subdivision Regulations (Sub. Sec. II) |
| See Subdivision Regulations Sec. 4 for application fee schedules. |
| Soil Erosion and Sediment Control Plan (ESCP) (ZR Sec. 2.117; 18) (Sub. 6.14) |
| Site Plan of Development (POD) (ZR Sec. 14) |
| POD approval (ZR Sec. 14.1.1.1; 14.1.2) Modification of an approved POD (ZR Sec. 14.1.1.1) Minor modification of a site POD (ZR Sec. 14.1.1.2) |
| Special Permit(s) (ZR Section 17.3) |
| Special Permit in an aquifer area (ZR Sec. 2.4; 2.5; 2.119; 20) Special Permit for excavation (ZR Sec. 2.52; 2.79; 15) Special Permit for use in a district (ZR Sec. 1.2 & 4) |
| Special Permit for lot coverage (ZR Sec. 1.2; 2.61; 2.68; 4) Special Permit for signs (ZR Sec. 1.2; 2.106-115; 4; 16; 21.7) Special Permit for parking (ZR Sec. 4; 12; 21.4 |
| Special Permit for elderly housing (ZR Sec. 2.60; 17.4) Special Permit for Bed & Breakfast (B & B) (ZR Sec. 2.9; 17.3.4) Special Permit for serving alcohol (ZR Sec. 2.103, 17.1) |
| Special Permit for massage (ZR Sec. 2.76-78; 4) Special Permit for telecommunications (ZR Sec. 2.21; 3.23 & 23) Special Permit for dumps and/or incinerators (ZR Section 8) |

| General Auto Repair + Servict |
|---|
| Special Permit modifications (ZR Sec. 17.3.2.2). Cite ZR Section and describe activity. |
| |
| |
| |
| |
| Zoning: |
| Site specific change of zoning district and map (ZR Sec. 1.2; 1.3; 4) Amendment of Zoning Regulations (Sec. 1.2; 1.3; 4) |
| |

Per Connecticut General Statutes (CGS) Section 8-26: If an application submitted to the Planning & Zoning Commission (PZC) involves any activity or area regulated under the wetlands statutes, an application for this activity must be filed with the Inland Wetlands Commission (IWC) on or before the day the Planning & Zoning Commission (PZC) application is filed by the applicant. (IWR Sec. 3.11)

Per CGS Sec. 8-31: If the proposed activity is to take place within a watershed of a Water company, the applicant is required to file a copy of the application with the Water Company via certified mail within seven (7) days of the date of the application. (IWR Sec. 4.3.6).

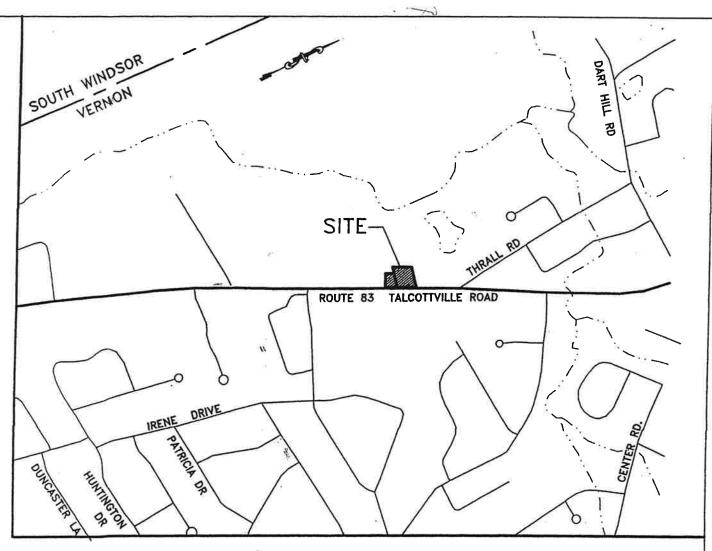
The applicant, undersigned, has reviewed the "Town of Vernon Planning and Zoning Regulations and Inland Wetlands and Watercourses Regulations" and has prepared this application with complete and accurate information:

Property Owner, Applicant, or Applicant's Agent:

| Allan Borshesi Signature Agent | 5/5/22 Date |
|--------------------------------|----------------|
| Signature | Date |

TO BE FILLED IN BY THE PLANNING DEPARTMENT

| Date Application Submitted | |
|---|--|
| Date Application Received by Commission | |
| PZC File: | |



LOCATION PLAN - SCALE: 1"=1000"

09-015H-0026B SCF RC FUNDING IV LLC 902 CARNEGIE CENTER BLVD #520 PRINCETON NJ 08540

04-8004-008AR VERNON POWN OF 14 PARK PL VERNON CT 06066

04-0004-0007A VERNON TOWN OF 14 PARK PL VERNON CT 06066-3291 04-0004-0006B EXPCT LLC 25 MAIN ST 4TH FL HARTFORD CT 06106

04-0004-008A5 TOWN OF VERNON 14 PARK RI VERNON CT 06066 04-0004-0008A EXPCT-14C 25 MAIN ST 4TH FL HARTFORD CT 06106

09-015H-0026D ALDI INC (CONNECTICUT) C/O RYAN TAX COMPLIANCE SERVICES LLC PO BOX 460049 DEPT 501 HOUSTON TX 77056 09-015H-0026A BOSTONMANCHESTER LLC 715 BOYLSTON ST BOSTON MA 02116

04-0004-008A3
PARK AT HOCKANUM CROSSING LLC
75 HOCKANUM BLVD OFC
VERNON CT 06066-4093

04-0004-0006A MARCO ENTERPRISE MANAGEMENT LLLP 1440 CAXAMBAS CT MARCO ISLAND FL 34145-6604

04-0004-008A6 VERNON SELF STORAGE CENTERS LLC PO BOX 68 WILBRAHAM MA 01095

04-0004-008A4 TOWN OF VERNON 14 PARK PL VERNON CT 06066

04-0004-008A7 CHAPMAN CLIFTON B 75 HOCKANUM BLVD VERNON CT 06066

04-0004-00005 BRIAR KNOLL NCM LLC 2 ENTERPRISE DR STE 406 SHELTON CT 06484

LID CHECKLIST

Applicants must complete and submit the following checklist with the application.

Date: 5/17/22 Project: Valvo line 371 Talco Hulle Rd.

Conformance with the following criteria shall be initialed in the spaces provided below by a Connecticut Registered Professional Engineer, Land Surveyor, or Certified Soils Scientist as appropriate. If conditions cannot be met comments addressing each item should be provided by the applicant in the space provided below. Comments will be reviewed with Town Staff

at the scheduled Development Staff Meeting and documented.

| at the scho | eduled Development Staff Meeting and documented. | to a second | |
|-------------|---|-------------|---|
| Item | Description | Verified | Comments |
| 1 | An Existing Conditions Plan is provided documenting sensitive natural resources including but not limited to existing wetlands (as designated by a Certified Soils Scientist in Connecticut), streams, ponds, vernal pools, flood zones, stream channel encroachment lines, soil types and infiltration rates, wells, tree lines, property boundaries, and other items that may be requested by the Town. | | See Site Plans |
| 2 | Utilizing the Existing Conditions Plan as a guide, development has been located to maximize preservation of contiguous natural sensitive areas. | V | Proposed work 1> 420' from senatous areas (wetlands) \$440' from Hockanum River |
| 3 | Proposed site developments for residential or two family dwellings on more than one individual parcel, all commercial, industrial, and retail developments have been guided by the applicable requirements of the Town's Low Impact Development Stormwater Quality Manual and the Connecticut Storm Water Quality Manual. | | We have minimized paved aren to provide access to the building and parking. The detention basin provides in filtration of detention of Atomwalt Adry well is provided for the roof draws. A hydro-dynamic separator improves stormwater quality prior to discharging to the details basin |
| 4 | Bioretention Basins or Rain Gardens have been incorporated within yards, median strips, cul-de-sacs islands, and parking lot islands. | ~ | The detention basin will be planted with a suitable seed now to promote improved stormwater quality. |

Date: 5/7/22

Project: Valvoine 371 Toles Hulle Rd.

Conformance with the following criteria shall be initialed in the spaces provided below by a Connecticut Registered Professional

Conformance with the following criteria shall be initialed in the spaces provided below by a Connecticut Registered Professional Engineer, Land Surveyor, or Certified Soils Scientist as appropriate. If conditions cannot be met comments addressing each item should be provided below. Comments will be reviewed with Town Staff at the scheduled development

staff meeting and documented.

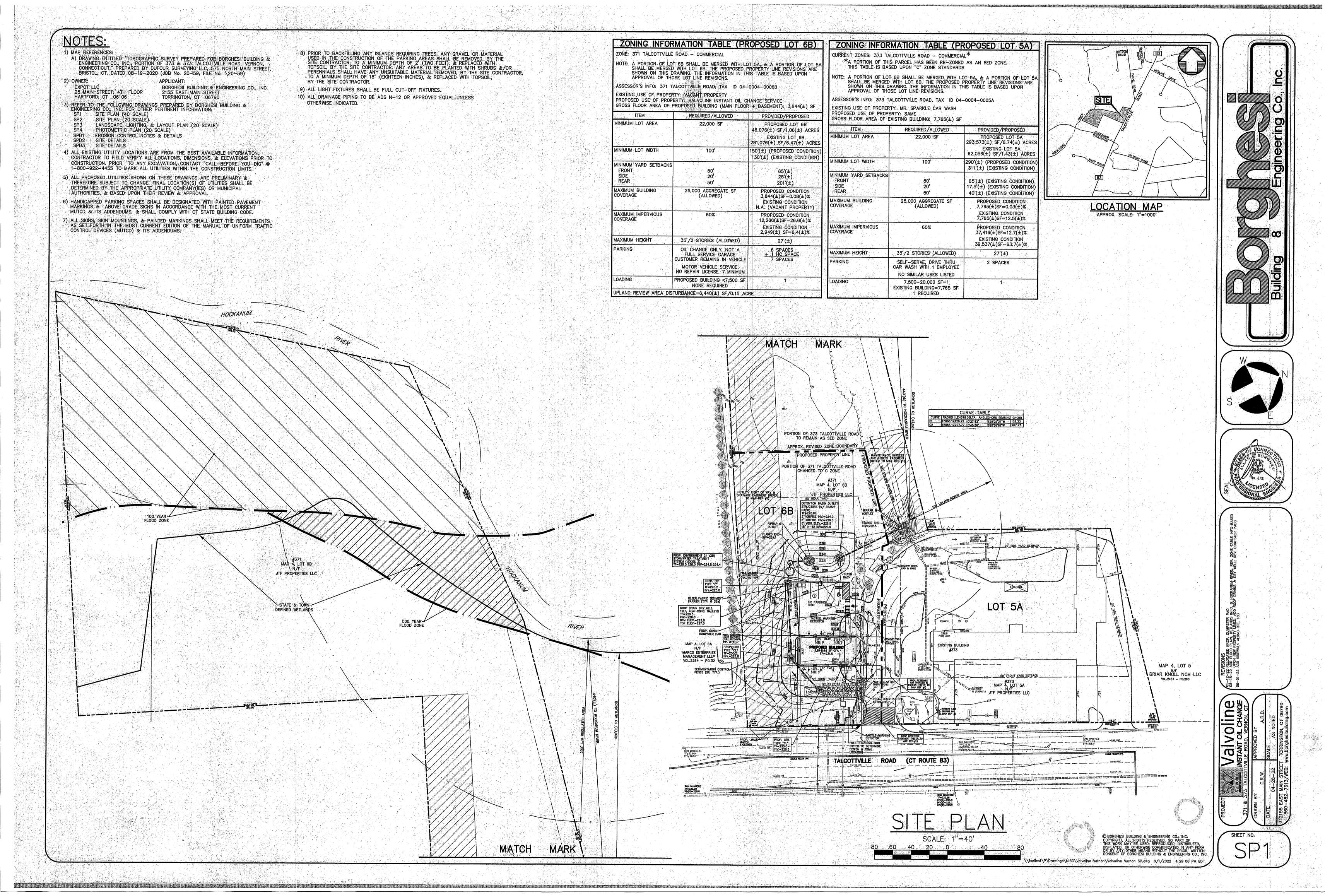
| Item | Description | Verified | Comments |
|------|---|----------|--|
| 5 | Dry Wells have been incorporated into the design to control roof and pavement runoff. | / | |
| 6 | Permeable (Porous) Pavement has been incorporated into areas of low traffic, parking lots, residential and light commercial use driveways, walkways, bike paths, etc. | | Since the pavement 12 so minimal the need for porous powenest 15 not necessary. Our other drawage system components provide in filtration. |
| 7 | Natural areas including woodlands, regulated wetland areas, naturally vegetated areas have been preserved/ and or replicated to the maximum extent practical. | V | |
| 8 | Post Development stormwater runoff is at or less than the predevelopment runoff. | V | |
| 9 | Stormwater infiltration has been provided by the use of underground storage units, devices, and/or infiltration swales/trenches. | V | |
| 10 | Level spreaders/vegetation have been provided at storm drainage outfalls to enhance water quality and mitigate erosion. | ~ | |

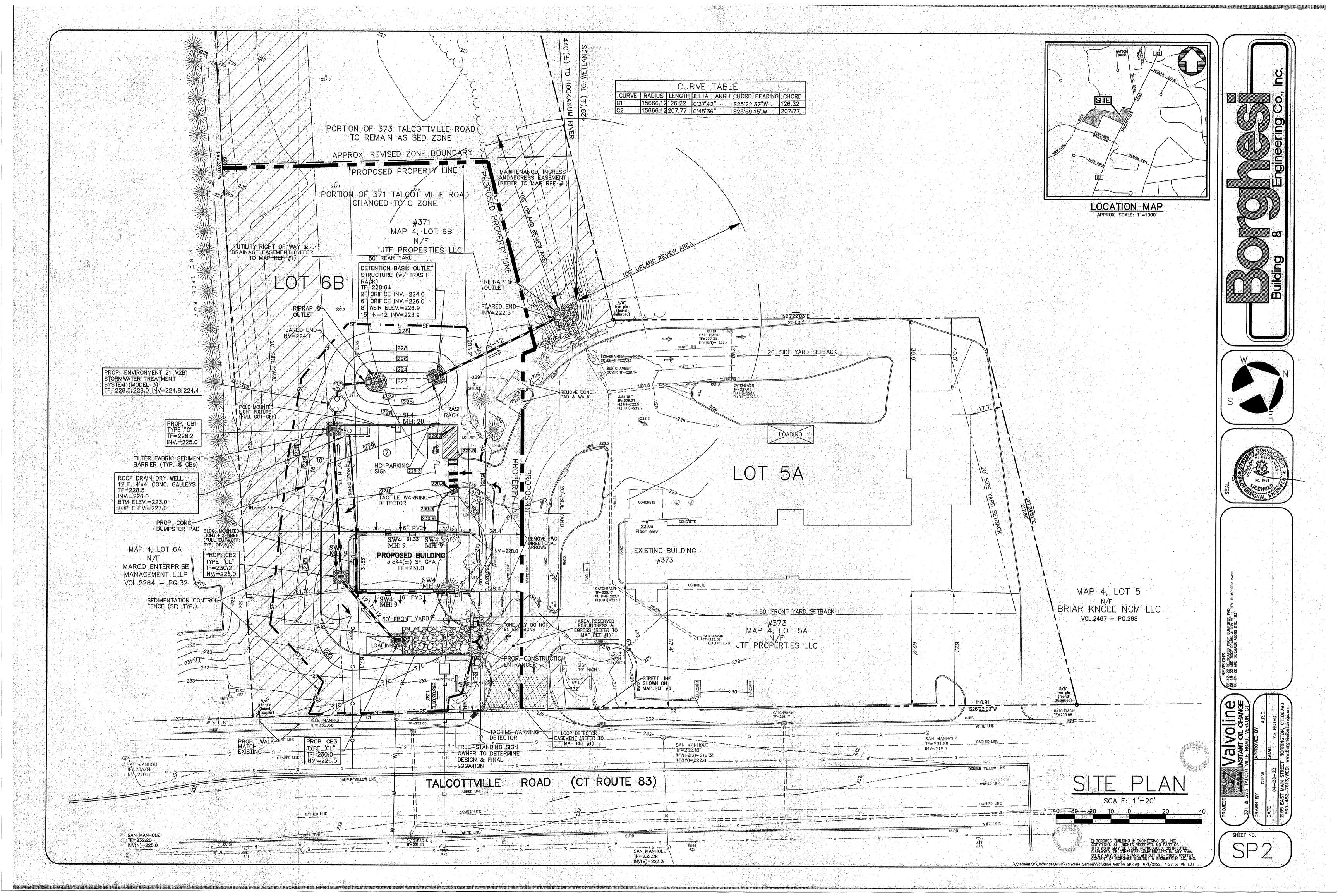
| Date: 5/7/22 | Project: | Valvoline | 371 | Tolcofrile | Rd. |
|--------------|----------|-----------|-----|------------|-----|
| | | | | | |

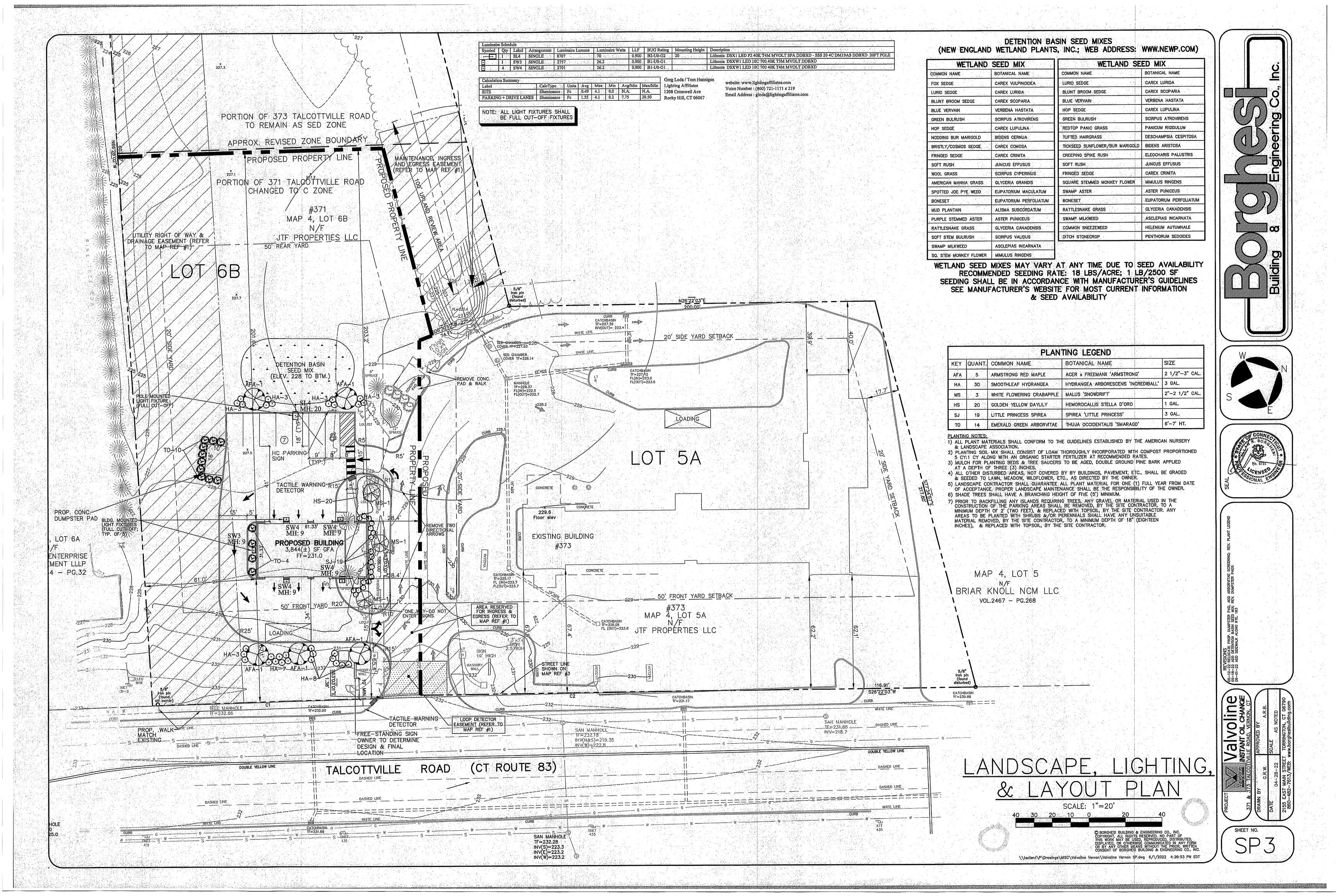
Conformance with the following criteria shall be initialed in the spaces provided below by a Connecticut Registered Professional Engineer, Land Surveyor, or Certified Soils Scientist as appropriate. If conditions cannot be met comments addressing each item should be provided below. Comments will be reviewed with Town Staff at the scheduled development

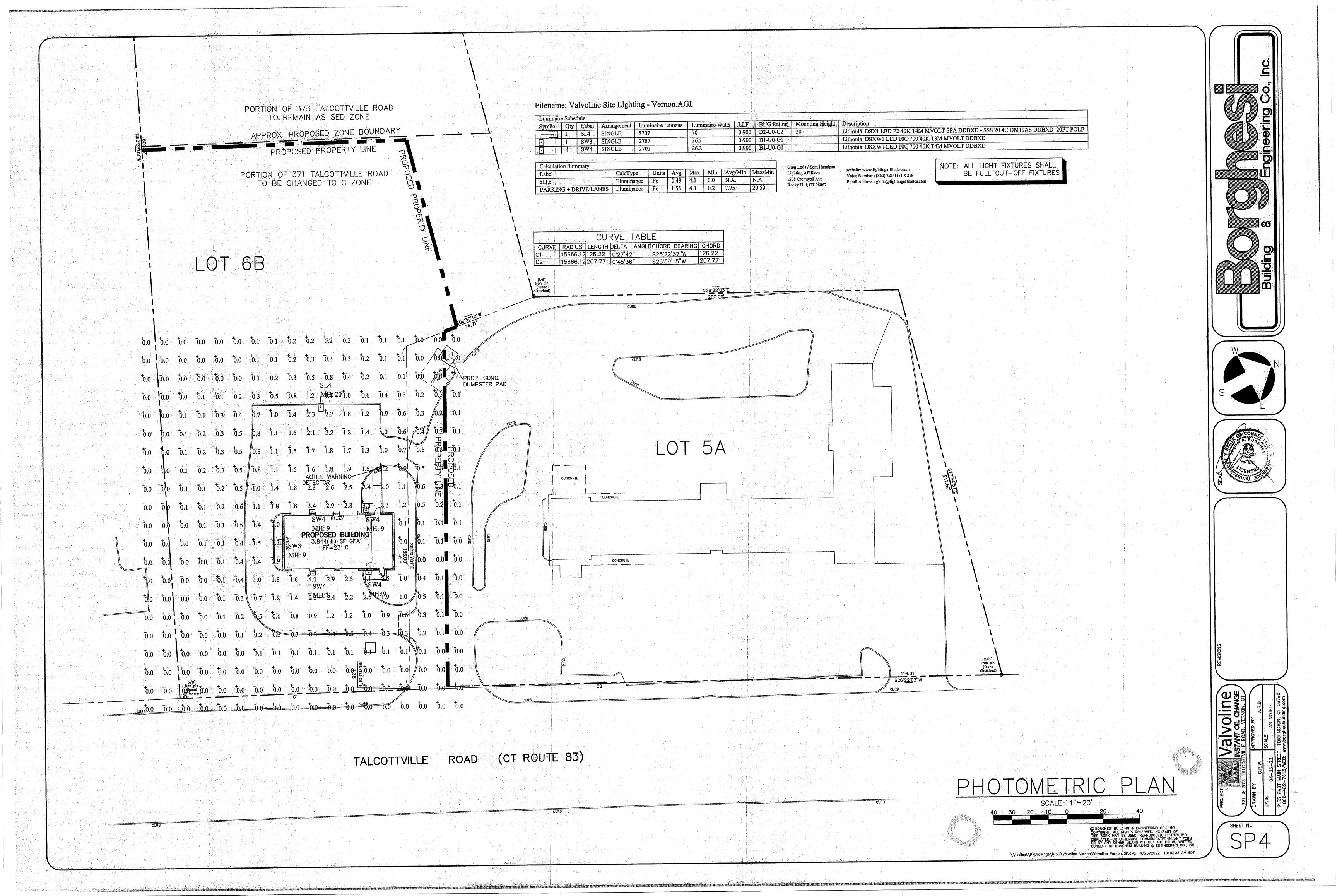
staff meeting and documented.

| Item | Description | Verified | Comments |
|------|--|----------|--|
| 11 | On-Site retention/detention facilities have been provided to address water quality and storm water runoff. | V | |
| 12 | Rain Barrels, cisterns, and/or other rainwater harvesting techniques to reuse rainwater for irrigation and other non-potable uses are incorporated into the design. | | NIA there are no non-potable water uses on-site. |
| 13 | An Erosion and Sedimentation Control Plan conforming to the Standards of the Connecticut Guidelines for Soil Erosion and Sediment Control is included in the design. | V | |
| 14 | A yearly maintenance plan of all components of best management practices associated with storm water management has been provided. | | |
| 15 | Impervious area percentages for pre and post development have been provided. | V | |
| 16 | When conflicts exist between the Town's Low Impact Development Stormwater Quality Manual and the Connecticut Storm Water Quality Manual the State Manual shall govern. | | |









<u>EROSION & SEDIMENT CONTROL PLAN NARRATIVE</u>

PURSUANT TO CONNECTICUT P.A. 83-388, A SOIL EROSION AND SEDIMENT CONTROL PLAN AND NARRATIVE IS REQUIRED FOR THIS PROJECT.

THIS NARRATIVE DESCRIBES MEASURES REQUIRED TO CONTROL SOIL EROSION DURING AND AFTER CONSTRUCTION OF THE PROPOSED SITE WORK SHOWN ON THIS PLAN. THE SOIL EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THIS PLAN ARE DESIGNED IN ACCORDANCE WITH A DOCUMENT ENTITLED "2002 CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL," PUBLISHED BY THE CONNECTICUT COUNCIL ON SOIL AND WATER CONSERVATION IN COOPERATION WITH THE CT DEP.

THE GUIDELINES ARE OBTAINABLE FROM CONNECTICUT'S DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION AT THE FOLLOWING WEB ADDRESS: https://portal.ct.gov/DEEP/Water/Soll-Erosion-and-Sediment-Control-Guidelines/ Guldelines-for-Soil-Eroslon-and-Sediment-Control, AND SHOULD BE USED AS A REFERENCE IN CONSTRUCTING THE EROSION AND SEDIMENT CONTROLS INDICATED ON THESE PLANS.

PROJECT DESCRIPTION:

THE APPLICANT PROPOSES TO CONSTRUCT A 3,844 (±) SQUARE FOOT BUILDING WITH APPURTENANT PARKING THE BUILDING WILL BE SERVED BY PUBLIC SEWER & WATER THE SITE IS LOCATED AT 371-373 TALCOTTVILLE ROAD (CT RTE. 83) IN VERNON, CT. RUN OFF FROM THE DEVELOPED SITE WILL BE COLLECTED IN CATCH BASINS AND PIPED TO AN ON-SITE DETENTION BASIN, WHICH WILL OUTLET INTO AN EXISTING DRAINAGE EASEMENT, RIPRAP WILL BE INSTALLED AT ALL PIPE OUTLETS TO MINIMIZE SOIL EROSION.

ANTICIPATED START OF CONSTRUCTION IS SUMMER OF 2022, SEDIMENT AND EROSION CONTROL MEASURES WILL BE IMPLEMENTED AND WILL BE IN PROPER WORKING ORDER BEFORE CONSTRUCTION BEGINS, SEDIMENT AND EROSION MEASURES WILL BE MAINTAINED IN PROPER WORKING ORDER THROUGH COMPLETION OF CONSTRUCTION AND WILL REMAIN IN PLACE AND CONTINUE TO BE MAINTAINED AFTER CONSTRUCTION HAS BEEN COMPLETED. UNTIL ALL DISTURBED AREAS ARE STABILIZED.

- 1. OBTAIN A COPY OF ALL PROJECT LAND-USE PERMITS. THE CONTRACTOR SHALL BE FAMILIAR WITH ALL PERMIT REQUIREMENTS PRIOR TO COMMENCEMENT OF
- 2. INSTALL SILTATION CONTROL FENCES AND FILTER FABRIC SILT BARRIERS AT EXISTING CATCH BASINS.
- 3. INSTALL CONSTRUCTION ENTRANCE. 4. REMOVE TREES, BRUSH, AND STUMPS IN AREAS TO BE CLEARED AS REQUIRED. 5. STRIP TOPSOIL FROM WORK AREAS, STOCKPILE AND INSTALL SILT FENCE AT TOE
- OF PILE. 6. ROUGH GRADE DETENTION BASIN.
- 7 ROUGH GRADE SITE, BEGIN CONSTRUCTION OF BUILDING.
- 8. INSTALL UTILITIES AND FILTER FABRIC SILT BARRIERS AT NEW CATCH BASINS 9. BACKFILL FOUNDATION
- 10. ROUGH GRADE NEW PARKING AREAS, INSTALL AND GRADE PAVEMENT BASE AND CURBS. 11. PAVE PARKING AREAS AND INSTALL WALKS.
- 12. GRADE, STABILIZE AND SEED ALL DISTURBED AREAS.
- 13. MAINTAIN ALL EROSION CONTROL MEASURES UNTIL A DURABLE GRASS STAND IS ESTABLISHED IN ALL NON-PAVED AREAS.

- THE FOLLOWING PROCEDURES SHALL BE USED FOR ALL LAND DISTURBING
- 1. ALL AREAS SHALL REMAIN UNDISTURBED UNTIL IMMEDIATELY PRIOR TO PROPOSED CONSTRUCTION ACTIVITIES.
- 2. LAND CLEARING SHALL PROCEED AT THE SAME RATE AS CONSTRUCTION 3. REMOVAL OF VEGETATION SHALL BE RESTRICTED TO THOSE AREAS
- NECESSARY FOR CURRENT CONSTRUCTION ACTIVITIES. 4. DISTURBED AREAS SHALL BE LIMITED TO A MAXIMUM OF 20 FEET BEYOND THE PHYSICAL DIMENSIONS OF THE ROADS, DRIVEWAYS, UTILITY TRENCHES
- SEPTIC SYSTEMS, AND AREAS TO BE GRADED. 5. CONSTRUCTION EQUIPMENT AND MATERIALS SHALL BE CONFINED TO THE DISTURBED AREAS ONLY.
- 6. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE CLEANING OF NEARBY STREETS, AS ORDERED BY THE TOWN OR STATE, OF ANY DEBRIS FROM HIS CONSTRUCTION
- 7. THE USE, STORAGE, OR DISPOSAL OF ANY MATERIAL NOT IN ACCORDANCE WITH WHAT IS SHOWN ON THE APPROVED PLAN OR REQUIRED BY THE REGULATORY AGENCY MAY RESULT IN THE IMMEDIATE REVOCATION OF ANY PERMIT/APPROVAL GRANTED BY THE COMMISSION.

GENERAL NOTES:

WHENEVER CONSTRUCTION SHALL TAKE PLACE IN AREAS DESIGNATED AS WETLANDS OR AS AREAS TO BE ECOLOGICALLY PROTECTED, THE CONTRACTOR SHALL TAKE SPECIAL CARE WITH HIS CONSTRUCTION METHODS AND SHALL COMPLY WITH THE

THE DIVERSION OF WATERCOURSES SHALL BE CONDUCTED IN SUCH A MANNER AS TO PREVENT INJURY TO PERSONS OR PUBLIC HEALTH AND TO PREVENT FLOODING OF PUBLIC OR PRIVATE PROPERTY.

ALL EXISTING VEGETATION SHALL BE PROTECTED, AND ONLY THAT CLEARING AND CUTTING WHICH IS ABSOLUTELY NECESSARY FOR THE PROPOSED CONSTRUCTION OR TO CLEAR THE PERMANENT RIGHT-OF-WAY SHALL BE ALLOWED. CARE SHALL BE TAKEN TO PRESERVE ALL SPECIMEN TREES, THOSE TREES IDENTIFIED TO BE SAVED SHALL BE PROTECTED FROM DAMAGE BY CONSTRUCTION EQUIPMENT BY SUITABLE MEANS. ALL REGULATED AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AND

EXCESS EXCAVATED MATERIAL, INCLUDING THAT RESULTING FROM CLEARING AND GRUBBING, SHALL NOT BE DEPOSITED WITHIN THE REGULATED AREA.

WORK WITHIN REGULATED AREAS:

IF WORK IS REQUIRED WITHIN A REGULATED WETLAND, WATER COURSE, OR ADJACENT AREA, SITE DISTURBANCE SHALL BE LIMITED TO THE AREA ABSOLUTELY NECESSARY FOR CONSTRUCTION, DISTURBED AREAS SHALL BE RESTORED AS CLOSELY AS POSSIBLE TO THEIR ORIGINAL NATURAL STATE. THE DEVELOPER SHALL OBTAIN THE NECESSARY PERMIT(S) FROM THE TOWN WETLANDS COMMISSION THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE PERMIT, MAPS APPROVED BY THE TOWN INDICATING THE LIMITS OF INLAND WETLANDS, AND CONDITIONS FOR CONSTRUCTION WITHIN THESE REGULATED AREAS. THE CONTRACTOR SHALL BE REQUIRED TO STRICTLY ADHERE TO ALL REQUIREMENTS AND RESTRICTIONS IMPOSED BY THE WETLANDS PERMIT.

SOIL EROSION AND SEDIMENT CONTROL MEASURES:

ALL WATERCOURSES SHALL BE PROTECTED FROM SEDIMENTATION BOTH DURING AND AFTER CONSTRUCTION. THIS PROVISION APPLIES PARTICULARLY TO DEWATERING ACTIVITIES, STORAGE OF EXCAVATED OR STOCKPILED MATERIAL AND TRENCH OR DITCH EXCAVATION.

HAYBALES OR SYNTHETIC FILTER BARRIER FENCE, AS SPECIFIED, IS TO BE INSTALLED AT ALL LOCATIONS AS INDICATED ON THE PLANS TO INTERCEPT SILT AND SEDIMENT BEFORE IT REACHES THE DRAINAGE SYSTEM, WETLANDS, OR WATER COURSES. HAYBALES OR SILT FENCE SHALL BE STAKED AS SHOWN ON THE PLAN, AND ARE TO BE REPLACED AS NECESSARY TO PROVIDE PROPER FILTERING ACTION. DEPOSITS OF SEDIMENT AND SILT ARE TO BE PERIODICALLY REMOVED FROM THE UPSTREAM SIDE OF THE HAYBALES OR SILT FENCE. THIS MATERIAL IS TO BE SPREAD AND STABILIZED IN AREAS NOT SUBJECT TO EROSION OR TO BE USED AS FILL IN AREAS WHICH ARE NOT TO BE PAVED OR BUILT UPON HAYBALES AND SILT FENCES ARE TO REMAIN IN PLACE AND BE MAINTAINED TO INSURE EFFICIENT SILTATION CONTROL UNTIL ALL AREAS ABOVE THE FENCES ARE STABILIZED AND VEGETATION HAS BEEN ESTABLISHED.

DURING CONSTRUCTION, EXPOSE AS SMALL AN AREA AS POSSIBLE FOR AS SHORT A TIME AS POSSIBLE

DURING CONSTRUCTION. ANY ADDITIONAL SEDIMENT/EROSION CONTROL MEASURES DEEMED NECESSARY BY THE TOWN SHALL BE IMPLEMENTED BY THE DEVELOPER. IN ADDITION, THE DEVELOPER SHALL BE RESPONSIBLE FOR THE REPAIR, REPLACEMENT, AND MAINTENANCE OF ALL SEDIMENT/EROSION CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED TO THE SATISFACTION OF THE TOWN.

STOCKPILES THAT CONSIST OF ERODIBLE MATERIAL, SUCH AS STRIPPEI TOPSOIL, ROAD FILL, SOILS EXCAVATED FROM ROAD CUTS AND FOUNDATION HOLES, ETC., SHALL CONFORM TO THE FOLLOWING CRITERIA: 1. LOCATION-ALL STOCKPILES SHALL BE LOCATED WITHIN THE AREA OF THE PROPOSED DISTURBANCE AND AWAY FROM THE FOLLOWING: -WETLANDS

-WATER CONVEYANCE CHANNELS -STORM DRAINAGE SYSTEM INLETS

-TOP OF STEEP SLOPES 2. SEDIMENT CONTROL-ALL STOCKPILES SHALL BE SURROUNDED BY SEDIMENT BARRIERS EITHER GEOTEXTILE SILT FENCE OR HAY BALE BARRIERS PLACED APPROXIMATELY TEN FEET (10') FROM THE TOE OF SLOPE. THE SIDE SLOPES OF ERODIBLE STOCKPILED MATERIAL SHOULD BE NO STEEPER THAN 2:1. STOCKPILED MATERIAL NOT TO BE USED WITHIN THIRTY DAYS SHALL BE SEEDED AND MULCHED IMMEDIATELY AFTER FORMATION OF THE STOCKPILE.

THE CONTRACTOR SHALL CAREFULLY STRIP ALL TOPSOIL, LOAM, OR ORGANIC MATERIAL PRIOR TO TRENCHING OPERATIONS, AND SHALL STORE THEM SEPARATELY FROM ALL OTHER MATERIALS DURING EXCAVATION. IN AREAS DESIGNATED AS INLAND WETLANDS, THE UPPER STRATA, TO A DEPTH OF 2 FEET, SHALL BE STRIPPED AND STORED SEPARATELY. DURING BACKFILLING, THESE MATERIALS SHALL B REPLACED AND FINISHED AS THEY EXISTED PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL NOT INTRODUCE ANY FILL MATERIALS INTO ANY AREAS DESIGNATED AS INLAND WETLANDS WITHOUT FIRST OBTAINING A PERMIT(S) FROM THE TOWN WETLANDS COMMISSION.

THE CONTRACTOR SHALL MAINTAIN ALL BACKFILLED EXCAVATION IN PROPER CONDITION UNTIL EXPIRATION OF THE MAINTENANCE PERIOD. ALL DEPRESSIONS APPEARING IN THE BACKFILLED EXCAVATION SHALL BE PROPERLY FILLED AND RESEEDED IF NECESSARY.

RIPRAP, IF SPECIFIED, IS TO BE INSTALLED FOR ENERGY DISSIPATION AND TO CONTROL EROSION THE RIPRAP IS TO BE INSTALLED BEFORE THE OUTLET STRUCTURES ARE WORKING, AND ALL ADJACENT AREAS ARE TO BE IMMEDIATELY SEEDED, IF IN SEASON, OR THE SOIL IS TO BE STABILIZED BY OTHER METHODS. THIS MAY REQUIRE SODDING, MULCHING, OR OTHER METHODS AS DEFINED IN THE "GUIDELINES" RIPRAP SHALL BE INSPECTED PERIODICALLY TO DETERMINE IF HIGH FLOWS HAVE CAUSED SCOUR BENEATH THE RIPRAP OR FILTER BLANKET, OR DISLODGED ANY OF THE RIPRAP OR FILTER BLANKET MATERIALS. REPAIR IMMEDIATELY UPON OBSERVED FAILURE.

ALL VEGETATION REQUIRING REMOVAL FOR CONSTRUCTION OF THE PROJECT SHALL BE DISPOSED OF OFF-SITE, NO TREES, BRUSH, OR STUMPS SHALL BE BURIED OR OTHERWISE

TRENCH EXCAVATION AND BACKFILL:
CARE SHALL BE TAKEN TO EXCAVATE TO THE CORRECT LINE AND GRADE AND WIDTH AT ALL POINTS. THE METHODS AND EQUIPMENT USED FOR EXCAVATION MUST BE ADAPTED TO THE CONDITIONS AT THE SITE AND THE DIMENSIONS OF THE REQUIRED TRENCH. THE WIDTH OF THE GROUND OR STREET SURFACE, CUT OR DISTURBED, SHALL BE KEPT AS SMALL AS PRACTICABLE TO

TRENCH EXCAVATION, BELOW THE TWO FOOT DEPTH WHICH IS TO BE STRIPPED AND STORED SEPARATELY, SHALL BE STOCKPILED AND USED AS THE TRENCH BACKFILL MATERIAL, UNLESS THE ENGINEER DECLARES IT UNSUITABLE FOR BACKFILL MATERIAL. EXCESS EXCAVATED MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR.

ESTABLISH VEGETATION COVER ON DISTURBED AREAS: 1. SCARIFY SURFACE OF ALL AREAS TO BE TOPSOILED; PLACE A MINIMUM OF

4" TOPSOIL ON ALL AREAS TO BE SEEDED. 2. FERTILIZE AT THE FOLLOWING RATES: a) FOR SPRING SEEDING, APPLY 19-19-19 FERTILIZER AT A RATE OF

10 LB.s 1000 SF AND WORK INTO SOIL SIX TO EIGHT WEEKS LATER AN ADDITIONAL 10 LB.s/1000 SF IS TO BE APPLIED b) FOR FALL SEEDING, APPLY 19-19-19 FERTILIZER AT A RATE OF

10 LB.s/1000 SF AND WORK INTO SOIL 3. SMOOTH AND FIRM SEEDBED; APPLY SEED AT THE RATE(S) SPECIFIED BELOW. COVER SEED WITH NOT MORE THAN 1/4" OF SOIL. APPLY APPROPRIATE SEED MIXTURE PER THE FOLLOWING

PERMANENT SEEDING 30% CREEPING RED FESCUI 35% SHAMROCK KENTUCKY BLUEGRASS TEMPORARY SEEDING (WINTER SOIL PROTECTION) 35% ALL-SPORT PERENNIAL RYE ANNUAL RYE OR PERENNIAL RYE

APPLICATION RATE: 5 LB.s/1000 SF APPLICATION RATE: 2 LB.s/1000 SF 4. MULCH IMMEDIATELY WITH HAY FREE FROM WEED SEEDS AT A RATE OF 3 BALES/1000 SF.

STORMWATER OPERATIONS & MAINTENANCE PLAN

RUNOFF FROM THE PAVED PORTION OF THE SITE IS COLLECTED IN CATCH BASINS, AN ENVIRONMENT 21 STORMWATER TREATMENT SYSTEM ENHANCES WATER QUALITY PRIOR TO DISCHARGING THE RUNOFF INTO A PROPOSED DETENTION BASIN. A SEDIMENT AND EROSION PLANTISHINGLUDED ON THE PROJECT CONSTRUCTION DRAWINGS WHICH DETAILS MEASURES NECESSARY DURING CONSTRUCTION. THIS STORMWATER OPERATIONS & MAINTENANCE PLAN IS PREPARED TO ADDRESS LONG TERM MAINTENANCE OF THE SITE FACILITIES TO ENHANCE STORMWATER QUALITY. THE FOLLOWING ANNUAL INSPECTIONS AND MAINTENANCE SHALL BE PERFORMED. THE INSPECTION AND MAINTENANCE SHALL BE PERFORMED IN THE SPRING OF EACH YEAR ADDITIONAL INSPECTIONS SHALL BE MADE AFTER ANY LARGE RAINFALL EVENT (THREE INCHES OF RAIN OR MORE WITHIN A 24 HOUR PERIOD). THE OWNER OF THE PROPERTY SHALL BE RESPONSIBLE FOR THE IMPLEMENTATION OF THIS PLAN.

1. CLEAN PARKING LOT, SWEEP PARKING LOT OF ANY ACCUMULATED SAND FROM

WINTER MAINTENANCE OPERATIONS. 2. CLEAN CATCH BASINS. ALL CATCH BASINS SHALL BE VACUUMED TO REMOVE ALL DEBR AND SEDIMENT, IF THE ACCUMULATED SEDIMENT EXCEEDS HALFTHE DEPTH OF THE DISTANCE BETWEEN THE BOTTOM OF THE STRUCTURE AND THE FLOW LINE OF THE OUTLET PIPE, A MID-WINTER CLEANING PROGRAM SHALL BE IMPLEMENTED THE FOLLOWING WINTER

3: CLEAN THE ENVIRONMENT 21 STORMWATER TREATMENT SYSTEMS: THE UNITS SHALL BE VACUUMED TO REMOVE ALL SEDIMENT. ANY FLOATING OIL SHALL BE REMOVED AND DISPOSED OF AS A HAZARDOUS WASTE. AN ADDITIONAL INSPECTION SHALL BE MADE IN THE FALL OF EACH YEAR. IF WARRANTED, A FALL CLEANING MAY BE NEEDED. PLEASE SEE THE ATTACHED MAINTENANCE INFORMATION PROVIDED BY ENVIRONMENT 21.

4. INSPECT RIPRAP; REMOVE ANY DEBRIS AND ACCUMULATED SEDIMENT. ANY DISPLACED OR MISSING RIPRAP SHALL BE REPLACED. 5. INSPECT DETENTION BASIN AND OUTLET STRUCTURE. REMOVE ANY ACCUMULATED

V2B1 MAINTENANCE STORAGE CAPACITY AND CLEANOUT FREQUENCY

SEDIMENT AND DEBRIS.

OF SEDIMENT RUNOFF.

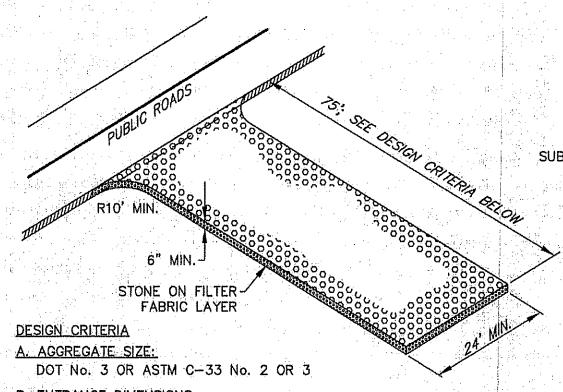
RECOMMENDED PRACTICE FOR THE V2B1 IS TO PLAN ON SEMI-ANNUAL INSPECTIONS AND ANNUAL PUMPOUT BASED ON THE FOLLOWING GENERAL DESIGN GUIDELINES: (1) SEDIMENT SUMP -- THE RATE AT WHICH THE SUMP FILLS WILL DEPEND ON SITE ACTIVITIES (E.G., HEAVY WINTER SANDING WILL CREATE EXTRA SEDIMENT, WHILE REGULAR SWEEPING WILL REDUCE ACCUMULATION) BASED ON 1992 NURP STUDIES, ENVIRONMENT 21 RECOMMENDS USING 0.2 CY/ACRE PAVEMENT PER YEAR FOR INITIAL ESTIMATES OF SEDIMENT ACCUMULATION FROM COMMERCIAL AREAS AND RETAIL PARKING AREAS. THIS VALUE IS USED BY ENVIRONMENT 21 TO SIZE THE V2B1 SEDIMENT SUMP TO PROVIDE STORAGE FOR SEVERAL YEARS

(2) FLOATABLES CHAMBER -- OIL SHEEN AND FLOATING DEBRIS ARE ASSUMED TO ACCUMULATE AT A RATE OF 5.0 GAL/YR/ACRE OF PAVEMENT. THIS VALUE IS USED BY ENVIRONMENT 21 TO DESIGN FOR A STORED FLOATABLES DEPTH OF LESS THAN ONE INCH WITHIN A 1-YR PERIOD.

DURING THE FIRST YEAR OF OPERATION, ENVIRONMENT 21 RECOMMENDS INSPECTIONS IN FEBRUARY, MAY, AND OCTOBER. THIS INSPECTION SCHEDULE CAN BE MODIFIED IN SUBSEQUENT YEARS ACCORDING TO EXPERIENCE AND/OR TO MEET SPECIFIC STORMWATER PERMIT REQUIREMENTS.

CAST IRON MANHOLE FRAME WITH VENTED COVER IS PROVIDED IN THE MANHOLE ROOF TO MAKE THE SEDIMENT PILE READILY ACCESSIBLE FOR MEASUREMENT AND CLEANING SEDIMENT SHOULD BE REMOVED WHEN THE TOP OF THIS PILE IS 6"-12" DEEP, THE NORMAL WATER SURFACE ELEVATION IN SEDIMENT SUMP WILL BE 4.5-5 FT ABOVE THE FLOOR SEDIMENT CHAMBER.

DURING ROUTINE INSPECTIONS, WATER DEPTH ABOVE THE SEDIMENT MAY BE DETERMINED BY SLOWLY LOWERING A MEASURING ROD WITH 6-IN DIAMETER END PLATE (USED TO GENTLY COMPACT THE TOP OF THE SEDIMENT PILE) A STADIA ROD AND FLASHLIGHT ARE USEFUL FOR THIS PROCEDURE. DUSTING THE ROD BEFOREHAND WILL CLEARLY SHOW THE DEPTH TO THE SEDIMENT PILE AS THE WET PORTION OF THE ROD. THE MEASURING ROD MUST BE CAREFULLY LOWERED TO LIMIT SEDIMENT PILE COMPACTION TO 1-2 INCHES.

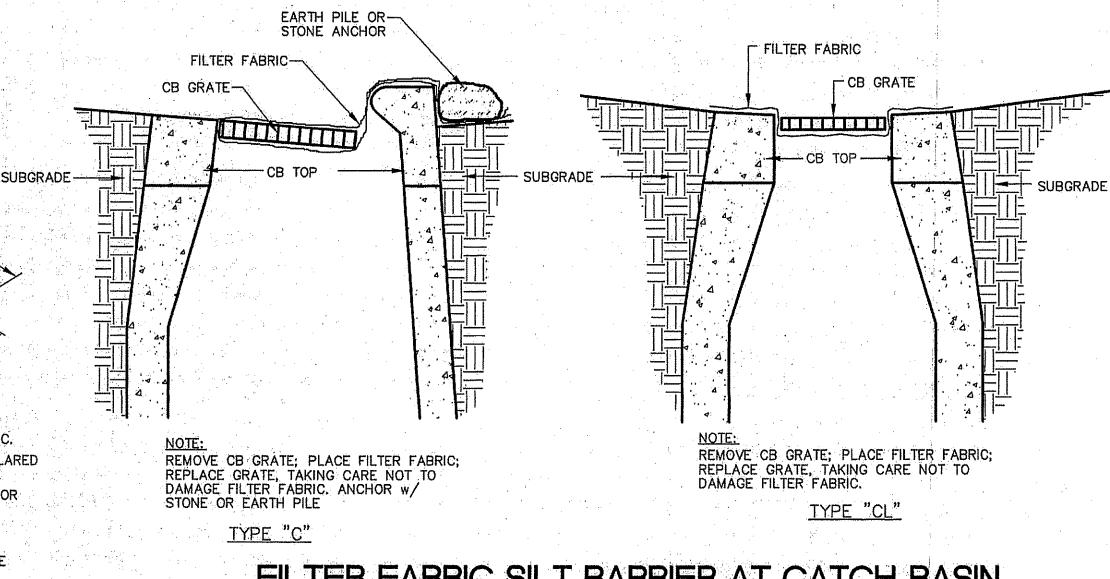


B. ENTRANCE DIMENSIONS:

THICKNESS-NOT LESS THAN SIX (6) INCHES OF STONE ON FILTER FABRIC. WIDTH=TWENTY-FOUR FT. (24') MIN., w/ POINTS OF INGRESS/EGRESS FLARED SUFFICIENTLY TO ACCOMMODATE CONSTRUCTION VEHICLES USED ON SITE LENGTH-50 FEET MINIMUM WHERE THE SOILS ARE SANDS OR GRAVELS, OR 100 FEET MINIMUM WHERE SOILS ARE CLAYS OR SILTS, EXCEPT WHERE THE TRAVELED LENGTH IS LESS THAN 50 OR 100 FEET RESPECTIVELY

AT POORLY DRAINED LOCATIONS, SUBSURFACE DRAINAGE SHOULD BE INSTALLED BEFORE INSTALLING THE STABILIZED CONSTRUCTION ENTRANCE

CONSTRUCTION ENTRANCE



FILTER FABRIC SILT BARRIER AT CATCH BASIN

N.T.S.

V2B1 ONLINE SYSTEM / ADAPT TO SITE LAYOUT ironment∾ AREA, PIPE FLOW MODEL | (ft.) | (ft.) | (ft.) FLOW ACRES (ln.) (cfs) P.O. Box 55 | East Pembroke | NY 14056 Phone: 1-800-809-2801 | Fax: 1-800-809-2801 www.env21.com | enveng@env21.com 1) RAINFALL INTENSITY USED FOR TREATMENT FLOW=0.80-1.0 IN/HR 2) MAX. OPERATING LOSS APPROX, 0.5 FT MANUFACTURING NOTES: DESIGN OF INTERNAL PVC PIPING PROVIDED TO LICENSED MANUFACTURER CALL: 1-800-809-2801 BY ENVIRONMENT 21, LLC. 2) LOCATION AND SIZE OF MANHOLE OPENINGS MAY BE ADJUSTED BY LICENSED MANUFACTURER. 3) G.C. TO GROUT INLET & OUTLET PIPES 4) CONNECT MANHOLES WITH BOOTED CONNECTIONS. O MATCH SITE LAYOUT PLAN FRAME & COVER-(VENTED TYP.) OPTIONAL BYPASS PIPE-FLOW SENERAL NOTES:
MANHOLE DESIGN SPECIFICATIONS CONFORM TO LATEST A.S.T.M. G478
SPEC. FOR PRECAST REINFORCED CONCRETE MANHOLE SECTIONS:

PROPRIETARY INFORMATION: PATENTS PENDING - ALL RIGHTS TO ENVIRONMENT 21, LL

MAINTENANCE OF THE COLLECTOR SYSTEM SHALL BE PERFORMED AT LEAST ANNUALLY & THE COLLECTION OF CONTAMINANT MATERIALS SHALL BE PERFORMED AT LEAST SEMI-ANNUALLY.

ENVIRONMENT 21 V2B1 STORMWATER TREATMENT SYSTEM

LOATABLES CHAMBER INSPECTION

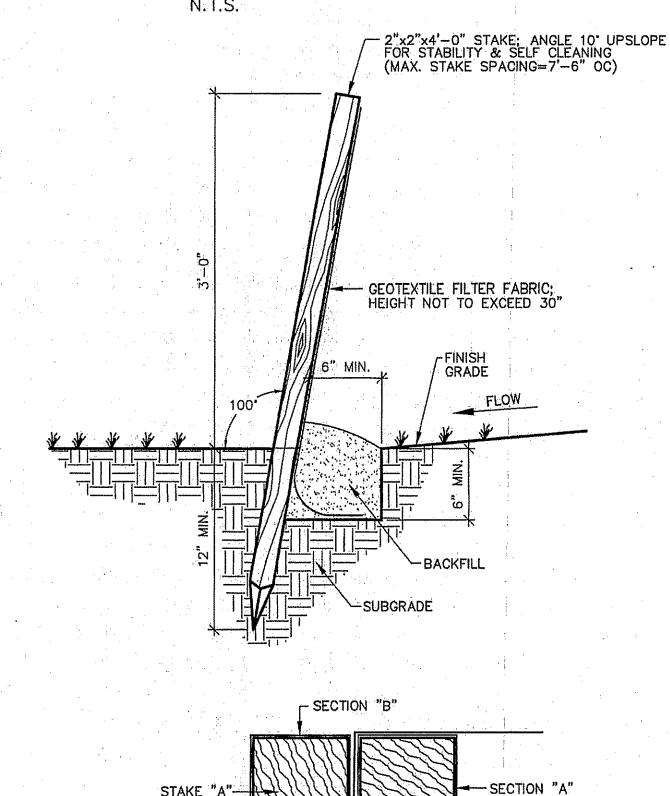
THE DEPTH OF OIL SHEEN AND FLOATING DEBRIS CAN BE ESTIMATED USING VISUAL INSPECTION WHILE GENTLY STIRRING THE WATER SURFACE IN THE FLOATABLES CHAMBER. THIS DEPTH WILL TYPICALLY BE LESS THAN TWO INCHES AND FLOATABLES CAN BE SKIMMED FROM THE SURFACE

ORGANIC DEBRIS THAT HAS BECOME WATERLOGGED AND SETTLED TO THE FLOOR OF THE CHAMBER CAN BE ASSUMED TO BE PRESENT IN RELATIVELY SMALL QUANTITIES THAT MAY NEED TO BE REMOVED ANNUALLY.

PUMPOUT OF THE V2B1 IS ACHIEVED USING STANDARD TRUCK-MOUNTED SEWER AND CATCH BASIN CLEANERS WITH POSITIVE DISPLACEMENT ROTARY LOBE VACUUM PUMPS AND 8-IN DIAMETER SUCTION HOSE, MANHOLE OPENINGS PROVIDE ACCESS TO BOTH THE SEDIMENT AND FLOATABLE CHAMBERS.

DISPOSAL OF WASTEWATER, SEDIMENT, AND FLOATABLES COMMERCIAL AND RETAIL SITES ARE USUALLY ADJACENT AND TRIBUTARY TO PUBLIC

STORMWATER SYSTEMS, AND ACCORDINGLY PUMPER TRUCK CONTENTS SHOULD BE DELIVERED TO A DISPOSAL FACILITY EQUIVALENT TO THAT USED BY THE LOCAL HIGHWAY DEPARTMENT: FOR NOUSTRIAL SITES, PUMPER TRUCK CONTENTS SHOULD BE DELIVERED TO A DISPOSAL SITE APPROVED BY THE OWNER OF THE INDUSTRIAL SITE.



STAKES-

SECTION "A"

COUPLING OF ADJACENT SECTIONS

SILTATION CONTROL FENCE

MANUFACTURER'S COUPLER

OR BIND W/ WIRE

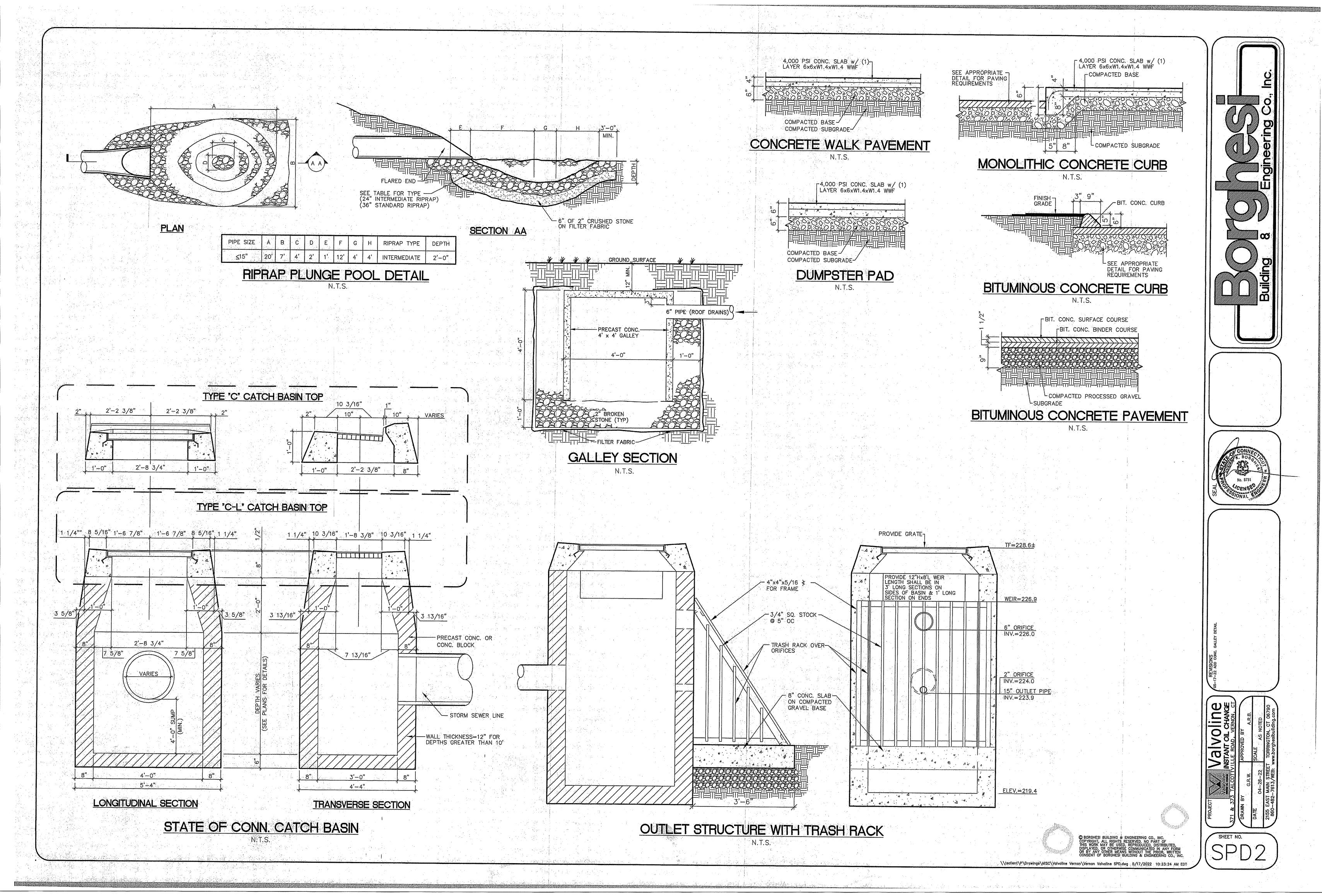
STAKE "B"

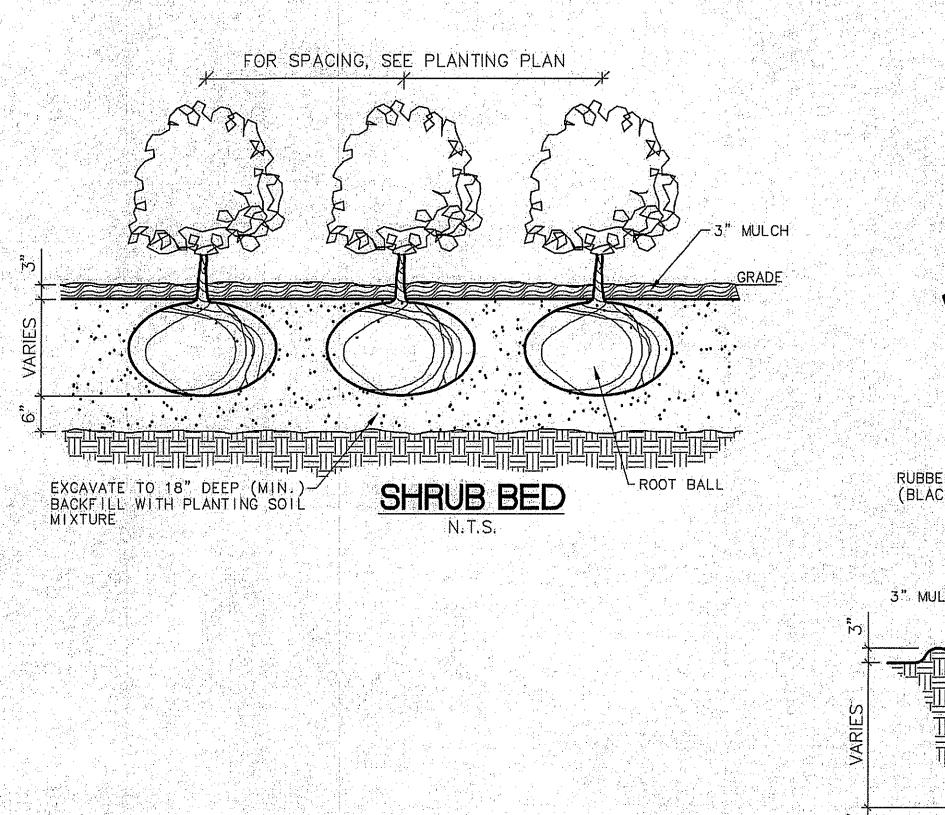


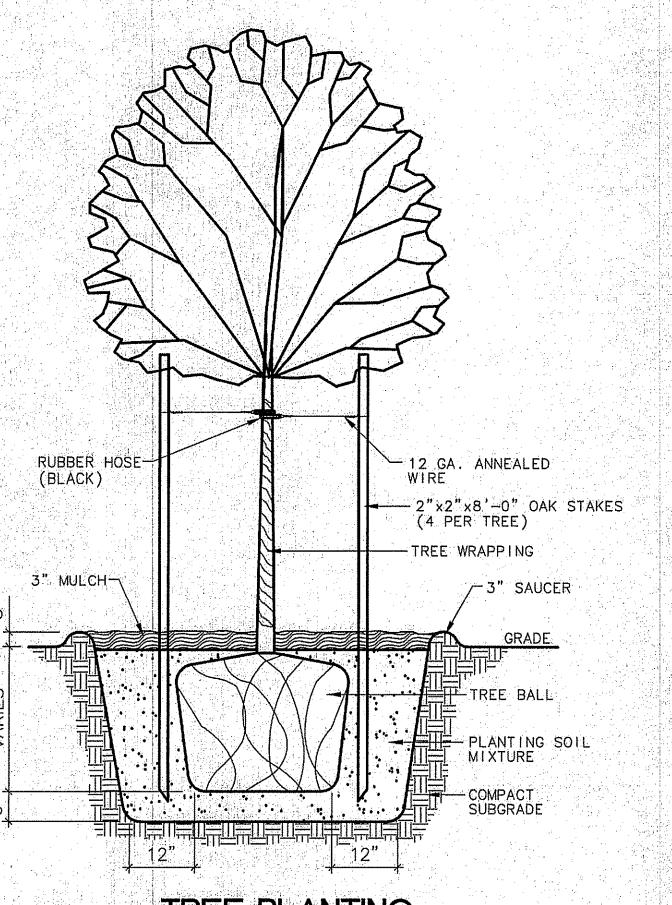
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SECTION "B'

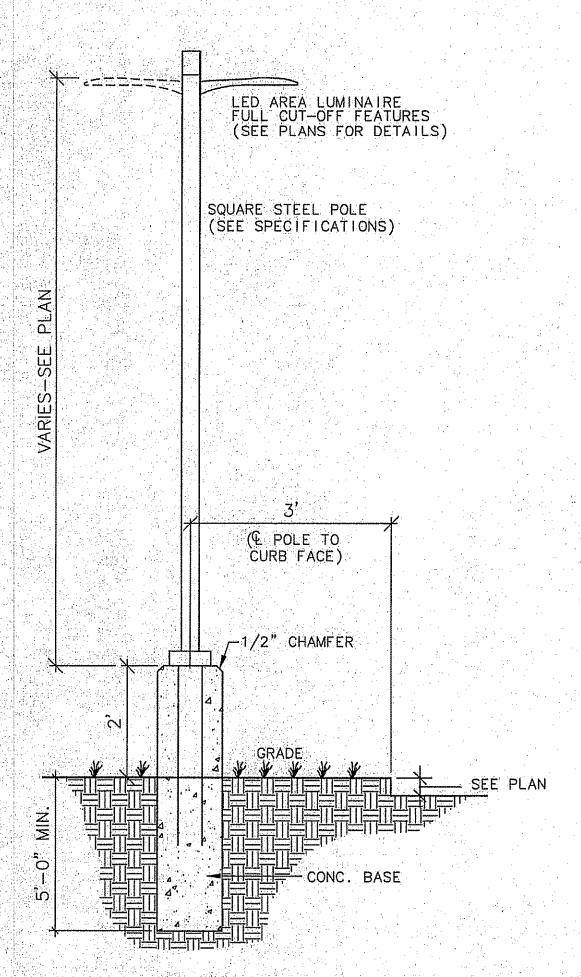
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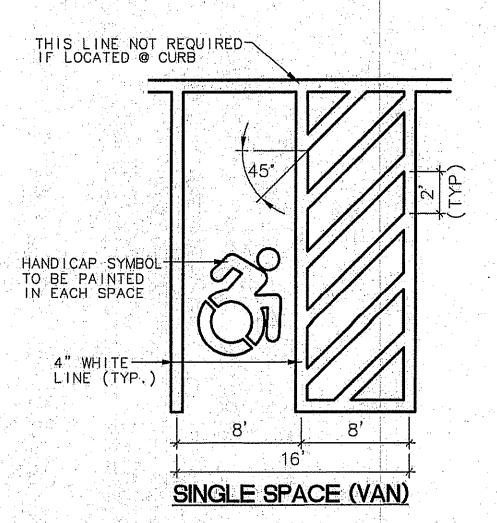




TREE PLANTING (FOR TREES UNDER 3" CAL.) N.T.S.



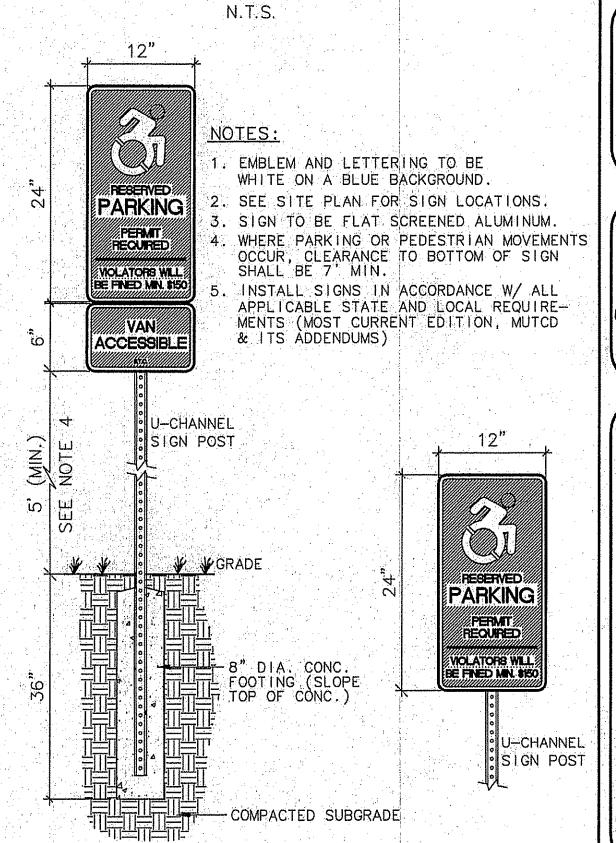
PARKING LOT LIGHT



NOTES:

1. HATCHED ACCESS AISLES FOR HANDICAP SPACES
MAY BE SHARED.
2. HATCHED ACCESS AISLES MAY BE ON EITHER SIDE
OF THE VAN OR CAR SPACES. HOWEVER, ANGLED
VAN SPACES SHALL HAVE THE THE ACCESS AISLE
ON THE PASSENGER SIDE OF THE PARKING SPACE.

HANDICAP ACCESSIBLE PARKING STALL



HANDICAP PARKING SIGNS

Valvoline INSTANT OIL CHANGE

\\tsclient\P\Drowings\MISC\Ydivolline Vernon\Vernon Volvollne SPD.dwg 4/26/2022 11: 26: 56 AM ED





Civil & Traffic Engineers • Surveyors • Planners • Landscape Architects

F. A. Hesketh & Associates, Inc.

May 9, 2022

Mr. Alan Borghesi Borghesi Building & Engineering 2155 East Main Street Torrington, CT 06790

Re:

Proposed Valvoline Oil and Lube Center

371-373 Talcottville Road (Route 83)

Vernon, CT Our File: 22055

Dear Mr. Borghesi:

Pursuant to your request and authorization our office has prepared this letter to outline the trip generation potential of a proposed 3,844 s.f. Valvoline Instant Oil Change facility as part of the existing car wash facility at that location. The site location is presented in Figure 1.

The current site consists of a car wash with two automated tunnels and eight self service bays. Access to the site is provided by two unsignalized driveways to Route 83. The southerly driveway is a full service driveway and the northerly driveway is a one way exit only driveway. Both driveway approaches operate under stop sign control. The existing car wash facility will remain in its current condition. The Oil Change facility access is proposed off of the southerly car wash entrance drive.

The Connecticut DOT maintains a traffic volume count program on all state highways and some local roadways. Included within the DOT database is a count on Route 83, south of Dart Hill Road. These counts were conducted in 2020 and in 2017. The 2020 count was conducted during the pandemic, and the observed traffic volumes were lower than the 2017 counts, therefore, to be conservative, we used the 2017 count data for

Mr. Alan Borghesi May 9, 2022 Page 2

analysis, as shown in Table 1. Since traffic volumes have declined due to the pandemic, a growth rate has not been applied.

In order to determine the trip generation potential of the proposed development, the Institute of Transportation Engineers (ITE) *Trip Generation* Report was consulted. *Trip Generation* presents trip generation estimates for many land uses based on counts conducted at existing facilities throughout the country. Included within the ITE database are the following land uses; Land Use Code (LUC): 947 – Self Serve Car Wash; LUC 948 – Automated Car Wash; and LUC 941: Quick Lubrication Vehicle Shop. The *Trip Generation* Report presents data based on building size, tunnels, and service bays.

According to the ITE report the existing car wash facility has a trip generation potential of 103 trips during the morning peak hour, a total of 219 trips, during the afternoon peak hour and a total of 204 trips during the Saturday peak hour. The proposed development with the quick lube center has a trip generation potential of 142 trips during the morning peak hour, 255 trips during the afternoon peak hour and 243 trips during the Saturday peak hour. Therefore, the proposed site will result in an increase of 39 trips during the morning and Saturday peak hour, and 36 trips during the afternoon peak hour. The site generated traffic is summarized in Table 2.

The site generated traffic was distributed to the local roadway network with a 50/50 directional distribution along Route 83. This distribution was used for the existing car wash as well as the proposed oil change facility. Capacity analyses were conducted for the background and the combined traffic volume conditions. The analysis was completed using a computer program known as SYNCHRO. The level of service results are presented in Table 3.

North Site Drive - This is an existing unsignalized driveway with Route 83 oriented in the north/south direction. The site driveway approaches from the west. Route 83

Mr. Alan Borghesi May 9, 2022 Page 3

provides two southbound lanes and three northbound lanes, with one lane reserved for left turns into the residential driveway located immediately north of the site. The site driveway provides a two lane approach and operates under stop sign control. For purposes of this analysis we have analyzed the intersection with two lanes on each of the Route 83 approaches. The results indicate that the Route 83 approaches operate at a LOS A during peak hours under the background and combined traffic volume conditions. The site driveway approach operates with a LOS F for left turns and a LOS C for right turns during the morning peak hour and a LOS B during the afternoon and Saturday peak hours. These levels of service are the same under the background and combined traffic volume conditions.

As indicated above, there is a traffic signal located within 100 feet (north) of this intersection. The signal will result in queues in the northbound Route 83 lanes that will restrict exiting left turns. The queues are frequent, but of short duration, and should not significantly impact operations at the driveway.

North Site Drive - This is an existing unsignalized driveway with Route 83 oriented in the north/south direction. The site driveway approaches from the west. Route 83 provides two southbound lanes and three northbound lanes, with one lane reserved for left turns into the residential driveway located immediately north of the site. The left turn lane is utilized by vehicles entering the site driveway. The site driveway provides a single approach and operates under stop sign control. The results indicate that the Route 83 northbound approach operates at a LOS B for left turns and a LOS A for through vehicles. The southbound Route 83 approach operates at a LOS A during peak hours. These LOS are experienced under the background and combined traffic volume conditions. The site driveway approach operates with a LOS E during peak hours under the background traffic volumes. With the introduction of the site generated traffic the approach will operate at a LOS F during peak hours.

Mr. Alan Borghesi May 9, 2022 Page 4

The LOS F calculated for the site driveways is not unusual for unsignalized driveways on Route 83 within the Town of Vernon. Although the LOS is F, average delays are not excessive and the volume to capacity ratios are a maximum of 56%.

Observations at the existing site driveways indicate that available intersection sight distances are in excess of 700 feet in each direction. The available sight distances meet the current ConnDOT requirement for an approach speed of 50 miles per hour. Route 83 in this area is posted at 40 miles per hour.

Based on the current traffic volumes on Route 83, the existing and proposed trip generation potential of the development, and the calculated levels of service as outlined above, it is my professional opinion that the traffic associated with the proposed Oil Change facility will not have a significant impact on the local roadway network. The site driveways to the site are existing to remain. They are properly designed to accommodate the anticipated driveway volumes and they are properly located with respect to available intersection sight distances.

We appreciate the opportunity to provide this analysis to you. We will be available to offer testimony in support of your application before local planning agencies upon your request. If you require additional information regarding this application, please do not hesitate to contact our office.

Very truly yours, F. A. Hesketh & Associa

SMALL

Scott F. Hesketh, P.

Manager of Transporta

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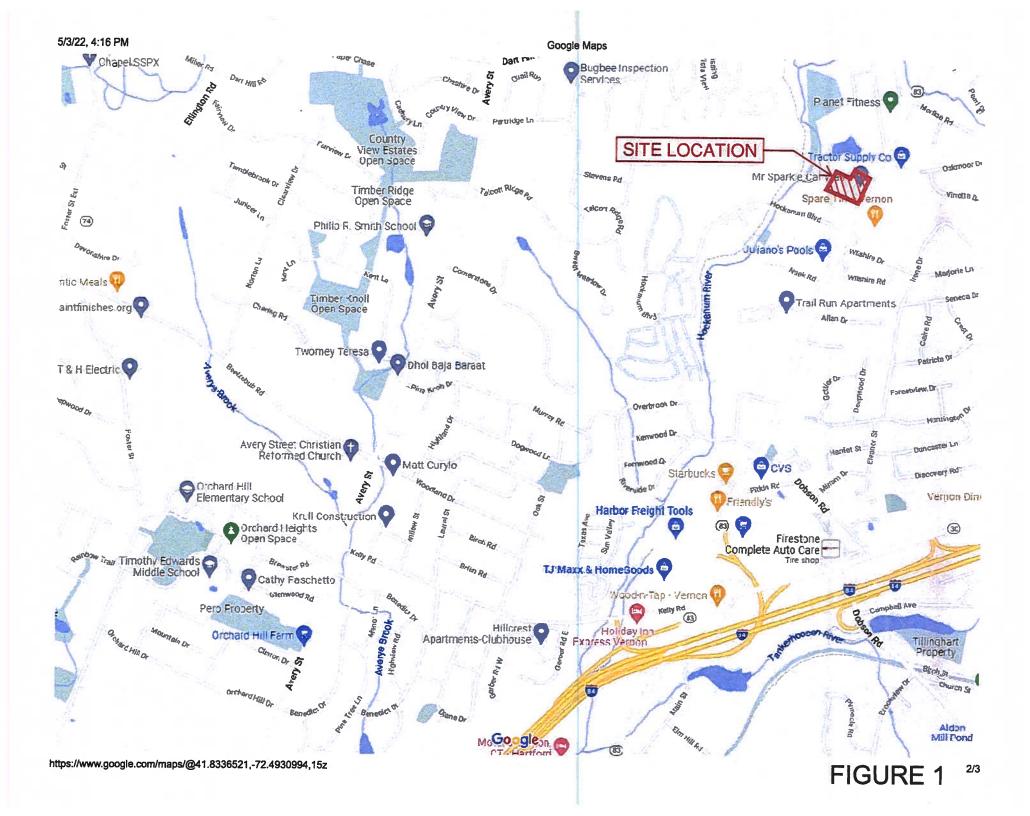
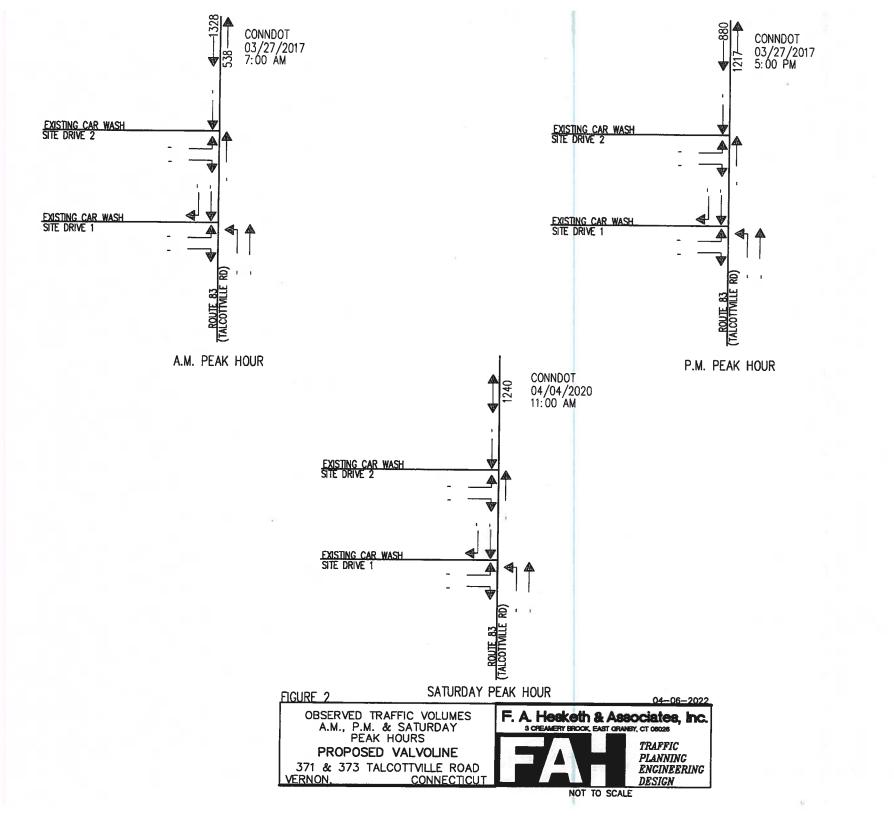
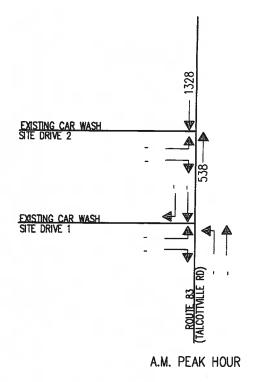


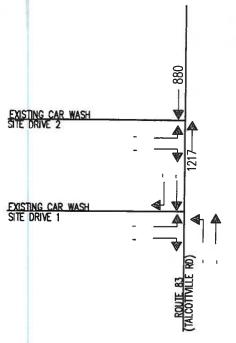
TABLE 1
ConnDOT TRAFFIC VOLUMES
Route 83 south of Dart Hill Road
STATION NO. 45

| | | 27-Mar-17 Monday | | | 28-Mar-17 Tuesday | |
|-------|-----------|---------------------|--------------|-----------|---------------------------------------|--------------|
| | <u>NB</u> | <u>SB</u> | <u>Total</u> | <u>NB</u> | <u>SB</u> | <u>Total</u> |
| 12:00 | | | | 91 | 43 | 134 |
| 1:00 | | | | 40 | 35 | 75 |
| 2:00 | | | | 20 | 28 | 48 |
| 3:00 | | | | 27 | 45 | 72 |
| 4:00 | | | | 72 | 102 | 174 |
| 5:00 | 81 | 310 | 391 | . – | .02 | 17-4 |
| 6:00 | 317 | 815 | 1132 | | | |
| 7:00 | 538 | 1328 | 1866 | | | |
| 8:00 | 454 | 1166 | 1620 | | | |
| 9:00 | 569 | 840 | 1409 | | · · · · · · · · · · · · · · · · · · · | _ |
| 10:00 | 601 | 699 | 1300 | | | |
| 11:00 | 648 | 737 | 1385 | | | |
| 12:00 | 681 | 800 | 1481 | | | |
| 1:00 | 701 | 805 | 1506 | | | |
| 2:00 | 769 | 895 | 1664 | | | |
| 3:00 | 904 | 901 | 1805 | ·· | | |
| 4:00 | 1103 | 935 | 2038 | | | |
| 5:00 | 1217 | 880 | 2097 | | | |
| 6:00 | 930 | 744 | 1674 | | | |
| 7:00 | 581 | 528 | 1109 | | | |
| 8:00 | 447 | 344 | 791 | | | |
| 9:00 | 335 | 189 | 524 | | | |
| 10:00 | 206 | 133 | 339 | | | |
| 11:00 | 109 | 93 | 202 | | | |
| | 11191 | 13142 | 24333 | 250 | 253 | 503 |

2017 ADT = 24,300 for station 45 in Vernon

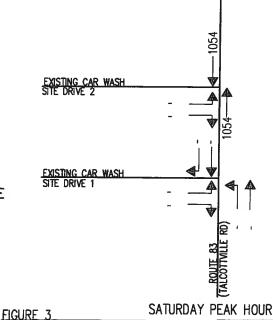






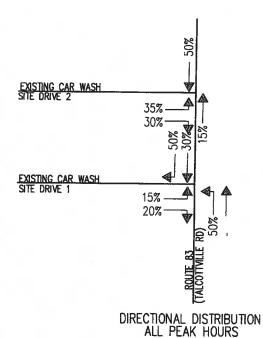
P.M. PEAK HOUR

CONNDOT CONDUCTED A SATURDAY COUNT IN APRIL 2020. IT WAS CONDUCTED DURING COVID, THEREFORE THE DIFFERENCE IN THE 2017 ADT AND THE 2020 ADT WAS FOUND (APPROX. 70%) AND THE 2020 SATURDAY VOLUMES WERE INCREASED BY THAT PERCENTAGE.



VERNON.

EXISTING TRAFFIC VOLUMES F. A. Heaketh & Associates, Inc. A.M., P.M. & SATURDAY PEAK HOURS TRAFFIC PROPOSED VALVOLINE **PLANNING** 371 & 373 TALCOTTVILLE ROAD **ENGINEERING** CONNECTICUT DESIGN NOT TO SCALE



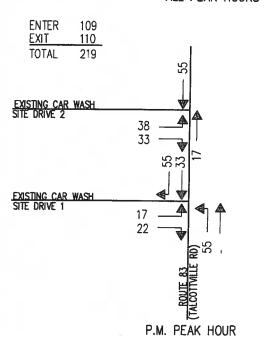


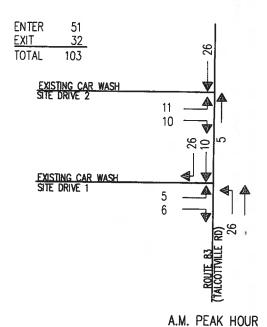
FIGURE 4

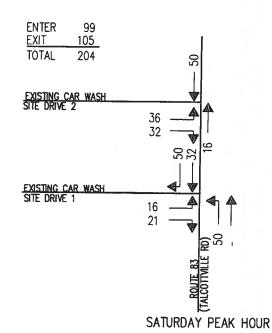
VERNON

DIRECTIONAL DISTRIBUTION OF EXISTING SITE TRAFFIC &

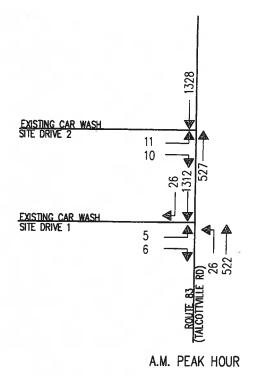
PROPOSED VALVOLINE

371 & 373 TALCOTTVILLE ROAD









38 33 EXISTING CAR WASH SITE DRIVE 1 17 22 P.M. PEAK HOUR EXISTING CAR WASH SITE DRIVE 2 36 50 EXISTING CAR WASH 16 21 SATURDAY PEAK HOUR EIGURE 5 A. Heaketh & Associates, BACKGROUND TRAFFIC VOLUMES A.M., P.M. & SATURDAY PEAK HOURS TRAFFIC PROPOSED VALVOLINE **PLANNING** 371 & 373 TALCOTTVILLE ROAD **ENGINEERING**

DESIGN

NOT TO SCALE

THE BACKGROUND TRAFFIC VOLUMES ARE PROVIDED BY COMBINING THE EXISTING TRAFFIC VOLUMES FROM FIGURE 3 WITH THE EXISTING SITE GENERATED TRAFFIC VOLUMES FROM FIGURE 4. A REVIEW OF THE MOST RECENT CONNDOT COUNTS SHOWS THAT TRAFFIC VOLUMES HAVE DECREASED FROM 2008 TO 2017. IN ORDER TO BE CONSERVATIVE, WE DID NOT APPLY A GROWTH RATE TO THE EXISTING TRAFFIC VOLUMES.

VERNON

CONNECTICUT

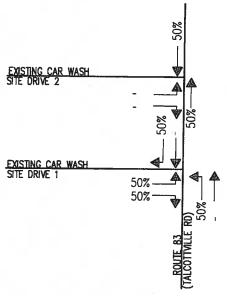
Table 2
Trip Generation Summary
Proposed Car Wash & Quick Lubrication Vehicle Shop
371-373 Talcottville Road Vernon, CT

| e | Size | Weekday ADT | Enter | A.M. Peak Exit | Hour Total | Enter | P.M. Peak Exit | Hour Total | Saturday ADT | Enter | SAT. Peak I Exit | lour Total |
|-------------------------------|---|-------------------|---------------|-------------------|-----------------|----------------|-------------------|---------------|-----------------|---------------|---------------------|---------------|
| | | | | | | | | | | | | |
| Automated Car Wash | * 2 Tunnels | - | 19 | 20 | 39 | 77 | 78 | 155 | - | 38 | 44 | 82 |
| Self-Service Car Was | n 8 Wash Stalls | 864 | 32 | 12 | 64 | 32 | 32 | 64 | 1062 | 61 | 61 | 122 |
| | Combined | ÷ | 51 | 32 | 103 | 109 | 110 | 219 | - | 99 | 105 | 204 |
| d O tolor land and an area | | | | | | | | | | | | |
| Quick Lubrication Vehicle Sho | **3,844 s.f. | 267 | 19 | 20 | 39 | 16 | 20 | 36 | - | 19 | 20 | 39 |
| | 3 Servicing Positions | 120 | 6 | 6 | 12 | 8 | 6 | 14 | 126 | 6 | 8 | 14 |
| | "Total | - | 70 | 52 | 142 | 125 | 130 | 255 | ı • | 118 | 125 | 243 |
| | Combined **3,844 s.f. 3 Servicing Positions | 267 120 | 51 19 6 | 32 20 6 | 103 39 12 | 109 16 8 | 110 20 6 | 36 | - 126 | 99 19 6 | 20 | ¥ |

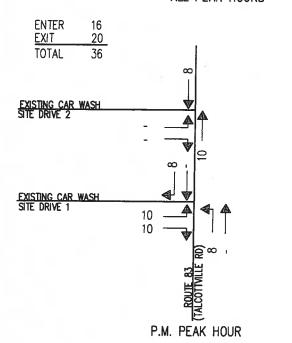
^{*}Morning Trips for the Automated Car Wash not available therefor 25% of the Afternoon trips were used for the Morning.

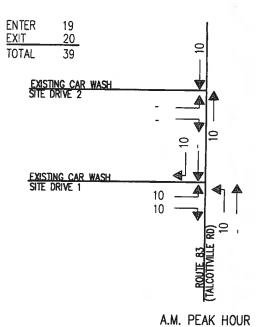
^{**}Saturday trips for the Quick Lubrication Vehicle Shop not available therefor the morning trips were used.

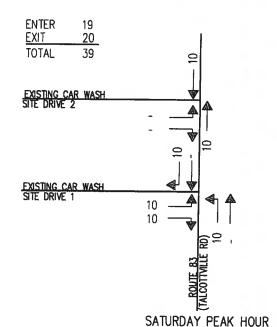
^{*}Existing car wash plus oil change center.



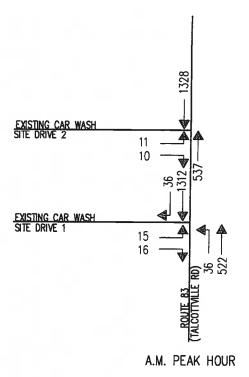
DIRECTIONAL DISTRIBUTION ALL PEAK HOURS

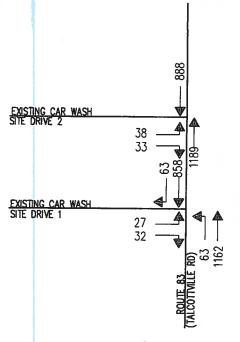






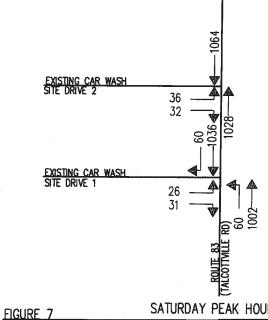






P.M. PEAK HOUR

THE COMBINED TRAFFIC VOLUMES ARE PROVIDED BY COMBINING THE BACKGROUND TRAFFIC VOLUMES FROM FIGURE 5 WITH THE SITE GENERATED TRAFFIC VOLUMES FROM FIGURE 6.



COMBINED TRAFFIC VOLUMES
A.M., P.M. & SATURDAY
PEAK HOURS
PROPOSED VALVOLINE
371 & 373 TALCOTTVILLE ROAD
VERNON. CONNECTICUT

SATURDAY PEAK HOUR

F. A. Hesketh & Associates, Inc.
3 CREAMENT BROOK, EAST GRAMEN, CT 06028

TRAFFIC
PLANNING
ENGINEERING
DESIGN

NOT TO SCALE

Table 3
Level of Service Summary
Valvoline
371 & 373 Talcolttville Road Vernon, CT

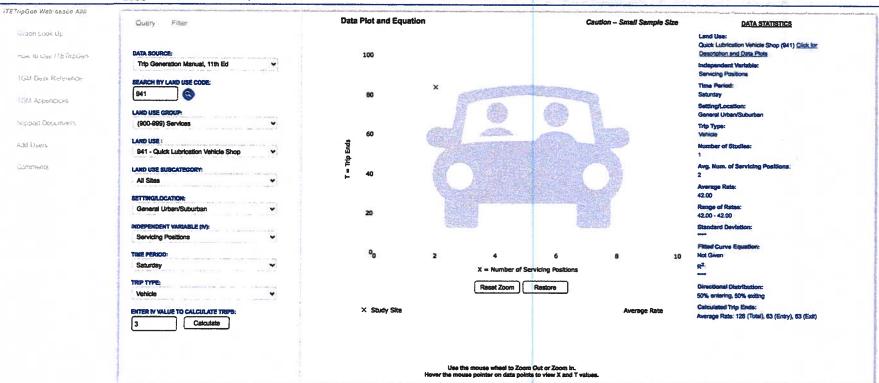
| | | Backgrou | und Traff | | ak Hour | Combine | ed Traffie | . | , | Backgrou | nd Traff | | ak Hour | Combin | ed Traffic | 5 | | Backgrou | nd Traffic | Saturday | Peak Hour | | ed Traffic | |
|-----------------------|---------------|--------------|--------------|---------|---------|--------------|--------------|---------|--------|--------------|--------------|-------|---------|--------------|--------------|---------|--------|--------------|--------------|----------|-----------|--------------|--------------|-------|
| Time Period | LOS | delay | <u>v/c</u> | Queue | LOS | <u>delay</u> | <u>v/c</u> | Queue | LOS | delay | <u>v/c</u> | Queue | LOS | <u>delay</u> | <u>v/c</u> | Queue | LOS | delay | <u>v/c</u> | Queue | LOS | delay | <u>v/c</u> | Queue |
| Route 83 & Site Drive |] e 1 i | | | | | | | | | | | | | | | | | | | | | | | |
| ĒВ | E | 35.2 | 0.09 | 7 | F | 50.2 | 0.30 | 28 | Ε | 39.6 | 0.29 | 28 | F | 54.1 | 0.48 | 55 | E | 46.2 | 0.32 | 31 | F | 68.8 | 0.54 | 64 |
| NB | В | 13.3 0.0 | 0.06 0.17 | 5 0 | B A | 13.6 0.0 | 0.09 0.17 | 7 0 | B | 10.7 0.0 | 0.09 0.37 | 7 | В | 10.8 | 0.10 | 8 | В | 11.7 | 0.09 | 8 | В | 12.0 | 0.11 | 9 |
| SB | Â | 0.0 | 0.56 | Ö | Â | 0.0 | 0.56 | ŏ | Ä | 0.0 | 0.37 | 0 | A | 0.0 0.0 | 0.37 0.37 | 0 | A | 0.0 0.0 | 0.32 0.44 | 0 | A | 0.0 0.0 | 0.32 0.44 | 0 |
| Route 83 & Site Drive | e 2 | | | | | | | | | | | | | | | | | | | | | | | |
| EB Left Right | F C | 58.3 15.0 | 0.15 0.03 | 13 2 | F C | 58.9 15.0 | 0.15 0.03 | 13 2 | F B | 66.8 12.2 | 0.42 0.07 | 44 | F B | 68.8 12.3 | 0.43 0.07 | 45 5 | F B | 82.0 13.4 | 0.47 0.08 | 49 6 | F B | 85.2 13.5 | 0.48 0.08 | 50 |
| NB | A | 0.0 | 0.17 | 0 | A | 0.0 | 0.17 | 0 | A | 0.0 | 0.38 | 0 | | 0.0 | 0.38 | 0 | | - | | | | | | 6 |
| SB | Â | 0.0 | 0.42 | ŏ | Â | 0.0 | 0.42 | ŏ | Â | 0.0 | 0.38 | ŏ | A | 0.0 | 0.36 | ő | A | 0.0 0.0 | 0.33 0.34 | 0 | A | 0.0 0.0 | 0.33 0.34 | 0 |







Graph Look Up



Additions to do more

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1GM Desk Reference

IGM Appendices

Support Documents

Add Users

Contracts

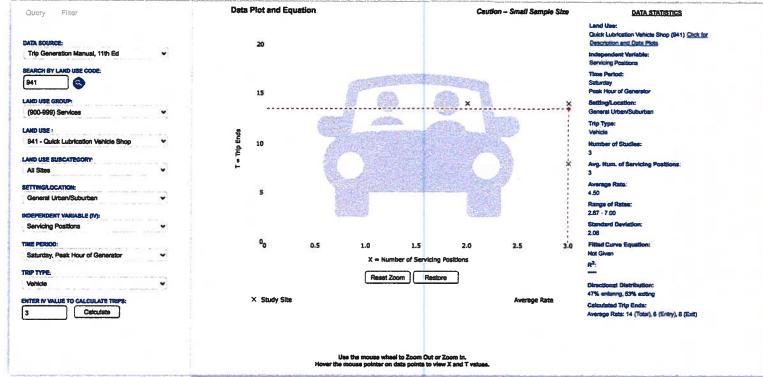
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Graph Look Up ITETripGen Web based App



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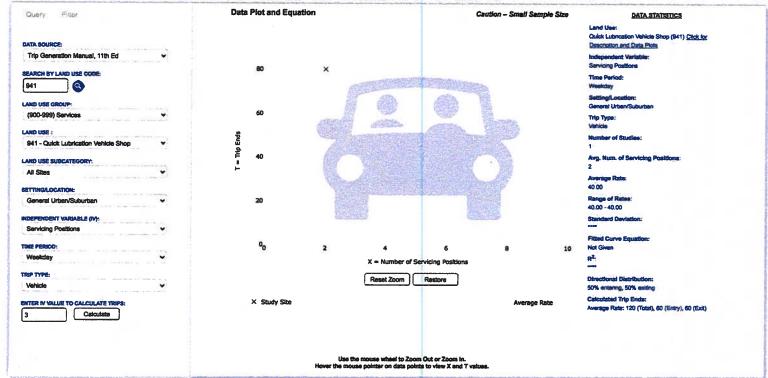
ITETripGen Web-based App







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Additions to do more

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Help Scott Hesterth Sign out

| ITETricGen Web based App | and fall of the first the first the advantage of the contract | | | | |
|--------------------------|--|------------------------|--|--|--|
| TE TIPOSIT NOS DESEG ASS | Query Finer | Data Plot and Equation | | Caution – Smell Sample Size | DATA STATISTICS |
| Greph Look Up | | | | | Land Use: Self-Service Cor Wash (947) Click for Description |
| How to Use ITE Product | DATA SOURCE: | 50 | | | and Data Piots |
| | Trip Generation Manual, 11th Ed | | | | Independent Variable: Wash Stalis |
| Tight Dess Reterence | SEARCH BY LAND USE CODE: | 220 | | The state of the s | Time Period: Westday |
| TGM Appendices | 947 | 40 | A STATE OF THE STA | | AM Peak Hour of Generator |
| Support Documents | LAKD USE GROUP: (900-999) Services | | | | Setting/Location: General Urban/Suburben |
| | LAKO USE : | 30 | | | Trip Type: |
| And Users | 947 - Self-Service Car Wash | Ends | | | Vehicle Number of Studies: |
| Coments | LAND USE SUBCATEGORY | م با ا | | | 1 Avg. Num. of Wesh Stalls: |
| | All Sites | - - - - | | | 5 |
| | SETTINGLOCATION: | | | | Average Rate: 8.00 |
| | General Urban/Suburban | 10 | | | Range of Rates: 8.00 - 8.00 |
| | NOEPENDENT VARIABLE (IV): Wesh Stells | | ANALYSIS. | A002805050X | Standard Deviation: |
| | TIME PERIOD: | o ₀ | 2 4 | 6 8 1 | p Fitted Curve Equation: |
| | Weekday, AM Peak Hour of Generator | • | X = Number of 1 | 18.5 | Not Given |
| | TRIP TYPE: | | Reset Zoom | Restore | R ² . |
| | Vehicle | | | | Directional Distribution: 50% entering, 50% exiting |
| | ENTER IN VALUE TO CALCULATE TRIPS: | × Study Site | | Average Rate | Calculated Trip Ends: |
| | 8 Calcutate | | | | Average Rate: 64 (Total), 32 (Entry), 32 (Exit) |
| | Addresses . | | | | |
| | The state of the s | | Use the mouse wheel to Zoom C | | |
| | | Ho | ver the mouse pointer on data points | to view X and T values. | |

Add-ons to do more

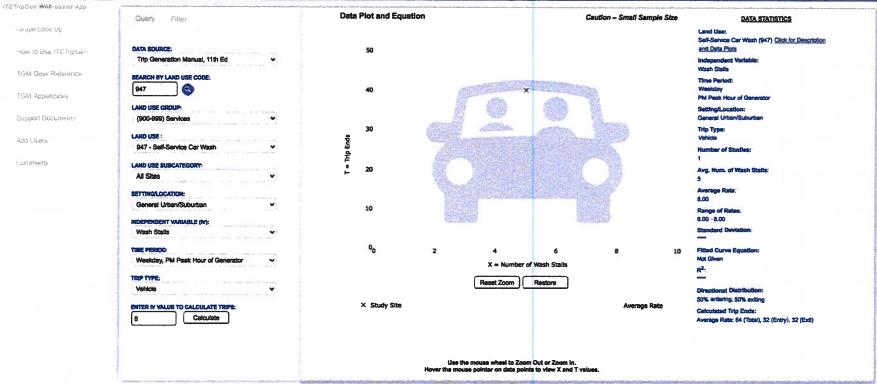
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Graph Look Up



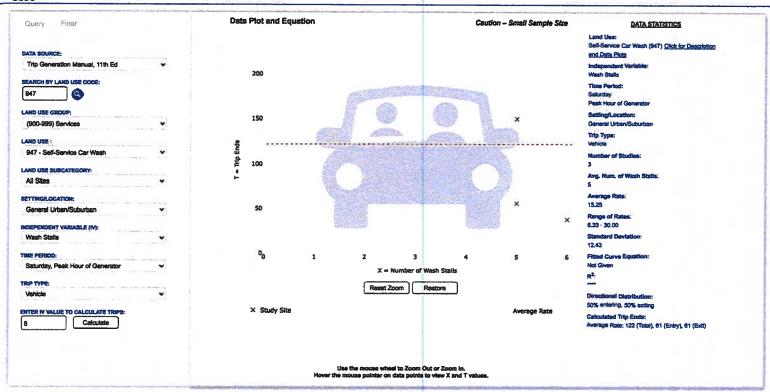
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Graph Look Up

ITETripGen Web-cased App Graph Look Up mowito Usa ITE Inplien IGM Besk Reference TGM Appendices Support Dicournents And Users Comments



Additions to go more

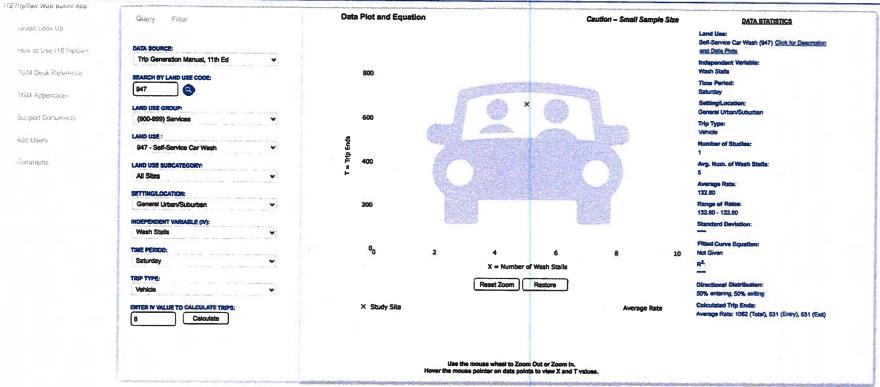
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TETnpGen Web based App

mow to Use ITET/Iptien

1GM Deak Reference

IGM Appendices

Support Documents

AUD Users

Consments

Graph Look Up

ITETripGen Web-based App







Graph Look Up

Data Plot and Equation Caution - Small Sample Size DATA STATISTICS Land Use: Self-Service Car Wash (947) Click for Description DATA SOURCE: 800 and Data Plots Trip Generation Manual, 11th Ed SEARCH BY LAND USE CODE: Time Period: 600 LAND USE GROUP (900-999) Services Trip Type: LAND USE: 947 - Self-Service Car Wash 400 LAND USE SUBCATEGORY: All Sites SETTING/LOCATION: 200 General Urban/Suburban Wash Stalls 00 TRIP TYPE: Reset Zoom Restore Vehicle 50% entering, 50% exiting dated Trip Ends: × Study Site Average Rate Average Rate: 884 (Total), 432 (Entry), 432 (Exit) Use the mouse wheel to Zoom Out or Zoom in. Hover the mouse pointer on data points to view X and T values.

Add-onsite do more



| | 1 | * | 1 | † | 1 | 1 | |
|------------------------------|-------------------------|---|--------------|------------------|--|--|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | USSESSES AND PROPERTY OF THE |
| Lane Configurations | Y | 7 | | 44 | 44 | | |
| Traffic Volume (veh/h) | 11 | 10 | 0 | 527 | 1328 | 0 | |
| Future Volume (Veh/h) | 11 | 10 | 0 | 527 | 1328 | 0 | are, of the control of the second of the control of |
| Sign Control | Stop | | TO BE NOT | Free | Free | | |
| Grade | 0% | min services | AND PARTS OF | 0% | 0% | THE PARTY OF THE | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | Marie Salar Marie Salar Sa |
| Hourly flow rate (vph) | 12 | 11 | 0 | 573 | 1443 | 0.02 | NUMBER OF STREET |
| Pedestrians | | | | | SEE SEE SEE | | Secretary of the Control of the Cont |
| Lane Width (ft) | S. ASO, DESCRIPTION | Marie Villa | | SECTION IN | BULL HERSEN | ACCOUNT OF THE | |
| Walking Speed (ft/s) | and the same | NESSEE | A STATE OF | N. P. LOS A. T. | 电影型 可用 | Comment of | |
| Percent Blockage | Mary Charles Commission | 1. 19A (a) | Manager St. | | A CONTRACTOR | ALIEN CALIFORNIA | |
| Right turn flare (veh) | | | Alle | | Mile Mat | | FERSON SHOWARD SHOWERS IN THE TANK |
| Median type | TANK PROPERTY | and a second | MANUSAUS | None | None | ADDRESS NO SERVICE | |
| Median storage veh) | | ASSISTEN | DIA IN | INOIIG | NOTE | THE STANFACTOR | et una et Marco porte el lococeració |
| Upstream signal (ft) | | A CONTRACTOR | 45 (40) A | | | | |
| X, platoon unblocked | | MANUS AN | A SALES | | AND LEASE IN | NAME OF STREET | |
| vC, conflicting volume | 1730 | 722 | 1443 | | | | |
| C1, stage 1 conf vol | 1700 | NAME OF THE PARTY | 1770 | | | Francisco III d | Water the American Control of the Co |
| C2, stage 2 conf vol | SALISIAN | ZUATICE DE | | MARKET ST | | | |
| Cu, unblocked vol | 1730 | 722 | 1443 | SAME TAKEN | | THE SECTION OF THE SE | |
| C, single (s) | 6.8 | 6.9 | 4.1 | | | Hozanya Pada | |
| C, 2 stage (s) | 0.0 | 0.9 | 4. I | | an Phys. 5 co | | |
| F (s) | 3.5 | 3.3 | 2.2 | | | 15.15.70.72 | |
| 00 queue free % | 85 | 97 | 100 | FOR MOST | A STATE OF THE PARTY OF THE PAR | | |
| cM capacity (veh/h) | 79 | 369 | 466 | Lar Ches | | | |
| | 19 | 309 | 400 | | | | |
| Olreption, Lane # | EB1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 12 | 11 | 286 | 286 | 722 | 722 | |
| Volume Left | 12 | 0 | 0 | 0 | 0 | 0 | |
| Volume Right | 0 | 11 | 0 | 0 | 0 | 0 | |
| SH | 79 | 369 | 1700 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.15 | 0.03 | 0.17 | 0.17 | 0.42 | 0.42 | |
| Queue Length 95th (ft) | 13 | 2 | 0 | 0 | 0 | 0 | |
| Control Delay (s) | 58.3 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| ane LOS | FA | C | May We | | MY WHITE | | |
| Approach Delay (s) | 37.6 | The second second | 0.0 | TOTAL CONTRACTOR | 0.0 | | COMMERCIAL PROPERTY OF THE OWNER OWNE |
| Approach LOS | E | A CENTE | | 14764 | | | |
| ntersection Summary | N Mark N | | | | 50 100 10 | ASSESSED | |
| Average Delay | | 15030 | 0.4 | | | Sale Selection | |
| ntersection Capacity Utiliza | ition | - VIIII WELDON | 46.7% | IC | U Level | of Service | A |
| Analysis Period (min) | | | 15 | | | , Joi Hou | |

| | ۶ | - | 4 | † | 1 | 4 | |
|---------------------------------|---------------------|----------------|--|--|---|--|-----------------------|
| Novement | EBL | EBR | NBL | NBT | SBT | SBR | |
| ane Configurations | W | | Ŋ | ^ | 44 | | |
| raffic Volume (veh/h) | 5 | 6 | 26 | 522 | 1312 | 26 | |
| uture Volume (Veh/h) | 5 | 6 | 26 | 522 | 1312 | 26 | Account of the |
| Sign Control | Stop | and a local s | | Free | Free | | |
| Grade | 0% | MILITARIA SE | | 0% | 0% | | MICHARDS |
| eak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| lourly flow rate (vph) | 5 | 7 | 28 | 567 | 1426 | 28 | |
| edestrians | | 74 08 3 | E WAY | | | CHARLEN S | |
| ane Width (ft) | A SECURITY OF | all kindle to | | | THE PERSON NAMED IN | AND PARTY OF THE P | THE OWNER AND |
| Valking Speed (ft/s) | PO THE PERSON | | | AND HOTE | N 1 97 1 | | |
| Percent Blockage | PARACIED MAI | ACCESTANCES OF | With Designation | | CONTRACTOR OF THE PARTY OF THE | RESIDENCE PROPERTY. | EST THE |
| Right turn flare (veh) | Marine S | P. N. S. | STATE OF THE STATE | da Gine | | | NO PERSONAL PROPERTY. |
| Median type | COMMITTEE OF SELECT | MANAGE MA | | None | None | ALL PROPERTY OF | Attachica |
| fedian storage veh) | GEV. | | | | MARKET TO THE | Tean Strike | da stoneu |
| lpstream signal (ft) | CHARLES PROPERTY | | E COLUMN | Had William | | | 200 |
| X, platoon unblocked | | | STATE OF THE | A. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. | | | |
| C, conflicting volume | 1780 | 727 | 1454 | MINISTRANCE | No. Personal Conf. | ALGORICANIC | |
| C1, stage 1 conf vol | | | | PARTIES AND ADDRESS OF THE PARTIES AND ADDRESS O | | | ANCHE STAN |
| C2, stage 2 conf vol | | DEN MODEL | Con a charge | AUGUST PLEASE | | | BUAL BLA |
| Cu, unblocked vol | 1780 | 727 | 1454 | THE PERSON | | | A. SANGE |
| C, single (s) | 6.8 | 6.9 | 4.1 | | | | |
| C, 2 stage (s) | WEST TO | 130112 | HAN DE PAR | Service. | Main and | Q of the latter | Luis As |
| (s) | 3.5 | 3.3 | 2.2 | S/S/MUSIC SOL | | | |
| 0 queue free % | 93 | 98 | 94 | | | | |
| M capacity (veh/h) | 69 | 366 | 461 | A TOTAL ST | NAME OF STREET | | SHEWALT 2 |
| | | | | | | | |
| trection, Lane# | EB1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | |
| olume Total | 12 | 28 | 284 | 284 | 951 | 503 | |
| olume Left | 5 | 28 | 0 | 0 | 0 | 0 | |
| olume Right | 7 | 0 | 0 | 0 | 0 | 28 | |
| SH | 131 | 461 | 1700 | 1700 | 1700 | 1700 | |
| olume to Capacity | 0.09 | 0.06 | 0.17 | 0.17 | 0.56 | 0.30 | |
| lueue Length 95th (ft) | 7 | 5 | 0 | 0 | 0 | 0 | |
| ontrol Delay (s) | 35.2 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | |
| ane LOS | E | В | | | LOS IN THE | | APPRIE |
| pproach Delay (s) | 35.2 | 0.6 | | | 0.0 | | CONTRACTOR OF SERVICE |
| pproach LOS | E | | | No State | 0.5 | SUSPENSAL. | 1000 |
| tersection Summary | | | | TO OV | | NEW THE | |
| verage Delay | | A PARKET | 0.4 | | | | |
| tersection Capacity Utilization | 1 | | 47.1% | IC | U Level o | f Service | MALE SELECTION |
| nalysis Period (min) | | 2 | 15 | THE STATE | With a | | Part Car |

| | ۶ | > | 4 | † | ļ | 1 | |
|------------------------------|---------------------------|------------------|-----------------------|--|--------------------|--|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | | 7 | | 44 | 44 | | |
| Traffic Volume (veh/h) | 38 | 33 | 0 | 1179 | 880 | 0 | CHANGE MANAGEMENT CONTRACTOR |
| Future Volume (Veh/h) | 38 | 33 | 0 | 1179 | 880 | 0 | |
| Sign Control | Stop | | | Free | Free | | |
| Grade | 0% | | Chicago and Chicago | 0% | 0% | DRIES, DELENGE CO. | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 41 | 36 | 0 | 1282 | 957 | 0 | ALEDO DE ASOCIATION DE SANCTORIO DE SANCTORI |
| Pedestrians | | | 25/4/2 | SECTION SEC | | 127 TO 25 | |
| Lane Width (ft) | | Mary Mary Cold | and the same of | | | | THE SAME SHOULD BE SHOULD SEE THE SAME SHOULD |
| Walking Speed (ft/s) | | | | GENTAL STATE | | | |
| Percent Blockage | VIII. PHILIPPIN STATEMENT | | White position by the | EMILIO AL DALISTO | SCHOOL SCHOOL | | AND A STATE OF THE PARTY OF THE |
| Right turn flare (veh) | | 400 81 57 | | | N. W. | AND SERVE | |
| Median type | | DI KAMPANIAN | | None | None | ADMINISTRATION OF THE PARTY OF | WHEN THE STREET WAS ASSESSED. |
| Medlan storage veh) | | | R MARK | E WALK | THE PARTY OF | | |
| Jpstream signal (ft) | | EASTERN ST | | | | | |
| X, platoon unblocked | | 100 5 100 | | W 55 | 125 75 | | |
| C, conflicting volume | 1598 | 478 | 957 | STATE OF THE PARTY | MINISTER STATE | | MARANE MICHAEL SUPPLIES CONTROL CONTRO |
| C1, stage 1 conf vol | | | Name and | 3-12-30 | | | |
| C2, stage 2 conf vol | | HAT KIND OF | | No. of Lot, Line | | | |
| Cu, unblocked vol | 1598 | 478 | 957 | | | SHARA | |
| C, single (s) | 6.8 | 6.9 | 4.1 | | | MARION NEWSFARE | |
| C, 2 stage (s) | | | MACHINA | | | any server | |
| F (s) | 3.5 | 3.3 | 2.2 | | MATERIAL PROPERTY. | | 1982 by the many of the analysis of the first of |
| 00 queue free % | 58 | 93 | 100 | 20 E 235 | | 1 | |
| cM capacity (veh/h) | 97 | 533 | 714 | | | | STATE OF THE STATE |
| Direction, Lane # | EB 1 | | | N/D O | 6D 4 | 070.0 | |
| /olume Total | - | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 | |
| /olume Left | 41 | 36 | 641 | 641 | 478 | 478 | |
| | 41 | 0 | 0 | 0 | 0 | 0 | |
| /olume Right | 0 | 36 | 0 | 0 | 0 | 0 | |
| SH (aluma ta Canacitu | 97 | 533 | 1700 | 1700 | 1700 | 1700 | |
| /olume to Capacity | 0.42 | 0.07 | 0.38 | 0.38 | 0.28 | 0.28 | TO A CONTRACT OF THE PARTY OF T |
| Queue Length 95th (ft) | 44 | 5 | 0 | 0 | 0 | 0 | e de la companya de l |
| Control Delay (s) | 66.8 | 12.2 | 0.0 | 0.0 | 0.0 | 0.0 | |
| ane LOS | F | В | | | | | |
| Approach Delay (s) | 41.3 | | 0.0 | - | 0.0 | TOTAL PARTY NAMED AND ADDRESS OF THE PARTY NAMED AND ADDRESS O | |
| Approach LOS | E | 2 | | | | | |
| ntersection Summary | | | | | | | |
| Average Delay | | | 1.4 | | | Kelling 1 | |
| ntersection Capacity Utiliza | ation | 4 | 42.6% | IC | U Level c | f Service | Α |
| Analysis Period (min) | | | 15 | | | | |

| Lane Configurations Traffic Volume (veh/h) 17 22 55 1162 858 55 Future Volume (Veh/h) 17 22 55 1162 858 55 Figure Gontrol Slop Free Free Grade 0% 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 Plourly flow rate (vph) 18 24 60 1263 933 60 Pedestrians Lane Width (ft) Wilking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type None None Median storage veh) Upstream signal (ft) XX, platoon unblocked CC, conflicting volume 1714 496 993 CC1, stage 1 conf vol CC2, stage 2 conf vol CC2, stage 1 conf vol CC3, stage 1 conf vol CC3, stage 1 conf vol CC4, stage 1 conf vol CC5, stage 1 conf vol CC4, stage 6 conf vol CC5, stage 1 conf vol CC5, stage 1 conf vol CC5, stage 1 conf vol CC6, stage 1 conf vol CC7, stage 1 conf vol CC9, stage 2 conf vol CO1, stage 1 conf vol CC9, stage 2 conf vol CO2, stage 2 conf vol CO3, stage 1 conf vol CC9, stage 2 conf vol CO3, stage 1 conf vol CC9, stage 2 conf vol CO4, unblocked vol 1714 496 993 CC stage (s) F(s) S15 3.3 2.2 D0 queue free % 76 95 91 Mc capacity (veh/h) 74 519 692 D0 gueue free % 76 95 91 Mc capacity (veh/h) 74 519 692 D0 gueue free % 76 95 91 Mc capacity (veh/h) 74 519 692 D0 gueue free % 76 95 91 Mc capacity (veh/h) 74 519 692 D0 gueue free % 76 95 91 Mc capacity (veh/h) 74 519 692 D0 gueue free % 76 95 91 Mc capacity (veh/h) 74 519 692 D0 gueue free % 76 95 91 Mc capacity (veh/h) 74 519 692 D0 gueue free % 76 95 91 D0 | | 1 | * | 4 | 1 | 1 | 1 | |
|--|--|--|--|---|--|--|--|--|
| Lane Configurations Traffic Volume (vehrhi) 17 22 55 1162 858 55 Treffic Volume (vehrhi) 17 22 55 1162 858 55 Free Free Free Free Free Free Free Fre | Movement | EBL | EBR | NBL | NBT | SBT | SBR | CONTRACTOR STATE SAMPLES |
| Traffic Volume (Veh/h) 17 22 55 1162 858 55 Future Volume (Veh/h) 17 22 55 1162 858 55 Sign Control Stop Free Free Grade 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | Lane Configurations | | | | | _ | | |
| Future Volume (Veh/h) 17 22 55 1162 858 55 Sign Control Slop Free Free Grade 0% 0% 0% Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Hourly flow rate (vph) 18 24 60 1263 933 60 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right furn fiare (veh) Median type None None Median storage veh) Upstream signal (ft) DX, platoon unblocked CC, conflicting volume 1714 496 993 CC1, stage 1 conf vol CC2, stage 2 conf vol CC2, stage 2 conf vol CC3, stage (s) F (s) 3.5 3.3 2.2 D0 queue free % 76 95 91 Mc capacity (veh/h) 74 519 692 Direction, Lane # EB1 NB1 NB2 NB3 SB1 SB2 Volume Total 42 60 632 632 622 371 Volume Right 24 0 0 0 0 60 SCH 186 00 0 0 0 0 0 Volume Right 24 0 0 0 0 60 SCH 186 00 0 0 0 0 0 Volume Right 24 0 0 0 0 60 SCH 186 00 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Right 24 0 0 0 0 60 SCH 186 00 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Right 24 0 0 0 0 60 SCH 186 00 0 0 0 0 0 Volume Right 24 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 0 0 Volume Left 18 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | | 22 | | | | 55 | |
| Sign Control Stop | | | | | | ALLEY OF THE WARRY TO A PERSON. | | |
| Grade 0 0% 0% 0% 0% 0% 0% 0% 092 0.92 0.92 0.92 0.92 0.92 0.92 0.92 | | | 13V (u) | OV WHICH | | | | |
| Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Hourly flow rate (vph) 18 24 60 1263 933 60 Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right furn flare (veh) Median type None None Median storage veh) Upstream signal (ft) XX, platoon unblocked XC, conflicting volume 1714 496 993 CC2, stage 1 conf vol VCu, unblocked vol CC3, stage 1 conf vol VCu, unblocked vol CC4, stage 2 conf vol VCu, unblocked vol CC5, stage (s) 6.8 6.9 4.1 CC 2 stage (s) FF (s) 3.5 3.3 2.2 D0 queue free % 76 95 91 DM capacity (veh/h) 74 519 692 Direction, Lane # EB 1 NB 1 NB 2 NB 3 SB 1 SB 2 Volume Total 42 60 632 632 622 371 Volume Total 42 60 632 632 622 371 Volume Right 24 0 0 0 0 60 VSH 145 692 1700 1700 1700 1700 Volume Left 18 60 0 0 0 0 0 Volume Right 24 0 0 0 0 60 VSH 145 692 1700 1700 1700 1700 Volume Lopacity 0.29 0.99 0.37 0.37 0.37 0.22 Deueue Length 95th (ft) 28 7 0 0 0 0 0 Dontrol Delay (s) 38.6 10.7 0.0 0.0 0.0 0.0 Dane LOS E B Deproach LOS E E B Deproach LOS E E Intersection Summary Werage Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | | | WEITERI SALE | | | THE RESIDENCE | A STATE OF STATE OF THE STATE O |
| Hourly flow rate (vph) 18 24 60 1263 933 60 Pedestrians Lane Width (ft) Walking Spead (ft/s) Percent Blockage Right turn flare (veh) Median type | the state of the s | | 0.92 | 0.92 | | | 0.92 | |
| Pedestrians Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median type Median storage veh) Upstream signal (ft) DX, platoon unblocked UC, conflicting volume 1714 496 993 UC1, stage 1 conf vol UC2, stage 2 conf vol UC2, stage 2 conf vol UC3, stage 1 conf vol UC4, stage 2 conf vol UC4, stage 2 conf vol UC5, stage 1 conf vol UC5, stage 1 conf vol UC6, stage 2 conf vol UC7, stage 2 conf vol UC9, unblocked vol UC9, unblocked vol UC9, unblocked vol UC9, stage 1 conf vol UC9, unblocked vol UC9, unblocked vol UC9, stage 1 conf vol UC9, unblocked vol UC9, stage 2 conf vol UC9, unblocked vol UC | ACTION AND DESIGNATION OF THE PROPERTY AND DESIGNATION OF THE | | | and the best of the second | | | | |
| Lane Width (ft) Walking Speed (ft/s) Percent Blockage Right furn flare (veh) Median type Median storage veh) Upstream signal (ft) OX, platoon unblocked VC, conflicting volume 1714 496 993 VC1, stage 1 conf vol VC2, stage 2 conf vol VC3, unblocked vol VC3, single (s) F (s) O2 stage (s) F (s) O3.5 O3.3 O2.2 OQ queue free % 76 95 91 OM capacity (veh/h) 74 519 692 OPrection, Lane # EB 1 NB 1 NB 2 NB 3 SB 1 SB 2 Volume Total 42 60 632 632 632 632 632 371 Volume Right 24 00 00 00 00 00 00 00 00 00 00 00 00 00 | | | SURFINE S | MATERIAL SER | Validates | | | AV et distanti institute describito |
| Walking Speed (ft/s) Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) XX, pilatoon unblocked VC, conflicting volume VC2, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC3, stage 1 conf vol VC4, unblocked vol C, single (s) C, 2 stage (s) F (s) C, 2 stage (s) F (s) C, 3.5 C, 95 C, 95 C, 00 Queue free % 76 95 91 CM capacity (veh/h) 74 519 692 Direction, Lane # EB1 NB1 NB2 NB3 SB1 SB2 Volume Total 42 60 632 632 632 622 371 Volume Total 42 60 632 632 632 632 371 Volume Left 18 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | Control of the last | TALKS CHILD | A STANLEY A | | | SHED OF SALES | |
| Percent Blockage Right turn flare (veh) Median storage veh) Upstream signal (ft) 0X, platoon unblocked UC, conflicting volume 1714 496 993 1721, stage 1 conf vol 1722, stage 2 conf vol 1734 496 993 1744 496 993 1751, stage 1 conf vol 1762, stage 2 conf vol 1763, stage 1 conf vol 1764 1774 1774 1785 1785 1785 1785 1785 1785 1785 1785 | | MANUE. | IS MADE IN | E COLUMN | and with | A PROPERTY. | 0.77 | LANGE OF THE PROPERTY OF THE PARTY OF THE PA |
| None | | A STATE OF THE STA | | | | | | |
| Median type None None Median storage veh) Upstream signal (ft) VX. platoon unblocked VC, conflicting volume 1714 496 993 VCI, stage 1 conf vol VC2, stage 2 conf vol VC2, stage 2 conf vol VC2, stage (s) VC3, stage (s) VC3, stage (s) VC4, stage (s) VC5, stage (s) VC6, stage (s) VC7, stage (s) | | 00/0 98 | | CALL PLAN | WE'S CONTRACT | STATE OF THE PARTY | | |
| Median storage veh) Upstream signal (ft) OX, platoon unblocked VC, conflicting volume VC, stage 1 conf vol VC2, stage 2 conf vol VC3, stage 2 conf vol VC4, unblocked voi C5, single (s) C6, 2 stage (s) C7, 2 stage (s) C8, 10, 10, 10, 10, 10, 10, 10, 10, 10, 10 | | | Company of the last | A CONTRACTOR | None | None | SECURITIES MARKET | |
| Upstream signal (ft) 0X, platoon unblocked VC, conflicting volume 1714 | | | | 1000 | IAOHE | INOUG | MARKET AND A STATE OF | |
| oX, platoon unblocked v/C, conflicting volume 1714 496 993 v/C1, stage 1 conf vol v/C2, stage 2 conf vol v/C2, stage 2 conf vol v/C2, stage 2 conf vol v/C3, stage (s) C2, stage (s) C3, stage (s) C4, stage (s) C5, stage (s) C6, 2 stage (s) C7, 2 stage (s) C8, 2 stage (s) C90 queue free % 76 95 91 10 10 10 10 10 10 10 10 10 10 10 10 10 | | STATE STATE | | | | | | |
| VC, conflicting volume | | A CONTRACTOR OF THE PARTY OF TH | S1 87 (B)(1) | 74.2 (1889) | 10/2014/0515 | an casen | MARK BINGSON | |
| /C1, stage 1 conf vol //C2, stage 2 conf vol //C3, stage 2 conf vol //C4, unblocked vol 1714 496 993 C2, stage (s) C3, 2 stage (s) F(s) 3.5 3.3 2.2 Direction, Lane # EB1 NB1 NB2 NB3 SB1 SB2 //Olume Total 42 60 632 632 622 371 //olume Left 18 60 0 0 0 0 Direction, Lane # 145 692 1700 1700 1700 //olume Right 24 0 0 0 0 60 SBH 145 692 1700 1700 1700 1700 //olume to Capacity 0.29 0.09 0.37 0.37 0.37 0.22 Dueue Length 95th (ft) 28 7 0 0 0 0 Control Delay (s) 39.6 10.7 0.0 0.0 0.0 0.0 Approach Delay (s) 39.6 0.5 0.0 Intersection Summary Average Delay Intersection Capacity Utilization 42.1% ICU Level of Service A | | 171/ | 406 | 002 | | | | |
| VC2, stage 2 conf vol /Cu, unblocked vol 1714 | | MAN SOLU | 430 | | | - CANADA TANA | ALT VALUE OF STREET | |
| /Cu, unblocked vol 1714 496 993 /C, single (s) 6.8 6.9 4.1 C, 2 stage (s) F (s) 3.5 3.3 2.2 Do queue free % 76 95 91 CM capacity (veh/h) 74 519 692 Direction, Lane # EB 1 NB 1 NB 2 NB 3 SB 1 SB 2 Volume Total 42 60 632 632 622 371 Volume Left 18 60 0 0 0 0 0 Volume Right 24 0 0 0 0 60 SSH 145 692 1700 1700 1700 1700 Volume to Capacity 0.29 0.09 0.37 0.37 0.37 0.22 Queue Length 95th (ft) 28 7 0 0 0 0 Control Delay (s) 39.6 10.7 0.0 0.0 0.0 Approach Delay (s) 39.6 0.5 E B Approach LoS E Intersection Summary Average Delay Intersection Capacity Utilization 42.1% ICU Level of Service A | | | | AED LE | Shipped III | | | |
| C, single (s) 6.8 6.9 4.1 C, 2 stage (s) F (s) 3.5 3.3 2.2 00 queue free % 76 95 91 cM capacity (veh/h) 74 519 692 Direction, Lane # EB1 NB 1 NB 2 NB 3 SB 1 SB 2 Volume Total 42 60 632 632 622 371 Volume Left 18 60 0 0 0 0 0 Volume Right 24 0 0 0 0 0 60 SSH 145 692 1700 1700 1700 1700 Volume to Capacity 0.29 0.09 0.37 0.37 0.37 0.22 Queue Length 95th (ft) 28 7 0 0 0 0 0 Control Delay (s) 39.6 10.7 0.0 0.0 0.0 0.0 Approach Delay (s) 39.6 0.5 0.0 Approach LOS E Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | 1714 | 406 | 602 | A SHARE | Own State of | | CONTROL DE LE COMPANION DE LA |
| C, 2 stage (s) IF (s) 3.5 3.3 2.2 Do queue free % 76 95 91 CM capacity (veh/h) 74 519 692 Direction, Lane # EB 1 NB 1 NB 2 NB 3 SB 1 SB 2 Volume Total 42 60 632 632 622 371 Volume Left 18 60 0 0 0 0 0 Volume Right 24 0 0 0 0 60 CSH 145 692 1700 1700 1700 1700 Volume to Capacity 0.29 0.09 0.37 0.37 0.37 0.22 Queue Length 95th (ft) 28 7 0 0 0 0 Control Delay (s) 39.6 10.7 0.0 0.0 0.0 Approach Delay (s) 39.6 0.5 0.0 Approach LOS E Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | PERSONAL PROPERTY AND ADDRESS OF THE PARTY AND | THE RESERVE THE PERSON NAMED IN | Arthur - P. Whitehoutenan, | | | | |
| ## Compact Com | | 0.0 | 0.9 | Park College | | Control of the last of the las | ON LOW DESIGNATION OF THE PARTY | The state of the case of the same of the s |
| 20 queue free % 76 95 91 20 queue free % 76 95 91 20 | | 2.5 | 2.2 | 2.2 | ALC: NO. | 29.0 | ELES MAN STREET | THE RESIDENCE OF THE PARTY OF T |
| CM capacity (veh/h) 74 519 692 Direction, Lane # | | | | | | 5176165000 | | |
| Direction, Lane # | | The Park Street of the Park Street | The state of the s | | | | | |
| Volume Total 42 60 632 632 622 371 Volume Left 18 60 0 0 0 0 Volume Right 24 0 0 0 0 60 SSH 145 692 1700 1700 1700 1700 Volume to Capacity 0.29 0.09 0.37 0.37 0.37 0.22 Queue Length 95th (ft) 28 7 0 0 0 0 Control Delay (s) 39.6 10.7 0.0 0.0 0.0 0.0 Approach Delay (s) 39.6 0.5 0.0 0.0 Approach LOS E B 0.0 0.0 0.0 Average Delay 1.0 0.0 1.0 0.0 0.0 0.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | | | A Comment of | | | | |
| Volume Left 18 60 0 0 0 0 Volume Right 24 0 0 0 0 60 SSH 145 692 1700 1700 1700 1700 Volume to Capacity 0.29 0.09 0.37 0.37 0.37 0.22 Queue Length 95th (ft) 28 7 0 0 0 0 Control Delay (s) 39.6 10.7 0.0 0.0 0.0 0.0 Los E B Approach Delay (s) 39.6 0.5 0.0 Approach LOS E Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | | | - | | | | |
| Volume Right 24 0 0 0 0 0 60 SH 145 692 1700 1700 1700 1700 Volume to Capacity 0.29 0.09 0.37 0.37 0.37 0.22 Queue Length 95th (ft) 28 7 0 0 0 0 Control Delay (s) 39.6 10.7 0.0 0.0 0.0 0.0 Approach Delay (s) 39.6 0.5 Approach LoS E B Approach LoS E Approach Summary Average Delay 1.0 ICU Level of Service A | | | | | | | the second secon | |
| SSH | The state of the s | | | NAME OF TAXABLE PARTY OF TAXABLE PARTY. | CASA TO CONTRACT OF THE PARTY O | ARTERIOR DE LA CONTRACTOR DE LA CONTRACT | | |
| Volume to Capacity 0.29 0.09 0.37 0.37 0.37 0.22 Queue Length 95th (ft) 28 7 0 0 0 0 Control Delay (s) 39.6 10.7 0.0 0.0 0.0 0.0 ane LOS E B Approach Delay (s) 39.6 0.5 0.0 Approach LOS E Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | and the latest terminal termin | and the same of the same | | CALL DESCRIPTION OF THE PARTY O | | | |
| Queue Length 95th (ft) 28 7 0 | Chapterin | | THE RESERVE AND ADDRESS OF THE PARTY OF THE | CARL MANAGED STATES | THE PERSON NAMED AND POST OF | THE R. LEWIS CO., LANSING, MICH. | | |
| Control Delay (s) 39.6 10.7 0.0 0.0 0.0 0.0 Lane LOS E B Approach Delay (s) 39.6 0.5 0.0 Approach LOS E Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | | | | | | | |
| Approach Delay (s) 39.6 0.5 0.0 Approach LOS E Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | | | THE RESERVE THE PERSON NAMED IN | | | | 建设设施设施 |
| Approach Delay (s) 39.6 0.5 0.0 Approach LOS E Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | Control Delay (s) | | | 0.0 | 0.0 | 0.0 | 0.0 | |
| Approach LOS E Intersection Summary Average Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | | A STATE OF THE PARTY OF THE PAR | | | | | |
| Average Delay 1.0 Intersection Capacity Utilization 42.1% ICU Level of Service A | | | 0.5 | | | 0.0 | | |
| Average Delay 1.0 1.0 ICU Level of Service A | Approach LOS | E | | | | | | |
| ntersection Capacity Utilization 42.1% ICU Level of Service A | Intersection Summary | | | | | | | |
| TO SERVICE AND ADDRESS OF THE PARTY OF THE P | Average Delay | | | 1.0 | | | (facts) | |
| | Intersection Capacity Utilizatio | n | | 42.1% | IC | U Level o | of Service | A |
| unalysis Period (min) 15 | Analysis Period (min) | | | 15 | | | | |

| | 1 | * | 4 | † | Ţ | 4 | |
|------------------------------|--|-----------------|--|--|---------------|--|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | W | - | 7 | 44 | 14 | | |
| Traffic Volume (veh/h) | 16 | 21 | 50 | 1002 | 1036 | 50 | |
| Future Volume (Veh/h) | 16 | 21 | 50 | 1002 | 1036 | 50 | Anten au Ante de neu-bande ante les Peutres de l'enfigie que |
| Sign Control | Stop | HERON TO | STO WE | Free | Free | | PARTY DESIGNATION OF THE PARTY |
| Grade | 0% | Deliver Library | Carlotte Const. | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 17 | 23 | 54 | 1089 | 1126 | 54 | STEERING STRANGE SAN LYDICA TO SELECT MATTER L |
| Pedestrians | | CE KEN | MANAGEMENT OF THE PARTY OF THE | | THE STREET | A SHARE WAS | Mark the state of |
| ane Width (ft) | No. of the last of | | THE PARTY OF THE P | | | MANAGEMENT AND | |
| Walking Speed (ft/s) | | | | | | | WEST AND THE RESIDENCE OF THE PARTY OF THE P |
| Percent Blockage | OTHER DESIGNATION OF THE SAME | ALO SUNTINUEDA | NEW TOTAL STREET, ST. | HILL VALUE OF STREET | 0.052(0.000) | ENDS DESCRIPTION | SACRED TO A SECURIT OF THE PROPERTY OF THE |
| Right turn flare (veh) | | a Water | Aret 1 | 1000 | | ASSESSMENT TO THE | |
| Median type | | | | None | None | I MANUFACTURE OF THE | |
| Vledian storage veh) | | | | Table 1 | NOTICE STATES | THE RESERVE | UPS TO RESERVE AND DESCRIPTION |
| Upstream signal (ft) | Maria 197212, 114 | | A PROPERTY OF | | The State of | | |
| X, platoon unblocked | | | | | | | |
| C, conflicting volume | 1806 | 590 | 1180 | | ATTENUTE AN | MISSING BEAUTIE | Consequence Carlotte State Late Consequence |
| /C1, stage 1 conf vol | MARKET AND A | | 1100 | Y STATE OF THE | | | |
| vC2, stage 2 conf vol | The ship was | | A SHARE OF THE PARTY OF | TO THE PARTY OF TH | admilian. | | |
| Cu, unblocked vol | 1806 | 590 | 1180 | | | ETHERS (ETVICE | The state of the s |
| C, single (s) | 6.8 | 6.9 | 4.1 | The state of | ALC: NO. | | |
| C, 2 stage (s) | | DEN STATE | SANTONASO | THE STREET | urosi Patria | | MATERIAL SERVICE SERVICES AND S |
| F (s) | 3.5 | 3.3 | 2.2 | | | | |
| 00 queue free % | 73 | 95 | 91 | THE PARTY OF | SVOID DE C | | |
| M capacity (veh/h) | 64 | 451 | 588 | | | N. P. S. | |
| | | | and the same of the same | | | | |
| Olrection, Lane # | EB1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | |
| /olume Total | 40 | 54 | 544 | 544 | 751 | 429 | |
| /olume Left | 17 | 54 | 0 | 0 | 0 | 0 | |
| Volume Right | 23 | 0 | 0 | 0 | 0 | 54 | |
| SH | 126 | 588 | 1700 | 1700 | 1700 | 1700 | |
| /olume to Capacity | 0.32 | 0.09 | 0.32 | 0.32 | 0.44 | 0.25 | |
| Queue Length 95th (ft) | 31 | 8 | 0 | 0 | 0 | 0 | ACCUSED OF PROPERTY OF |
| Control Delay (s) | 46.2 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | |
| ane LOS | E | В | 3.33 | 4 人 | | | ANTALISM STATE OF THE SECOND |
| Approach Delay (s) | 46.2 | 0.6 | | | 0.0 | | |
| Approach LOS | E | | | | | | AND ELECTRON STATE OF THE STATE OF |
| ntersection Summary | | | | | | | |
| Average Delay | | | 1.0 | | | | ACCEPTANT OF ANY AREA |
| ntersection Capacity Utiliza | ation | | 46.9% | IC | U Level o | of Service | A |
| Analysis Period (min) | | | 15 | | | | STATE OF STREET |

| | * | * | 4 | 1 | ↓ | 4 | |
|------------------------------|---|--|--|--|------------------|--|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | ħ | 7 | | 44 | 44 | | |
| Traffic Volume (veh/h) | 36 | 32 | 0 | 1018 | 1054 | 0 | Market and Secretary and the Control |
| Future Volume (Veh/h) | 36 | 32 | 0 | 1018 | 1054 | 0 | |
| Sign Control | Stop | | The same | Free | Free | Value and Marie | |
| Grade | 0% | NA COLUMN TOWNS THE | NAME OF TAXABLE PARTY. | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 39 | 35 | 0 | 1107 | 1146 | 0 | * The Country of the |
| Pedestrians | | | 15000 | A Rock Cal | STORES OF | GARAGE TO SO | ers for the first several section and the section of the section o |
| ane Width (ft) | enomination in the | | | | | ALTONIA III VENE | OF THE STATE OF TH |
| Walking Speed (ft/s) | | | | STORES OF | | ENTERINE PROPER | |
| Percent Blockage | LET HOLLY GLESS NAME OF | NAME OF STREET | CONTRACTOR OF STREET | SECULIAR DESIGNATION OF THE PERSON OF THE PE | MINING COLUMN | AUGUSTA | |
| Right turn flare (veh) | | U.S. WELL | | | 1000 | DV CONTRACTOR | |
| Median type | | STATE OF THE PARTY | MED VISUAL | None | None | | |
| Median storage veh) | FIXE STATE | Maria and | NAME OF THE OWNER, OWNE | | TAORIC | The Address of the State of the | |
| Jpstream signal (ft) | CONTRACTOR OF THE PARTY OF THE | enwanter. | | EASTERNA TO SERVICE AND ADDRESS OF THE PARTY | | | EASTANDED E TOTAL OF THE STANKE |
| X, platoon unblocked | 10.00 | | 1714/163 | | STORES OF STREET | | |
| C, conflicting volume | 1700 | 573 | 1146 | | NEW YORK | | BEST CONTROL OF THE PROPERTY O |
| C1, stage 1 conf vol | | | 1170 | | AL PIER | WEBSTON SERVICE | |
| C2, stage 2 conf vol | AND REAL PROPERTY. | A SECULIAR | X SIGNATURE | | | | |
| Ou, unblocked vol | 1700 | 573 | 1146 | | Mile Vice Na | A CONTRACTOR | According to the Control of the Cont |
| C, single (s) | 6.8 | 6.9 | 4.1 | AND DESCRIPTION | | | Manufactures and the property of the control of the |
| C, 2 stage (s) | | O.S | | TENNEY SE | STEEL ALDER | UNIVERSAL STATES | VALUE AND A STATE OF THE PARTY |
| F (s) | 3.5 | 3.3 | 2.2 | | | | |
| 00 queue free % | 53 | 92 | 100 | THE RIVER | | SALES VICE VALUE | |
| :M capacity (veh/h) | 83 | 463 | 605 | | | | |
| | | | | | | | |
| Direction, Lane # | EB1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 | |
| /olume Total | 39 | 35 | 554 | 554 | 573 | 573 | |
| olume Left | 39 | 0 | 0 | 0 | 0 | 0 | |
| /olume Right | 0 | 35 | 0 | 0 | 0 | 0 | |
| 8H | 83 | 463 | 1700 | 1700 | 1700 | 1700 | Action of the beautiful and the |
| olume to Capacity | 0.47 | 0.08 | 0.33 | 0.33 | 0.34 | 0.34 | |
| Queue Length 95th (ft) | 49 | 6 | 0 | 0 | 0 | 0 | LOS TRANSPORTERS |
| Control Delay (s) | 82.0 | 13.4 | 0.0 | 0.0 | 0.0 | 0.0 | |
| ane LOS | F | В | | | | | |
| pproach Delay (s) | 49.5 | | 0.0 | | 0.0 | | The state of the s |
| opproach LOS | E | EST TO | | | 种形态 | | |
| ntersection Summary | | | | | | May Mark | |
| verage Delay | | A STORE | 1.6 | | 448 O.4 | | AND ACCOUNT TO BE STOLEN ASSESSMENT |
| ntersection Capacity Utiliza | ition | | 39.1% | IC | U Level o | f Service | Α |
| (mln) | | 1.00 | 15 | A TOTAL | A STREET | | |

| | • | > | 1 | 1 | ↓ | 4 | |
|-----------------------------|-------------------|----------------|--|----------------|-----------------------|-------------------|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | Y | 7 | | 十十 | ^ | | |
| Traffic Volume (veh/h) | 11 | 10 | 0 | 537 | 1328 | 0 | No. 16 Carlotte and the control of t |
| Future Volume (Veh/h) | 11 | 10 | 0 | 537 | 1328 | 0 | |
| Sign Control | Stop | DESTINE | Land Control | Free | Free | | |
| Grade | 0% | | and the same of th | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 12 | 11 | 0 | 584 | 1443 | 0 | |
| Pedestrians | 15471 | | | | TAX MALE | | |
| ane Width (ft) | | | | | A STATE OF THE PARTY. | | AUGUST BENEFILD EXCLAVORABLE PERMISSION FOR |
| Walking Speed (ft/s) | 10111112 | -Silve | | | 1 3/19/25 | | Control Contro |
| Percent Blockage | NORTH PROPERTY. | ALC: HALLSON | | | | APPLICATION S | |
| Right turn flare (veh) | M.P. Servi | A KAN | TINE. | | | PARK NE | |
| Median type | North Control | 10007-8740 | | None | None | | |
| Median storage veh) | | W. Walle | Garage Control | 140116 | HONG | STA BUZZ | NATIONAL PROPERTY OF THE PROPERTY OF THE PROPERTY OF |
| Jpstream signal (ft) | SELECTION SERVICE | | TO A TO A | | | | |
| X, platoon unblocked | | | | | Man and the | | |
| C, conflicting volume | 1735 | 722 | 1443 | In the line | | | |
| C1, stage 1 conf vol | | | | | 000/57/03/N | STATE OF STATE | A DESCRIPTION OF THE PARTY OF T |
| C2, stage 2 conf vol | | REAL PROPERTY. | A DE LA COMPANIA DE | EXPERIENCES! | | Mark Street | |
| Cu, unblocked vol | 1735 | 722 | 1443 | and the second | | ELAVORE IN THE RE | e extension of the content of the co |
| C, single (s) | 6.8 | 6.9 | 4.1 | | | | |
| C, 2 stage (s) | HAZZAGO KOLO | HARRIE STATE | 54595 | RIPLES FOR | Design Line | | |
| F (s) | 3.5 | 3.3 | 2.2 | | 19 | | ALLEST TO SET IN ACCOUNT OF THE SECOND |
| 0 queue free % | 85 | 97 | 100 | | 5726.00 | | |
| :M capacity (veh/h) | 79 | 369 | 466 | | A HATTER | | |
| | | | | N/152 / 2 | - No. 10 (10) | - | |
| Oirection, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 | |
| | 12 | 11 | 292 | 292 | 722 | 722 | |
| olume Left | 12 | 0 | 0 | 0 | 0 | 0 | |
| olume Right | 0 | 11 | 0 | 0 | 0 | 0 | |
| SH Constitution | 79 | 369 | 1700 | 1700 | 1700 | 1700 | |
| /olume to Capacity | 0.15 | 0.03 | 0.17 | 0.17 | 0.42 | 0.42 | |
| Queue Length 95th (ft) | 13 | 2 | 0 | 0 | 0 | 0 | |
| Control Delay (s) | 58.9 | 15.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| ane LOS | F | C | 510101 | 140 | | | |
| pproach Delay (s) | 37.9 | - | 0.0 | VIII DANGE | 0.0 | | |
| pproach LOS | E | | | Kalifornia. | | | |
| itersection Summary | | | | | | | |
| verage Delay | | | 0.4 | | WHAT I | | |
| tersection Capacity Utiliza | ition | | 46.7% | IC | U Level o | f Service | Α |
| nalysis Period (min) | | 122 | 15 | | | | |

| | • | * | 4 | † | ↓ | 4 | |
|--|--|-------------------|--|--|--------------------|--|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | W | | 7 | ^ | 1 | | |
| Traffic Volume (veh/h) | 15 | 16 | 36 | 522 | 1312 | 36 | |
| Future Volume (Veh/h) | 15 | 16 | 36 | 522 | 1312 | 36 | AND ALSO THE RESIDENCE OF THE SAME AND |
| Sign Control | Stop | | | Free | Free | | CAME IN THE STREET |
| Grade | 0% | | C-British Market Market | 0% | 0% | and the second s | CONTRACTOR STATES |
| Peak Hour Factor | 0.92 | 0,92 | 0,92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 16 | 17 | 39 | 567 | 1426 | 39 | 20.000 P. C. |
| Pedestrians | | SOFTER | MARCH SER | 5/15/2/18 | John Street | | STORE AND SERVICE TO THE PERSON OF THE PERSON |
| Lane Width (ft) | | VA. 100 | Mark Charles | STOREST COLUMN | STATE OF THE | | |
| Walking Speed (ft/s) | | \$349E | The state of the s | | | | |
| Percent Blockage | | Col Section 1.75 | SALIMINE PARTY | digression. | MAN SECURITION | LOSE MAR CHOKED LIVE | |
| Right turn flare (veh) | | 77(3) | | | | | |
| Median type | Washington Contraction of the Co | government and | 4,100 | None | None | at New York Co. | 2012年1月1日 - 11日本日本大学 11日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日本日 |
| Median storage veh) | | 1.00 | | | | and the same of the same | |
| Upstream signal (ft) | n 19 Sayletti Bilad | Conta, Washington | | | | | |
| X, platoon unblocked | | | HARLESHIP | Street E | STORY OF THE STORY | | |
| C, conflicting volume | 1807 | 732 | 1465 | STATE OF THE PARTY | | | |
| /C1, stage 1 conf vol | al repaire | | | 接触的 | | | ALTO A SECURITION OF THE SECUR |
| /C2, stage 2 conf vol | | MANAGE R | ALL THE REAL PROPERTY. | Andrew Street, Square, | | Car of the Part of | and the second s |
| /Cu, unblocked vol | 1807 | 732 | 1465 | AND ENGINE | The Foreign | | NOTE OF THE PROPERTY OF THE PR |
| C, single (s) | 6.8 | 6.9 | 4.1 | | | | |
| C, 2 stage (s) | MATERIAL PARTY | 1200000 | NAME OF STREET | 50 THE E | THE REAL PROPERTY. | DESCRIPTION OF THE PERSON OF T | NATIONAL PROPERTY OF THE PARTY |
| F (s) | 3.5 | 3.3 | 2.2 | | | | |
| 00 queue free % | 75 | 95 | 91 | | | | |
| cM capacity (veh/h) | 64 | 363 | 457 | | SECAL ALE | | STATE OF THE PROPERTY OF THE PARTY OF THE PARTY. |
| Direction, Lane # | | | | MD 0 | 60.4 | 00.0 | William I and the second |
| /olume Total | EB 1 | NB 1 | NB 2 | NB 3 | 6B 1 | SB 2 | |
| /olume Left | 33 | 39 | 284 | 284 | 951 | 514 | |
| and such and designation in the Property of th | 16 | 39 | 0 | 0 | 0 | 0 | |
| /olume Right SH | 17 | 0 | 0 | 0 | 0 | 39 | |
| | 112 | 457 | 1700 | 1700 | 1700 | 1700 | TO DESCRIPTION OF THE PROPERTY OF THE PARTY OF |
| /olume to Capacity | 0.30 | 0.09 | 0.17 | 0.17 | 0.56 | 0.30 | |
| Queue Length 95th (ft) | 28 | 7 | 0 | 0 | 0 | 0 | |
| Control Delay (s) | 50.2 | 13.6 | 0.0 | 0.0 | 0.0 | 0.0 | |
| ane LOS | F | В | and the same | | 4020 de 7, s | Contract of | |
| Approach Delay (s) | 50.2 | 0.9 | AND DESCRIPTIONS | | 0.0 | | |
| Approach LOS | F. | | | | 0.000 | | |
| ntersection Summary | | | 以 1878 | | | AT SEN | |
| Verage Delay | | | 1.0 | | | | |
| ntersection Capacity Utilizat | ion | | 47.4% | IC | U Level o | of Service | A |
| nalysis Period (min) | 19 50 | 110 | 15 | Y | | | |

| | * | • | 4 | † | 1 | 4 | |
|---|---|--------------|-------------------------|---------------------------|--|----------------|---|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | 7 | 7 | | 44 | 44 | | 100 |
| Traffic Volume (veh/h) | 38 | 33 | 0 | 1189 | 888 | 0 | |
| Future Volume (Veh/h) | 38 | 33 | 0 | 1189 | 888 | 0 | REAL PROPERTY AND ADDRESS. |
| Sign Control | Stop | VE STATE | | Free | Free | | Meiowal Way |
| Grade | 0% | | A STATE OF THE PARTY OF | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | N. N. C. C. |
| Hourly flow rate (vph) | 41 | 36 | 0 | 1292 | 965 | 0.32 | |
| Pedestrians | H 100 100 | ALE STA | | | | | 100 |
| Lane Width (ft) | | | | TO THE REAL PROPERTY. | | PARAGORISTS. | MALE TO THE REAL PROPERTY. |
| Walking Speed (ft/s) | FARLESS. | Service. | | 1000 | | Na Hareka | mell was trained |
| Percent Blockage | CLEPTER ROLL | 1200 | | toyanin e | CATALOG IN | | 001/01/1801 (01/01 |
| Right turn flare (veh) | | | | PARK SAME | ATTICAL SERVICE | MISSEVEN (SS | |
| Median type | | Land Filling | No Value of | None | None | | |
| Median storage veh) | E INST | | KSDR64 | IVOILE | NONE | TOTAL X STATE | THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN |
| Upstream signal (ft) | | | | | | 的人工作为 | |
| pX, platoon unblocked | Sales and S | W. 60 (W. | Cor St. Printer | CENTRAL PARTY | STATE OF THE PARTY | | CONTRACTOR OF THE PARTY OF THE |
| vC, conflicting volume | 1611 | 482 | 965 | | | | |
| vC1, stage 1 conf vol | | 402 | 300 | | Technical Co. | | |
| vC2, stage 2 conf vol | STEWNSKY | | | | | | MENION. |
| vCu, unblocked vol | 1611 | 482 | 965 | DEMICROPHIC | | NEGOTION SOLE | Statement of the |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | MARKET SE | | |
| te, 2 stage (s) | 0.0 | 0.9 | 4. I | | | | |
| tF (s) | 3.5 | 3.3 | 2.0 | | Mary Comme | a citation | W. Vital |
| p0 queue free % | 57 | | 2.2 | | | | DIM/TEN/TEN/TEN/TEN/TEN/TEN/TEN/TEN/TEN/TEN |
| cM capacity (veh/h) | THE RESERVE AND ADDRESS OF THE PARTY OF THE | 93 | 100 | | | | |
| Mary Mary Committee of the Committee of | 95 | 530 | 709 | | | | |
| Direction, Lane # | EB1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 | |
| Volume Total | 41 | 36 | 646 | 646 | 482 | 482 | |
| Volume Left | 41 | 0 | 0 | 0 | 0 | 0 | Park to the |
| Volume Right | 0 | 36 | 0 | 0 | 0 | 0 | |
| c <mark>S</mark> H | 95 | 530 | 1700 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.43 | 0.07 | 0.38 | 0.38 | 0.28 | 0.28 | |
| Queue Length 95th (ft) | 45 | 5 | 0 | 0 | 0 | 0 | |
| Control Delay (s) | 68.8 | 12.3 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Lane LOS | F | В | | | | | NAME OF STREET |
| Approach Delay (s) | 42.4 | | 0.0 | A A STATE OF THE STATE OF | 0.0 | | ADD DESCRIPTION |
| Approach LOS | E | The state of | SANA | | | 8 9 - A | Sign All Col |
| Intersection Summary | | | NATION A | Engrys of | | SAISIUNION | |
| Average Delay | | | 1,4 | The state of | 957, DOM | AND DAY | A LUNG HOUSE |
| Intersection Capacity Utilization | on | | 42.9% | IC | U Level o | f Service | |
| Analysis Period (min) | #1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | ALC: N | 15 | | C LEVEL U | I OCI VICO | |
| is your direct (intility | | MANUAL PARTY | 19 | SE DIVINI | | Market Section | |

| | ۶ | * | 1 | † | ţ | 4 | | |
|----------------------------------|--|--|------------------------|-------------------|--|--|--|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | | atas num |
| Lane Configurations | M | | 7 | ^ | 44 | | | |
| Traffic Volume (veh/h) | 27 | 32 | 63 | 1162 | 858 | 63 | | I CONTRACTOR |
| Future Volume (Veh/h) | 27 | 32 | 63 | 1162 | 858 | 63 | | |
| Sign Control | Stop | S. Hard | SAULD CARL | Free | Free | | | |
| Grade | 0% | | NEWS PROPERTY. | 0% | 0% | | WHAT A SHIP COUNTY OF THE TAXABLE PASSESSES | - The Part |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | A CONTRACTOR OF THE PARTY OF TH | |
| Hourly flow rate (vph) | 29 | 35 | 68 | 1263 | 933 | 68 | TANKAN METANGAN MENGANINGH | |
| Pedestrians | MARK TO SERVICE | | N. F. CALL | | ALEQUATED IN | ON MARKET | | |
| Lane Width (ft) | Control of the Control | West Name of Street | D STOCKHOOL S | CIL SALVE CHILD | LICENSIA SA | Maria Branch | | |
| Walking Speed (ft/s) | 10 m | 128 | Miles Con | | | | | BEAL DIS |
| Percent Blockage | and the second | | | | | (1) (1) (1) (1) (1) (1) (1) (1) (1) (1) | | NAMES OF |
| Right turn flare (veh) | 84007.8 | | | | | | | A STATE OF THE STATE OF |
| Median type | THE REAL PROPERTY. | | | None | None | | | TALL NO. |
| Median storage veh) | 200 | | | MA SH | ASE OF | | NOT THE RESERVE TO SECURE | |
| Upstream signal (ft) | WHEN THE STATE OF | The state of the s | | ENA PLANT | in the second | | | CALIFORN |
| pX, platoon unblocked | | STATE OF THE PARTY. | | REAL PROPERTY. | | | | PARTITION OF THE PARTIT |
| vC, conflicting volume | 1734 | 500 | 1001 | ENGLISHED SE | TO CARREST | | | " "一个 |
| vC1, stage 1 conf vol | | NAME OF THE PARTY | NAME OF TAXABLE PARTY. | KAR AND | 0.143.16 | | DESCRIPTION OF STREET | |
| vC2, stage 2 conf vol | MAL SOLLECTION SE | CONTRACTOR OF THE PARTY OF THE | STAN THE | The second second | | | | |
| VOu, unblocked vol | 1734 | 500 | 1001 | RUELDES | | HIM SHADE | THE RESIDENCE OF THE PARTY OF T | NEW PLANS |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | AND DESCRIPTION OF THE PARTY OF | | | 国民发现 |
| tC, 2 stage (s) | | SO BUZINE | HVI WAY | 100000 | | | | Value of the second |
| tF (s) | 3.5 | 3.3 | 2.2 | CUIL LEBER | PROPERTY | THE PARTY OF THE P | END COUNTY FOR STATE OF STATE OF STATE OF | THE STATE OF |
| 00 queue free % | 59 | 98 | 90 | | | Maskawalan | December of the Commission of | |
| cM capacity (veh/h) | 71 | 516 | 687 | E EVI TO UNIX | (2017 Table 1872) | | Market State of the State of th | THE PERSON |
| Direction, Lane # | | Service of the Service Service | A TOTAL CONTRACTOR | NE O | | | | |
| /olume Total | EB 1 64 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | | |
| Volume Left | 29 | 68 68 | 632 | 632 | 622 | 379 | Definition of the Land Section of the Land Sec | |
| Volume Right | 35 | Commence of the Party of the Pa | 0 | 0 | 0 | 0 | 12 (AND ACT) 2 (A T) 1 (A T) | |
| SH | 134 | 0 | 1700 | 4700 | 0 | 68 | PARCES AND | |
| Volume to Capacity | THE RESERVE OF THE PARTY OF THE | 687 | 1700 | 1700 | 1700 | 1700 | | |
| Queue Length 95th (ft) | 0.48 | 0.10 | 0.37 | 0.37 | 0.37 | 0.22 | THE PROPERTY OF THE PARTY OF TH | |
| | 55 | 40.0 | 0 | 0 | 0 | 0 | | 時间期的 |
| Control Delay (s) | 54.1 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Lane LOS | F | В | | | | | | |
| Approach Delay (s) | 54.1 | 0.6 | Contractor | | 0.0 | | District the National Assessment | agreed the engineers |
| Approach LOS | F | ESS (| | | | | | |
| ntersection Summary | | | | | | ELICE S | | |
| Average Delay | 44/14 | | 1.8 | | | | Pro-Maria Contractor | |
| ntersection Capacity Utilization | on | | 42.7% | IC | U Level o | f Service | Α | open and the same |
| Analysis Period (min) | | | 15 | Part Part | Side Vince | | | |

| | ٠ | 7 | 4 | † | Ţ | 4 |
|------------------------------|-----------------|--|--|--|--------------------|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | 7 | Ħ | | 44 | 44 | CDIA |
| Traffic Volume (veh/h) | 36 | 32 | 0 | 1028 | 1064 | 0 |
| Future Volume (Veh/h) | 36 | 32 | 0 | 1028 | 1064 | 0 |
| Sign Control | Stop | NE ALCE | | Free | Free | |
| Grade | 0% | WILL STANDARD | | 0% | 0% | MANAS IN COMMEN |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 39 | 35 | 0 | 1117 | 1157 | 0.32 |
| Pedestrians | Show a passage | Service and the service and th | | NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, | -KOPUZISA | BEN CAPED |
| Lane Width (ft) | | | Branch Anna Anna | AUSTO-THE | | |
| Walking Speed (ft/s) | | | | EN CONTRACTOR | No. of Health | THE REAL PROPERTY. |
| Percent Blockage | market Spiritor | | | | STEEL STATE | STATE OF THE PARTY |
| Right turn flare (veh) | STAST SAUTOR | 21 S (16) | | | | |
| Median type | | Blavia Wa | | None | None | BRIEN NEW |
| Median storage veh) | | | | IVOITE | NOTE | SELTENSIA SEL |
| Upstream signal (ft) | ESPAIN PARKET | | | | | Cat of L |
| pX, platoon unblocked | | nt Section | STATE OF THE PARTY | | 950000000 | ESTERNIS SAN |
| vC, conflicting volume | 1716 | 578 | 1157 | 0.00 | | |
| vC1, stage 1 conf vol | | J/O | | NULS SALES | | |
| vC2, stage 2 conf vol | | | | THE PARTY OF | THE PARTY NAMED IN | |
| vCu, unblocked vol | 1716 | 578 | 1157 | distance to the | CAT IN EAST TO SE | AND THE RES |
| tC, single (s) | 6.8 | 6.9 | 4.1 | 0.63 (15) | | |
| tC, 2 stage (s) | 0.0 | 0.9 | | World Street | NEW CONTROL | THE WHOLE |
| tF (s) | 3.5 | 2.2 | 0.0 | | 10 A2 | A STATE OF |
| p0 queue free % | 52 | 3.3 92 | 2.2 | OWNERS THE ROOM | | WILLIAM DESIGNATION OF THE PERSON OF THE PER |
| cM capacity (veh/h) | 81 | | 100 | | | |
| | | 459 | 600 | | | |
| Direction, Lane # | EB 1 | EB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
| Volume Total | 39 | 35 | 558 | 558 | 578 | 578 |
| Volume Left | 39 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 35 | 0 | 0 | 0 | 0 |
| cSH | 81 | 459 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.48 | 0.08 | 0.33 | 0.33 | 0.34 | 0.34 |
| Queue Length 95th (ft) | 50 | 6 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 85.2 | 13.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | В | | | | A A MARKA |
| Approach Delay (s) | 51.3 | | 0.0 | AND DESCRIPTION OF THE PARTY OF | 0.0 | SECTION STREET |
| Approach LOS | F | | | | | |
| Intersection Summary | A STATE OF THE | TARRES | | | | |
| Average Delay | STOS TOWN | Page 1 | 1.6 | | W | AN OUTS OF SOME |
| ntersection Capacity Utiliza | ation | THE CA | THE RESERVE AND THE PERSON NAMED IN | | H Laural | |
| | IUON | EN PER MEMORIA | 39.4% | IU | U Level o | f Service |
| Analysis Period (min) | SELAN CONTRA | | 15 | | | |

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|------------------------------|--|-----------------|--|---|--|--|--|
| Movement | EBL | EBR | NBL | NBT | SBT | SBR | |
| Lane Configurations | W | | 4 | 44 | 1 | | |
| Traffic Volume (veh/h) | 26 | 31 | 60 | 1002 | 1036 | 60 | |
| Future Volume (Veh/h) | 26 | 31 | 60 | 1002 | 1036 | 60 | ESCHOLANCE ESCHALA PROPERTY OF THE PROPERTY OF |
| Sign Control | Stop | A. Land | | Free | Free | Mark Sale and | |
| Grade | 0% | MC-PER CONTRACT | A CONTRACTOR OF THE PARTY OF TH | 0% | 0% | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Hourly flow rate (vph) | 28 | 34 | 65 | 1089 | 1126 | 65 | |
| Pedestrians | SE LEGIS | | | W. T. S. | | | AND THE RESIDENCE OF THE PARTY OF THE PARTY OF THE PARTY. |
| Lane Width (ft) | H-FY-DUNCHES | NAME OF STREET | | TALL STATE OF THE | OR STATE OF THE ST | Service August | |
| Walking Speed (ft/s) | | | HE STATE OF | | | | REPORT OF THE PROPERTY OF THE PARTY OF THE P |
| Percent Blockage | Name and Associated Street, St | ARRONISATOR | RESEASORS. | | SENDENDED | ALIE MYSTER | |
| Right turn flare (veh) | Was been a | | | | A CONTRACTOR | NO DOTAL DA | |
| Median type | ALL PROPERTY OF | ALCOHOL: | | None | None | | |
| Median storage veh) | Manager S | | | THOIR | INOIR | No. 38 September 198 | |
| Upstream signal (ft) | | DECINE LES | | | NU S. STALLES | | 2015年1月1日 - 1015年1月1日 - 1015年1月1日 - 1015年1日 - |
| X, platoon unblocked | | | SERVE SEL | ASTICIALS. | MANAGE SAN | de la companya de la | |
| C, conflicting volume | 1833 | 596 | 1191 | | | | HEREN CONTROL OF A SECURE OF THE SECURE OF |
| vC1, stage 1 conf vol | ACCUPATION OF | | | | | | |
| C2, stage 2 conf vol | W. DEPOSITE OF STREET | AREA MEN | College College | | | | |
| Cu, unblocked vol | 1833 | 596 | 1191 | | THE STATE | a estrelam s | PER CONTRACTOR OF THE PROPERTY |
| C, single (s) | 6.8 | 6.9 | 4.1 | WELL STAY | | | |
| C, 2 stage (s) | | | | San San | LONE NUE | | NAMES OF THE OWNER OF THE OWNER OF THE OWNER. |
| F (s) | 3.5 | 3.3 | 2.2 | | | | CARLO CONTRACTOR CONTR |
| 00 queue free % | 53 | 92 | 89 | | | (EASTERN MAIN | No. of the same of |
| cM capacity (veh/h) | 60 | 447 | 582 | INCOMPANY. | TO A WALL TO | | |
| | | a management | | We e | | | |
| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | 经验证的企业的主义的证明, |
| /olume Total | 62 | 65 | 544 | 544 | 751 | 440 | |
| /olume Left | 28 | 65 | 0 | 0 | 0 | 0 | |
| /olume Right | 34 | 0 | 0 | 0 | 0 | 65 | |
| SH | 114 | 582 | 1700 | 1700 | 1700 | 1700 | |
| Volume to Capacity | 0.54 | 0.11 | 0.32 | 0.32 | 0.44 | 0.26 | |
| Queue Length 95th (ft) | 64 | 9 | 0 | 0 | 0 | 0 | |
| Control Delay (s) | 68.8 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| ane LOS | F | В | | | | A CONTRACT | |
| Approach Delay (s) | 68.8 | 0.7 | | | 0.0 | | |
| Approach LOS | F | a charge | 100 | | | | |
| ntersection Summary | | | | W.C. Spile | N A S | Programme and the | STONE SHAPE SHOW SHOW SHOW SHOW |
| Average Delay | TO SOME | NI PER SE | 2,1 | | | | |
| ntersection Capacity Utiliza | tion | | 47.2% | IC | U Level o | f Service | Α |
| Analysis Period (min) | | | 15 | 45,000 | | STATE OF SECTION AND ADDRESS OF SECTION ADDRESS OF SECTIO | 经济外,这位于2010年的企业是在中华的 |

STAFF COMMENTS



TOWN OF VERNON

55 West Main St., VERNON, CT 06066-3291 (860) 870-3640 sgately@vernon-ct.gov

MEMORANDUM

TO: Planning & Zoning Commission

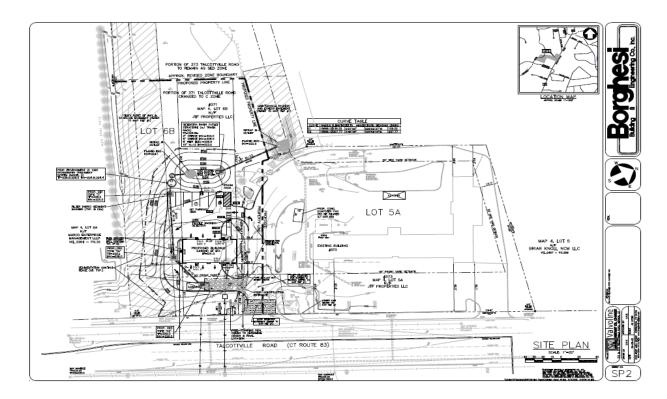
FROM: Shaun Gately, Town Planner

SUBJECT: PZ 2022-11, 371 Talcottville Rd. Site Plan & Special Permits Valvoline Oil Change

DATE: June 9, 2022

REQUEST

PZ-2022-11, 371 Talcottvile Rd. An Application of Allan Borghesi for a Site Plan and Special Permit to develop a 3844 sq. ft. Valvoline Oil Change at 371 Talcottville Rd. (Tax Map 04, Block 04, Parcel 6B). The Special Permit requested includes Section 4.9.4.14 (general automotive repairing and services). The property is zoned Commercial.





Site Location

SUMMARY

The Applicant proposes to construct an approximately 3900 sq. ft. oil change facility, at 371 Talcottville Rd. Access to the site will utilize the existing southerly driveway entrance/exit to 373 Talcottville Rd (Mr. Sparkle Carwash). The applicant has submitted, an application, a site plan set, drainage plan, landscaping plan, traffic study, and architectural elevations, all included in the agenda packet.



CURRENT REVIEW

<u>Inland Wetlands Agent Approval:</u> The Applicant has also submitted a request for a Wetlands agent approval. This request was required because of an existing stormwater detention basin on the site. The approval was granted on 5-31-22 and a copy of the approval is in the file.

<u>Traffic Authority:</u> The Application has been referred to the Vernon Traffic Authority and is on their agenda on 6-9-22.

<u>Design Review Commission:</u> The advisory Design Review Commission reviewed the application on June 1, 2022, and endorsed it as presented.

STAFF REVIEWS:

<u>Town Engineer:</u> The Town Engineer has submitted the following comments.

- The survey information related to existing and proposed lot lines, existing and proposed access
 easements, monumentation and similar details need to be signed and certified to A2 standards
 by a CT licensed Land Surveyor. It may be more effective to have an additional plan sheet
 showing only property related information. If that is not practical, these details need to be
 provided and highlighted on the current plan set.
- The LID checklist and drainage provisions are acceptable. A drainage easement from Lot 5A in favor of Lot 6B is recommended.
- I believe it is in the community's best interest to have the proposed sidewalk extended to include the frontage of 5A, thereby completing the connection to the Briar Knoll Sidewalk. This would provide more appropriate pedestrian travel on the west side of Route 83 from the southerly side of Cumberland Farms to and along Thrall Road to the newly installed sidewalks along Dart Hill Road as part of the Safe Routes to School project.
- At the completion of the construction, an As-Built Survey will be required. As you know, the current requirements for a Vernon As-built are being updated to reflect recent industry changes. Copies of that material will be available on our Website shortly and can be provided directly to the Surveyor doing this As-Built Survey, if requested.
- I will prepare a Sediment and Erosion Control Bond Estimate upon the Commission's approval of the final drawings.

<u>Fire Marshall:</u> The Fire Marshal has no immediate comments and will address his review during the building permit process.

<u>Wetlands Agent:</u> The wetlands agent has approved the work through a Wetland Agent approval and a copy has been made part of the packet.

<u>Police Chief:</u> The Police Chiefs comments will be submitted separately with the Traffic Control Authority's input.

Zoning Enforcement: Now that sidewalks were added the Zoning Enforcement Official finds that the site plan and special permits appear to meet the site plan and zoning district regulations.

<u>Health Department</u>: The Health Department has commented that the facility is connected to public sewers and the dumpster needs to be on a concrete pad. Their memo is included in your packet.

<u>Town Planner Summary:</u> The applicant's proposed plan of development meets the town of Vernon's site plan requirements under section 14. They are utilizing an existing curb cut and are adding sidewalks in accordance with Sections 12.5 (access management) and 3.25 (sidewalks) of our zoning regulations. The applicant has revised their plans to address staff comments and presented an architectural, lighting, and landscaping plan that was acceptable to the Design Review Commission in accordance with sec. 21. Once the applicant has satisfied the town engineers concerns regarding having a CT licensed surveyor certifying the plans, the planning office has no concerns and recommends approval of this Site Plan. The applicant is also requesting a Special Permit as required in the Commercial district under section 4.9.4.14 for "General Auto Repair and Servicing".

In order to approve a special permit, the Commission must find that the applicant meets the general special permit criteria of Section 17.3.1, specifically:

- 17.3.1.1 It shall not create a hazardous condition relative to public health and safety
- 17.3.1.2 It shall be compatible with neighboring uses;
- 17.3.1.3 It shall not create a nuisance;
- 17.3.1.4 It shall not hinder the future sound development of the community;
- 17.3.1.5 It shall conform to all applicable sections of this ordinance;
- 17.3.1.6 N/A
- 17.3.1.7 N/A
- 17.3.1.8 The Commission may at its discretion require the submission of a Site Plan for approval as outlined in Section 14 of this ordinance.

In my judgment the Commission could make the finding that the protective provisions of section 17.3.1 have been met, provided the following conditions are met:

- Outside display is limited to what's allowed by the zoning regulations, which is up to 10% of the floor area.
- All work shall be performed indoors.
- Used tires shall be disposed of properly and not stored outside.

This approval would also satisfy the certificate of approval of location requirements for a DMV license.

Luciana Granstrand

To:

Marchese, Andrew

Subject:

RE: Application PZ-2022- Revised drawings & LID checklist attached

From: Marchese, Andrew <amarchese@vernon-ct.gov>

Sent: Wednesday, June 1, 2022 10:42 AM

To: Luciana Granstrand <LGranstrand@vernon-ct.gov>; Kelley, John <jkelley@vernon-ct.gov>; Perry, Craig

<cperry@vernon-ct.gov>; Smith, David <dsmith@vernon-ct.gov>; Wasilewski, Daniel <DWasilewski@vernon-ct.gov>;

Prattson, Steve <steveprattson@vernon-ct.gov>; Grasis, Robert <rgrasis@vernon-ct.gov>; Kelley, John <jkelley@vernon-

ct.gov>

Cc: Gately, Shaun <sgately@vernon-ct.gov>

Subject: RE: Application PZ-2022- Revised drawings & LID checklist attached

Regarding the proposed site plan 1) The dumpster needs to be within the required setbacks 2) Sidewalk will be required along Talcottville Road.

From: Luciana Granstrand

Sent: Tuesday, May 17, 2022 12:16 PM

To: Kelley, John < ikelley@vernon-ct.gov >; Marchese, Andrew < amarchese@vernon-ct.gov >; Perry, Craig

<cperry@vernon-ct.gov>; Smith, David <dsmith@vernon-ct.gov>; Wasilewski, Daniel <DWasilewski@vernon-ct.gov>;

Prattson, Steve <steveprattson@vernon-ct.gov>; Grasis, Robert <rgrasis@vernon-ct.gov>; Kelley, John < jkelley@vernon-

ct.gov>

Cc: Gately, Shaun <sgately@vernon-ct.gov>

Subject: FW: Application PZ-2022- Revised drawings & LID checklist attached

Hi all,

Good afternoon. Please, see attached the Packet for PZ 2022-11 371 Talcottville Rd. Application. I am also attaching the revised site plans and the LID checklist we received today (5-17-2022).

Please let me know if you need additional information.

Thank you.

Luciana Granstrand

Planning & Zoning Specialist



North Central District Health Department

☐ Enfield—31 North Main Street, Enfield, CT 06082 * (860) 745-0383 Fax (860) 745-3188 □ Vernon—375 Hartford Turnpike, Room 120, Vernon, CT 06066 * (860) 872-1501 Fax (860) 872 1531

☐ Windham—Town Hall, 979 Main Street, Willimantic, CT 06226 * (860) 465-3033 Fax (860) 465-3034

☐ Stafford—Town Hall, 1 Main Street, Stafford Springs, CT 06076 * (860) 684-5609 Fax (860) 684-1768

Patrice A. Sulik, MPH, R.S. **Director of Health**

May 26, 2022

Mr. Shaun Gately Vernon Acting Town Planner 55 West Main Street Vernon, Connecticut 06066

Special Permit PZ-2022-11 located at 371 Talcottville Road

Vernon, Connecticut

Buth RS.

Dear Shaun Gately:

I am writing regarding the Special Permit Application review for file number PZ-2022-11 at the above referenced address.

North Central District Health Department (NCDHD) has the following comments regarding the proposed development:

- According to the submitted site plans, the building will be connected to public water and public sewers.
- Dumpsters will be required to reside on a concrete pad or a similar surface.

Should anyone have any additional questions regarding this matter, I am reachable via email at bbielawiec@ncdhd.org. You can also call me at the NCDHD office at 860-745-0383, extension 114.

Sincerely,

Brian Bielawiec

Registered Sanitarian



TOWN OF VERNON

55 West Main St., VERNON, CT 06066 Tel: (860) 870-3638 Fax: (860) 870-3683 E-Mail: cperry@vernon-ct.gov

Certified Letter

Borghesi Building & Engineering Co. Inc. 2155 East Main St. Torrington, CT 06790

c/o Allan Borghesi

May 31, 2022

RE: Wetland Agent Approval for 371 Talcottville Rd (Valvoline)

Dear Applicant,

I have received your Inland Wetlands Commission (IWC) application (WA-2022-01) for the above listed address. This application is requesting a Wetland Agent Approval for the work proposed within 100' of an existing detention basin. The newly proposed detention basin, some parking area, and a portion of the stormwater piping is within the 100' regulated area. This work is associated with the proposed construction of a garage building.

I have reviewed the proposed site plan SP2 for this project, titled Valvoline, dated 04-28-22 (last revised 05-18-22), and it is my opinion that the proposed site work will have no present or future impacts to the adjacent wetlands due to the proposed Detention Basin, Environment 21 V2B1 Stormwater Treatment System and the erosion controls.

Subsequently, I approve this work as the Wetland Agent for the Town of Vernon in accordance with CT General Statutes 22a-36 thru 22a-45.

If you have any questions or concerns, you may contact me at 860-870-3638.

Sincerely,

Craig/W. Perry Wetland Agent

Wetlands Enforcement Officer

Acting Chair David Smith, PE Shaun Gately c.c.

- Inland Wetlands Commission

Town EngineerActing Town Planner

File: WA-2022-01



TOWN OF VERNON

14 PARK PLACE, VERNON, CT 06066 Tel: (860) 870-3667 Fax: (860) 870-3683 E-mail: sgately@vernon-ct.gov

Design Review Commission

June 6, 2022

Planning and Zoning Commission 14 Park Place Vernon, CT. 06066

Attn: Roland Klee, Chairperson

On 6-1-22 the Design Review Commission was presented Application **PZ-2022-11**, at 371 Talcottville Rd from Allan Borghesi for a Site Plan and Special Permits to develop a 3844 sq.ft. Valvoline Oil Change (Tax Map 09, Block 007, Parcel 0001D). The applicant presented their application as it was submitted to the Planning and Zoning Commission and provided visual representations of what the structures and site will look like. The Design Review commission reviewed the application/ plans and endorsed them as they were presented.

A copy of the minutes can be forwarded, if needed, once they are completed, and please let me know if you need further clarification.

Sincerely,

Shaun Gately

Economic Development Coordinator

From: Gately, Shaun
To: Luciana Granstrand

Subject: Fwd: Proposed Valvoline Oil and Lube Center

Date: Friday, June 10, 2022 12:46:36 PM

FYI

Sent from my iPhone

Begin forwarded message:

From: "Kelley, John" <jkelley@vernon-ct.gov>
Date: June 10, 2022 at 12:43:59 PM EDT
To: "Gately, Shaun" <sgately@vernon-ct.gov>

Subject: Proposed Valvoline Oil and Lube Center

Hi Shaun,

The proposed Valvoline Oil and Lube Center located at 371-373 Talcottville Road was presented before the Traffic Authority last night. The proposed development passed unanimously.

John

John Kelley Chief of Police Vernon Police Department 725 Hartford Turnpike Vernon, CT 06066 jkelley@vernon-ct.gov (860)872-9126 From: <u>Smith, David</u>

To: Gately, Shaun; Luciana Granstrand

Cc: Boucher, Joseph

Subject: Valvoline - 371 and 373 Talcottville Road Date: Thursday, June 2, 2022 11:47:40 AM

I have reviewed the plans and supporting materials provided for the Valvoline Application to Vernon Planning and Zoning. Please consider the following comments in your discussion of the application:

- The plans have been presumably been prepared by a CT licensed Professional Engineer they should be signed and endorsed by that individual. Additionally, the survey information related to existing and proposed lot lines, existing and proposed access easements, monumentation and similar details need to be signed and certified to A2 standards by a CT licensed Land Surveyor. It may be more effective to have an additional plan sheet showing only property related information. If that is not practical, these details need to be provided and highlighted on the current plan set.
- The LID checklist and drainage provisions are acceptable. A drainage easement from Lot 5A in favor of Lot 6B is recommended.
- I believe it is in the community's best interest to have the proposed sidewalk extended to include the frontage of 5A, thereby completing the connection to the Briar Knoll Sidewalk. This would provide more appropriate pedestrian travel on the west side of Route 83 from the southerly side of Cumberland Farms to and along Thrall Road to the newly installed sidewalks along Dart Hill Road as part of the Safe Routes to School project.
- At the completion of the construction, an As-Built Survey will be required. As you know, the current requirements for a Vernon As-built are being updated to reflect recent industry changes. Copies of that material will be available on our Website shortly and can be provided directly to the Surveyor doing this As-Built Survey, if requested.
- I will prepare a Sediment and Erosion Control Bond Estimate upon the Commission's approval of the final drawings.

Thank you.

Dave

David A. Smith, PE LS

Vernon Town Engineer 55 West Main Street Vernon, CT. 06066 860-870-3663 dsmith@vernon-ct.gov

'It is amazing what you can accomplish if you do not care who gets the credit' President Harry S. Truman