

ZONING BOARD OF APPEALS

Thursday, June 24, 2021

6:00 pm

Council Board Room

One Batavia City Centre, Batavia, NY

AGENDA

- I. Roll Call
- II. Call to order
- III. Pledge of Allegiance
- IV. Approval of May 27, 2021 minutes
- V. Statement about the role of the Zoning Board of Appeals and the procedure it follows
- VI. Variance Requests

Request

204 Oak Street

Lou Terragnoli, agent for Quicklee's

Area Variance:

Reuse this existing commercial property. The proposed project involves construction of a four pump fuel station island with canopy and underground fuel storage tanks, and a change of use for the existing 3, 771 sq.' restaurant building. The convenience store with retail fuel sales will use 2,771 sq.' and the remaining 1,000 sq.' will be utilized for a drive-through restaurant

- 1. Review application
- 2. Public hearing and discussion
- 3. Action by the board

- VII. Setting of Next Meeting: July 22, 2021
- VIII. Adjournment



City of Batavia
Department of Public Works
Bureau of Inspections

One Batavia City Center, Batavia, New York 14020 (585)-345-6345 (585)-345-1385 (fax)

To: Genesee County Planning
Planning and Development Committee
Zoning Board of Appeals

From: Doug Randall, Code Enforcement Officer

Date: 6/1/21

Re: 204 Oak St. _____
Tax Parcel No. (71.014-2-5.2)

Zoning Use District: C-2

The applicant, Patricia Bittar, Director of Land Development Projects at WM Schutt Associates for Quicklee's, has filed a Special Use Permit application and area variance application for reuse this existing commercial property. The proposed project involves construction of a four pump fuel station island with canopy and underground fuel storage tanks, and a change of use for the existing 3,771 square foot restaurant building. 2,771 sq.ft. will be used for a convenience store with retail fuel sales. 1,000 sq.ft will be utilized for a drive thru restaurant.

Review and Approval Procedures:

County Planning Board- Pursuant to General Municipal Law 239 m, referral to the County Planning Board is required since the property is within 500 feet of the boundary of the city; the right of way of a state parkway, throughway, expressway, road or highway.

City Planning and Development Committee- Pursuant to section 190-44 B(1) of the zoning ordinance, the Planning and Development Committee is authorized to conduct **site plan reviews.**

190-37 PDC may authorize special use permits that comply with the terms and specifications of this chapter.

190-44 C (1)(c) PDC shall review **special use permit applications for site plan compliance.**

190-13 C (5) Automobile service stations and drive-in restaurants are permitted with issuance of a special use permit when in compliance with 190-37- E (1-14) and 190-37 K (1-14).

Zoning Board of Appeals- Pursuant to BMC Sec. 190-49 of the zoning ordinance, the ZBA shall review and act on required variances.

Required variances- Area

- 1) **Area variance is required from 190-37 E (10) Service stations may not be located within 500 feet of a public entrance to a church.**
- 2) **Area variance is required from 190-37 E (8) 40 parking spaces are required for the drive-in restaurant (4 per 100 sq.' of floor area) and 28 spaces for the service station (1 per 100 sq.' of floor area). A total of 68 spaces are required, 40 spaces are proposed.**

The Planning and Development Committee will be the lead agency to conduct SEQR.



*** GENESEE COUNTY *
PLANNING BOARD REFERRAL**

Required According to:
GENERAL MUNICIPAL LAW ARTICLE 12B, SECTION 239 L, M, N
(Please answer ALL questions as fully as possible)

1. REFERRING BOARD(S) INFORMATION

Board(s) PDC and ZBA
Address One Batavia City Centre
City, State, Zip Batavia, NY 14020
Phone (585) 345-6345 Ext. _____

2. APPLICANT INFORMATION

Name Patricia Bittar, Dir. Land Devel. WM Schutt
Address 37 Central Ave.
City, State, Zip Lancaster, NY 14086
Phone (716) 683-5961 Ext. _____ Email pbittar@wmschutt.com

MUNICIPALITY: City Town Village of Batavia

3. TYPE OF REFERRAL: (Check all applicable items)

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Area Variance | <input type="checkbox"/> Zoning Map Change | <input type="checkbox"/> Subdivision Proposal |
| <input type="checkbox"/> Use Variance | <input type="checkbox"/> Zoning Text Amendments | <input type="checkbox"/> Preliminary |
| <input checked="" type="checkbox"/> Special Use Permit | <input type="checkbox"/> Comprehensive Plan/Update | <input type="checkbox"/> Final |
| <input type="checkbox"/> Site Plan Review | <input type="checkbox"/> Other: _____ | |

4. LOCATION OF THE REAL PROPERTY PERTAINING TO THIS REFERRAL:

- A. Full Address 204 Oak St.
B. Nearest intersecting road Noonan Dr.
C. Tax Map Parcel Number 71.014-2-5.2
D. Total area of the property 1.4 Area of property to be disturbed .5
E. Present zoning district(s) _____

5. REFERRAL CASE INFORMATION:

- A. Has this referral been previously reviewed by the Genesee County Planning Board?
 NO YES If yes, give date and action taken _____
- B. Special Use Permit and/or Variances refer to the following section(s) of the present zoning ordinance and/or law
BMC 190-37 E and 190-37 K for SUP. BMC 190-37 E (8 and 10)
- C. Please describe the nature of this request Approval of site plan, Special Use permit and area variance for service station with drive-in / drive-through restaurant.

6. ENCLOSURES – Please enclose copy(s) of all appropriate items in regard to this referral

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Local application | <input type="checkbox"/> Zoning text/map amendments | <input type="checkbox"/> New or updated comprehensive plan |
| <input checked="" type="checkbox"/> Site plan | <input type="checkbox"/> Location map or tax maps | <input checked="" type="checkbox"/> Photos |
| <input type="checkbox"/> Subdivision plot plans | <input checked="" type="checkbox"/> Elevation drawings | <input checked="" type="checkbox"/> Other: <u>Cover letter</u> |
| <input checked="" type="checkbox"/> SEQR forms | <input type="checkbox"/> Agricultural data statement | |

7. CONTACT INFORMATION of the person representing the community in filling out this form (required information)

Name Douglas Randall Title Code Enf. Officer Phone (585) 345-6327 Ext. _____
Address, City, State, Zip One Batavia City Centre, Batavia, NY 14020 Email drandall@batavianewyork.com

Meg Chilano

From: Douglas E. Randall
Sent: Thursday, May 20, 2021 10:47 AM
To: Meg Chilano
Subject: FW: Oak St proposal for Old Bob Evans Location

Meg,

Please save this with the 204 Oak St. file for future distribution to the PDC.

Thanks,
Doug

From: Stephen Rumery <srrumery@yahoo.com>
Sent: Tuesday, May 18, 2021 12:15 PM
To: Douglas E. Randall <DRandall@batavianewyork.com>
Subject: Fw: Oak St proposal for Old Bob Evans Location

Sent from Yahoo Mail on Android

----- Forwarded Message -----

From: "Stephen Rumery" <srrumery@yahoo.com>
To: "DRandall@batavianewyork.com" <drandall@batavianewyork.com>
Cc: "steve rumery" <srrumery@yahoo.com>, "Rose Rumery" <roserumery@gmail.com>
Sent: Tue, May 18, 2021 at 7:35 AM
Subject: Oak St proposal for Old Bob Evans Location

Hello Doug,

We spoke a couple of weeks ago and you mentioned that you could share our concerns regarding a proposed gas station and store at this location. Please share our concerns with the planning board for consideration.

A number of years ago the DOT changed the traffic flow on Oak St from 2 lanes in each direction to 1 lane each way with turning lanes. With the increase in traffic this has caused problems over the years. I live at 201 Oak st. which is directly across the street from the old Bob Evans. There is also the Monsignor Kirby senior living faculty with over 30 apartments directly behind our home.

With one lane of traffic in each direction my vehicle has been hit twice in the last few years as I waited to turn into our driveway.

We and a number of residents of Monsignor Kirby are concerned over the current congested traffic flow on Oak st and a new exit lane on the old Bob Evans property would only cause more traffic congestion.

We also already find discarded garbage from the gas station around the corner on our lawn and our concerned that another gas station/store would add to this issue.

We have general environmental concerns about having a gas station close to our residence.

Please share our concerns the with planning board for consideration.

Steve and Rose Rumery
201 Oak St.

PERMIT NO. 21-02



PAID
JUN - 1 2021
CITY OF BATAVIA
CLERK-TREASURER

SPECIAL USE PERMIT

CITY OF BATAVIA, NEW YORK

LOCATION: 204 Oak Street
OWNER: Lou Terragnoli, Quicklee's
Address: 2697 Lakeville Rd., Suite 1, Avon, NY 14414

Application Date: _____
Tax Parcel No.: 71.014-2-5.2
Phone No. 716-228-8860

- | | |
|--|--|
| <input checked="" type="checkbox"/> COUNTY PLANNING REVIEW | <input checked="" type="checkbox"/> ZONING VARIANCE REQUIRED |
| <u>C-2</u> ZONING DISTRICT | <u>No</u> HISTORIC DISTRICT |
| <u>C</u> FLOOD ZONE | <u>No</u> HISTORIC LANDMARK |
| <u>Yes</u> CORNER LOT | <u>No</u> CITY ENGINEER REVIEW |
| <input checked="" type="checkbox"/> SITE PLAN REVIEW | <u>No</u> CITY COUNCIL REVIEW |
| <u>No</u> BID | <u>ZBA</u> OTHER |

PROJECT DESCRIPTION: The proposed project is a Quicklee's store with drive-thru and gas island at the former Bob Evans restaurant site at 204 Oak Street. The existing building will be maintained with modifications to the exterior walls /roof and interior modifications to allow for operation of the convenience store with drive-thru restaurant. Proposed development includes addition of a gas island with four fuel pumps to the west of the existing structure

EXISTING USE: C2

PROPOSED USE: C2

N.Y.S. BLDG. CODE OCC. CLASS: A-2

N.Y.S. BLDG. CODE OCC. CLASS: M and B

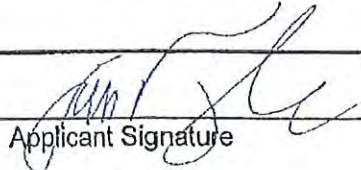
LOT SIZE: 1.4 acres

LOT AREA: 1.4 ACRES

CITY PLANNING & DEVELOPMENT REVIEW: Fee \$100 (Dw)

APPROVAL AS PRESENTED DISAPPROVAL APPROVAL WITH CONDITIONS

CHAIRMAN SIGNATURE: _____ DATE: _____

 Applicant Signature	<u>5/27/2021</u> Date	_____ Issuing Officer
Permit Fee: _____	Issue Date: _____	



CITY OF BATAVIA
APPLICATION TO THE ZONING BOARD OF APPEALS

Application No.: 21-09
Hearing Date/Time:

APPLICANT: Lou Terragnoli, Quicklee's l.terragnoli@quicklees.com
Name E-Mail Address
2697 Lakeville Road, Suite 1 716-228-8860

Street Address Phone Fax
Avon NY 14414
City State Zip

STATUS: [X] Owner Agent for Owner Contractor

OWNER: Same as Applicant CITY OF BATAVIA
Name CLERK-TREASURER E-Mail Address

Street Address Phone Fax
City State Zip

LOCATION OF PROPERTY: 204 Oak Street, Batavia

Quicklee's is proposing a convenience store/gas station at the former location of a Bob Evan's restaurant at 204 Oak Street. The existing structure will be maintained, with modifications made internally for the proposed use. Existing parking lot will require modifications. The requested area variances are from 190-37 E (10) construction of a Service station within 500-ft of a public entrance to a church and from 190-37 E (8) proposed 40 parking spaces when 68 are required (40 spaces for drive in restaurant and 28 spaces for gas service station). Responsibility of the applicant to present evidence sufficient to satisfy the Zoning Board of Appeals that the benefit of the applicant does not outweigh the health, safety, morals, aesthetics and general welfare of the community or neighborhood.

Applicant's Signature: [Signature] Date: 5/26/2021

Owner's Signature: _____ Date: _____

To be Filled out by Zoning Officer

TAX PARCEL: 71.014-2-5.2 ZONING DISTRICT: C-2 FLOOD PLAIN: C

TYPE OF APPEAL: [X] Area Variance [] Use Variance [] Interpretation [] Decision of Planning Committee
FEE: [] \$50 (One or Two Family Use) [X] \$100 (All other Uses)

Provision(s) of the Zoning Ordinance Appealed: BMC 190-37 E (10) Service stations not to be located within 500' of Church entrance. BMC 190-37 E (8) Number of off street Parking spaces does not equal what is required.

Criteria to Support Area Variance

In making its determination, the zoning Board of Appeals shall take into consideration the benefit to the applicant if the variance is granted, as weighed against the detriment to the health, safety, moral, aesthetics and welfare of the neighborhood or community. The Zoning Board of Appeals shall consider the following test, as per §81-b of the General City Law when making its determination:

Explain how the proposal conforms to EACH of the following requirements:

1. **Undesirable Change in neighborhood Character.** The granting of the variance will not produce an undesirable change in the neighborhood or a detriment to nearby properties.

See attachment

2. **Alternative Cure Sought.** There are no other means feasible for the applicant to pursue that would result in the difficulty being avoided or remedied, other than the granting of the area variance. See attachment

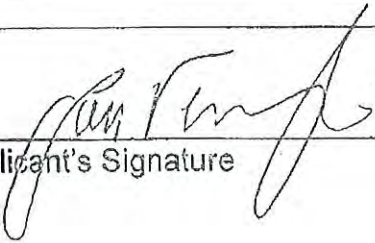
3. **Substantiality.** The requested area variance is not substantial. See attachment

4. **Adverse Effect or Impact.** The requested variance will not have an adverse effect or impact on the physical or environmental condition in the neighborhood or community.

See attachment

5. **Not Self-Created.** The alleged difficulty existed at the time of the enactment of the provision or was created by natural force or governmental action, and was not the result of any action by the owner or the predecessors in title. See attachment

Applicant's Signature



Date

5/26/2021

CRITERIA TO SUPPORT AREA VARIANCE
PROPOSED QUICKLEE'S CONVENIENCE STORE/GAS STATION
204 OAK STREET

1. Undesirable Change in Neighborhood Character:

The site was previously occupied by a Bob Evans restaurant. The existing structure will be maintained, as well as a majority of the parking lot. There will be aesthetic upgrades to the exterior of the structure, with layout modifications internally. The site is zoned commercial, allowing the proposed convenience store use, with a Special Use Permit required for the proposed gas island and store drive-thru. The proposed project will re-use an existing developed site, abutting other existing commercial uses. The site is also located at a ramp to the NYS 90 Interstate Thruway. The proposed use does not cause an undesirable change to the surrounding area, as it will reuse an existing structure while providing aesthetic upgrades to the structure and surrounding landscape.

Proposed landscaping will specifically be enhanced along the Noonan property frontage which abuts the Emmanuel Baptist Church. Also, based on traffic studies done on similar developments and for this site, the peak hours of operation are anticipated from 7 am to 9 am and 4 pm to 6 pm. These peak hours of operation are not anticipated to overlap the peak times of conducting mass services and related activities of the abutting church. Additionally, the Applicant has contacted Pastor Tharpe of the Emmanuel Baptist Church. Pastor Tharpe advised he is in support of the project.

The number of required parking spaces required by City code (68), exceeds the needed parking spaces (43) for operation of the proposed project. Quicklee's would prefer to maintain as much green area as possible and does not want to provide parking that is well above their need. Also, by limiting any increase in impervious surface, the associated stormwater runoff rate will be maintained.

The site location to the NYS Thruway, as well as to the immediate surrounding existing uses (hotels, businesses, church buildings and several residences) is an ideal location for the proposed services to be provided.

The proposed Quicklee's project allows for rehabilitation of a presently developed site. The proposed project will improve site aesthetics and offer employment opportunities.

2. Alternative Cure Sought:

The site chosen for the proposed project will reuse an existing developed site that has been vacated by the former Owner. Choosing an alternate location could result in disturbing a

native piece of property, as opposed to trying to establish another commercial use at a formerly active site. By pursuing the proposed project at this location, the proximity of the proposed gas island to an existing church cannot be avoided.

As stated above, the City code requires a significant increase in required parking spaces at the site. The increase in parking spaces is not warranted by the proposed development and the Applicant would prefer to preserve as much greenspace as possible. There is also insufficient area within the limits of the property to construct the required increase in parking. The amount of queuing within the proposed drive-thru is estimated at a maximum of 6 vehicles during peak operation times. This combined with parking/access for the proposed convenience store and gas island operation can be sufficiently addressed with minimal increase in impervious surface at the site.

3. Substantiality:

For section 190-37 E (10) of the City code, service stations shall not be located within 500-ft of a public entrance to a church. The existing site has a curb cut along Noonan Drive that is almost directly aligned with the existing curb cut along Noonan Drive that provides access to the abutting church. It is proposed to maintain all existing access points at the project site for necessary access and circulation. From the proposed gas island to the closest building entrance of the church is approximately 230+/- ft.

For section 190-37 E (8) of the City code, required parking spaces is 40 for the drive thru plus 28 for the service station, resulting in a total of 68 required spaces. Per the proposed Site Layout Plan, the total number of parking spaces to be provided is 43. A majority of the existing asphalt area is proposed to be maintained, with an expanded area of asphalt for the gas island along the west side of the site. Additionally, two sections of existing pavement along the south side of the site will be converted back to green space. The Applicant wants to provide as much green space as possible, while meeting the projects needs for parking and access. Per the Applicant, the proposed 43 spaces and associated access drives are more than sufficient to meet the needs of the intended development, while maintaining all circulation activity within the limits of the project site. The proposed spaces are approximately 59% of the required spaces.

4. Adverse Effect or Impact:

The existing site zoning, C2 allows for the proposed convenience store, with addition of a Special Use Permit for the proposed building drive-thru and gas island. The immediate surrounding area includes several existing hotels (Motel 8 and Days Inn) to the east, Thruway Maintenance Building to the north, US Department of Homeland Security Building and several residences/apartment buildings to the west and two churches with several residences to the south. The site operated as a former full-service restaurant until being vacated. The proposed use will not negatively impact the surrounding area and will provide improvements to building/site aesthetics, as well as increasing employment opportunity.

5. Not Self-Created:

The project site is currently occupied by an existing vacant structure and associated parking area. The proposed project will rehabilitate an existing developed site, as opposed to clearing a naturally vegetated site for the proposed project. The parcel size is 1.4 acres. In addition to the required number of parking spaces being well above the needs of the proposed use, the site has insufficient area to provide the required parking spaces.

In order to rehabilitate a vacant development area, the proposed use will be inserted into a surrounding developed area. At this location, the convenience store/gas island would be inserted in close proximity to an existing church. The proposed operation of the Quicklee's development is anticipated to have minimal negative impact on the church operation, as peak hours of operation are not anticipated to overlap and site aesthetics will improve.

Short Environmental Assessment Form

Part 1 - Project Information

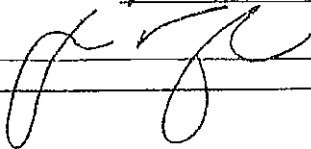
Instructions for Completing

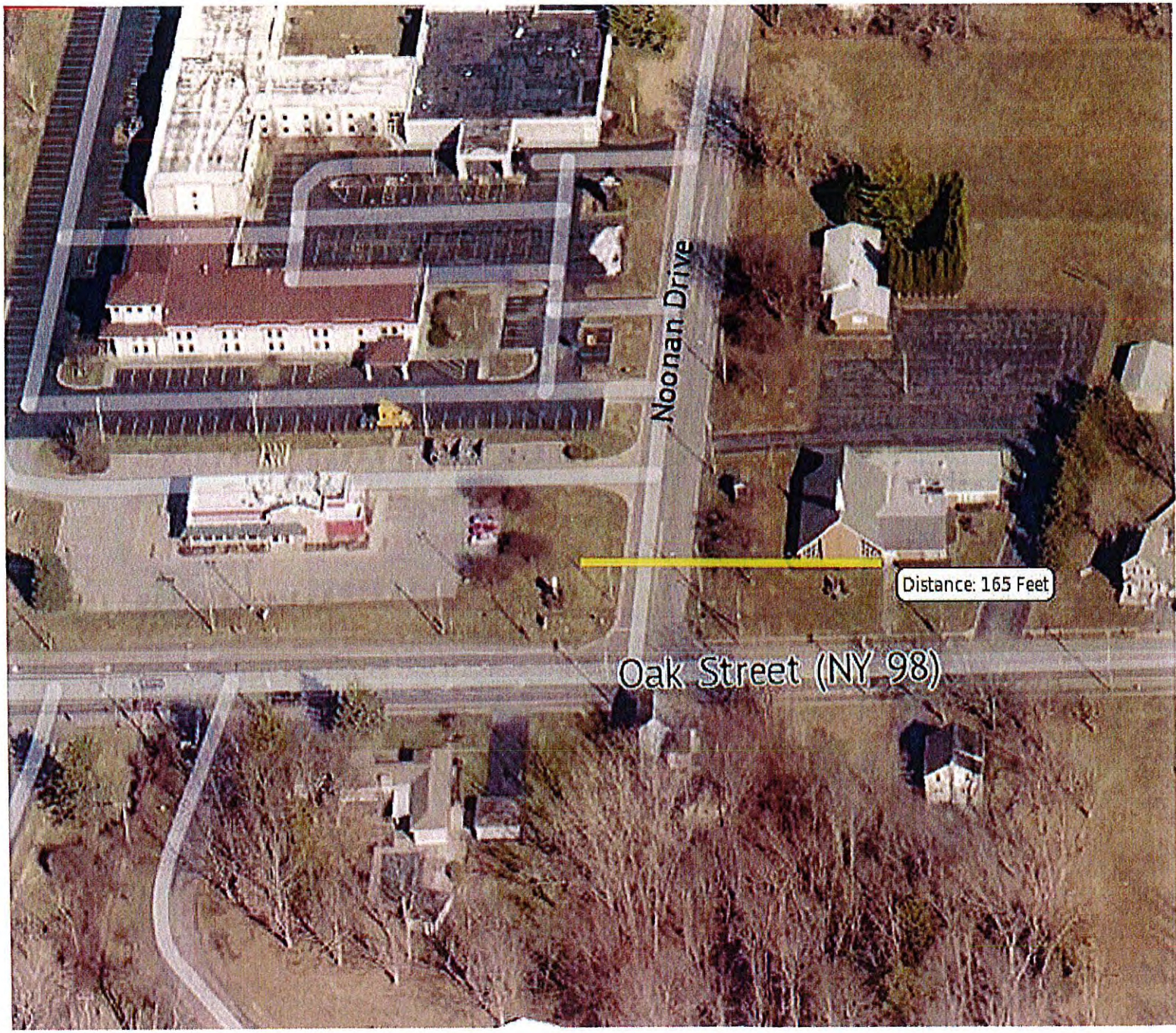
Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

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

Part 1 – Project and Sponsor Information			
Name of Action or Project: Proposed Quicklee's convenience store with drive-thru restaurant and gas island			
Project Location (describe, and attach a location map): 204 Oak Street, City of Batavia			
Brief Description of Proposed Action: The proposed project is a Quicklee's convenience store with drive-thru restaurant and gas island at the former location of a a Bob Evans restaurant at 204 Oak Street. The project site is 1.4 acres in size and the existing structure will be maintained, with proposed improvements to the exterior facade of the building and landscape improvements. The inside of the building will also be modified to accommodate the convenience store and drive-thru restaurant operation. A gas island is proposed along the west side of the existing structure, to include a total of 4 fuel pumps. The existing asphalt parking area will require some modifications to accommodate the added gas island, as well as reconfiguration of parking layout and access lane to the drive-thru window. The overall level of impervious surface is estimated to increase by 4600 sf, increasing from 36,000+/- sf to 40,600/- sf. The proposed gas island and drive thru restaurant will require a Special Use Permit. The proposed location of the gas island to an existing church and the number of parking spaces to be provided will also require area variances from the ZBA.			
Name of Applicant or Sponsor: Lou Terragnoli, Quicklee's		Telephone: 716-228-8860 E-Mail: l.terragnoli@quicklees.com	
Address: 2697 Lakeville Road, Suite 1			
City/PO: Avon		State: NY	Zip Code: 14414
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/>
			YES <input checked="" type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval: City of Batavia Site Plan approval, Special Use Permit, ZBA area variances, Building Permit, NYSDOT sidewalk permit			NO <input type="checkbox"/>
			YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		1.4 +/- acres	
b. Total acreage to be physically disturbed?		0.5 +/- acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		1.4 +/- acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
<input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)			
<input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):			
<input type="checkbox"/> Parkland			

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Are public transportation services available at or near the site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____ _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____ _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____ _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	<input type="checkbox"/>	<input type="checkbox"/>	
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ There is an existing wetland area to the east, along the east side of Boces Rd., and to the west, on the west side of Oak St., no wetland area is identified within the limits of the project site. _____			

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:		
<input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input checked="" type="checkbox"/> Urban <input type="checkbox"/> Suburban		
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
16. Is the project site located in the 100-year flood plan?	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes,	NO <input type="checkbox"/>	YES <input checked="" type="checkbox"/>
a. Will storm water discharges flow to adjacent properties?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The site includes an existing detention basin along the east property line. The basin will be maintained and all stormwater runoff from the site will continue to be directed to the basin.		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)? If Yes, explain the purpose and size of the impoundment:	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe:	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe:	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE Applicant/sponsor/name: <u>LOW TERRAGNOLI DIRECTOR OF Real Estate</u> Date: <u>5/26/2021</u> Signature: <u></u> Title: <u>Director of Real Estate</u>		



Noonan Drive

Distance: 165 Feet

Oak Street (NY 98)



204 OAK STREET PART OF LOT 4 AND 5 CITY OF BATAVIA - GENESEE COUNTY - NEW YORK

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF BATAVIA STANDARD CONSTRUCTION SPECIFICATIONS AND/OR SUBJECT TO THE LATEST REVISIONS APPROVED BY THE CITY ENGINEER. THE CONTRACTOR IS REQUIRED TO SUBMIT SHOP DRAWINGS TO THE TOWN OF CLARENCE TOWN ENGINEER.
2. THE LOCATION OF UTILITIES AND OTHER FEATURES, AS SHOWN ON THE PLANS, ARE FROM THE BEST INFORMATION AVAILABLE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD INVESTIGATE AND DETERMINE THE EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION IN ORDER TO AVOID CONFLICTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT, SUPPORT AND MAINTAIN ALL EXISTING UTILITIES DURING THE COURSE OF HIS OPERATIONS. DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
3. ALL PROVISIONS OF THE NEW YORK STATE INDUSTRIAL CODE RULE 53 AND THE NEW YORK STATE VOLTAGE PROXIMITY ACT MUST BE FOLLOWED. THE CONTRACTOR SHALL BE RESPONSIBLE TO ADVISE ALL UTILITIES AND AGENCIES OF HIS PROPOSED OPERATIONS.
4. ANY DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS TO EXISTING PAVEMENT, SHOULDERS, DRIVES AND STORM DRAINAGE FACILITIES SHALL BE REPAIRED OR REPLACED IN KIND BY THE CONTRACTOR AT HIS EXPENSE. ALL REPAIRS OR REPLACEMENTS MADE BY THE CONTRACTOR SHALL BE ACCEPTABLE TO THE OWNER OR AGENCY HAVING JURISDICTION.
5. THE CONTRACTOR SHALL TAKE ANY PRECAUTIONS NECESSARY TO PROTECT TREES AND SHRUBBERY FROM DAMAGE, UNLESS SPECIFICALLY ORDERED FOR CLEARING.
6. THE CONTRACTOR SHALL BE AWARE THAT SOIL CONDITIONS ARE UNKNOWN AND ASSUMED TO VARY AT DIFFERENT DEPTHS AND LOCATIONS.
7. ALL UTILITY OPEN CUT ROAD CROSSINGS SHALL BE BACKFILLED WITH NO. 2 RUN OF CRUSHER STONE AND COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY ASTM D-1557 PER TRENCH DETAILS. SELECT BACKFILL MATERIAL SHALL EXTEND A MINIMUM OF 5-FEET BEYOND EDGE OF PAVEMENT.
8. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL STANDARDS REGARDING THE PREVENTION AND ABATEMENT OF SOIL EROSION, SEDIMENTATION AND WATER POLLUTION.
9. THE PLANS AND SPECIFICATIONS FOR THIS PROJECT HAVE BEEN PREPARED WITH CARE AND ARE INTENDED TO SHOW AS CLEARLY AS IS PRACTICABLE THE WORK REQUIRED TO BE DONE. THE CONTRACTOR MUST REALIZE, HOWEVER, THAT CONSTRUCTION DETAILS CAN NOT ALWAYS BE ACCURATELY ANTICIPATED AND THAT IN EXECUTING THE WORK, FIELD CONDITIONS MAY REQUIRE REASONABLE MODIFICATIONS IN THE DETAILS OF PLANS AND QUANTITIES OF WORK INVOLVED. ALL WORK MUST BE CARRIED OUT TO MEET ACTUAL FIELD CONDITIONS TO THE SATISFACTION OF THE ENGINEER AND DEVELOPER IN ACCORDANCE WITH THEIR INSTRUCTIONS.



LOCATION MAP
N.T.S.

SHEET INDEX

Sheet Number	Sheet Title
C1	COVER SHEET
BT-1	BOUNDARY AND TOPOGRAPHIC SURVEY
C2	DEMOLITION PLAN AND NOTES
C3	SITE PLAN AND NOTES
C3.1	SITE DETAILS
C3.2	SITE DETAILS
C4	STORM DRAINAGE, GRADING PLAN, NOTES & DETAILS
C5	EROSION AND SEDIMENT CONTROL PLAN, NOTES & DETAILS
C5.1	EROSION AND SEDIMENT CONTROL DETAILS
C6	LANDSCAPE PLAN AND DETAILS
C7	PHOTOMETRIC PLAN

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DEVELOPER:
QUICKLEE'S
2697 LAKEVILLE RD., SUITE 1
AVON, NEW YORK 14414

DATE: _____

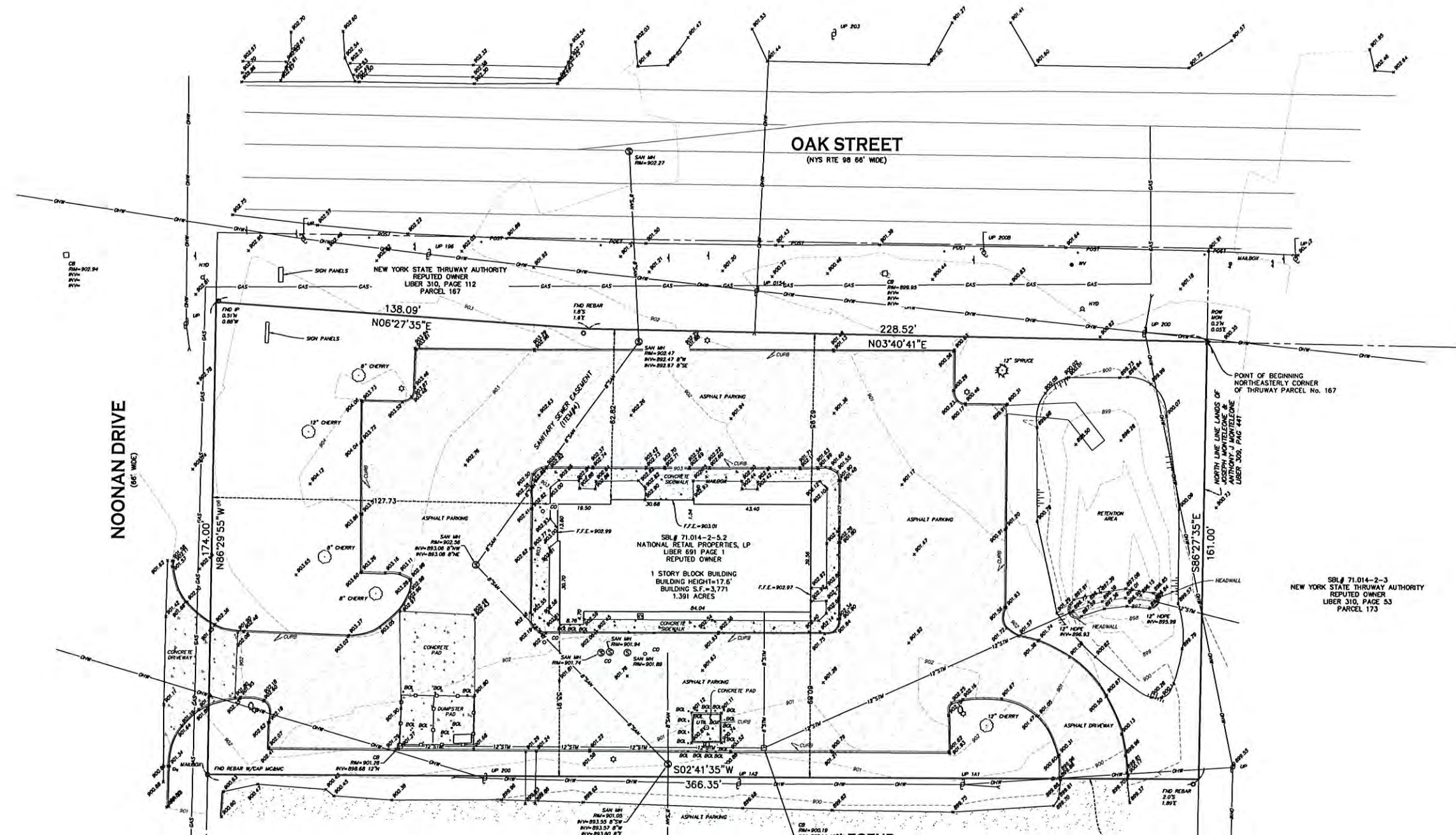


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C1

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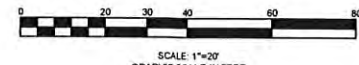
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THE LAW EXCEPTING AS PROVIDED IN SECTION
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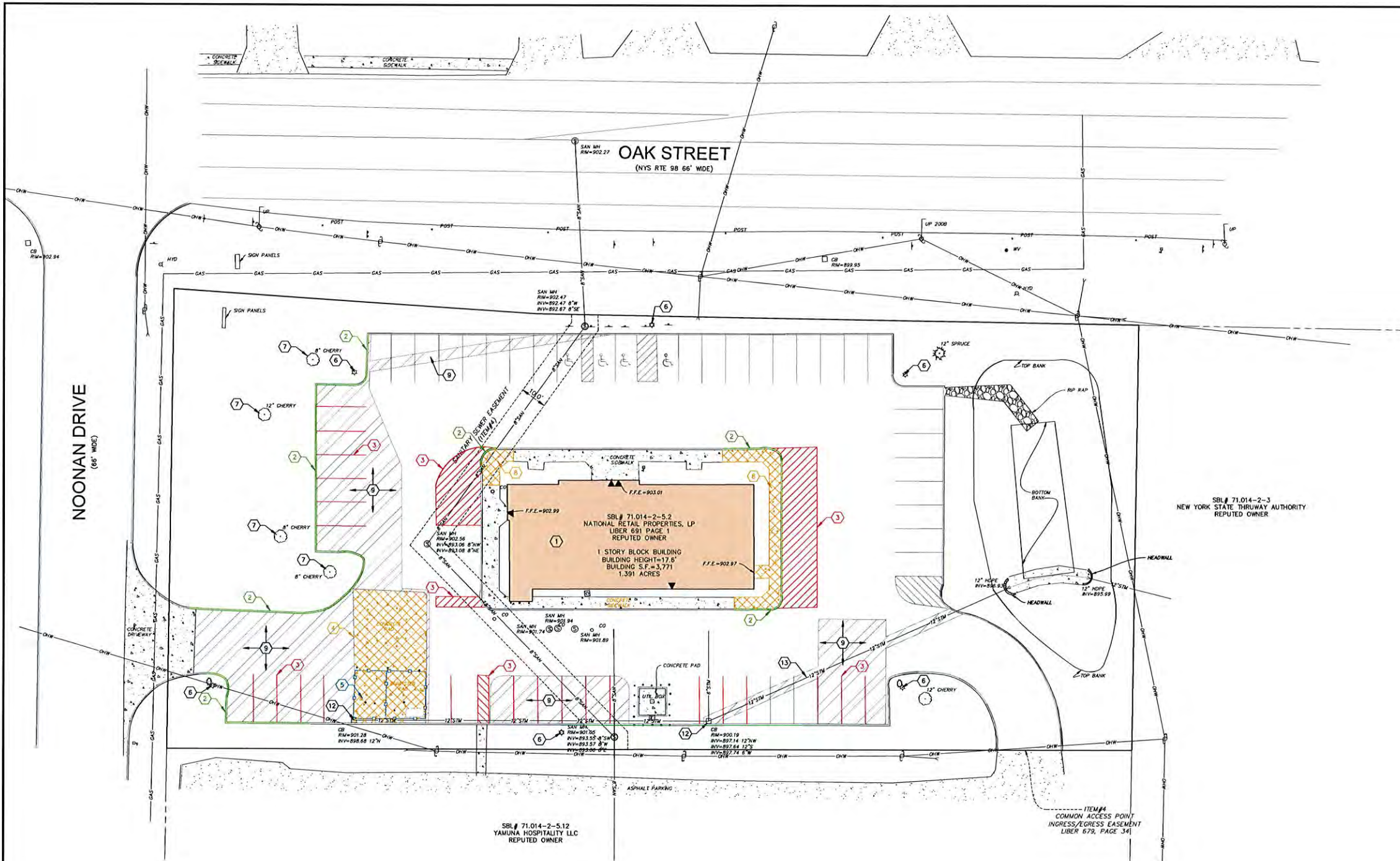
CITY OF BATAVIA
COUNTY OF GENESEE, STATE OF NEW YORK
PART OF LOT(S) 4 & 5
204 OAK STREET
BOUNDARY AND TOPOGRAPHIC SURVEY

- LEGEND**
- ▲ ANTENNA/DISH
 - BENCHMARK
 - BOLLARD
 - CATCH BASIN
 - CLEANOUT
 - COMMUNICATIONS BOX
 - COMMUNICATIONS MANHOLE
 - COMMUNICATIONS MARKER
 - COMMUNICATIONS VAULT
 - CONIFEROUS SHRUB
 - CONIFEROUS TREE
 - DECIDUOUS SHRUB
 - DECIDUOUS TREE
 - DRILL/AUGER HOLE
 - ELECTRIC MANHOLE
 - ELECTRIC METER
 - END SECTION
 - FILLER CAPS
 - FLAG POLE
 - FLOOD LIGHT
 - GAS LINE MARKER
 - GAS MANHOLE
 - GAS METER
 - UNKNOWN MANHOLE
 - UTILITY BOX
 - GAS VALVE
 - GUY WIRE
 - HANDICAP PARKING
 - HYDRANT
 - PROPERTY MONUMENT (AS DESCRIBED)
 - LIGHT POLE
 - MAILBOX
 - MONUMENT AS DESCRIBED
 - OIL LINE MARKER
 - PHONE BOOTH
 - PIPE OUTLET
 - POST
 - POWER VAULT
 - RAILROAD CONTROL BOX
 - SANITARY SEWER MANHOLE
 - SCUPPER
 - SIGN (SINGLE POLE)
 - SIGN (DOUBLE POLE)
 - SIGN (TRIPLE POLE)
 - SIGNAL POLE
 - SIGNAL POLE (WITH TRAFFIC UTILITY BOX)
 - STORM SEWER MANHOLE
 - TRAFFIC CONTROL BOX
 - TRAFFIC PULLBOX
 - UNKNOWN MANHOLE
 - UTILITY BOX
 - UTILITY POLE
 - UTILITY POLE WITH LIGHT
 - WATER MANHOLE
 - WATER METER
 - WATER SERVICE VALVE
 - WATER VALVE
 - WELL
 - YARD DRAIN
 - BERM
 - CENTERLINE OF ROAD
 - CENTERLINE OF DITCH
 - FENCE (CHAINLINK)
 - FENCE (WOOD)
 - GAS MAIN
 - GUIDE RAIL (BOX BEAM)
 - GUIDE RAIL (W BEAM)
 - OVERHEAD WIRES
 - LOT LINE
 - PARCEL LINE
 - RIGHT OF WAY LINE
 - SANITARY SEWER LINE
 - STORM SEWER LINE
 - TREE LINE
 - UNDERGROUND CONDUIT
 - UNDERGROUND ELECTRIC
 - WATER MAIN



BT-1
DRAWING SCALE: 1" = 20'
SURVEY FILE: D/20213-01
WSA PROJECT NO. 20213





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ITEM	DESCRIPTION

DESIGNED BY: PMB
 DRAWN BY: DLS
 CHECKED BY: WES
 DATE: _____

WARNING: THIS DOCUMENT IS IN VIOLATION OF THE LAW EXCEPT AS PROVIDED IN SECTION 7029, PART 2 OF THE NEW YORK STATE EDUCATION LAW. PROJECT NO. 2021-001
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QUICKLEE'S
CITY OF BATAVIA
GENESEE COUNTY - NEW YORK

DEMOLITION PLAN AND NOTES

THIS SHEET ISSUED MAY 27, 2021

C2

DRAWING SCALE: 1" = 20'

WSA PROJECT NO. 20213

SITE DEMOLITION NOTES

- CONTRACTOR SHALL COORDINATE START-UP AND DEMOLITION ACTIVITIES WITH OWNER. CONTRACTOR SHALL CONDUCT ALL OPERATIONS IN A MANNER THAT WILL INSURE, AS FAR AS PRACTICAL, THE LEAST OBSTRUCTION TO TRAFFIC.
- ALL EXISTING UTILITIES SERVING THIS SITE SHALL BE PROPERLY TERMINATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF BATAVIA AND ASSOCIATED UTILITIES.
- ALL NATIONAL FUEL SUPPLY CORPORATION CONSTRUCTION GUIDELINES ARE TO FOLLOWED FOR ANY CONSTRUCTION TAKING PLACE IN PROXIMITY TO GAS LINES.
- ALL PROVISIONS OF NEW YORK STATE INDUSTRIAL CODE RULE 53 AND THE NEW YORK STATE HIGH VOLTAGE PROXIMITY ACT MUST BE FOLLOWED.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONDUCT HIS DEMOLITION OPERATIONS AS WELL AS TRANSPORT AND DISPOSE OF DEMOLITION MATERIAL IN A MANNER ACCEPTABLE TO THE NYSDEC AND DEPOSIT SAID C&D MATERIAL IN A PROPERLY PERMITTED FACILITY. NYSDEC ENCOURAGES THE REUSE (RECYCLING) OF EXEMPT C&D MATERIAL ON-SITE WITHIN FILL AREAS, EMBANKMENTS AND UNDER BUILDING SLABS RATHER THAN DISPOSAL OFF-SITE. COORDINATE ANY PROPOSED ON-SITE REUSE OF C&D MATERIAL WITH OWNERS.
- CONTRACTOR TO ADJUST ALL UTILITIES MEANT TO BE FLUSH WITH FINISHED GRADE (CLEANOUTS, MANHOLES, VALVE BOXES, CATCH BASINS, AND ETC.) WHETHER SPECIFICALLY NOTED ON PLANS OR NOT.
- CAUTION - NOTICE TO CONTRACTORS THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST NOTIFY THE APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE INITIATING ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
- ALL WORK WITHIN THE ROW OF OAK STREET TO COMPLY WITH NYS DOT REQUIREMENTS
- THE CONTRACTOR SHALL BE AWARE THAT SOIL CONDITIONS ARE UNKNOWN AND ASSUME TO VARY AT DIFFERENT DEPTHS AND LOCATIONS.

DEMOLITION PROCEDURE NOTES

- EXISTING BUILDING TO REMAIN IN PLACE.
- EXISTING CURB TO BE REMOVED AT FULL DEPTH.
- EXISTING PAVEMENT MARKINGS TO BE REMOVED.
- EXISTING CONCRETE PAD TO BE REMOVED AT FULL DEPTH.
- EXISTING DUMPSTER ENCLOSURE, FENCING AND BOLLARDS TO BE REMOVED.
- EXISTING LIGHT FIXTURE TO BE REMOVED.
- EXISTING TREE TO BE REMOVED.
- EXISTING CONCRETE SIDEWALK TO BE REMOVED AT FULL DEPTH.
- EXISTING ASPHALT TO BE REMOVED AT FULL DEPTH.
- EXISTING HANDICAP SIGN TO BE REMOVED.
- EXISTING NO PARKING SIGN TO BE REMOVED.
- EXISTING CATCH BASIN TO BE PRESERVED AND PROTECTED.
- EXISTING 12" STORM PIPE TO BE REMOVED.

LEGEND

	ASPHALT REMOVAL TO FULL DEPTH
	CONCRETE REMOVAL TO FULL DEPTH
	EXISTING CONCRETE CURB TO BE REMOVED AT FULL DEPTH
	EXISTING PAVEMENT MARKINGS TO BE REMOVED

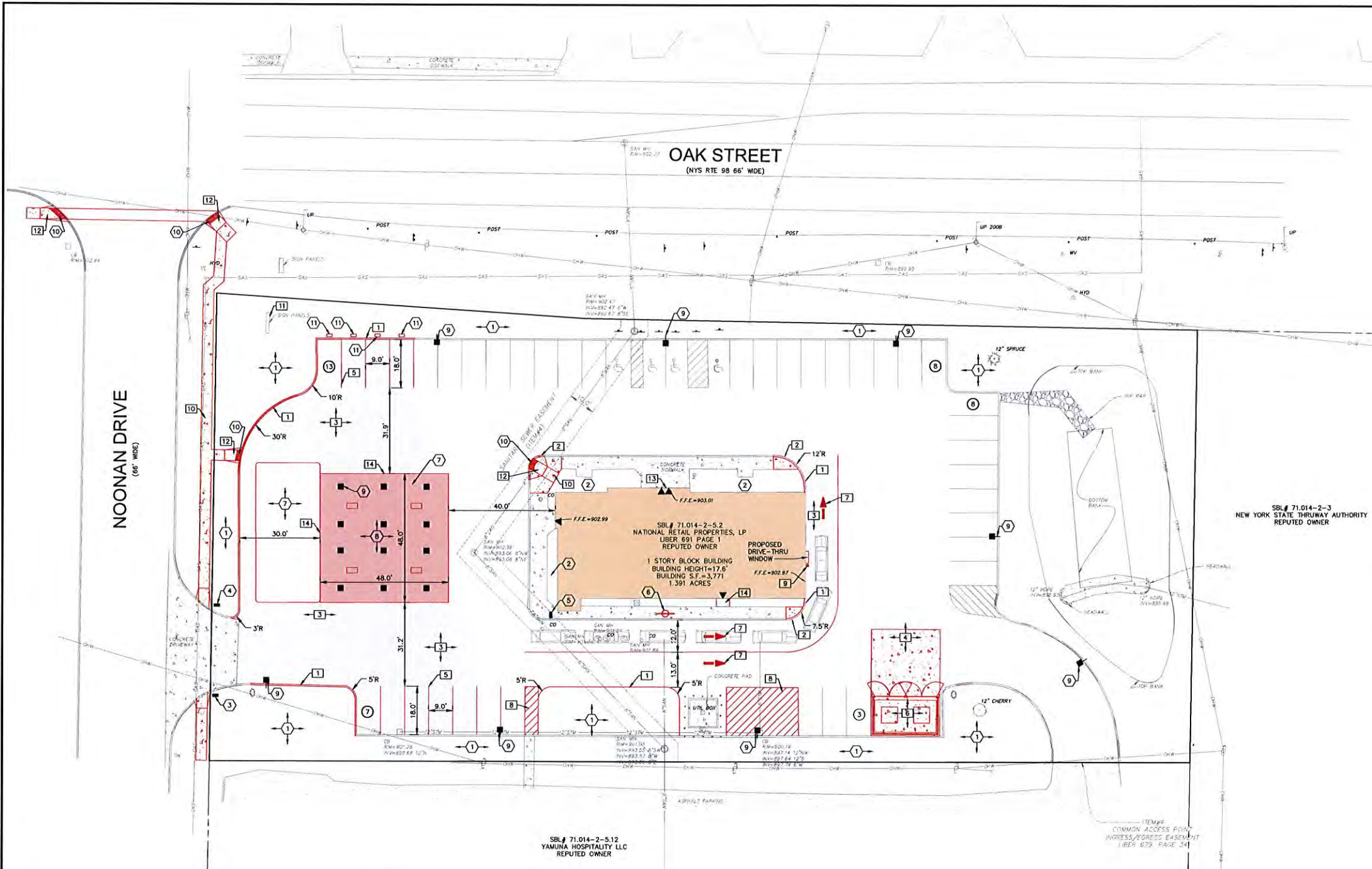
CAUTION - NOTICE TO CONTRACTOR
 THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

IMPORTANT NOTE:
 IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

IMPORTANT NOTE:
 CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-962-7962) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

CALL 811 OR 903-7942
IT'S THE LAW CALL BEFORE YOU DIG
STOP
 Know what's below.
 Call 811 before you dig.
 Dig Safely.
 New York

SCALE: 1" = 20'
 GRAPHIC SCALE IN FEET



NORTH

SITE NOTES

- CONTRACTOR SHALL REFER TO ARCHITECTURAL PLANS (BY OTHERS) FOR EXACT NUMBERS, LOCATIONS, AND DIMENSIONS OF VESTIBULE, EXIT PORCHES, PRECISE BUILDING DIMENSIONS AND EXACT LOCATIONS AND NUMBER OF BUILDING UTILITY ENTRANCES.
- COORDINATE START-UP AND ALL CONSTRUCTION ACTIVITIES WITH OWNER'S CONSTRUCTION DIVISION.
- CONSTRUCTION METHODS AND MATERIALS NOT SPECIFIED IN THESE PLANS ARE TO MEET OR EXCEED OWNER'S STANDARD SPECIFICATIONS OR AS SPECIFIED BY THE OWNER'S CONSTRUCTION.
- THE CONTRACTOR SHALL CONDUCT THE WORK IN A MANNER THAT WILL ENSURE, AS FAR AS PRACTICABLE, THE LEAST OBSTRUCTION TO TRAFFIC AND SHALL PROVIDE FOR THE CONVENIENCE AND SAFETY OF THE GENERAL PUBLIC AND RESIDENTS, ALONG AND ADJACENT TO HIGHWAYS IN THE CONSTRUCTION AREA, IN AN ADEQUATE AND SATISFACTORY MANNER.
- THE CONTRACTOR SHALL LOCATE, MARK, SAFEGUARD AND PRESERVE ALL SURVEY CONTROL MONUMENTS AND R.O.W. MONUMENTS IN THE AREAS OF CONSTRUCTION.
- REFERENCES TO NYS DOT STANDARDS SHALL MEAN THE "STANDARD SPECIFICATIONS, CONSTRUCTION AND MATERIALS, OFFICE OF ENGINEERING, NEW YORK STATE DEPARTMENT OF TRANSPORTATION, MAY 1, 2021," WITH ALL CURRENT ADDENDUMS.
- ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE SPECIFIED.
- ALL PARKING LOT LIGHTING POLES, FIXTURES WITH LAMPS AND PAINT WILL BE FURNISHED INSTALLED BY THE OWNER'S ELECTRICAL CONTRACTOR. THE ELECTRICAL CONTRACTOR SHALL PROVIDE THE OWNER A ONE-YEAR WARRANTY CERTIFICATE. ALL INCURRED COSTS FOR RECEIVING, STORAGE, LIABILITY, WARRANTY AND LABOR SHALL BE INCLUDED IN THE INSTALLATION CONTRACT PRICE.
- PAVEMENT STRIPING AND PAINTING TRAFFIC CONTROL MARKINGS SHALL BE PAINTED WITH A WHITE TRAFFIC MARKING PAINT AS INDICATED ON THE DRAWINGS. PAINT SHALL BE SHERWIN WILLIAMS "PRO-MAR" TRAFFIC MARKING PAINT, SERIES B29.Y.2, OR GLODEN TRAFFIC PAINT # 6322B. -ENTRANCE DIRECTIONAL ARROWS SHALL BE MARKED ON PAVEMENT IN WHITE IN LOCATION AND OF SIZE INDICATED ON DRAWINGS. -PAINT CONCRETE BASE AND BASE PLATE AT ALL PARKING LOT LIGHTING STANDARDS AND STEEL PIPE BASE OF HANDICAPPED PARKING IDENTIFICATION SIGN.
- SITE LIGHTING ALL CONDUIT SHALL BE ROUTED A MINIMUM OF 36" BELOW GRADE. VERIFY EXACT LOCATION AND METHOD OF WIRING ALL OUTDOOR LIGHTING STANDARDS WITH OWNER REPRESENTATIVE. EXACT METHOD OF ROUTING OUTDOOR LIGHTING WIRING SHALL BE CAREFULLY COORDINATED BY SITE CONTRACTOR. UNLESS OTHERWISE NOTED, ALL EXTERIOR LIGHTING SHALL BE # 10 AWG, COPPER AND SHALL BE ROUTED IN RIGID STEEL HEAVY-WALL CONDUIT. MINIMUM CONDUIT SIZE IS 1". ALL POLES TO BE MOUNTED ON CONCRETE PEDESTALS 2' ABOVE GRADE, FOR A TOTAL MOUNTING HEIGHT OF 20' (MAX. HEIGHT ALLOWED IS 25 FEET).
- STUB EMPTY 2" CONDUIT OUT FROM BUILDING WALL. ROUTE TO PROPERTY LINE AND CAP FOR TELEPHONE INCOMING SERVICE. ROUTE CONDUIT MINIMUM OF 2'-6" BELOW FINISHED GRADE. COORDINATE ALL REQUIREMENTS WITH TELEPHONE CO. REPRESENTATIVE INCLUDING ALL TRENCHING, BACKFILL, ETC. AS MAY BE REQUIRED FOR A COMPLETE INCOMING UNDERGROUND TELEPHONE SERVICE.
- GRADING SHALL BE KEPT WITHIN THE LIMIT SHOWN ON THE GRADING PLAN. CONTRACTOR SHALL PROTECT EXISTING TREES AND VEGETATION OUTSIDE THE LIMITS OF GRADING.
- BUILDING DIMENSIONS ARE NOT INTENDED FOR BUILDING LAYOUT. SPECIFIC LAYOUT DIMENSIONS SHOULD UTILIZE THE ACTUAL BUILDING PLANS. ANY DISCREPANCIES BETWEEN BUILDING PLANS AND THOSE INDICATED ON THESE PLANS SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER PRIOR TO PROCEEDING WITH THE WORK. THE CONTRACTOR SHOULD STAKE OUT AND VERIFY EACH OF THE DIMENSIONS INDICATED PRIOR TO COMMENCEMENT OF WORK.
- THE CONTRACTOR SHOULD LOCATE ALL PERTINENT PROPERTY, EASEMENT AND/OR RIGHT OF WAY LINES PRIOR TO COMMENCEMENT OF THE WORK. THE CONTRACTOR SHALL NOT TRESPASS OR COMMENCE WORK ON OTHER PROPERTIES, EASEMENTS, OR RIGHT OF WAYS WITHOUT PROPERLY NOTIFYING AND MEETING THE NECESSARY REQUIREMENTS OF THE PROPERTY OWNER OR AUTHORIZED AGENCY.
- ALL TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS AND TRAFFIC CONTROL SHALL CONFORM TO THE 2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE CURRENT NYS SUPPLEMENT AND NYS DOT 2020 WORK ZONE TRAFFIC CONTROL TYPICALS REGION 5 MANUALS.
- THE LOCATION OF UTILITIES AND OTHER FEATURES, AS SHOWN ON THE PLANS, ARE FROM THE BEST INFORMATION AVAILABLE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD INVESTIGATE AND DETERMINE THE EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION IN ORDER TO AVOID CONFLICTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROTECT, SUPPORT AND MAINTAIN ALL EXISTING UTILITIES DURING THE COURSE OF HIS OPERATIONS. DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- ALL WORK WITHIN THE ROW OF OAK STREET TO CONFORM TO NYS DOT REQUIREMENTS AND SHALL REQUIRE OBTAINING A NYS DOT HIGHWAY WORK PERMIT. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL HIGHWAY WORK PERMITS AND GENERATION OF REQUIRED MAINTENANCE AND PROTECTION OF TRAFFIC PLAN. OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL OTHER PERMITS NOT DESCRIBED HERE IN THIS NOTE (I.E. SWPPP, WATER PERMITS).
- THE PLANS AND SPECIFICATIONS FOR THIS PROJECT HAVE BEEN PREPARED WITH CARE AND ARE INTENDED TO SHOW AS CLEARLY AS IS PRACTICABLE THE WORK REQUIRED TO BE DONE. THE CONTRACTOR MUST REALIZE, HOWEVER, THAT CONSTRUCTION DETAILS CAN NOT ALWAYS BE ACCURATELY ANTICIPATED AND THAT IN EXECUTING THE WORK, FIELD CONDITIONS MAY REQUIRE REASONABLE MODIFICATIONS IN THE DETAILS OF PLANS AND QUANTITIES OF WORK INVOLVED. ALL WORK MUST BE CARRIED OUT TO MEET ACTUAL FIELD CONDITIONS TO THE SATISFACTION OF THE ENGINEER AND DEVELOPER IN ACCORDANCE WITH THEIR INSTRUCTIONS.
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QUICKLEE'S
 CITY OF BATAVIA
 GENESEE COUNTY - NEW YORK

SITE PLAN AND NOTES

DETAILS

- TYPE "A" CONCRETE CURB
- INTEGRAL CURB/SIDEWALK
- STANDARD DUTY ASPHALT SECTION
- EXTERIOR CONCRETE SLAB ON GRADE
- 90° PARKING STALL LAYOUT
- DUMPISTER ENCLOSURE
- PAINTED TRAFFIC ARROWS
- 45° PAVEMENT MARKINGS
- PIPE BOLLARD
- CONCRETE SIDEWALK
- MONUMENT SIGN
- HANDICAP RAMP
- CHANNEL LETTERS
- CANOPY SIGN

LEGEND

- SIGN
- BUILDING ENTRANCE
- PAINTED PAVEMENT MARKING
- CONCRETE
- ASPHALT
- PROPOSED CONCRETE CURB
- HANDICAPPED PARKING STALL
- NUMBER OF PARKING SPACES
- DRIVE THRU STACKING
- LIGHT POLE

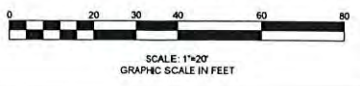
NOTES

- LANDSCAPED (LAWN) AREA, TOPSOIL AND (GRASS) SEED
- LANDSCAPED (PLANTING BED) AREA, TOPSOIL AND MULCH
- "ENTER" SIGN (SEE DRAWINGS BY OTHERS)
- "EXIT" SIGN (SEE DRAWINGS BY OTHERS)
- DRIVE THRU SIGN
- DRIVE THRU MENU BOARD W/SPEAKER
- 24"x52" TANK PAD (SEE DRAWINGS BY OTHERS)
- 48"x48" GAS CANOPY WITH 4 FUEL PUMPS (SEE DRAWINGS BY OTHERS)
- TYPICAL LIGHT (SEE DESIGN BY LS)
- TACTILE WARNING
- (4) ELECTRIC VEHICLE CHARGING STATIONS (BY OTHERS)

CAUTION - NOTICE TO CONTRACTOR
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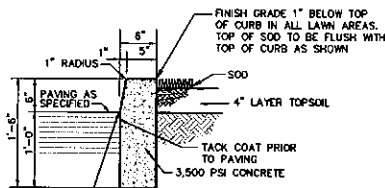


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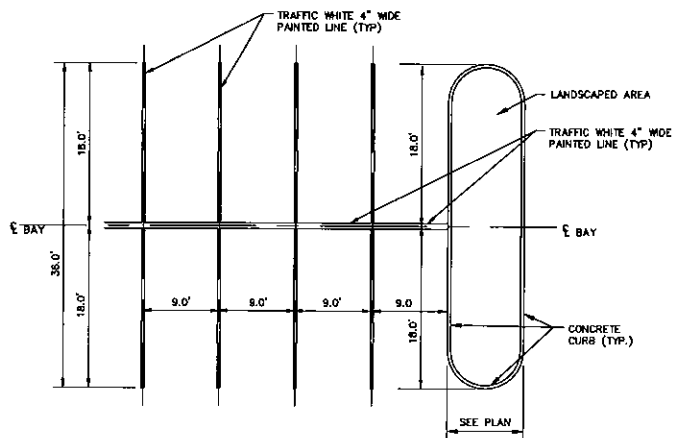
DRAWING SCALE: 1" = 20'

WSA PROJECT NO. 20213



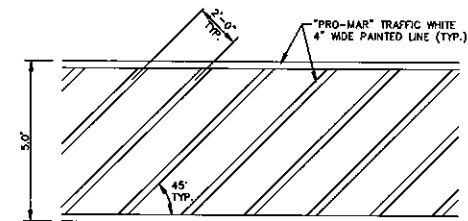
TYPE "A" CONCRETE CURB - 1

N.T.S.



90° PARKING SPACE STRIPING - 5

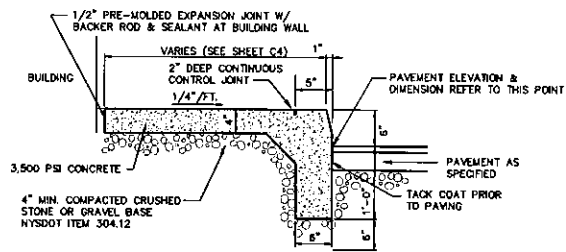
N.T.S.



45° PAVEMENT MARKING - 8

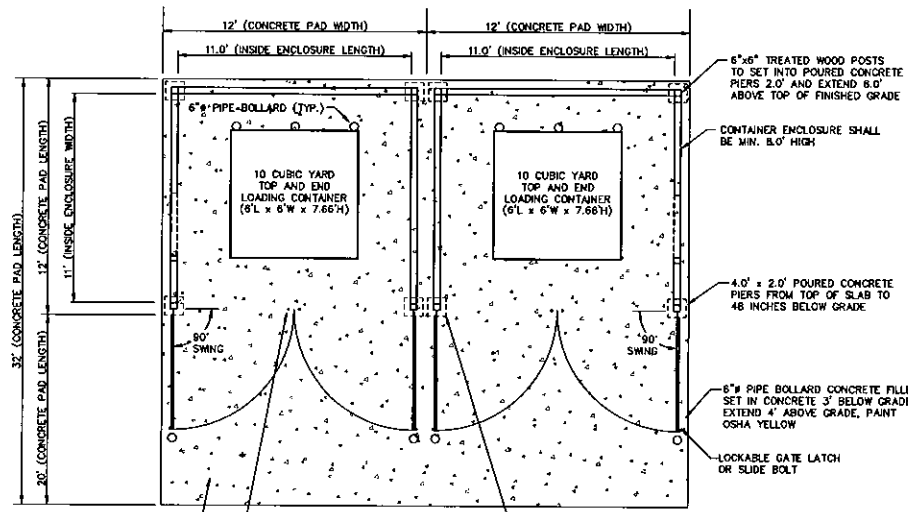
N.T.S.

NOTE: CONCRETE SIDEWALK AND DRIVEWAY MATERIAL SHALL CONFORM TO NYS DOT STANDARD SPECIFICATION 501 AND CONSTRUCTION METHODS SHALL CONFORM TO NYS DOT STANDARD SPECIFICATION 606-3.



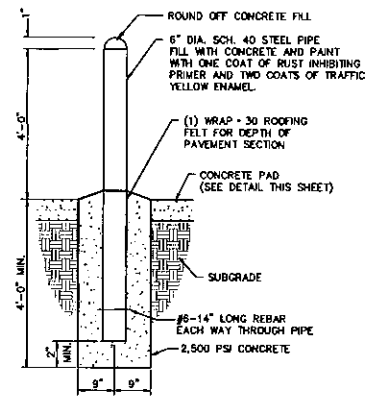
INTEGRAL CURB/SIDEWALK DETAIL - 2

N.T.S.



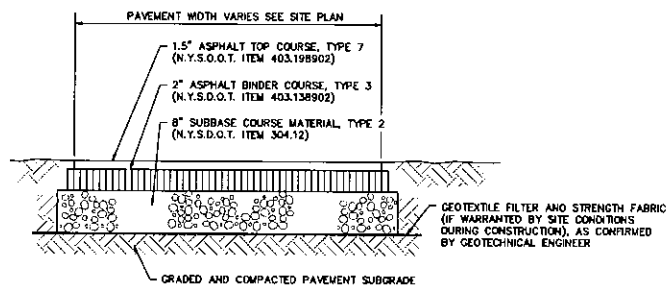
DUMPSTER ENCLOSURE - 6

N.T.S.



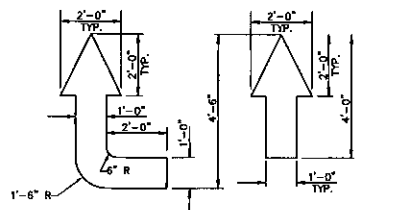
PIPE BOLLARDS - 9

N.T.S.



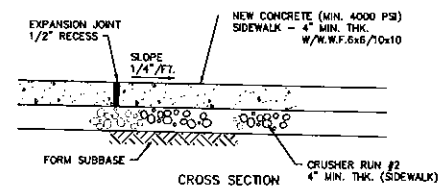
STANDARD DUTY ASPHALT SECTION - 3

N.T.S.



PAINTED TRAFFIC ARROWS - 7

N.T.S.



CONCRETE SIDEWALK - 10

N.T.S.

NOTES:
1. CONTROL JOINTS TO BE AT 5'-0" O.C. BOTHWAYS - SEE SPECIFICATIONS FOR FURTHER JOINT REQUIREMENTS NYS DOT 702-0700.
2. CONCRETE SIDEWALK MATERIAL SHALL CONFORM TO NYS DOT STANDARD SPECIFICATION 501 AND CONSTRUCTION METHODS SHALL CONFORM TO NYS DOT STANDARD SPECIFICATION 606-3.

DRAWING REVISIONS	
ITEM	DESCRIPTION
DATE	

DESIGNED BY:	PMB
DRAWN BY:	DLS
CHECKED BY:	WES
DATE:	



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LANCASTER, NY 14086-2143
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WWW.WMSCHUTT.COM

QUICKLEE'S
CITY OF BATAVIA
GENESEE COUNTY - NEW YORK
SITE DETAILS

THIS SHEET ISSUED MAY 27, 2021

C3.1

DRAWING SCALE: NONE

WSA PROJECT NO. 20213

8'-0"

4'-0" 21"

Quicklee's Colors:
Blue: Avery 285 C
Red: Avery Pantone 485 C
Green: Oracal Lime Tree 063

Sign: 32. sq ft each

Description:
(1) Double sided internally illuminated monument sign.
Sign constructed of an extruded aluminum cabinet with flat lexan faces with translucent vinyl applied graphics. Sign internally illuminated with White LED modules.
Lower portion: LED fuel pricing sign with Watchfire Gas price LED units and aluminum face with routed out push thru acrylic copy. White LED illumination.
LED fuel: 8" character- red and green modules.
Size: 13 1/2" x 27" x 3 1/4"

Sign to be mounted to existing base structure.

MONUMENT SIGN - 11
N.T.S.

Monument Sign
Date: 5/05/2021
Client: Quicklee's
Address: 196 Oak St. Batavia, NY

sk/light signs inc.
60 Industrial Park Circle
Rochester NY 14624
Phone 585 594-2500
Fax 585 594-2525

103" 24'-0" 25" 24"

71" 36"

Sign: 140 sq ft

Channel letters
Date: 5/05/2021
Client: Quicklee's
Address: Batavia, NY

sk/light signs inc.
60 Industrial Park Circle
Rochester NY 14624
Phone 585 594-2500
Fax 585 594-2525

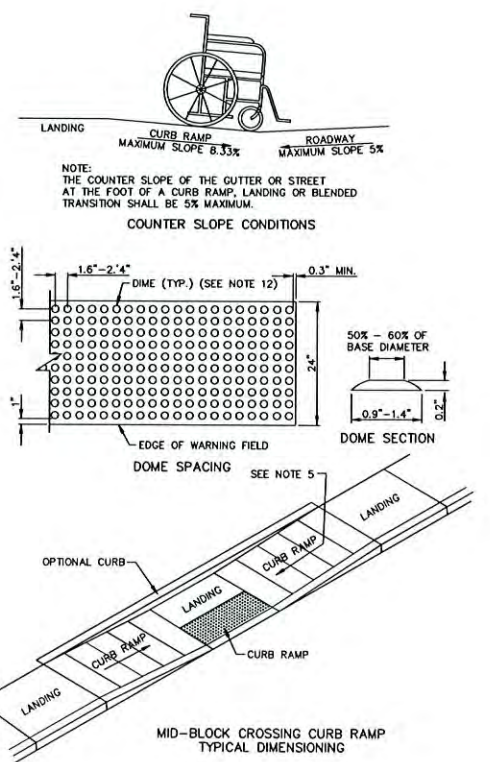
Description:
(1) Set of internally illuminated face lit LED channel letter flush mounted to building fascia. Channel letters to be constructed of aluminum returns with plastic edge trim and 3/16" acrylic faces with translucent vinyl applied colors.

Colors:
Blue: Avery 285 C
Red: Avery Pantone 485 C
Green: Oracal Lime Tree 063

CHANNEL LETTERS - 13
N.T.S.

GENERAL NOTES:

- THE DIMENSIONS AND SLOPES PRESENTED IN THE DETAILS ARE THE MINIMUM NECESSARY TO COMPLY WITH THE ADA AND DOT STANDARDS. ANY DEVIATION LESS THAN THE MINIMUM WIDTH OR GREATER THAN THE MAXIMUM SLOPE FROM THESE STANDARDS MUST BE DOCUMENTED WITH THE STANDARDS BEING MET TO THE GREATEST EXTENT PRACTICABLE AND CONSISTENT WITH THE MOST CURRENT ADAAG.
- REQUIRE THE USE OF DETECTABLE WARNINGS. DETECTABLE WARNINGS ON THIS SHEET ARE SHOWN FOR ILLUSTRATION ONLY.
- THE MINIMUM WIDTH FOR SIDEWALK CURB RAMPS IS 5'-0".
- THE RUNNING SLOPE OF A CURB SHALL BE 1:20 (5%) MINIMUM (PREFERRED) AND 1:12 (8.33%) MAXIMUM.
- WHERE THE SLOPE OF THE ROADWAY EXCEEDS 8.33% THE CURB RAMP LENGTH IS THE LENGTH NECESSARY TO MEET THE EXISTING SIDEWALK. IT IS NOT NECESSARY THAT THE RAMP LENGTH EXCEEDS 15'-0".
- THE CROSS SLOPE OF CURB RAMPS SHOULD BE AS FLAT AS POSSIBLE, NOT TO EXCEED 1:50 (2%). THE CROSS SLOPE AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
- THE VERTICAL ALIGNMENT OF A CURB RAMP, EXCLUDING THE FLARES, SHALL BE PLANAR. GRADE BREAKS SHALL BE FLUSH AND PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN.
- RAMP TRANSITIONS BETWEEN WALKS, LANDINGS, GUTTERS, OR STREETS SHALL BE FLUSH AND FREE OF ABRUPT VERTICAL CHANGES (1/4" MAX).
- WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES WITH A SLOPE OF 10% MAXIMUM, MEASURED PARALLEL TO THE CURB LINE, SHALL BE PROVIDED.
- LANDINGS SHALL HAVE A MINIMUM CLEAR DIMENSION OF 5'-0" BY 5'-0".
- THE RUNNING AND CROSS SLOPES ON LANDINGS AT INTERSECTIONS IS 1:50 (2%) MAXIMUM. THE RUNNING AND CROSS SLOPES AT MIDBLOCK CROSSINGS MAY BE WARPED TO MEET STREET OR HIGHWAY GRADE.
- THE DETAILS PROVIDED ARE NOT DRAWN TO SCALE. THE QUANTITY OF DOMES DEPICTED ON THE DETECTABLE WARNING UNIT (THE DOMES AND THE ENTIRE 24" LEVEL SURFACE) IS FOR ILLUSTRATION ONLY.
- THE SIZE OF THE DETECTABLE WARNING FIELD SHALL BE 24" IN THE DIRECTION OF TRAVEL AND SHALL EXTEND THE FULL WIDTH IF THE CURB RAMP OR FLUSH SURFACE, EXCLUSIVE OF SIDE FLARES.
- THE ROWS OF DOMES SHALL BE ALIGNED TO BE PERPENDICULAR OR RADIAL TO THE GRADE BREAK BETWEEN THE RAMP, LANDING OR CURB RAMP AND THE STREET.
- WHERE DOMES ARE ARRANGED RADially THEY MAY DIFFER IN DOME DIAMETER AND CENTER-TO-CENTER SPACING WITHIN THE RANGES SPECIFIED ON THIS SHEET.
- THE DETECTABLE WARNING FIELD SHALL BE THE COLOR SPECIFIED IN THE CONTRACT DOCUMENTS OR MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS.
- DETECTABLE WARNING LOCATIONS:
17. DETECTABLE WARNINGS SHALL BE LOCATED SO THAT THE EDGE OR CORNER OF THE WARNING FIELD NEAREST TO THE ROADWAY IS 5" TO 9" FROM THE FRONT OF THE CURB OR THE ROADWAY EDGE (12' WHERE TRAVERSABLE CURB IS USED.)



HANDICAP RAMP - 12
N.T.S.

8'-0" 26"

Sign: 17.33 sq ft each

Canopy Signs
Date: 5/06/2021
Client: Quicklee's
Address: 196 Oak St. Batavia, NY

sk/light signs inc.
60 Industrial Park Circle
Rochester NY 14624
Phone 585 594-2500
Fax 585 594-2525

Description:
(1) single face LED channel type cloud sign flush mounted to canopy.
Sign to have a flat lexan face with translucent vinyl applied graphics.

Colors:
Blue: Avery 285 C
Red: Avery Pantone 485 C
Green: Oracal Lime Tree 063

CANOPY SIGNS - 14
N.T.S.

DRAWING REVISIONS

ITEM	DATE	DESCRIPTION

DESIGNED BY: PAMB
DRAWN BY: DLS
CHECKED BY: WES
DATE:

WARNING: THIS DOCUMENT IS IN VIOLATION OF THE LAW EXCEPTING AS PROVIDED IN SECTION 7029 PART 2 OF THE NEW YORK STATE ELECTIONS AND VOTING SYSTEMS LAW.
WM. SCHUTT & ASSOCIATES P.C.

WM SCHUTT ASSOCIATES
37 CENTRAL AVE.
LANCASTER, NY 14086-2143
PH: 716-683-5961
FAX 716-683-0169
WWW.WMSCHUTT.COM

QUICKLEE'S
CITY OF BATAVIA
GENESEE COUNTY - NEW YORK

SITE DETAILS

THIS SHEET ISSUED MAY 27, 2021

C3.2

DRAWING SCALE: NONE

WSA PROJECT NO. 20213

NORTH

GRADING/PAVING/STORM NOTES

1. ALL WORK TO CONFORM TO THE CITY OF BATAVIA, GENESEE COUNTY AND NYS DOT REQUIREMENTS.
2. CONTRACTOR REQUIRED TO OBTAIN PERMITS FROM THE GENESEE COUNTY DEPARTMENT OF PUBLIC WORKS FOR ANY AND ALL WORK WITHIN THE NOONAN DRIVE ROW AND NYS DOT FOR ANY AND ALL WORK WITHIN OAK STREET ROW.
3. ANY DAMAGE CAUSED BY CONTRACTOR'S OPERATIONS TO EXISTING PAVEMENT, SHOULDERS, DRIVES AND/OR STORM DRAINAGE FACILITIES SHALL BE REPAIRED OR REPLACED IN KIND BY THE CONTRACTOR AND SHALL BE ACCEPTABLE TO THE OWNER OR AGENCY HAVING JURISDICTION.
4. THE CONTRACTOR SHALL TAKE ANY AND ALL PRECAUTIONS NECESSARY TO PROTECT TREES AND SHRUBBERY FROM DAMAGE, UNLESS SPECIFICALLY ORDERED FOR CLEARING. THE CONTRACTOR SHALL PROVIDE AND PLANT REPLACEMENT TREES OR SHRUBBERY AT HIS EXPENSE.
5. THE CONTRACTOR SHALL BE AWARE THAT SOIL CONDITIONS ARE UNKNOWN AND ASSUMED TO VARY AT DIFFERENT DEPTHS AND LOCATIONS.
6. ALL ROAD AND DRIVE CROSSINGS SHALL BE BACKFILLED WITH NO. 2 RUN OF CRUSHER STONE PLACED IN 6-INCH LIFTS AND PROPERLY COMPACTED. SELECT BACKFILL MATERIAL SHALL EXTEND A MINIMUM OF 4- FEET BEYOND EDGE OF PAVEMENT.
7. MANHOLE RIMS AND WATERLINE VALVE BOXES SHALL BE SET AT FINISHED GRADE.
8. DURING GRADING OPERATIONS, EXCAVATION AREAS, EMBANKMENTS AND/OR SUBGRADES SHALL BE SHAPED, SLOPED, PROTECTED AND MAINTAINED TO FACILITATE THE DRAINAGE OF SURFACE WATER. EXISTING DRAINAGE ROUTES AND FACILITIES SHALL BE PROTECTED AND MAINTAINED.
9. CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL STATUTES REGARDING THE PREVENTION AND ABATEMENT OF SOIL EROSION, SEDIMENTATION AND WATER POLLUTION.
10. STORM SEWERS CONSTRUCTED ON SITE SHALL BE CONSTRUCTED USING HEAVY DUTY CORRUGATED POLYETHYLENE PIPE (HDPE) WITH A SMOOTH INTERIOR AS SUPPLIED BY HANCOR, INC. OR EQUAL. PIPE BEDDING MATERIAL SHALL BE NO. 1 WASHED STONE WITH A GRADATION CONFORMING WITH NYS DOT SECTION 703-02. THE CRUSHED STONE SHALL BE WELL GRADED WITH NO PARTICLE LARGER THAN 1" AND HAVING A MAXIMUM GRADATION MEETING THE LIMITS DESCRIBED IN THE SPECIFICATIONS. THE BEDDING SHALL BE COMPACTED IN 6" LIFTS WITH EQUIPMENT ACCEPTABLE TO THE PIPE MANUFACTURER.
11. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ENGINEER AND THE CITY OF BATAVIA, BUILDING DEPT. OF ANY HAZARDOUS SUBSTANCE ENCOUNTERED DURING THE CONSTRUCTION OF THE WORK. HE SHALL AT HIS EXPENSE, CONFORM TO ALL LAWS, RULES, REGULATIONS AND DIRECTIONS AS PROMULGATED BY THE UNITED STATES DEPARTMENT OF LABOR, OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION, THE NEW YORK STATE DEPARTMENT OF HEALTH AND ANY SUCH LOCAL RULES, ORDINANCES AND LAWS WHEN ENCOUNTERING OR WORKING WITH ANY SUCH HAZARDOUS SUBSTANCE.
12. THE CONTRACTOR SHALL COMPLY IN ALL RESPECTS TO THE INDUSTRIAL CODE PART (RULE NO.) 53 RELATING TO CONSTRUCTION, EXCAVATION AND DEMOLITION OPERATIONS AT OR NEAR UNDERGROUND FACILITIES, AS ISSUED BY THE STATE OF NEW YORK DEPARTMENT OF LABOR, BOARD OF STANDARD AND APPEALS.
13. THE CONTRACTOR SHALL EXPOSE EXISTING UTILITIES AHEAD OF THE PIPE LAYING OPERATION, SO THAT, IF MINOR ADJUSTMENTS MUST BE MADE IN ELEVATION AND/OR ALIGNMENT DUE TO INTERFERENCE FROM THESE UTILITIES, SAID CHANGES CAN BE MADE IN ADVANCE OF THE WORK.

GENERAL NOTES:

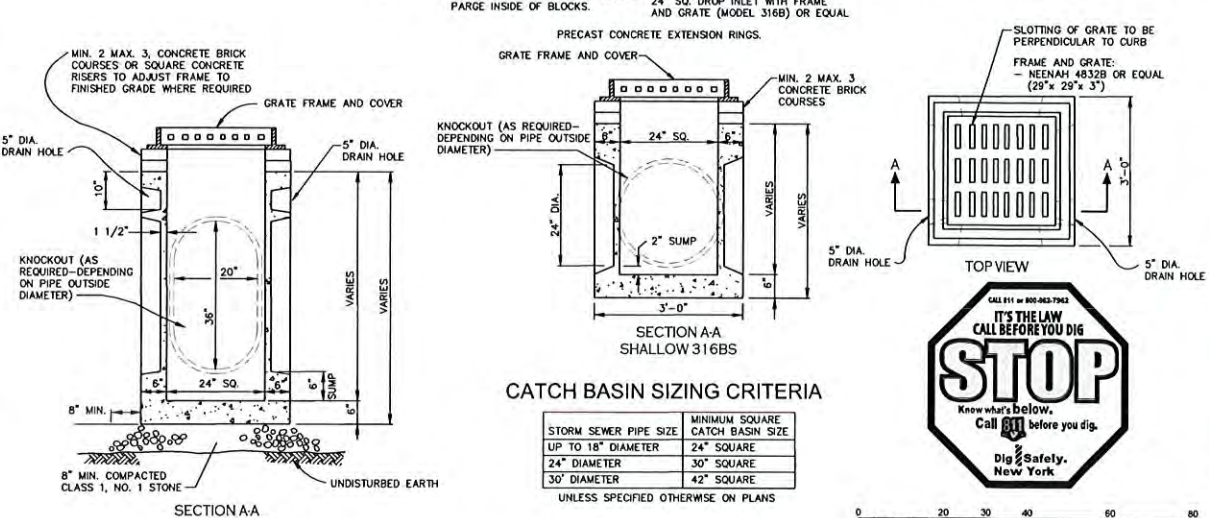
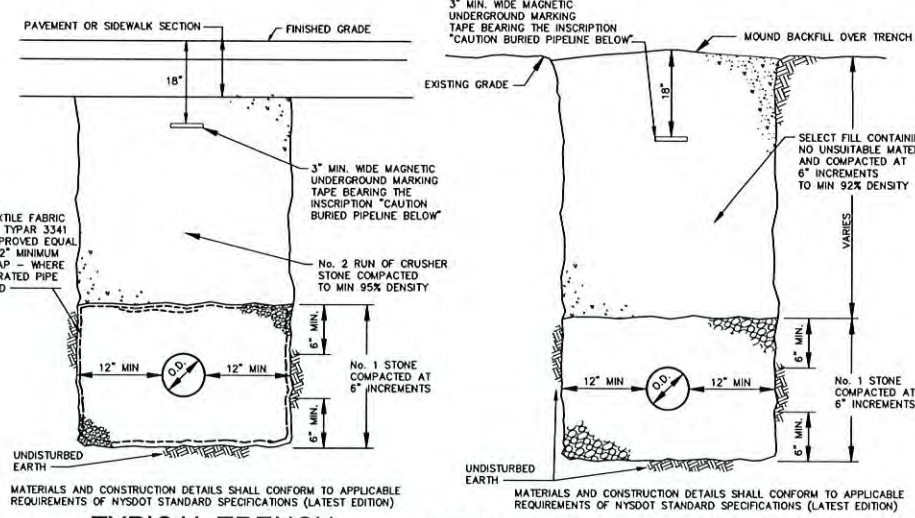
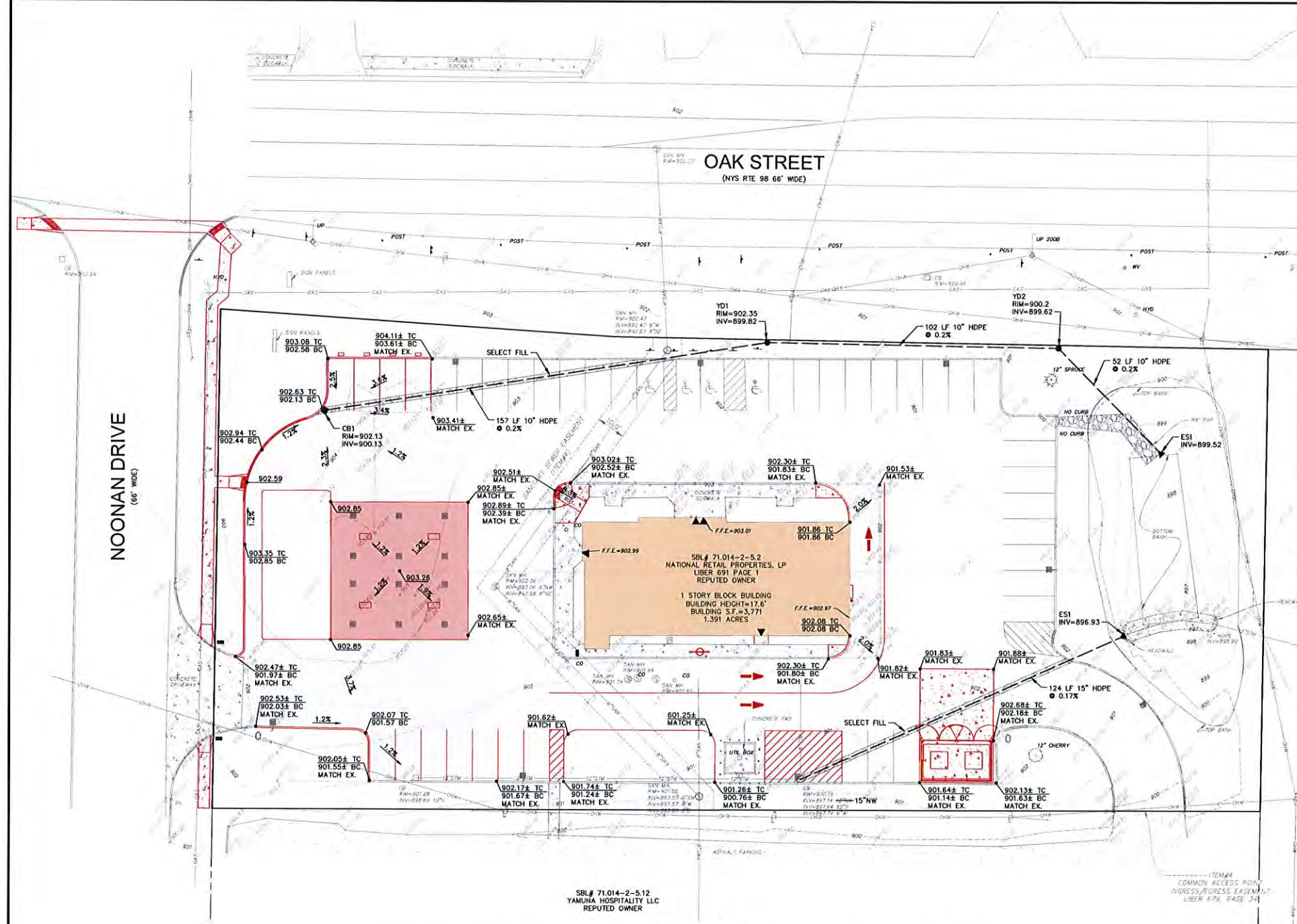
1. SEE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS AND UTILITY CONNECTIONS.
2. ALL WORK TO CONFORM TO THE CITY OF BATAVIA REQUIREMENTS AND STANDARD SPECIFICATIONS. ANY PERMITS AND/OR LICENSES NECESSARY FOR THE EXECUTION OF THE WORK SHALL BE SECURED AND PAID FOR BY THE CONTRACTOR.
3. ANY DAMAGE TO EXISTING PAVEMENT, SHOULDER, DRIVES, CURBS, SIDEWALKS, LANDSCAPING AND ETC. WHICH ARE SCHEDULED TO REMAIN SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
4. THE CONTRACTOR SHALL COMPLY WITH ALL PROVISIONS OF THE NYS INDUSTRIAL CODE RULE 53 AND THE NYS HIGH VOLTAGE PROXIMITY ACT. THE CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL STATUTES REGARDING THE PREVENTION, CONTROL AND ABATEMENT OF SOIL EROSION, SEDIMENTATION AND WATER POLLUTION.
5. ALL UNDERGROUND UTILITY TRENCHES UNDER BUILDING FOUNDATION, PAVEMENT, CURBS, SIDEWALKS, AND DRIVES SHALL BE FULLY BACKFILLED WITH NO. 2 RUN OF CRUSHER STONE AND SHALL BE COMPACTED TO A MINIMUM OF 95% MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557.
6. ALL NYSDOT CONSTRUCTION GUIDELINES ARE TO BE FOLLOWED FOR ANY CONSTRUCTION TAKING PLACE IN PROXIMITY TO EXISTING GAS LINES.
7. MATERIAL AND CONSTRUCTION DETAILS SHALL CONFORM TO APPLICABLE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 600 - UTILITIES OR AS AMENDED BY OWNER.
8. MATERIAL AND CONSTRUCTION DETAILS SHALL CONFORM TO APPLICABLE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 304 - SUBBASE COURSE AND SECTION 403 HOT MIX ASPHALT PAVEMENT OR AS AMENDED BY OWNER.
9. MATERIAL AND CONSTRUCTION DETAILS SHALL CONFORM TO APPLICABLE REQUIREMENTS OF NYSDOT STANDARD SPECIFICATIONS (LATEST EDITION) SECTION 608 - SIDEWALKS, DRIVEWAYS, BICYCLE PATHS, BRICK PAVING, AND ETC., AND SECTION 609 - CURBING, GUTTERS AND CONCRETE MALL OR AS AMENDED BY OWNER.

LEGEND

- PROPOSED STORM BASIN
- - - PROPOSED STORM SEWER PIPE
- SELECT FILL
- GB GRADE BREAK
- TC TOP OF CURB
- BC BOTTOM OF CURB
- 98.0 PROPOSED CONTOUR
- EXISTING CONTOUR
- 554.0 PROPOSED SPOT ELEVATION
- 0.70% SLOPE AND DIRECTION OF FLOW ALONG MAIN SURFACE FLOW LINE

QUICKLEE'S
CITY OF BATAVIA
GENESEE COUNTY - NEW YORK
STORM DRAINAGE, GRADING
PLAN, NOTES & DETAILS

THIS SHEET ISSUED MAY 27, 2021
C4
DRAWING SCALE: 1" = 20'
WSA PROJECT NO. 20213



CAUTION - NOTICE TO CONTRACTOR
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

IMPORTANT NOTE:
IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

IMPORTANT NOTE:
CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-962-7962) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

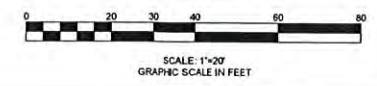
TYPICAL TRENCH DETAIL - PAVEMENT
TYPICAL TRENCH DETAIL - EARTH

STANDARD PRECAST CONCRETE CATCH BASIN

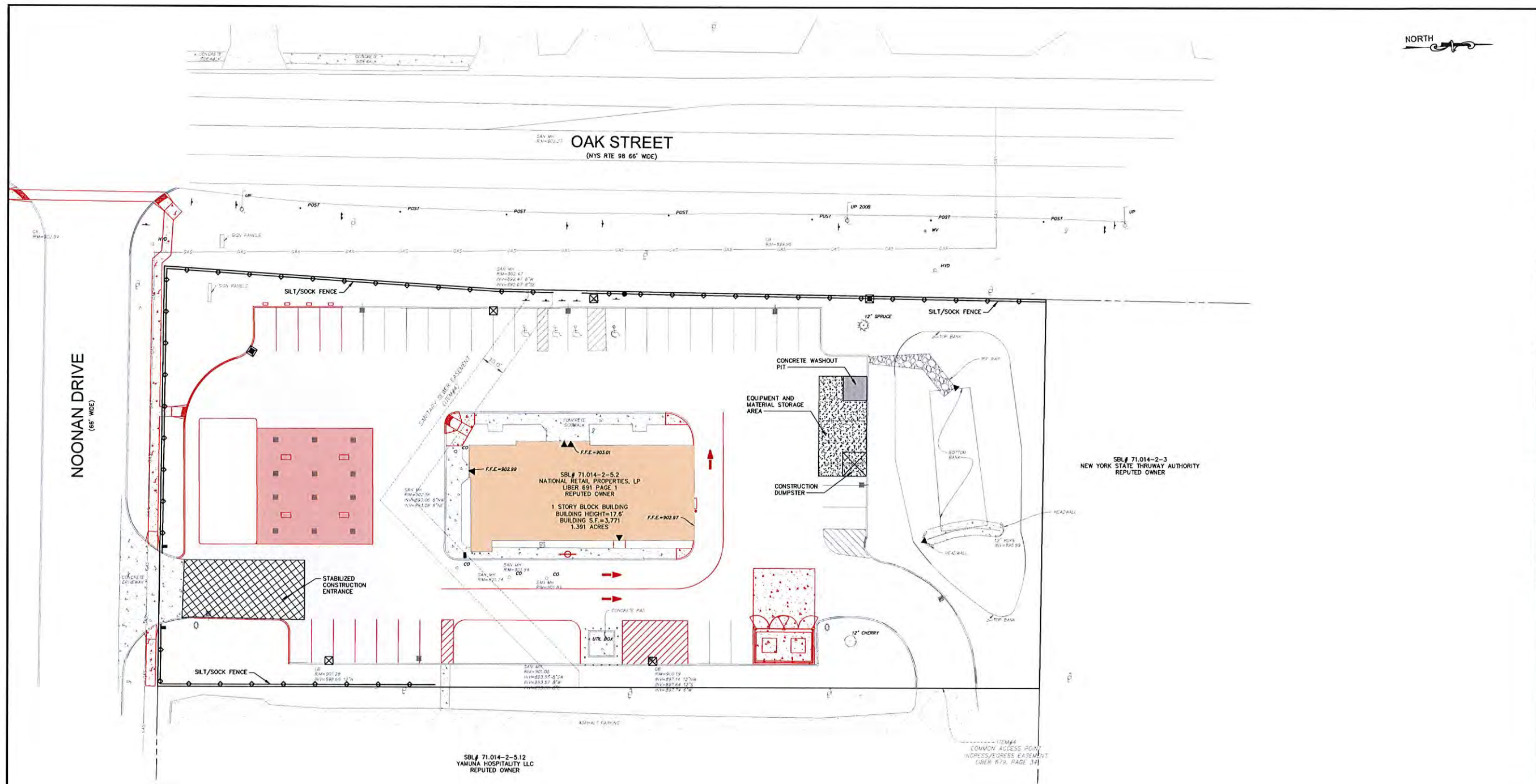
CATCH BASIN SIZING CRITERIA

STORM SEWER PIPE SIZE	MINIMUM SQUARE CATCH BASIN SIZE
UP TO 18" DIAMETER	24" SQUARE
24" DIAMETER	30" SQUARE
30" DIAMETER	42" SQUARE

UNLESS SPECIFIED OTHERWISE ON PLANS



NORTH



DRAWING REVISIONS	
ITEM	DESCRIPTION

DESIGNED BY: PMB
 DRAWN BY: DLS
 CHECKED BY: WES
 DATE:

WARNING: ALTERING THIS DOCUMENT IS IN VIOLATION OF THE LAW EXCEPTING AS PROVIDED IN SECTION 2023 PART 2 OF THE NEW YORK STATE ENGINEERING LAW (SPL) PART 2000 W.M. SCHUTT & ASSOCIATES P.C.



WM SCHUTT ASSOCIATES
 37 CENTRAL AVE.
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QUICKLEE'S
CITY OF BATAVIA
GENESEE COUNTY - NEW YORK
EROSION AND SEDIMENT CONTROL PLAN, NOTES & DETAILS

THIS SHEET ISSUED MAY 27, 2021
C5
 DRAWING SCALE: 1" = 20'
 WSA PROJECT NO. 20213

EARTHWORK, COMPACTION AND GRADING NOTES

- AFTER STRIPPING AND STOCKPILING OF TOPSOIL, REMOVE FROM SITE ALL UNSUITABLE MATERIAL AS ENCOUNTERED IN THE FIELD (AS DIRECTED BY THE ENGINEER OR HIS REPRESENTATIVE).
- PRIOR TO FILL OPERATIONS, ALL AREAS WITHIN BUILDING AND PAVEMENT INFLUENCE THAT ARE TO RECEIVE FILL SHALL BE PROOFROLLED, AND ALL UNSTABLE MATERIAL SHALL BE REMOVED OR STABILIZED IN PLACE, AND THEN COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY TO A MINIMUM DEPTH OF TWELVE (12) INCHES, AS DETERMINED BY ASTM D-1557.
- IMPORTED FILL FROM OFF-SITE BORROW PITS MUST BE MATERIAL SIMILAR IN CONTENT TO NATIVE MATERIAL. ALL IMPORTED FILL MATERIAL MUST BE TESTED AND HAVE THE APPROVALS OF THE ENGINEER.
- FILL SHALL BE DEPOSITED IN EIGHT (8) INCH LOOSE LAYERS MAXIMUM, EXCEPT FILL WITHIN LANDSCAPED AREAS WHICH MAY BE DEPOSITED IN TWELVE (12) INCH LOOSE LAYERS MAXIMUM. ALL FILL SHALL BE COMPACTED TO A MINIMUM OF 95% MAXIMUM DENSITY ASTM D-1557 (OR IN LANDSCAPED AREAS) AT ITS OPTIMUM MOISTURE CONTENT ±2%.
- THE PLACEMENT AND COMPACTION OF BOTH FILL AND SUBBASE MATERIAL SHALL BE SUPERVISED, INSPECTED AND TESTED BY THE VILLAGE'S ON-SITE GEOTECHNICAL REPRESENTATIVE TO THE SATISFACTION OF THE ENGINEER. TOPSOIL SHALL BE REPLACED NO LESS THAN 4" THICK AND TURF SHALL BE ESTABLISHED IN THE RIGHT-OF-WAY.

DUST CONTROL - ROAD AREAS

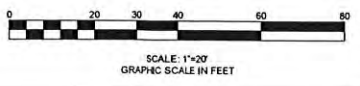
- AREAS REQUIRING DUST CONTROL SHALL BE DETERMINED IN THE FIELD AND PLACED UNDER CONTROL WITHIN A 24 HOUR PERIOD.
- SPRINKLING WILL BE CONDUCTED ON A REGULAR BASIS AND AT AN APPLICATION RATE THAT MAINTAINS A WET SURFACE AND PREVENTS SEDIMENT TRANSPORT.
- SPRAYS, OTHER THAN WATER, AND AS APPROVED BY THE CITY OF BATAVIA WILL BE MIXED AND APPLIED PER THE MANUFACTURER'S RECOMMENDATIONS.
- ANY EXCESS MATERIAL BUILD UP TO BE REMOVED BY LABOR OR MECHANICAL BRUSHES.
- ANY MATERIALS USED FOR DUST CONTROL SHALL BE STORED ON SITE IN AN APPROPRIATE MANNER AND LOCATION, TO AVOID PRODUCT DETEIORATION.

SEDIMENT/EROSION CONTROL

- ALL EROSION/SEDIMENT CONTROL MEASURES SHALL COMPLY WITH ALL REQUIREMENTS OF NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION AND CITY OF BATAVIA.
- ALL EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO OR AT THE INITIATION OF STRIPPING AND GRUBBING.
- CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL SEDIMENT AND EROSION CONTROL MEASURES UNTIL DISTURBED AREAS ARE STABILIZED.
- NO SLOPE SHALL BE GREATER THAN 2:1.
- FOLLOWING INITIAL SOIL DISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN SEVEN CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1); AND FOURTEEN DAYS AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE. THIS DOES NOT APPLY TO THOSE AREAS CURRENTLY BEING USED FOR MATERIAL STORAGE OR FOR THOSE AREAS ON WHICH ACTUAL CONSTRUCTION ACTIVITIES ARE CURRENTLY BEING PERFORMED. MAINTENANCE SHALL BE PERFORMED AS NECESSARY TO ENSURE THAT STABILIZED AREAS CONTINUOUSLY MEET THE APPROPRIATE REQUIREMENTS OF GOVERNING AUTHORITIES.

LEGEND

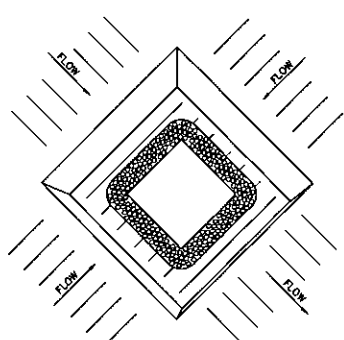
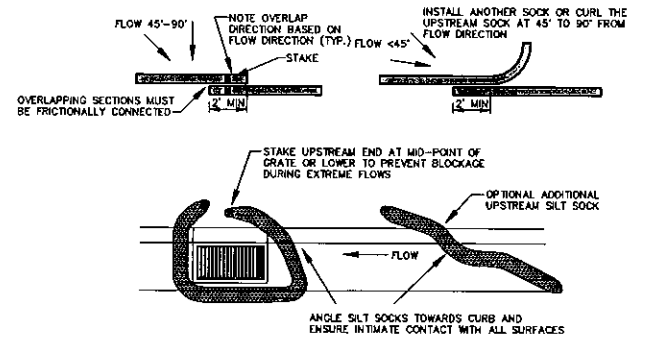
- STORM INLET WITH SEDIMENT TRAP
- SILT FENCE
- STABILIZED CONSTRUCTION ENTRANCE
- EQUIPMENT AND MATERIAL STORAGE AREA



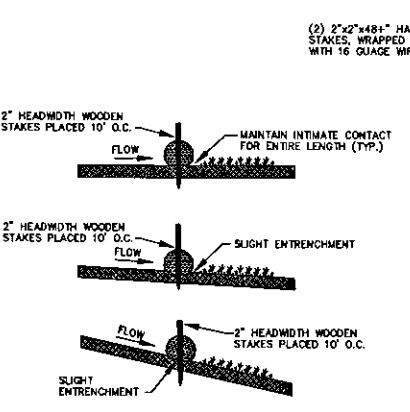
CAUTION - NOTICE TO CONTRACTOR
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IMPORTANT NOTE:
 IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

IMPORTANT NOTE:
 CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-962-7962) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

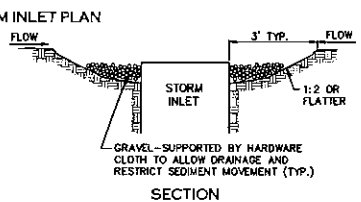


- CONSTRUCTION NOTES**
1. SEDIMENT SHALL BE REMOVED AND THE TRAP RESTORED TO ITS ORIGINAL DIMENSIONS WHEN THE SEDIMENT HAS ACCUMULATED TO A 6" DEPTH. REMOVED SEDIMENT SHALL BE DEPOSITED IN A SUITABLE AREA AND IN SUCH A MANNER THAT IT WILL NOT ERODE.
 2. THE STRUCTURE SHALL BE INSPECTED AFTER EACH RAIN AND CLEANED.
 3. CONSTRUCTION OPERATIONS SHALL BE CARRIED OUT IN SUCH A MANNER THAT EROSION AND WATER POLLUTION SHALL BE MINIMIZED.
 4. ALL CUT SLOPES SHALL BE 2:1 OR FLATTER.

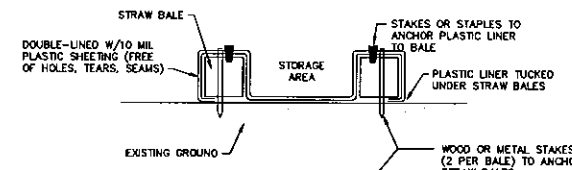


- (2) 2"x2"x48" HARDWOOD STAKES, WRAPPED TOGETHER WITH 16 GAUGE WIRE, 10' O.C.
- (2) 2"x2"x36" HARDWOOD STAKE, 10' O.C., STARTING 5' FROM ANGLED STAKES
1. THESE GUIDELINES ARE BASED UPON MANUFACTURERS RECOMMENDATIONS. PROJECT SPECIFICATIONS MAY SUPERSEDE THESE GUIDELINES.
 2. REFER TO REGULATORY AUTHORITY SPECIFICATIONS FOR DETAILED INSTALLATION PROCEDURES AS REQUIRED.
 3. COMPOST FILTER SOCK CONTAINMENT SYSTEM SHALL BE A MESH KNITTED FABRIC OF BIODEGRADABLE (COTTON) OR PHOTODEGRADABLE (POLYPROPYLENE, POLYETHYLENE) WITH 1/8"-3/8" OPENINGS.
 4. PARTICLE SIZE FOR FILLER/FILTER MEDIA IS TO BE: 99% < 2" MAX 40% < 3/8"

COMPOST FILTER SOCK
N.T.S.

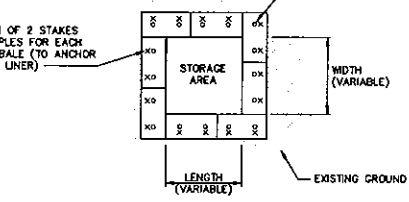


SECTION
STORM INLET WITH SEDIMENT TRAP

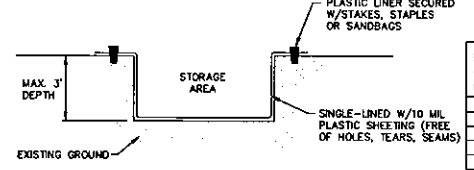


SIZING OF CONCRETE WASHOUT PITS ABOVE-GRADE (2 FT. DEPTH)

# OF CONCRETE TRUCKS EXPECTED TO BE WASHED OUT ON SITE	WIDTH (FT.)	LENGTH (FT.)
2	3	3
3-4	4	4
5-6	5	5
7-8	6	6
9-11	7	7
12-15	8	8

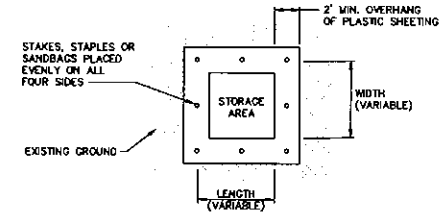


CONCRETE WASHOUT ABOVE GRADE



SIZING OF CONCRETE WASHOUT PITS BELOW-GRADE (3 FT. DEPTH)

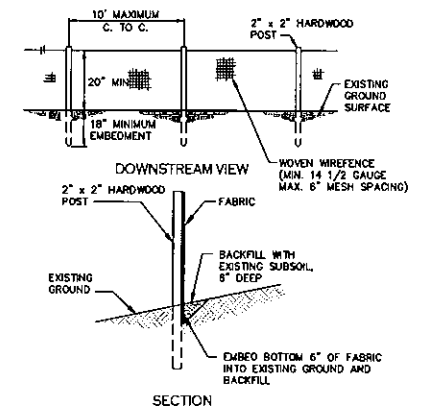
# OF CONCRETE TRUCKS EXPECTED TO BE WASHED OUT ON SITE	WIDTH (FT.)	LENGTH (FT.)
2-3	3	3
4-5	4	4
6-7	5	5
8-10	6	6
11-14	7	7



CONCRETE WASHOUT BELOW GRADE

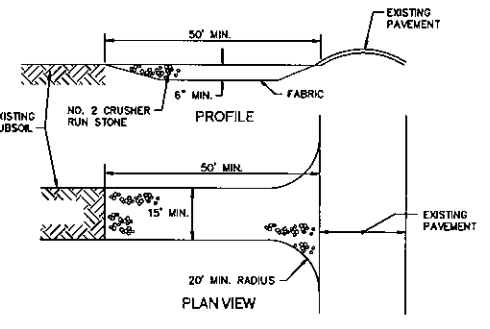
CONCRETE WASHOUT

- INSTALLATION:**
1. CONCRETE WASH WATER SHALL NOT BE ALLOWED TO FLOW TO STREAMS, STORM DRAINS, OR ANY OTHER WATER CONVEYANCE AND WASHOUT PITS SHALL BE SITUATED A MINIMUM OF FIFTY (50) FEET FROM THEM.
 2. FIELD TILE OR OTHER SUBSURFACE DRAINAGE STRUCTURES WITHIN 10 FEET OF THE SUMP SHALL BE CUT AND PLUGGED.
 3. ENSURE A STABLE PATH IS PROVIDED FOR CONCRETE TRUCKS TO REACH WASHOUT AREA.
 4. A HIGHLY VISIBLE SIGN THE READS "CONCRETE WASHOUT AREA" SHALL BE ERCTED ADJACENT TO THE WASHOUT PIT.
 5. SURFACE RUNOFF GENERATED FROM UPSLOPE AREAS SHALL BE DIVERTED AWAY FROM BELOW-GRADE WASHOUT PITS SO AS NOT TO FLOW INTO THEM.
 6. A SINGLE CENTRALIZED WASHOUT AREA MAY BE UTILIZED FOR MULTIPLE SUBLOTS.
- MAINTENANCE:**
7. THE WASHOUT PIT MUST BE INSPECTED FREQUENTLY TO ENSURE THE LINER IS INTACT.
 8. ONCE 75% OF THE ORIGINAL VOLUME OF THE WASHOUT PIT IS FILLED OR IF THE LINER IS TORN, THE MATERIAL MUST BE REMOVED AND PROPERLY DISPOSED OF ONCE IT IS COMPLETELY HARDENED. ONCE THE HARDENED CONCRETE IS REMOVED, THE LINER MUST BE REPLACED (IF TORN). A NEW PIT MUST BE CONSTRUCTED IF THE ORIGINAL STRUCTURE IS NO LONGER SUITABLE. REMOVAL:
 9. ONCE THE WASHOUT PIT IS NO LONGER NEEDED, ENSURE ALL WASHOUT MATERIAL HAS COMPLETELY HARDENED, THEN REMOVE AND PROPERLY DISPOSE OF ALL MATERIALS. IF STRAW BALES WERE USED, THEY CAN BE SPREAD AS MULCH.
 10. PREFABRICATED CONTAINERS SPECIFICALLY DESIGNED FOR CONCRETE WASHOUT COLLECTION MAY BE USED SUBJECT TO PRIOR APPROVAL BY THE TOWN ENGINEER. FOLLOW THE MANUFACTURER'S SUGGESTIONS FOR INSTALLATION, MAINTENANCE AND REMOVAL PROCEDURES.



- CONSTRUCTION NOTES**
1. SILT FENCE GEOTEXTILE FABRIC TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
 2. WHEN TWO SECTIONS OF GEOTEXTILE FABRIC ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
 3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE.
 4. POSTS MAY BE SPACED 10 FEET APART IF FENCE IS SUPPORTED BY WIRE. POST SEPARATION SHALL BE A MAXIMUM OF 6 FEET IF EXTRA STRENGTH FABRIC IS USED WITHOUT SUPPORT WIRE.

FABRIC SILT FENCE



- CONSTRUCTION NOTES**
1. STONE SIZE - NO. 2 CRUSHER RUN
 2. LENGTH - NOT LESS THAN 50 FEET
 3. THICKNESS - NOT LESS THAN SIX (6) INCHES AFTER STRIPPING TOPSOIL
 4. WIDTH - TWENTY (20) FOOT MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS.
 5. GEOTEXTILE FABRIC - WILL BE PLACED OVER THE ENTIRE AREA AFTER TOPSOIL IS STRIPPED AND PRIOR TO PLACING OF STONE.
 6. SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED UNDER ENTRANCE IF POSSIBLE. SIZE PIPES AS DETERMINED BY AGENCY HAVING JURISDICTION.
 7. MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAY. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAY MUST BE REMOVED IMMEDIATELY.
 8. WHEN EQUIPMENT WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
 9. PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE

DRAWING REVISIONS

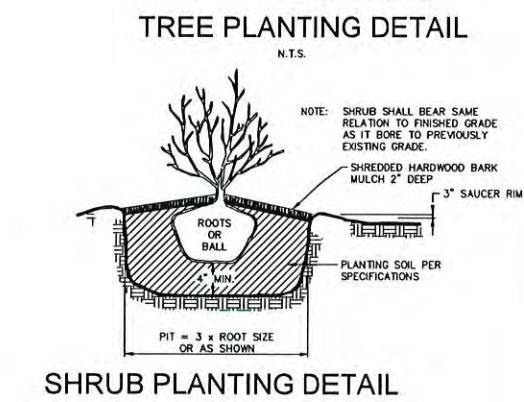
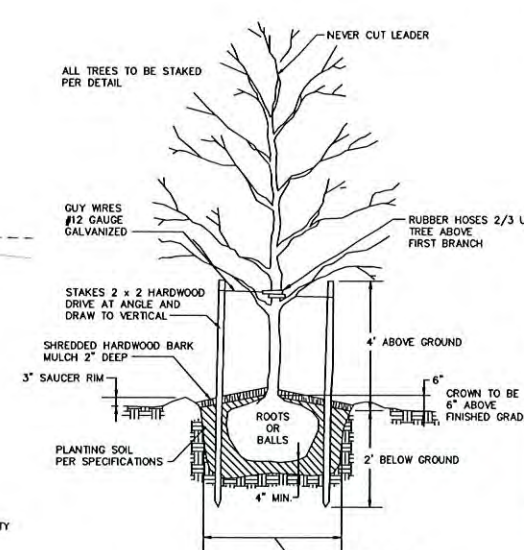
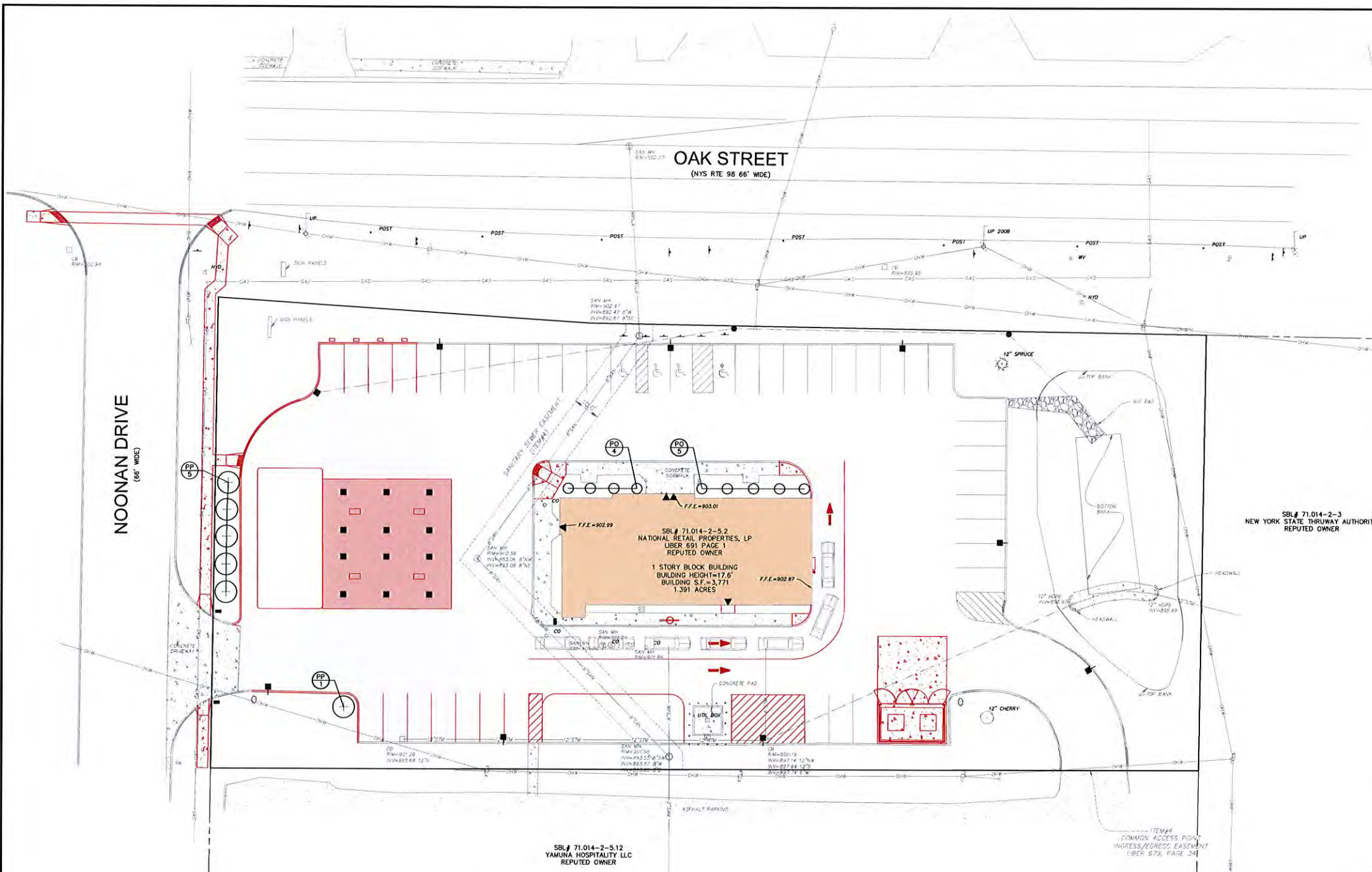
NO.	DATE	DESCRIPTION

DESIGNED BY: PMB
DRAWN BY: DLS
CHECKED BY: WES
DATE: _____



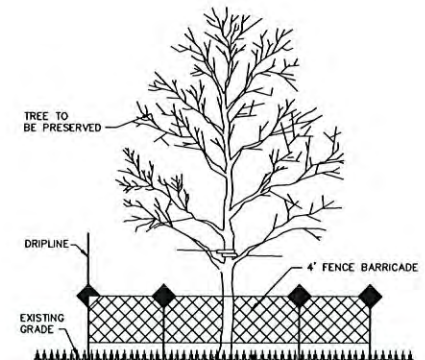
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FAX 716-683-0169
WWW.WMSCHUTT.COM

QUICKLEE'S
CITY OF BATAVIA
GENESEE COUNTY - NEW YORK
EROSION AND SEDIMENT CONTROL
DETAILS



SEED NOTE (FOR ALL DISTURBED, NON-PAVED/NON-PLANTED AREAS)

- UNLESS RECOMMENDED OTHERWISE BY THE SEED VENDOR OR THE LANDSCAPE CONTRACTOR, PERMANENT GRASS SEEDING SHALL CONSIST OF A MIXTURE OF THE FOLLOWING:
 - KENTUCKY BLUEGRASS = 25% BY WEIGHT (98% MIN. PURITY; 85% MIN. GERMINATION)
 - PENN LAWN RED FESCUE = 25% BY WEIGHT (95% MIN. PURITY; 80% MIN. GERMINATION)
 - TRIPLE CROWN PERENNIAL RYE = 50% BY WEIGHT (95% MIN. PURITY; 90% MIN. GERMINATION)



FENCE BARRICADE TO EXTEND TO CANOPY DRIPLINE OF TREE TO BE PROTECTED

ALL TREE PROTECTIVE FENCING TO BE INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION.

TREE PLANTING ZONE
N.T.S.

TREE PROTECTION DURING CONSTRUCTION

TREE PROTECTION SHALL BE ESTABLISHED, BEFORE ANY CLEARING OR CONSTRUCTION IS BEGUN.

ALL TREES TO BE PRESERVED ARE TO BE CLEARLY MARKED AND PROTECTED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. A TREE PROTECTION ZONE IS TO BE ESTABLISHED AROUND EACH TREE OR GROUP OF TREES TO BE SAVED. THE TREE PROTECTION ZONE IS AN AREA AROUND EACH TREE OR GROUP OF TREES WHICH NO CONSTRUCTION ACTIVITY OF ANY KIND IS ALLOWED.

THE TREE PROTECTION ZONE IS CLEARLY DELINEATED WITH TEMPORARY FOUR-FOOT BRIGHT ORANGE POLYPROPYLENE FENCE BARRICADE. THE FENCING IS TO EXTEND AS FAR OUT AS THE BRANCH SPREAD OF THE TREES (SEE EXAMPLE BELOW). TREE PROTECTION SIGNS ARE TO BE PLACED ON THE FENCE BARRICADE.

NO GRADING, FILLING, DITCHING, EQUIPMENT PARKING, OR MATERIAL STORAGE WITHIN THE TREE PROTECTION ZONE. NO CHEMICAL OR CEMENT RINSING WITHIN TREE PROTECTION ZONE. NO BURNING OF TRASH OR DEBRIS WITHIN TREE PROTECTION ZONE.

TO THE GREATEST EXTENT PRACTICAL, UTILITY TRENCHES SHALL BE LOCATED OUTSIDE OR THE TREE PROTECTION ZONE. IF AN UNDERGROUND LINE MUST GO NEAR A TREE, TUNNEL OR AUGER UNDERNEATH MAJOR ROOTS WITHOUT CUTTING THEM.

CONTRACTOR SHALL TAKE ALL REASONABLE MEASURES TO PROTECT EXISTING TREES WHICH ARE TO BE PRESERVED FROM ALL POSSIBLE TYPES OF GROUT, TRUNK, AND LIMB DAMAGE; INCLUDING BUT NOT LIMITED TO, RETAINING WALLS WHICH PREVENT FILLING ON TOP OF ROOTS OR EXCAVATING TREE ROOTS.

PLANTING LIST - TREES

KEY	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	REMARKS
PP	6	PICEA PUNGENS	COLORADO SPRUCE	6' HGT.	B&B	

PLANTING LIST - SHRUBS

PO	9	'DONNA MAY'	DONNA MAY NINEBARK	NO. 3 CONT.		
----	---	-------------	--------------------	-------------	--	--

CAUTION - NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

IMPORTANT NOTE:

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT WORKSCOPE PRIOR TO THE INITIATION OF CONSTRUCTION. SHOULD THE CONTRACTOR FIND A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES, IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH LOCAL REGULATIONS AND CODES.

IMPORTANT NOTE:

CONTRACTOR IS TO CONTACT THE "UNDERGROUND FACILITY PROTECTIVE ORGANIZATION" (1-800-962-7962) TO HAVE ALL EXISTING UTILITIES LOCATED AND MARKED PRIOR TO ANY DEMOLITION, CONSTRUCTION OR EXCAVATION ON THE SITE.

DRAWING REVISIONS

ITEM	DATE	DESCRIPTION

DESIGNED BY: PMB
DRAWN BY: DLS
CHECKED BY: WES
DATE: _____



WM SCHUTT ASSOCIATES
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QUICKLEE'S
CITY OF BATAVIA
GENESEE COUNTY - NEW YORK

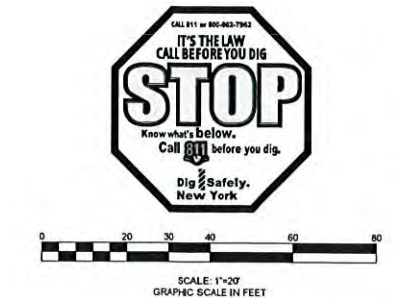
LANDSCAPE PLAN AND DETAILS

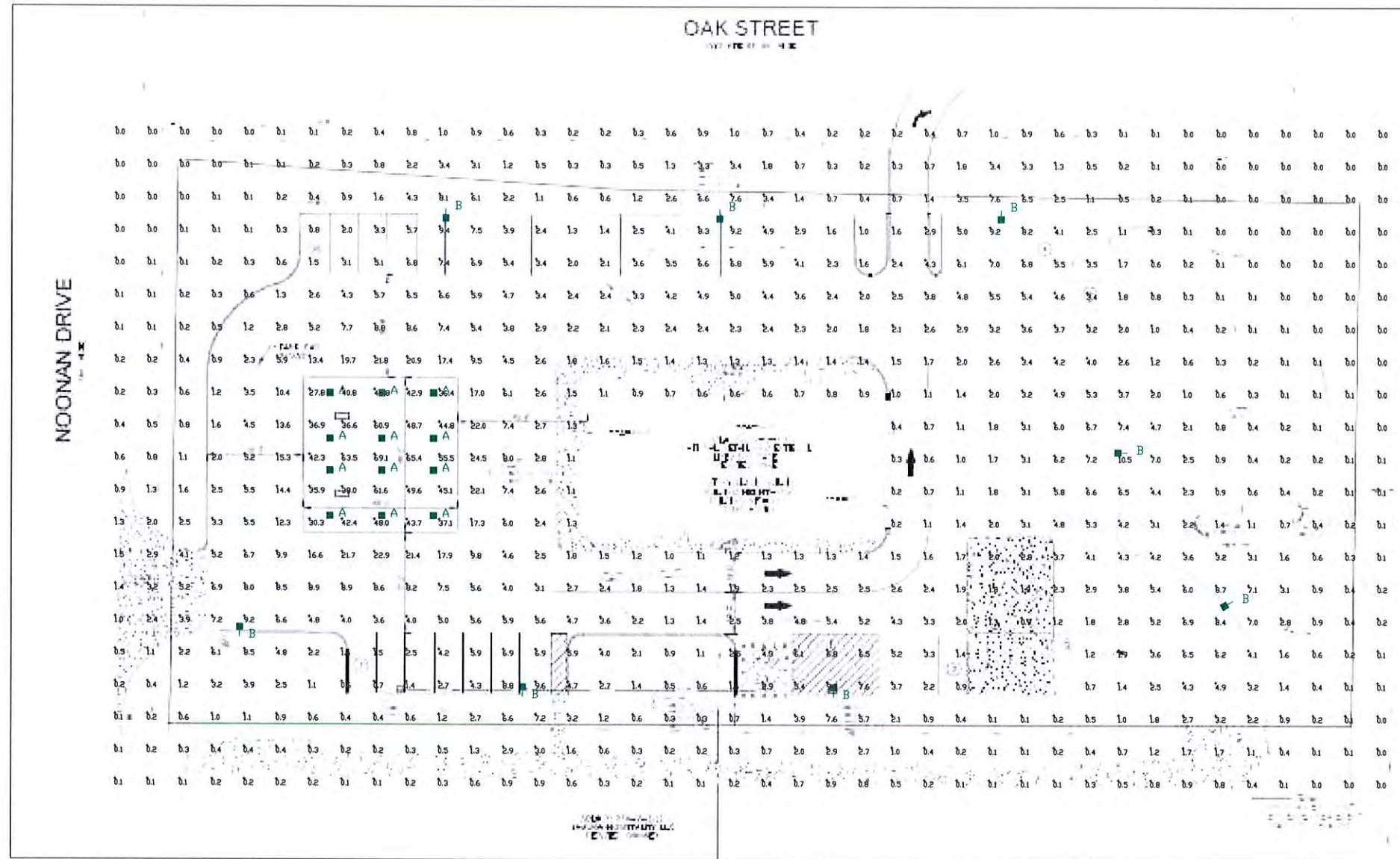
THIS SHEET ISSUED MAY 27, 2021

C6

DRAWING SCALE: 1" = 20'

WSA PROJECT NO. 20213





Luminaire Schedule										
Symbol	Qty	Label	Arrangement	Description	LLD	UDF	LLF	Arr. Lum. Lumens	Arr. Watts	
■	12	A	SINGLE	SCV-LED-ISL-SC-50 MTD @ 15'	1.000	1.000	1.000	14963	102	
■	8	B	SINGLE	MRM-LED-18L-SIL-FT-50-70CRI-SINGLE-14'POLE+2'BASE	1.000	1.000	1.000	19324	135	

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALL CALC POINTS	Illuminance	Fc	3.98	69.1	0.0	N.A.	N.A.
CANOPY	Illuminance	Fc	46.00	69.1	27.8	1.65	2.49
INSIDE CURB	Illuminance	Fc	4.97	24.5	0.2	24.85	122.50

Drawing scaled or converted from PDF file or scanned / submitted image. Dimensions are approximate.

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

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

Total Project Watts
Total Watts = 2304

FOR ALLIED BY APPLICATOR, THE USER AND THE CONTRACTOR TO BE DETERMINED

LIGHTING PROPOSAL LO-153703

QUICKLESS
DAK ST & NOONAN DRIVE
BATAVIANY

BY/REV	DATE/REV	REV	SHEET 1 OF 1

SCALE: 1"=20'

Traffic Impact Study

for the proposed

Proposed Quicklee's Development

**City of Batavia
Genesee County, New York**

Project No. 41033

April 2021

Prepared For:



2697 Lakeville Rd, Suite 1
Avon, NY 14414

Prepared By:



3495 Winton Place
Building E, Suite 110
Rochester, New York 14623

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A5.	LEVEL OF SERVICE CALCULATIONS – BACKGROUND CONDITIONS
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LIST OF REFERENCES

1. Highway Capacity Manual 6th Edition. Transportation Research Board (TRB). The National Academies, Washington, DC. 2016.
2. Trip Generation 10th Edition. Institute of Transportation Engineers (ITE). Washington, DC. 2017.
3. Trip Generation Handbook 3rd Edition. ITE. Washington, DC. 2017.
4. New York State Department of Transportation (NYSDOT) Traffic Data Viewer. 2021. Retrieved from <https://www.dot.ny.gov/tdv>.
5. OnTheMap. U.S. Census Bureau. 2021.
6. Manual on Uniform Traffic Control Devices. Federal Highway Administration (FHWA). Washington, D.C., 2009.

EXECUTIVE SUMMARY

OVERVIEW

The purpose of this report is to identify and evaluate the potential traffic impacts with the proposed Quicklee's Development in the City of Batavia, New York. Within this report, the operating characteristics of the proposed access drives and impacts to the adjacent roadway network are identified and evaluated, and mitigating measures, if needed, are provided to minimize capacity or safety concerns.

To define traffic impacts, this analysis establishes existing traffic conditions, projects background traffic flow including area growth, and projects changes in traffic flow due to the Proposed Quicklee's Development.

The proposed Quicklee's Development is located at the northeast corner of Oak Street (NY-98) and Noonan Drive in the City of Batavia, Genesee County, New York. The site is currently occupied by a vacant restaurant building. To ensure a comprehensive analysis of potential traffic impacts, a geographically broad study area was selected consisting of the following two (2) existing intersections and two (2) proposed site driveways:

- Oak Street/Park Road/I-90 Entrance and Exit Ramps
- Oak Street/Noonan Drive
- Noonan Drive/Proposed Driveway
- Oak Street/Proposed Right-out Only Driveway

The proposed Quicklee's Development includes a Quicklee's Convenience Store ($\pm 2,772$ SF), a Tim Horton's ($\pm 1,000$, 12 indoor seats, and a drive-thru window), and associated fueling pumps with eight vehicle fueling positions. The site is currently occupied by a vacant Bob Evans restaurant. The existing site is served by one existing driveway on Noonan Drive and one existing driveway that connects to the Super 8 parking lot.

Access to the Quicklee's Development will be provided via the existing full access driveway on Noonan Drive and one right-out only driveway on Oak Street. The internal access driveway that connects to the Super 8 parking lot will remain.

Construction of the proposed project is anticipated to reach full build-out in approximately one year (2021). Widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Local municipality personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. The Town identified a proposed medical office building on NY-98 opposite Federal Drive as well as a proposed hotel along Federal Drive. The site trips generated by these developments added to the study area intersections.

To account for normal increases in background traffic growth, including any unforeseen developments in the project study area aside from the two identified projects, a growth rate of 1.8% has been applied to the 2021 existing base traffic volumes in the study area based upon a review of historical traffic information obtained from the NYSDOT.

CONCLUSIONS & RECOMMENDATIONS

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed Quicklee's Development in the City of Batavia, New York. Based upon the results of this study, it is our firm's professional opinion that the existing transportation network can adequately accommodate the projected traffic volumes and resulting impacts to study area intersections. The following sets forth our firm's conclusions and recommendations based upon the results of the comprehensive traffic analysis conducted:

1. The proposed development is expected to generate approximately 158 entering/141 exiting vehicle trips during the weekday AM peak hour and 104 entering/110 exiting vehicle trips during the weekday PM peak hour. Not all these driveway volumes are new, but instead a portion of the proposed volume is reduced considering pass-by adjustments. Thus, the proposed site is expected to generate approximately 79 entering/71 exiting primary new vehicle trips during the weekday AM peak hour and 53 entering/55 exiting primary new vehicle trips during the weekday PM peak hour.
2. The existing crash investigation did not reveal inherent safety deficiencies related to the geometric design of the study area intersections.
3. Under background conditions, projected delays at the intersection of Oak Street/Park Road/I-90 are expected to be moderate to long at times during the AM and PM peak hours. The projected minor impacts resulting from the proposed project will contribute to this condition. For example, between background and full build conditions, the northbound left movement during the PM peak hour changes from LOS "E" to "F". However, it should be noted that the proposed project constitutes approximately 4% of total intersection traffic during the AM peak hour and 2% during the PM peak hour. Specifically, the project is projected to add nine vehicles to the northbound left-turn movement during the PM peak hour (approximately 4.5% of total traffic for that movement).
4. The intersection of Oak Street/Park Road/I-90 should be monitored to determine actual operations. Given that adjustments were made to the existing 2021 data to establish baseline conditions, a post-study of operations when pandemic-related restrictions are lifted is important in determining the actual extent of projected impacts.
5. The drive-thru queuing assessment during the AM peak hour showed that there is sufficient storage space to accommodate the projected drive-thru traffic patronizing the proposed coffee shop.
6. Despite the projected moderate to long delays at times during the peak hours at the intersection of Oak Street/Noonan Drive under full build conditions, based on the results of the signal warrant investigation, a three-color traffic signal is not recommended.
7. The projected new traffic volumes generated by full development of the project can be accommodated by the existing transportation system.

I. INTRODUCTION

The purpose of this report is to identify and evaluate the potential traffic impacts with the proposed Quicklee's Development in the City of Batavia, New York. Within this report, the operating characteristics of the proposed access drives and impacts to the adjacent roadway network are identified and evaluated, and mitigating measures, if needed, are provided to minimize capacity or safety concerns.

To define traffic impacts, this analysis establishes existing traffic conditions, projects background traffic flow including area growth, and projects changes in traffic flow due to the Proposed Quicklee's Development.

II. LOCATION

The proposed Quicklee's Development is located at the northeast corner of Oak Street (NY-98) and Noonan Drive in the City of Batavia, Genesee County, New York. The site is currently occupied by a vacant restaurant building. To ensure a comprehensive analysis of potential traffic impacts, a geographically broad study area was selected consisting of the following two (2) existing intersections and two (2) proposed site driveways:

- Oak Street/Park Road/I-90 Entrance and Exit Ramps
- Oak Street/Noonan Drive
- Noonan Drive/Proposed Driveway
- Oak Street/Proposed Right-out Only Driveway

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

III. EXISTING HIGHWAY SYSTEM

A. Vehicular Network Description

The following information outlined in Table 1 provides a description of the existing roadway network within project study area. Figure 2 illustrates the lane geometry at the study intersections and the Annual Average Daily Traffic (AADT) volumes on the study roadways. The AADTs reflect the most recently collected data obtained from the New York State Department of Transportation (NYSDOT). Where recent data is not available, traffic data is shown as an extrapolation of turning movement counts performed by SRF Associates.

TABLE I: EXISTING HIGHWAY SYSTEM

ROADWAY ¹	CLASS ²	AGENCY ³	SPEED LIMIT ⁴	# OF TRAVEL LANES ⁵	TRAVEL PATTERN/DIRECTION	EST. AADT ⁶ & SOURCE ⁷
Oak Street (NY-98)	14	NYSDOT	30	2/3	Two-way/ North-South	14,336 NYSDOT (2018)
Park Road	17	City of Batavia	30	2	Two-way/ East-West	9,712 NYSDOT (2019)
Noonan Drive	19	City of Batavia	30	2	Two-way/ East-West	850 SRF (2021)

Notes:

1. Route Name/Number: "NY" = New York; "CR" = County Road
2. State Functional Classification of Roadway (All are Urban): 14 = Principal Arterial, 17 = Major Collector, 19 = Local
3. Jurisdictional Agency of Roadway. "NYSDOT" = New York State Department of Transportation; "MCDOT" = Monroe County Department of Transportation
4. Posted or Statewide Limit in Miles per Hour (mph).
5. Excludes turning/auxiliary lanes developed at intersections.
6. Estimated AADT in Vehicles per Day (vpd).
7. AADT Source (Year).

B. Multi-Modal Network Description

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

Pedestrian & Bicycle Facilities

Sidewalks currently exist along both sides of Oak Street to the south of Noonan Drive. There are no other sidewalks within the study area. ADA compliant curb ramps are not present.

There are no dedicated bicycle facilities; however, bicyclists are permitted to share the road on all roadways within the study area, except for the I-90 ramps and approach.

Transit Facilities

No public transit service is provided within the study area.

IV. EXISTING TRAFFIC CONDITIONS**A. Peak Intervals for Analysis**

Given the functional characteristics of the corridors, adjacent land uses, and the functional characteristics of the proposed Quicklee's Development, the peak hours selected for analysis are the weekday commuter AM and PM peak periods. The combination of site traffic and adjacent through traffic produces the greatest demand during these time periods.

B. Existing Traffic Volume Data

Turning movement traffic counts were collected by SRF Associates at the study area intersections described. Traffic counts were conducted from 7:00-9:00 AM and 4:00-6:00 PM on Tuesday, April 6, 2021 and Thursday, April 8, 2021. The peak hour traffic periods for each study intersection are noted in the table. The peak hours generally occurred from 7:15-8:15 AM and 4:00-5:00 PM. The unadjusted weekday commuter AM and PM peak hour volumes are reflected in Figure 3A.

All turning movement count data was collected on a typical weekday. It is noted, however, that traffic volumes are currently lower than normal because of business restrictions resulting from COVID-19. The collected traffic volumes were reviewed to confirm the accuracy and relative balance of the collective traffic counts. Traffic volumes were compared to 2018 and 2019 traffic data collected in various locations along Oak Street and Park Road by the NYSDOT and adjusted to reflect 2021 traffic conditions by increasing the collected traffic volumes. The collected traffic volumes were generally found to be approximately 30% lower during the AM peak hour and approximately 17% lower during the PM based upon comparison to the historical data. The collected traffic volume data were increased by the respective percentages and the representative 2021 weekday peak hour base volumes used for analysis purposes in this study are reflected in Figure 3B.

C. Field Observations

The study intersections were observed during the peak intervals to assess current traffic operations. Signal timing and phasing information was collected in the field during the peak hours. This information was used to support and/or calibrate capacity analysis models described in detail later in this report.

D. Existing Crash Investigation

The purpose of this crash analysis is to identify inherent safety issues by studying and quantifying historical crashes at the study intersections and identifying potential crash patterns and clusters.

A crash cluster is defined as an abnormal occurrence of similar crash types occurring at approximately the same location or involving the same geometric features. The severity of the crashes should also be considered. A history of crashes is an indication that further analysis is required to determine the cause(s) of the crash(es) and to identify what actions, if any, could be taken to mitigate the crashes.

A crash investigation within the study area was conducted to assess the safety history from February 1, 2018 through January 31, 2021. The data was provided by the NYSDOT through a Freedom of Information (FOIL) request.

Reportable (non-injury, injury, and fatal injury) type crashes are defined as damage to one person's property in the amount of \$1,001 or more. The Non-Reportable type crashes result in property damage of \$1,000 or less. Crash rates were computed for the study intersections and compared with New York State Department of Transportation average crash rates for similar intersections, as summarized in the following table. Intersection rates are listed as accidents (crashes) per million entering vehicle (Acc/MEV). Pertinent crash data is provided in the Appendices.

TABLE II: EXISTING ACCIDENT INVESTIGATION

INTERSECTION	TOTAL NO. OF ACCIDENTS	ACTUAL CRASH RATE	STATEWIDE AVERAGE CRASH RATE
Oak Street/Park Road/I-90	21	0.86	0.23
Oak Street/Noonan Drive	3	0.20	0.18

Oak Street/Park Road/I-90

As shown in Table II, the study intersection has a crash rate that is 3.7 times higher than the statewide average crash rate for similar intersections. Of the 21 crashes, 12 were classified as rear end events. Notable crash clusters—approaches with three or greater identifiable consistent crash patterns—at this location include:

- Rear-end (12 total crashes)
 - Eastbound (five crashes)
 - Southbound (three crashes)
- Left Turn (three total crashes)
 - Northbound (two crashes)
- Overtaking (three total crashes)
 - Eastbound (two crashes)

The frequency of rear-end crashes is characteristic of signalized intersections along moderately corridors. Most of these crashes, in addition to the other reported crashes, were caused by driver inattention, following too closely, or disregard of the traffic control device. Despite the number of crashes, no inherent safety deficiencies exist related to the geometric conditions of the intersection.

Oak Street/Noonan Drive

The intersection has a crash rate lower than the statewide average. Of the three total crashes, one was classified as fixed object, one was rear end in the northbound direction, and one was classified as “Other” in the northbound. No inherent safety deficiencies exist related to the geometric conditions of the intersection.

V. FUTURE AREA DEVELOPMENT AND LOCAL GROWTH

Construction of the proposed project is anticipated to reach full build-out in approximately one year (2021). Widely accepted methodology for preparing traffic impact studies requires that any projects in the study area that are currently approved and/or under construction must be considered in the traffic analysis. Local municipality personnel were contacted to discuss any other specific projects that are currently approved or under construction that would generate additional traffic in the study area. The Town identified a proposed medical office building on NY-98 opposite Federal Drive as well as a proposed hotel along Federal Drive. The site trips generated by these developments added to the study area intersections.

To account for normal increases in background traffic growth, including any unforeseen developments in the project study area aside from the two identified projects, a growth rate of 1.8% has been applied

to the 2021 existing base traffic volumes in the study area based upon a review of historical traffic information obtained from the NYSDOT. All ambient growth calculations are included in the Appendix. The 2022 background traffic volumes are depicted in Figure 4.

VI. PROPOSED DEVELOPMENT

A. Description of the Proposed Quicklee's Development

The proposed Quicklee's Development includes a Quicklee's Convenience Store ($\pm 2,772$ SF), a Tim Horton's ($\pm 1,000$, 12 indoor seats, and a drive-thru window), and associated fueling pumps with eight vehicle fueling positions. The site is currently occupied by a vacant Bob Evans restaurant. The existing site is served by one existing driveway on Noonan Drive and one existing driveway that connects to the Super 8 parking lot.

Access to the Quicklee's Development will be provided via the existing full access driveway on Noonan Drive and one right-out only driveway on Oak Street. The internal access driveway that connects to the Super 8 parking lot will remain. Figure 5 illustrates the proposed concept plan.

B. Site Traffic Generation

The volume of traffic generated by a site is dependent on the intended land use and size of the development. Trip generation is an estimate of the number of trips generated by a specific building or land use. These trips represent the volume of traffic entering and exiting the development. Trip Generation, 10th Edition (2017) published by the Institute of Transportation Engineers (ITE) is used as a reference for this information. The trip rate for the peak hour of the generator may or may not coincide in time or volume with the trip rate for the peak hour of adjacent street traffic. Volumes generated during the peak hour of the adjacent street traffic and proposed land uses, in this case, the weekday commuter AM and PM peaks, represent a more critical volume when analyzing the capacity of the system; those intervals will provide the basis of this analysis.

According to the ITE, the following steps are recommended when determining trip generation for proposed land uses:

- i. Check for the availability of local trip generation rates for comparable uses.
- ii. If local trip data for similar developments are not available and time and funding permit, conduct trip generation studies at sites with characteristics similar to those of the proposed development.

Traffic volume data was collected by SRF Associates at the existing Quicklee's site located at 873 Holt Rd in Webster, NY. Traffic entering and exiting the existing site was counted on Thursday October 1, 2020. The Holt Road site includes 12 vehicle fueling positions, a $\pm 2,820$ SF convenience store building, a Dunkin Donuts drive-thru and counter area within the convenience store building, a two-bay automatic car wash, and three vacuum stations. Gasoline sales are approximately 10% lower at this time however convenience store sales have increased because of the COVID-19 pandemic. Consideration was given to adjusting the Holt Road data given the larger site program compared to the proposed Batavia site. However, given the similar contexts and higher daily traffic volumes passing the Batavia site—over 14,000 vehicles per day versus approximately 9,000 vehicles per day at the Holt Road site—no adjustments have been made to the data collected at the Holt Road site. All trip generation information has been included in the Appendices.

Table III summarizes the volume of projected site trips during the weekday AM and PM peak hours.

TABLE III: SITE GENERATED TRIPS

LAND USE	SOURCE	AM PEAK HOUR		PM PEAK HOUR	
		ENTER	EXIT	ENTER	EXIT
Quicklee's Development	Holt Road Site Data	158	141	105	110

C. Determination of Pass-by Trips

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

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

TABLE IV: SITE GENERATED TRIPS AND ADJUSTMENTS

LAND USE	AM PEAK HOUR		PM PEAK HOUR	
	ENTER	EXIT	ENTER	EXIT
Quicklee's Development	158	141	105	110
<i>Pass-by Trips</i>	-79	-70	-52	-55
Total Primary Trips	79	71	53	55

The proposed development is expected to generate approximately 158 entering/141 exiting vehicle trips during the weekday AM peak hour and 104 entering/110 exiting vehicle trips during the weekday PM peak hour. Not all these driveway volumes are new, but instead a portion of the proposed volume is reduced considering pass-by adjustments. Thus, the proposed site is expected to generate approximately 79 entering/71 exiting primary new vehicle trips during the weekday AM peak hour and 53 entering/55 exiting primary new vehicle trips during the weekday PM peak hour.

D. Site Traffic Distribution

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

- Existing highway network.
- Proximity and access to local area highways.
- Population centers.
- Employment centers.
- Existing traffic patterns, traffic conditions, and controls.
- Location of site access driveways.

The detailed distribution of site trips was based on a combination of population centers, existing traffic patterns along Oak Street, and existing traffic patterns exiting Noonan Drive during the peak hours. Based on these parameters, Figure 6 shows the anticipated trip distribution patterns for the proposed project. Figure 7 illustrates the peak hour of site-generated traffic based on those percentages for the proposed Quicklee's development.

VII. FULL DEVELOPMENT VOLUMES

The projected design hour traffic volumes were developed for the weekday AM and PM peak hours by combining the future background traffic conditions (Figure 4), and projected site generated volumes for full build-out of the proposed site (Figure 7) to yield the total traffic conditions expected at full development. Figure 8 illustrates the total weekday AM and PM peak hour volumes anticipated for the proposed development under full build-out conditions.

VIII. CAPACITY ANALYSIS

A. Description of Capacity Analysis

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

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing the conditions with little to no delay, and LOS "F" conditions with very long delays. Suggested ranges of service capacity and an explanation of Levels of Service are included in the Appendices.

The standard procedure for capacity analysis of signalized and un-signalized intersections is outlined in the Highway Capacity Manual (HCM 2016) published by the Transportation Research Board (TRB).

Traffic analysis software, Synchro 11, which is based on procedures and methodologies contained in the HCM, was used to analyze operating conditions at study area intersections. The procedure yields a Level of Service based on the HCM as an indicator of how well intersections operate.

B. Capacity Analysis Results

2021 existing base and 2022 background operating conditions during the peak study periods are evaluated to determine a basis for comparison with the projected future conditions. The future traffic conditions generated by the project were analyzed to assess the operation of the study area intersections. Capacity results for existing, background and full development conditions are listed in Table V. The discussion following the table summarizes capacity conditions. All capacity analysis calculations are included in the Appendices.

TABLE V: CAPACITY ANALYSIS RESULTS

INTERSECTION	2021 EXISTING BASE CONDITIONS		2022 BACKGROUND CONDITIONS		2022 FULL BUILD CONDITIONS	
	AM	PM	AM	PM	AM	PM
1. Oak St/Park Rd/I-90 Entrance and Exit Ramps (S)						
EB Left - Park Rd	B 13.4	B 18.2	B 14.7	C 27.1	B 14.9	C 26.9
EB Thru/Right - Park Rd	C 24.8	C 34.6	C 26.5	D 52.1	C 27.1	D 53.0
WB Left - I-90 Entrance and Exit Ramps	C 21.0	C 31.3	C 23.6	D 45.2	C 26.9	D 48.1
WB Thru - I-90 Entrance and Exit Ramps	C 26.0	D 37.0	C 29.2	D 44.2	C 30.2	D 44.4
WB Right - I-90 Entrance and Exit Ramps	A 3.5	A 8.2	A 6.4	B 10.2	A 6.4	B 10.3
NB Left - Oak St	C 23.2	D 52.9	C 26.4	E 71.0	C 33.6	F 98.9
NB Thru - Oak St	B 15.2	B 17.0	B 16.9	B 15.0	B 17.4	B 15.3
NB Right - Oak St	A 3.5	A 3.5	A 3.4	A 2.6	A 3.4	A 2.7
SB Left - Levitt Pl	B 14.6	B 15.5	B 15.9	B 14.0	B 16.3	B 14.1
SB Thru/Right - Levitt Pl	C 21.9	C 21.1	C 23.9	C 22.3	C 25.0	C 23.3
Overall LOS	B 17.5	C 24.3	B 19.2	C 30.0	C 20.5	C 32.9
Volume-to-Capacity (v/c) Ratio	0.71	0.84	0.74	0.92	0.75	1.03
2. Oak St/Noonan Dr (U)						
WB - Noonan Dr	C 17.3	B 14.7	C 19.3	B 14.9	F 93.2	F 54.0
SB - Oak St	A 8.9	A 8.8	A 9.2	A 8.8	A 9.9	A 9.4
3. Noonan Dr/Proposed Driveway (U)						
EB - Noonan Dr	NA	NA	NA	NA	A 7.5	A 7.4
SB - Proposed Driveway					A 8.7	A 8.6
4. Oak St/Proposed Right Out Driveway (U)						
WB Right - NY-5	NA	NA	NA	NA	B 11.1	B 12.5

Notes:

1. A(2.8) = Level of Service (Delay in seconds per vehicle)
2. EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound
3. (S) = Signalized; (U) = Unsignalized
4. N/A = Approach does not exist and/or was not analyzed during this condition
5. Green shaded cells indicate low delays, yellow shaded cells indicate moderate delays, red shaded cells indicate long delays.
6. The v/c ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available and vehicles are not expected to experience significant queues and delays. A v/c ratio between 0.85 and 0.95 generally indicates an intersection is nearing capacity. Intersections with a v/c ratio of 1.0 or greater generally indicate conditions at or above capacity.

1. Oak Street/Park Road/I-90

All movements operate at LOS "D" or better under existing conditions during both peak hours. In general urban/suburban contexts, LOS "D" is considered an acceptable condition. Under projected background conditions, the northbound left movement operates at LOS "E" during the PM peak hour. During the PM peak hour, the eastbound thru/right and westbound left movements change from LOS "C" to "D" during the PM peak hour. All other movements are projected to operate at LOS "D" or better during both peak hours with short to moderate delays. Minor signal timing changes are recommended between existing and background conditions to optimize, to the extent practicable, signal operations. However, the traffic signal is fully actuated and will respond to changes in traffic patterns to accommodate demands within defined parameters.

Between background and full build conditions, the northbound left movement during the PM peak hour changes from LOS "E" to "F". It should be noted that the proposed project constitutes approximately 4% of total intersection traffic during the AM peak hour and 2% during the PM peak hour. Specifically, the project is projected to add nine vehicles to the northbound left-turn movement during the PM peak hour (approximately 4.5% of total traffic for that movement).

There is the potential need for future capacity improvements (e.g., additional turn lanes). As described in the 2011 Genesee County Central Corridor Plan, the plan recommended a roundabout replacing the existing traffic signal. This is consistent with the currently planned activities to increase capacity throughout the NY-98 corridor, namely future widening between I-90 and W. Saile Drive and a possible roundabout at NY-98/W. Saile Drive.

The intersection should be monitored to determine actual operations. Given that adjustments were made to the existing 2021 data to establish baseline conditions, a post-study of operations when pandemic-related restrictions are lifted is important in determining the actual extent of projected impacts.

No improvements are recommended because of the projected new traffic volumes generated by full development of the project.

2. Oak Street/Noonan Drive

All movements operate at LOS "C" or better under existing and projected background conditions during both peak hours. Between background and full build conditions, the westbound movement changes from LOS "C" to "F" during the AM peak hour and from LOS "B" to "F" during the PM peak hour. Projected delays are expected to be moderate to long during the peak hours, notably due to projected left-turn drivers exiting Noonan Drive during the AM peak hour. These delays are a characteristic of unsignalized side roads along moderate to heavily trafficked roadways, such as Oak Street.

Based upon the projected delays, this study performed a preliminary traffic signal warrant investigation using available traffic data obtain from the NYSDOT and the study's turning movement counts. A full traffic signal warrant investigation includes nine warrants, as per the 2009 [Manual on Uniform Traffic Control Devices](#); three of which are volume-related warrants: Eight-Hour, Four-Hour, and Peak Hour. The NYSDOT bases justification for installing traffic signals on these strict guidelines are there are positives and negatives associated with signaling an intersection.

Under full build conditions, the volume-related warrants are not fully satisfied, as indicated in Table VI in the following section. The signal warrant calculations are included in the Appendices. Based upon these results, proximity to the existing signal at Oak Street/Park Road/I-90 (585 feet between

intersection centerlines), and likely delays being less for most hours of the day, a traffic signal is not warranted nor recommended.

3. Noonan Drive/Proposed Driveway

All movements are projected to operate at LOS "A" during both peak hours. No improvements are warranted nor recommended.

4. Oak Street/Proposed Right-Out Only Driveway

The westbound right-turn movement is projected to operate at LOS "B" during both peak hours. No improvements are warranted nor recommended.

IX. TRAFFIC SIGNAL WARRANT INVESTIGATION

This study performed a traffic signal warrant analysis at the Oak Street/Noonan Drive intersection. The need for a traffic signal is determined by comprehensive investigation of existing traffic conditions and physical characteristics at the location. The Standard Specifications Update for the adoption of the National MUTCD (FHWA) and the New York State Supplement were reviewed to investigate the need for a traffic control signal at this location. There are nine (9) warrants, and they are as follows:

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

Detailed signal warrant calculations are included in the Appendices for full build conditions. Prior to applying warrants, the MUTCD suggests consideration of the effects of right-turn volumes on the minor street approach, and a reduction taken in the number of right turning vehicles, where appropriate. A certain number of right-turn vehicles will execute a right-turn on the red (RTOR) indication without actuating a traffic signal (if one were in place). For purposes of this analysis, it is assumed that 25% of the right-turning vehicles exiting Noonan Drive would execute a RTOR and should, therefore, be subtracted for the purposes of the warrant analysis. The posted speed limit on Oak Street is 30 MPH, thus 100% thresholds in Table 4C-1, Figure 4C-1, and Figure 4C-3 are used as a basis for analysis.

1. Warrant 1 is subdivided into Condition A and Condition B. The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street. These conditions are satisfied when, for each of any eight hours of an average day, anticipated volumes on the artery and side road are more than the minimum values presented in Tables 4C-1 in the MUTCD. **Based upon these calculations, Condition A is not satisfied, and Condition B is satisfied for one of eight hours. This warrant is not satisfied.**

2. Warrant 2, the Four-Hour Vehicular Volume signal warrant conditions, are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. This warrant stipulates that for any four hours of a day, minimum threshold volumes are met on the artery and side road. **This warrant is satisfied for one of four hours.**
3. Warrant 3 is intended for application where minor street traffic suffers undue delay in entering or crossing the major street for one hour of the day. It stipulates that the warrant shall be applied in unusual cases (high-occupancy vehicle facilities – i.e., shopping centers, office parks) where a large number of vehicles discharge over a short period of time. **This warrant is not satisfied.**
4. Warrant 4 is met when pedestrians experience excessive delay in crossing the major street because the traffic volumes are so heavy. The intersection currently has low pedestrian activity. **This warrant is not satisfied.**
5. Warrant 5 is met when a sufficient number of gaps in traffic do not exist for certain size and frequency of school children to cross the major roadway. **This warrant is not applicable.**
6. Warrant 6 is met when a traffic signal is needed to maintain progressive movement and vehicle platooning in a coordinated signal system. **This warrant is not applicable.**
7. Warrant 7 is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. The need for a traffic control signal shall be considered if *all* of the following criteria are met:
 - a. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce crash frequency. **Condition A is not satisfied.**
 - b. Five (5) or more reported crashes, of types susceptible to correction by a traffic signal, to have occurred within a 12-month period, each crash involving a personal injury or property damage. Three (3) crashes were documented in the crash analysis over a 36-month period. **Condition B is not satisfied.**

Given that both Conditions A and B are not satisfied, this warrant is not satisfied.
8. Warrant 8 is met when a traffic signal might encourage concentration and organization of traffic flow on a roadway network. This warrant primarily focuses on two major intersecting roadways, which is not the case at the study intersection. **This warrant is not applicable.**
9. Warrant 9 is applicable when an intersection is located near an at-grade rail crossing. **This warrant is not applicable.**

TABLE VI: TRAFFIC SIGNAL WARRANT SUMMARY

WARRANT	SATISFACTION OF WARRANTS
1A – Eight-Hour Condition A	NOT SATISFIED
1B – Eight-Hour Condition B	NOT SATISFIED
2 – Four-Hour	NOT SATISFIED
3 – Peak-Hour	NOT SATISFIED
4 – Pedestrian Volume	NOT SATISFIED
5 – School Crossing	N/A
6 – Coordinated Signal System	N/A
7 – Crash Experience	NOT SATISFIED
8 – Roadway Network	N/A
9 – Intersection Near a Grade Crossing	N/A

Table VI summarizes the signal warrants at the study intersection under full build conditions and the results of the investigation. Despite the projected moderate to long delays at times during the peak hours, based on the results of the signal warrant investigation, a three-color traffic signal is not recommended.

X. DRIVE-THRU QUEUE ASSESSMENT

This study conducted a drive-thru queuing analysis during the AM peak hour to determine the anticipated queue length and adequacy of the proposed on-site stacking space using the drive-thru facility. A formula was developed based upon the average service rates and observed queuing to estimate queue lengths at coffee/donut shops given the projected arrival rates at the drive-thru. This formula assumes that both arrival and service rates are random. This is based on observations that vehicle arrivals are random, and that service times in the drive-thru vary based on type and number of items ordered. For example, the service time for ordering a coffee is less than that of a customer who orders coffee and a breakfast sandwich or donuts.

Since both the arrival and service times at the proposed drive-thru are randomly distributed, stochastic queuing equations were used for this analysis. The peak projected arrival rate at the drive-thru is a conservative 45 vehicles per hour during the AM peak hour based upon ITE trip generation projections. It is noted that some patronage will occur by visitors already on-site for other reasons, such as fueling their vehicle. Using a service rate of approximately 35 seconds (excluding the waiting time in a storage area immediately in advance of the service positions after placing an order at the order window) during the AM peak hour, the average service rate in the drive-thru is 103 vehicles per hour. This service rate in the drive-thru is based on service by two persons. Based on service rates collected at similar single-order drive-thru facilities in the Western New York and Finger Lakes Region, there is variability in service times ranging from 25 to 35 seconds.

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

TABLE VII: PEAK HOUR DRIVE-THRU QUEUING RESULTS

PEAK HOUR	PARAMETER	RESULTS
AM Peak Hour	Arrival Rate	45 vph
	Service Rate	103 vph
	95% Confidence Queue Length	3 vehicles

Note:

1. vph = Vehicles per Hour.

The results of the drive-thru queuing analysis indicate 95th percentile queue lengths of three (3) vehicles during the AM peak hour. Based on an analysis of the current site plan, the drive-thru provides storage for approximately 10 passenger vehicles. The analyses indicate that there is sufficient stacking space on-site to accommodate the projected drive-thru demands during the AM peak hour.

XI. CONCLUSIONS & RECOMMENDATIONS

This Traffic Impact Study identified and evaluated the potential traffic impacts that can be expected from the proposed Quicklee's Development in the City of Batavia, New York. Based upon the results of this study, it is our firm's professional opinion that the existing transportation network can adequately accommodate the projected traffic volumes and resulting impacts to study area intersections. The following sets forth our firm's conclusions and recommendations based upon the results of the comprehensive traffic analysis conducted:

1. The proposed development is expected to generate approximately 158 entering/141 exiting vehicle trips during the weekday AM peak hour and 104 entering/110 exiting vehicle trips during the weekday PM peak hour. Not all these driveway volumes are new, but instead a portion of the proposed volume is reduced considering pass-by adjustments. Thus, the proposed site is expected to generate approximately 79 entering/71 exiting primary new vehicle trips during the weekday AM peak hour and 53 entering/55 exiting primary new vehicle trips during the weekday PM peak hour.
2. The existing crash investigation did not reveal inherent safety deficiencies related to the geometric design of the study area intersections.
3. Under background conditions, projected delays at the intersection of Oak Street/Park Road/I-90 are expected to be moderate to long at times during the AM and PM peak hours. The projected minor impacts resulting from the proposed project will contribute to this condition. For example, between background and full build conditions, the northbound left movement during the PM peak hour changes from LOS "E" to "F". However, it should be noted that the proposed project constitutes approximately 4% of total intersection traffic during the AM peak hour and 2% during the PM peak hour. Specifically, the project is projected to add nine vehicles to the northbound left-turn movement during the PM peak hour (approximately 4.5% of total traffic for that movement).
4. The intersection of Oak Street/Park Road/I-90 should be monitored to determine actual operations. Given that adjustments were made to the existing 2021 data to establish baseline

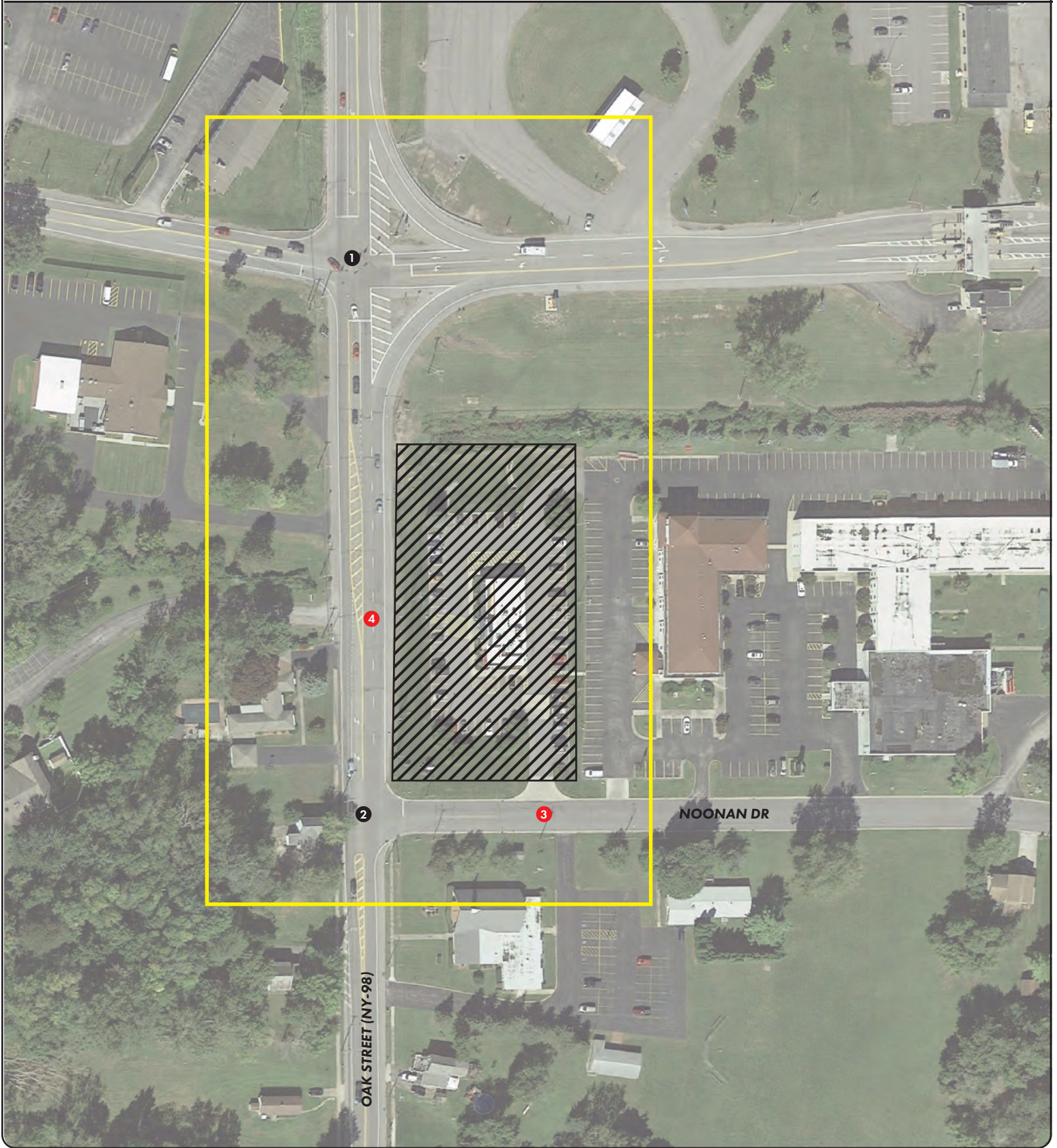
conditions, a post-study of operations when pandemic-related restrictions are lifted is important in determining the actual extent of projected impacts.

5. The drive-thru queuing assessment during the AM peak hour showed that there is sufficient storage space to accommodate the projected drive-thru traffic patronizing the proposed coffee shop.
6. Despite the projected moderate to long delays at times during the peak hours at the intersection of Oak Street/Noonan Drive under full build conditions, based on the results of the signal warrant investigation, a three-color traffic signal is not recommended.
7. The projected new traffic volumes generated by full development of the project can be accommodated by the existing transportation system.

XII. FIGURES

Figures 1 through 8 are included on the following pages.

FIGURE 1: SITE LOCATION AND STUDY AREA



Key

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

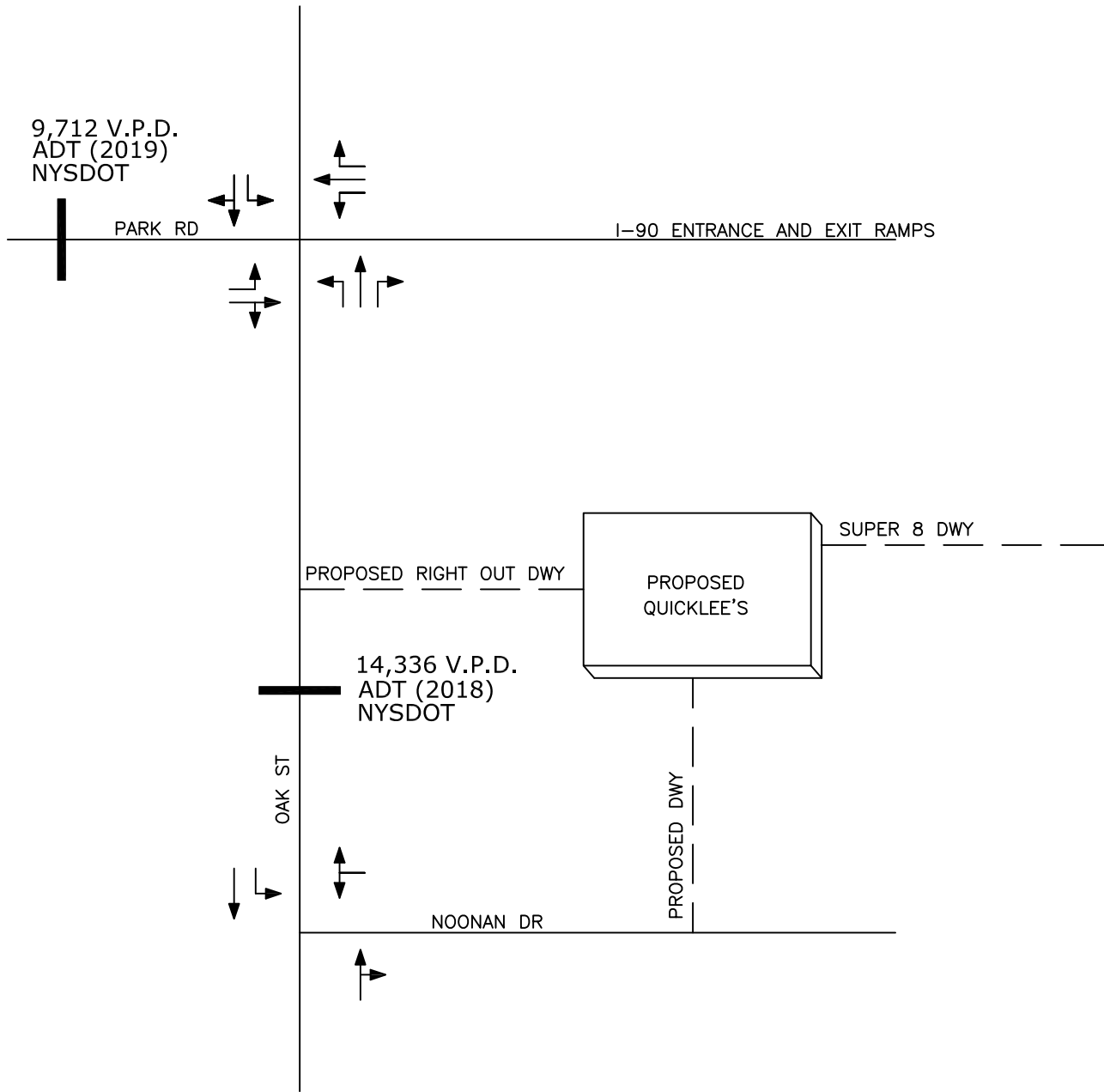
PROPOSED QUICKLEE'S DEVELOPMENT

TOWN OF GATES, MONROE COUNTY, NEW YORK



Project No: 41033

Note: All counts by New York State Dept of Transportation
 V.P.D. = Vehicles Per Day



PROJECT NO: 41033

KEY



N

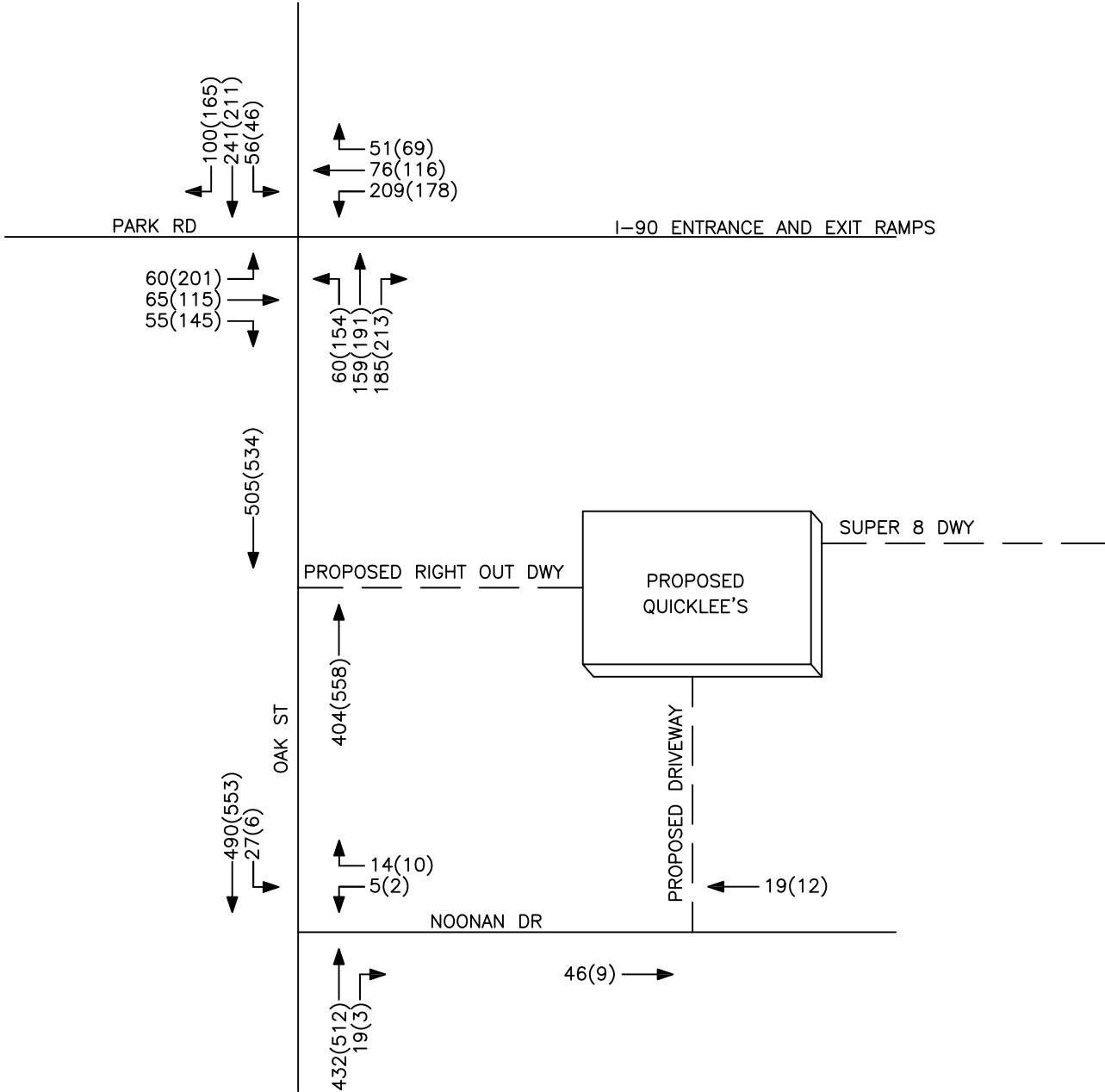
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FIGURE 2

LANE GEOMETRY &
AVERAGE DAILY TRAFFIC

PROPOSED QUICKLEE'S,
CITY OF BATAVIA, NY





PROJECT NO: 41033

AM: 7:15-8:15
PM: 4:00-5:00

KEY
00(00) = AM(PM)



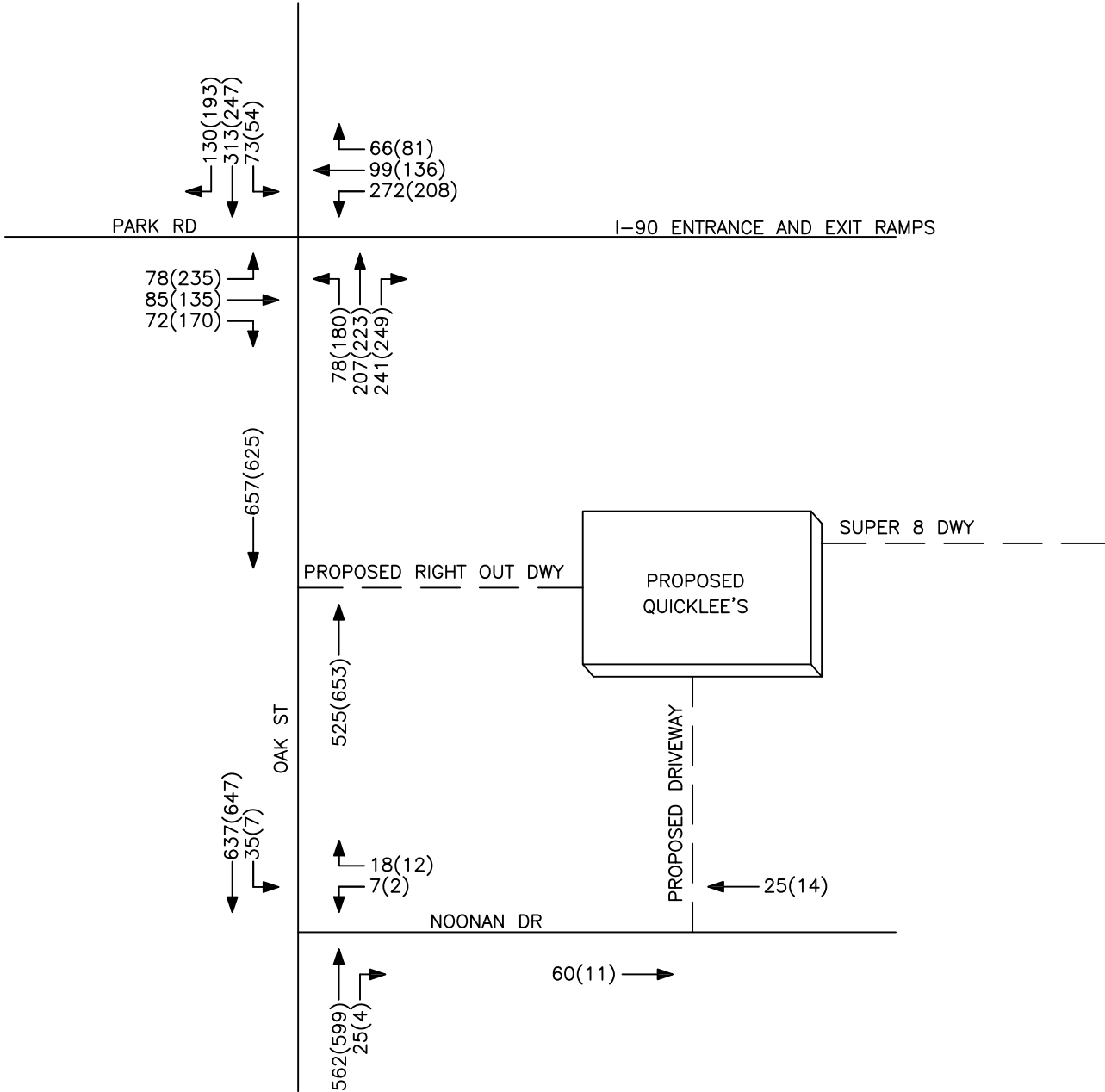
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NOT TO SCALE

FIGURE 3A

PEAK HOUR VOLUMES
2021 EXISTING BASE CONDITIONS

PROPOSED QUICKLEE'S,
CITY OF BATAVIA, NY





PROJECT NO: 41033

AM: 7:15-8:15
PM: 4:00-5:00

KEY
00(00) = AM(PM)



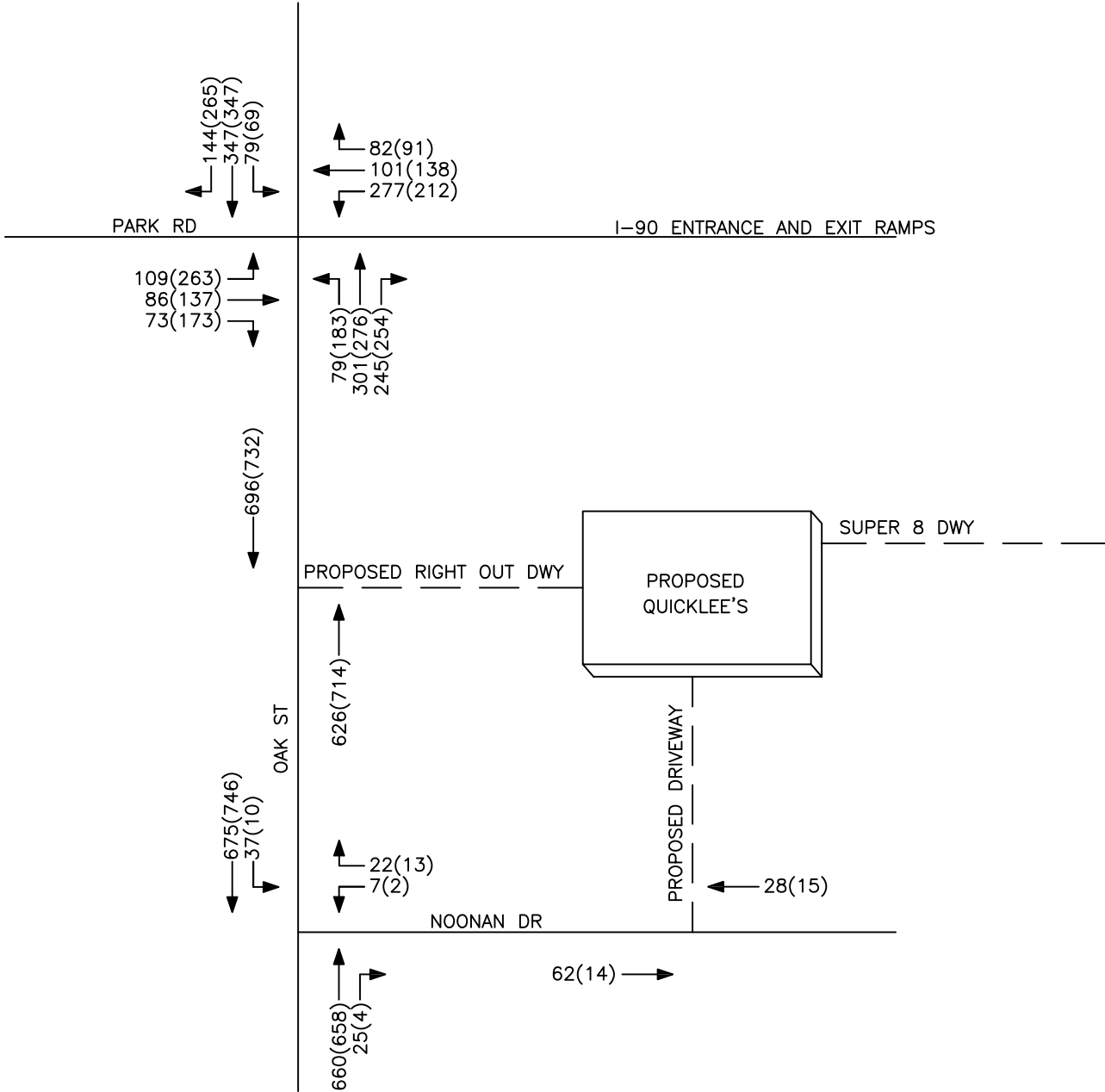
N
NOT TO SCALE

FIGURE 3B

PEAK HOUR VOLUMES
2021 ADJUSTED BASE CONDITIONS

PROPOSED QUICKLEE'S,
CITY OF BATAVIA, NY

SRF
ASSOCIATES
WWW.SRFA.NET
Transportation Engineering & Planning Consultants



PROJECT NO: 41033

AM: 7:15-8:15
PM: 4:00-5:00

KEY
00(00) = AM(PM)



N
NOT TO SCALE

FIGURE 4

PEAK HOUR VOLUMES
BACKGROUND CONDITIONS

PROPOSED QUICKLEE'S,
CITY OF BATAVIA, NY



QUICKLEE'S
CITY OF BATAVIA
GENESSEE COUNTY - NEW YORK
SITE MODIFICATION PLAN

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 FAX 716-683-0169
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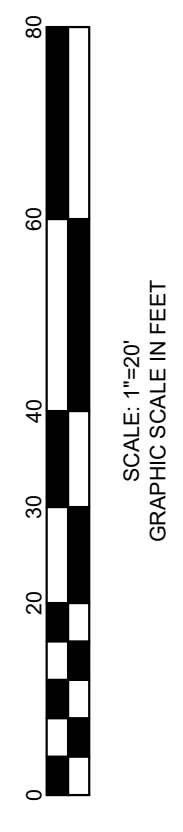
DESIGNED BY:	PMB
DRAWN BY:	DLS
CHECKED BY:	WES
DATE:	

ITEM	DATE	DESCRIPTION
DRAWING REVISIONS		



EXISTING CONDITIONS
 AREA = 60601 SF (1.39 AC.)
 PERVIOUS = 24,088 SF (0.55 AC.)
 IMPERVIOUS = 36,513 SF (0.84 AC.)
 PARKING SPACES = 60

PROPOSED CONDITIONS
 AREA = 60601 SF (1.39 AC.)
 PERVIOUS = 40,579 SF (0.93 AC.) (DIFFERENCE +4,066 SF 10.5%)
 IMPERVIOUS = 40,066 SF (0.92 AC.) (DIFFERENCE -4,066 SF 10.5%)
 PARKING SPACES = 40 (DIFFERENCE -20 40%)

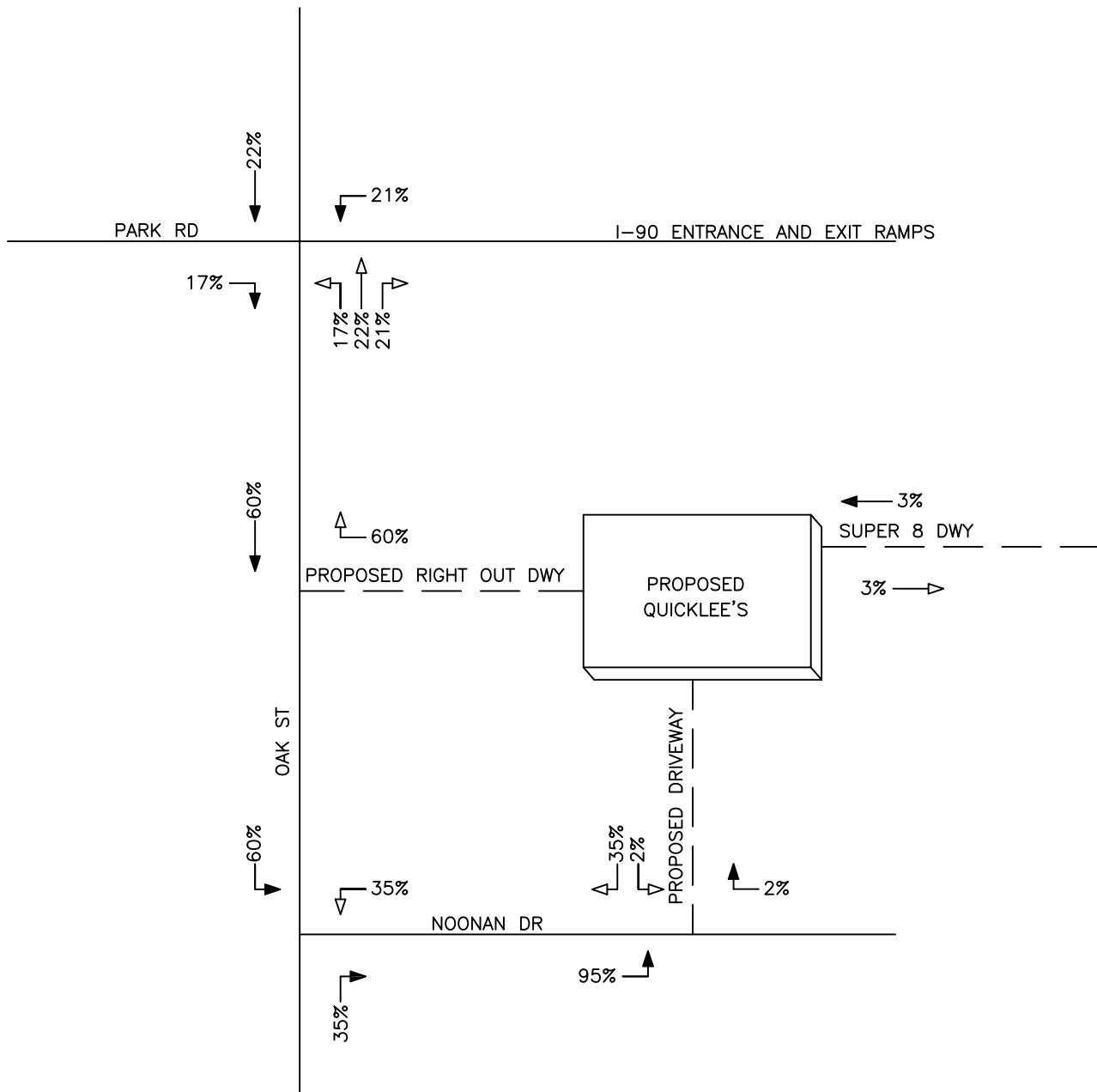


LEGEND

- PROPOSED ADDITIONS/PAVEMENT
- EXISTING DEMO
- EXISTING REMAIN



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PROJECT NO: 41033

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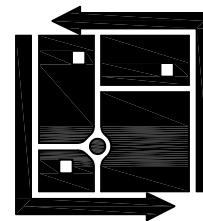
→ = ENTERING TRIPS

⇨ = EXITING TRIPS

FIGURE 6

TRIP DISTRIBUTION

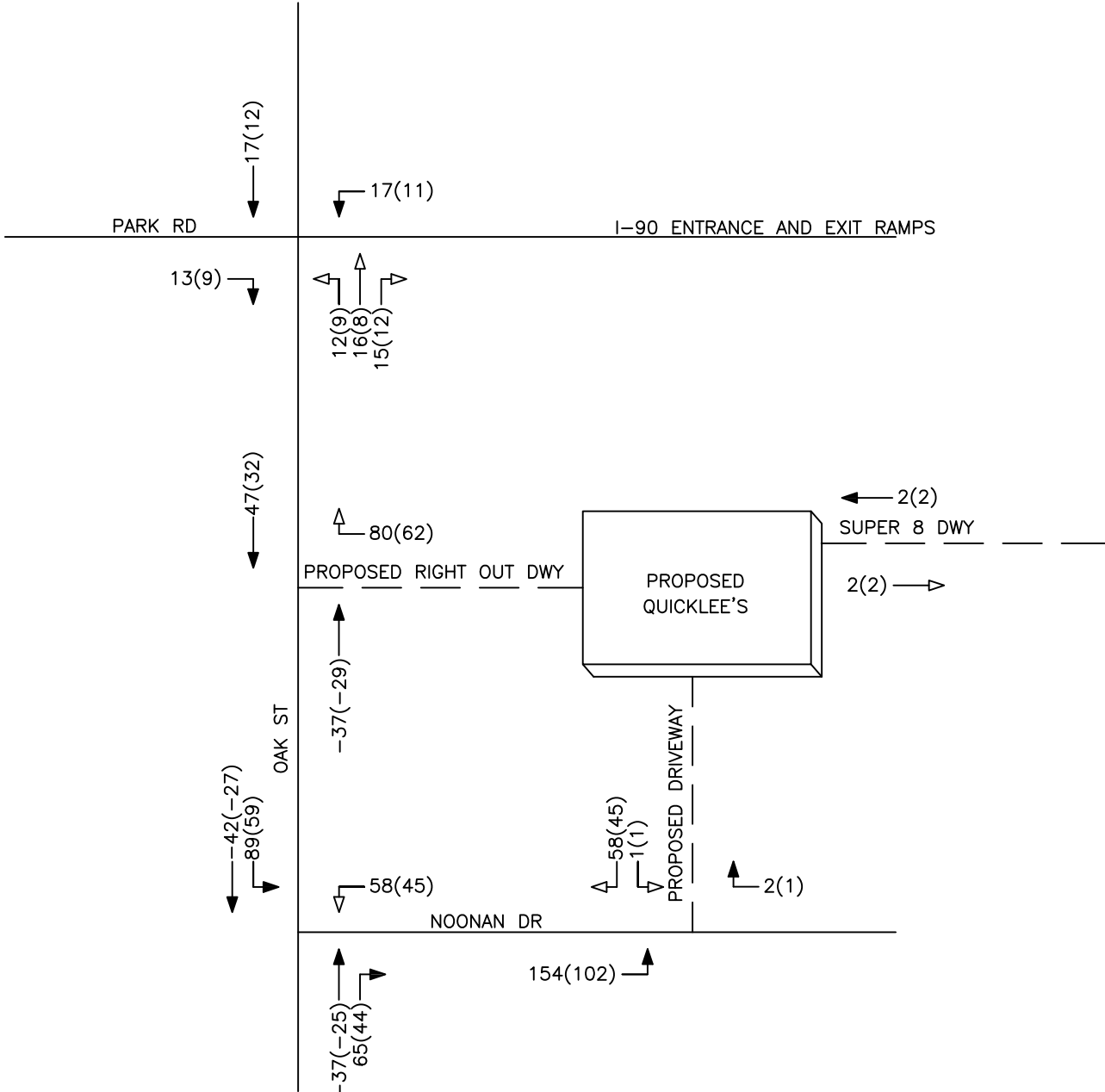
PROPOSED QUICKLEE'S,
CITY OF BATAVIA, NY



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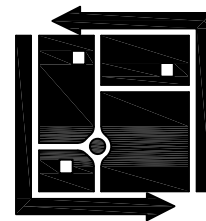
→ = ENTERING TRIPS

→ = EXITING TRIPS

FIGURE 7

SITE GENERATED TRIPS

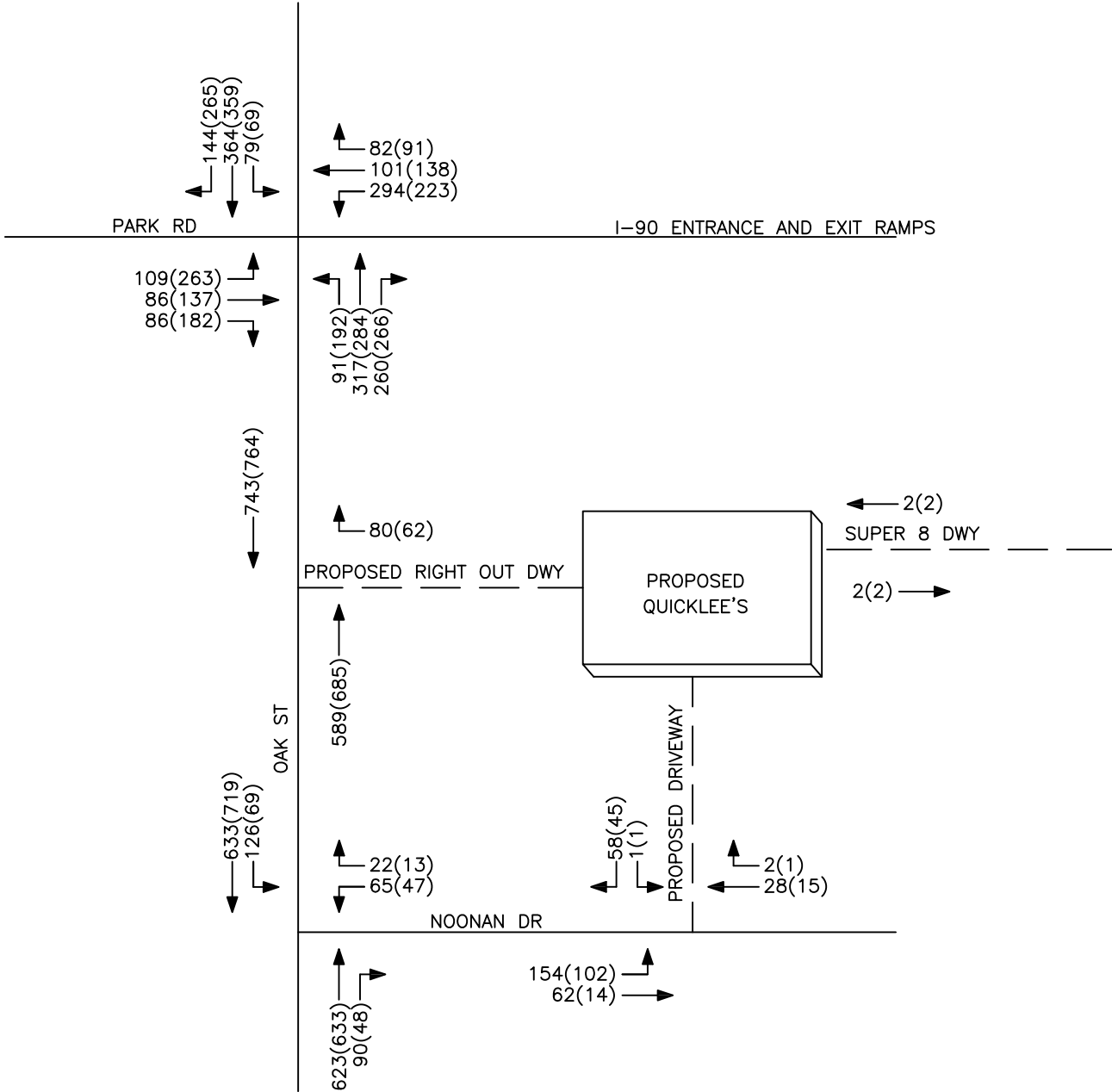
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FIGURE 8

PEAK HOUR VOLUMES
FULL DEVELOPMENT CONDITIONS

PROPOSED QUICKLEE'S,
CITY OF BATAVIA, NY



APPENDICES

A1

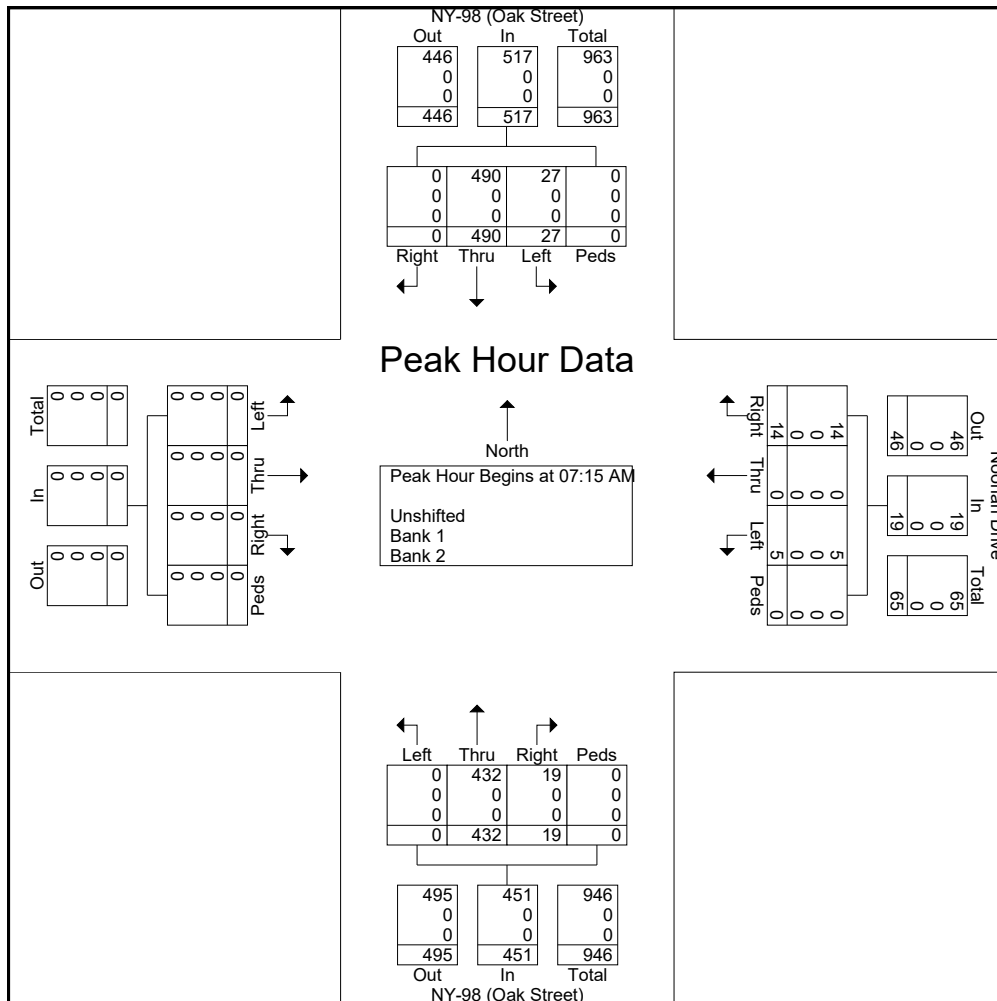
Collected Traffic Volume Data

SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : NY-98 at Noonan
Site Code : 11111111
Start Date : 4/8/2021
Page No : 2

Start Time	NY-98 (Oak Street) Southbound					Noonan Drive Westbound					NY-98 (Oak Street) Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	114	3	0	117	1	0	2	0	3	1	122	0	0	123	0	0	0	0	0	243
07:30 AM	0	132	11	0	143	4	0	2	0	6	7	97	0	0	104	0	0	0	0	0	253
07:45 AM	0	131	9	0	140	2	0	0	0	2	6	110	0	0	116	0	0	0	0	0	258
08:00 AM	0	113	4	0	117	7	0	1	0	8	5	103	0	0	108	0	0	0	0	0	233
Total Volume	0	490	27	0	517	14	0	5	0	19	19	432	0	0	451	0	0	0	0	0	987
% App. Total	0	94.8	5.2	0		73.7	0	26.3	0		4.2	95.8	0	0		0	0	0	0		
PHF	.000	.928	.614	.000	.904	.500	.000	.625	.000	.594	.679	.885	.000	.000	.917	.000	.000	.000	.000	.000	.956
Unshifted	0	490	27	0	517	14	0	5	0	19	19	432	0	0	451	0	0	0	0	0	987
% Unshifted	0	100	100	0	100	100	0	100	0	100	100	100	0	0	100	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

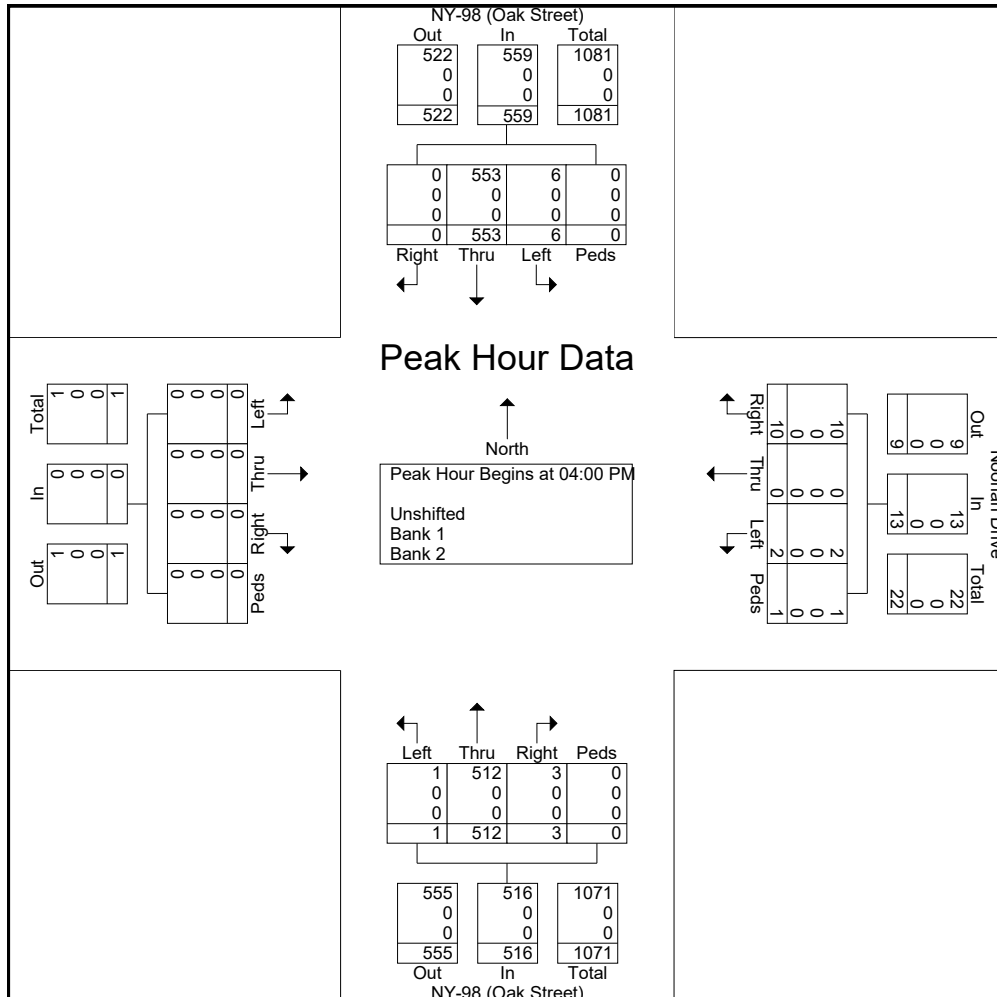


SRF ASSOCIATES, D.P.C.

3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : NY-98 at Noonan
Site Code : 11111111
Start Date : 4/8/2021
Page No : 3

Start Time	NY-98 (Oak Street) Southbound					Noonan Drive Westbound					NY-98 (Oak Street) Northbound					Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	153	0	0	153	3	0	2	1	6	0	124	1	0	125	0	0	0	0	0	284
04:15 PM	0	134	2	0	136	2	0	0	0	2	2	136	0	0	138	0	0	0	0	0	276
04:30 PM	0	134	2	0	136	1	0	0	0	1	0	127	0	0	127	0	0	0	0	0	264
04:45 PM	0	132	2	0	134	4	0	0	0	4	1	125	0	0	126	0	0	0	0	0	264
Total Volume	0	553	6	0	559	10	0	2	1	13	3	512	1	0	516	0	0	0	0	0	1088
% App. Total	0	98.9	1.1	0		76.9	0	15.4	7.7		0.6	99.2	0.2	0		0	0	0	0		
PHF	.000	.904	.750	.000	.913	.625	.000	.250	.250	.542	.375	.941	.250	.000	.935	.000	.000	.000	.000	.000	.958
Unshifted	0	553	6	0	559	10	0	2	1	13	3	512	1	0	516	0	0	0	0	0	1088
% Unshifted	0	100	100	0	100	100	0	100	100	100	100	100	100	0	100	0	0	0	0	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

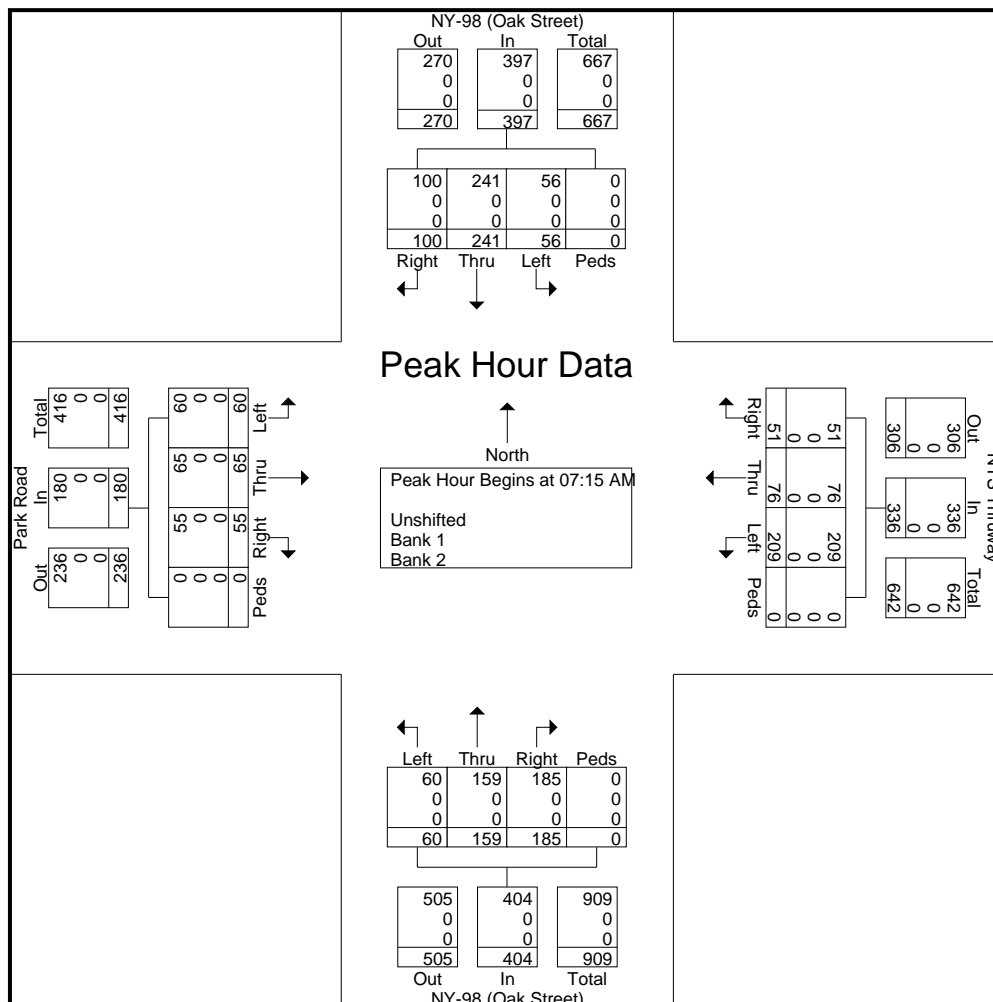


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3495 Winton Place, Building E, Suite 110
Rochester, New York 14623

File Name : NY-98 at Thruway
Site Code : 11111111
Start Date : 4/6/2021
Page No : 2

Start Time	NY-98 (Oak Street) Southbound					NYS Thruway Westbound					NY-98 (Oak Street) Northbound					Park Road Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	26	38	17	0	81	20	14	46	0	80	57	54	9	0	120	13	11	16	0	40	321
07:30 AM	24	78	17	0	119	12	24	55	0	91	52	42	16	0	110	8	21	17	0	46	366
07:45 AM	32	75	11	0	118	11	25	56	0	92	38	39	14	0	91	24	15	16	0	55	356
08:00 AM	18	50	11	0	79	8	13	52	0	73	38	24	21	0	83	10	18	11	0	39	274
Total Volume	100	241	56	0	397	51	76	209	0	336	185	159	60	0	404	55	65	60	0	180	1317
% App. Total	25.2	60.7	14.1	0		15.2	22.6	62.2	0		45.8	39.4	14.9	0		30.6	36.1	33.3	0		
PHF	.781	.772	.824	.000	.834	.638	.760	.933	.000	.913	.811	.736	.714	.000	.842	.573	.774	.882	.000	.818	.900
Unshifted	100	241	56	0	397	51	76	209	0	336	185	159	60	0	404	55	65	60	0	180	1317
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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Rochester, New York 14623

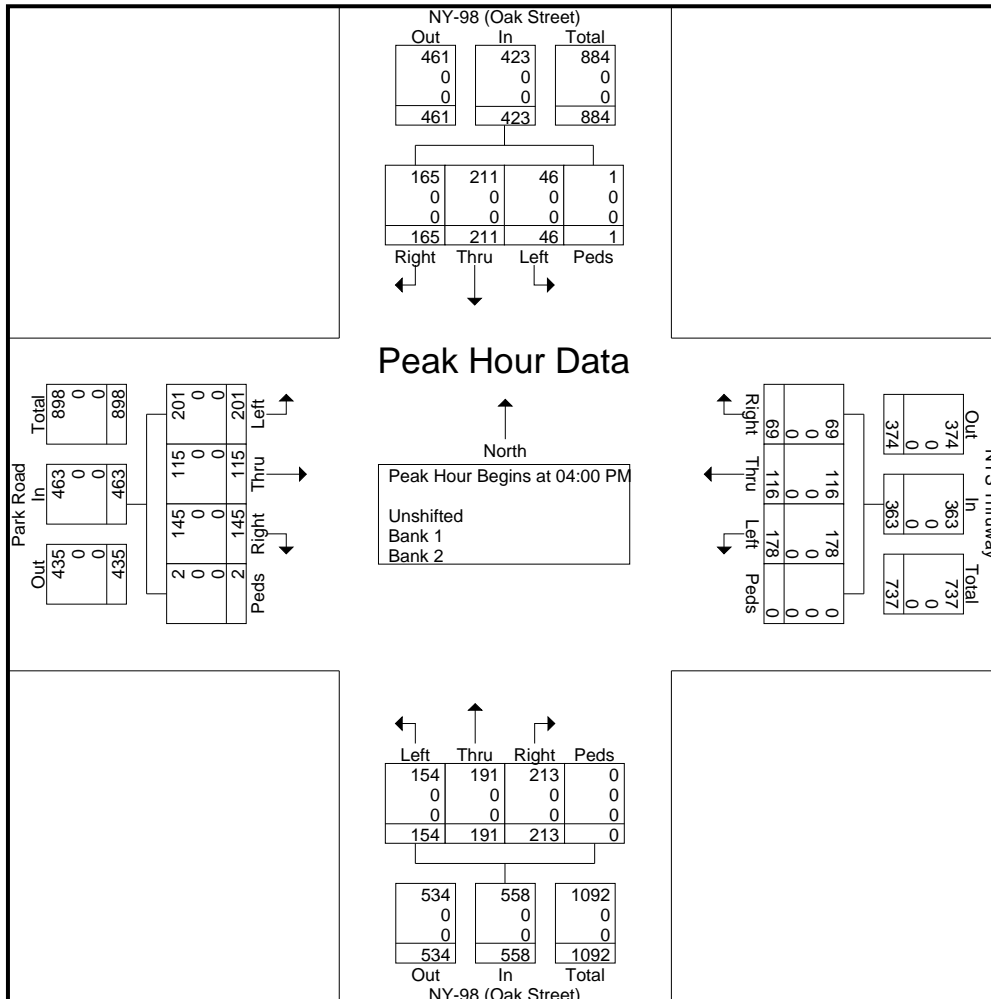
File Name : NY-98 at Thruway

Site Code : 11111111

Start Date : 4/6/2021

Page No : 3

Start Time	NY-98 (Oak Street) Southbound					NYS Thruway Westbound					NY-98 (Oak Street) Northbound					Park Road Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	41	58	16	1	116	24	23	41	0	88	51	43	45	0	139	36	42	55	0	133	476
04:15 PM	50	46	10	0	106	12	22	42	0	76	51	43	26	0	120	40	24	56	0	120	422
04:30 PM	39	47	10	0	96	23	44	53	0	120	58	52	41	0	151	36	28	46	2	112	479
04:45 PM	35	60	10	0	105	10	27	42	0	79	53	53	42	0	148	33	21	44	0	98	430
Total Volume	165	211	46	1	423	69	116	178	0	363	213	191	154	0	558	145	115	201	2	463	1807
% App. Total	39	49.9	10.9	0.2		19	32	49	0		38.2	34.2	27.6	0		31.3	24.8	43.4	0.4		
PHF	.825	.879	.719	.250	.912	.719	.659	.840	.000	.756	.918	.901	.856	.000	.924	.906	.685	.897	.250	.870	.943
Unshifted	165	211	46	1	423	69	116	178	0	363	213	191	154	0	558	145	115	201	2	463	1807
% Unshifted	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



A2

Miscellaneous Traffic Data and Calculations

Queue Theory
Coffee Shop Drive-Thru
AM Peak Hour - 35 Second Service Rate



The formula assumes both arrival and service distributions are random

Arrivate Rate (Per Hour) 45
 Service Rate (Per Hour) 103

ALWAYS ARRIVAL RATE > SERVICE RATE UNDER THIS SCENARIO

Average queue in the system =	0.8	Veh	(waiting and service)
Average Time in System =	62.2	Sec	
Average Waiting Time only =	27.2	Sec	

95% confident that there will be fewer than	3	vehicles in the queue
98% confident that there will be fewer than	4	vehicles in the queue
100% confident that there will be fewer than	6	vehicles in the queue

Int #	1	Oak St/Park Rd/I-90 Entrance and Exit Ramps											Total	21	Injury	3	Non Injury	15	Non-Repo	3	Sum	21	
Left turn	3	Rear-end	12	Overtaking	3	Right Angle	2	Right Turn	0	Head On	0	Side-swipe	0	Fixed Object	0	Backing	0	Other	1	Animal	0	Bike/Ped	0
TOTALS	3	12	3	2	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	

	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn	2	1				3
Rear-end	1	3	5	2	1	12
Overtaking		1	2			3
Right Angle		1	1			2
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object						0
Backing						0
Other	1					1
Bike/Ped						0
Animal						0
Totals	4	6	8	2	1	21

1 Oak St/Park Rd/I-90 Entrance and Exit Ramps - 36 months
 ADT = Peak hour entering volume / k factor = $\frac{2111}{365 \text{ Days}} = 5.76 \text{ VPH/}$
 Rate = $\frac{21}{22221.0526 \text{ VPD}} \times \frac{1,000,000}{365 \text{ Days}} \times 3,000 \text{ Yrs.} = 0.86 \text{ Crash / MEV}$

Int #	2	Oak St/Noonan Dr													Sum		
		Left turn	Rear-end	Overtaking	Right Angle	Right Turn	Head On	Side-swipe	Fixed Object	Backing	Other	Animal	Bike/Ped	Total	Injury	Non Injury	Non-Repo
		0	1	0	0	0	0	0	1	0	1	0	0	3	0	3	0
		TOTALS												3			3

	Northbound	Southbound	Eastbound	Westbound	Unknown	Totals
Left turn						0
Rear-end	1					1
Overtaking						0
Right Angle						0
Right Turn						0
Head On						0
Side-swipe						0
Fixed Object				1		1
Backing						0
Other	1					1
Bike/Ped						0
Animal						0
Totals	2	0	0	1	0	3

2 Oak St/Noonan Dr - 36 months

$$ADT = \text{Peak hour entering volume} / k \text{ factor}$$

$$ADT = \frac{1271}{3} = 423.67$$

$$Rate = \frac{ADT \times \text{Acc. VPD}}{365 \text{ Days}} = \frac{423.67 \times 13378.9474}{365} = 1527.5$$

$$VPH / \text{ADT} = 0.10$$

$$VPD = ADT \times VPH = 423.67 \times 0.10 = 42.367$$

$$\text{Crash / MEV} = \frac{VPD}{ADT} = \frac{42.367}{423.67} = 0.10$$

Traffic Signal Warrant Analysis

NY-98 @ Noonan Drive - Proposed Conditions

City of Batavia, NY | Genesee County

Hour	Existing Fluctuation in Artery Volumes				2022 Proposed Artery Volume on NY-98	Exiting Hourly Fluctuation of ITE LUC 945 - Gas Station w/ Convenience	Total Hourly Volumes Exiting Noonan Drive under Full Build Conditions	Warrant 1 - Condition A (70%) 500/150	Warrant 1 - Condition B (70%) 750/75	Warrant 2 - 4 hour (70%) 80 vph	Warrant 3 - Peak hour (70%) 100 vph	
	per 2018 NYSDOT count on NY-98	per 2018 NYSDOT count on NY-98	per 2018 NYSDOT count on NY-98	Hourly Fluctuation								
	NB	SB	Two-Way	Two-Way								
7:00 AM to 8:00 AM	566	485	1051	7.33%	1248	6.10%	51	N	N	N	N	
8:00 AM to 9:00 AM	455	480	935	6.52%	1472	6.10%	82	N	Y	Y	N	
9:00 AM to 10:00 AM	416	451	867	6.05%	1030	5.50%	46	N	N	N	N	
10:00 AM to 11:00 AM	418	449	867	6.05%	1030	5.40%	45	N	N	N	N	
11:00 AM to 12:00 PM	484	495	979	6.83%	1163	5.30%	44	N	N	N	N	
12:00 PM to 1:00 PM	499	514	1013	7.07%	1203	5.90%	49	N	N	N	N	
1:00 PM to 2:00 PM	513	512	1025	7.15%	1217	5.60%	47	N	N	N	N	
2:00 PM to 3:00 PM	515	529	1044	7.28%	1240	6.10%	51	N	N	N	N	
3:00 PM to 4:00 PM	619	580	1199	8.36%	1424	6.60%	55	N	N	N	N	
4:00 PM to 5:00 PM	608	629	1237	8.63%	1469	6.80%	57	N	N	N	N	
5:00 PM to 6:00 PM	536	581	1117	7.79%	1326	6.80%	57	N	N	N	N	
6:00 PM to 7:00 PM	427	440	867	6.05%	1030	6.10%	51	N	N	N	N	
7:00 PM to 8:00 PM	306	304	610	4.26%	724	4.90%	41	N	N	N	N	
8:00 PM to 9:00 PM	225	206	431	3.01%	512	4.00%	34	N	N	N	N	
9:00 PM to 10:00 PM	172	186	358	2.50%	425	3.30%	28	N	N	N	N	
10:00 PM to 11:00 PM	128	137	265	1.85%	315	2.60%	22	N	N	N	N	
					14,336	17,025	0.87	838	9	9	12	1

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

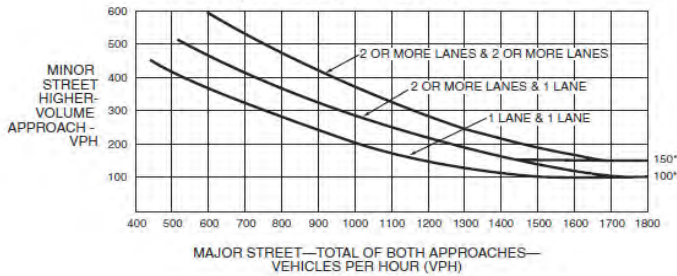
^a Basic minimum hourly volume
^b Used for combination of Conditions A and B after adequate trial of other remedial measures
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.



Existing Quicklee's 873 Holt Road Webster, NY
Data collected Thursday October 1, 2020

AM Peak

	<u>Right Turn In</u>	<u>Left Turn In</u>	<u>Right Turn Out</u>	<u>Left Turn Out</u>	<u>Total Enter</u>	<u>Total Exit</u>	
7:00-7:15	19	19	25	5			
7:15-7:30	9	22	27	7			
7:30-7:45	12	24	28	5			
7:45-8:00	15	25	23	11	145	131	276
8:00-8:15	16	18	31	5	141	137	278
8:15-8:30	12	29	28	7	151	138	289
8:30-8:45	14	29	25	11	158	141	299
8:45-9:00	3	25	28	8	146	143	289

PM Peak

	<u>Right Turn In</u>	<u>Left Turn In</u>	<u>Right Turn Out</u>	<u>Left Turn Out</u>	<u>Total Enter</u>	<u>Total Exit</u>	
4:00-4:15	11	20	24	6			
4:15-4:30	6	17	15	11			
4:30-4:45	11	18	24	5			
4:45-5:00	5	17	18	7	105	110	215
5:00-5:15	6	19	24	3	99	107	206
5:15-5:30	3	20	15	4	99	100	199
5:30-5:45	4	17	22	2	91	95	186
5:45-6:00	6	13	17	6	88	93	181

A3

Level of Service: Criteria and Definitions

Level of Service Criteria

Highway Capacity Manual 2016

SIGNALIZED INTERSECTIONS

Level of Service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Level of Service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15 minute analysis period. The ranges are as follows:

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

UNSIGNALIZED INTERSECTIONS

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

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

A4

**Level of Service Calculations:
Existing Conditions**

Lanes, Volumes, Timings
 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

Lanes, Volumes, Timings
 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	78	85	72	272	99	66	78	207	241	73	313	130
Traffic Volume (vph)	78	85	72	272	99	66	78	207	241	73	313	130
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	140	0	0	1	1	1	1	1	1	1	1	0
Storage Length (ft)	1	0	0	1	1	1	1	1	1	1	1	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	0
Tapor Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.931			0.850			0.850		0.850		0.956	
Flt Protected	0.950			0.950			0.950		0.950		0.950	
Satd. Flow (prot)	1770	1734	0	1770	1863	1583	1770	1863	1583	1770	1781	0
Flt Permitted	0.686			0.647			0.283				0.610	
Satd. Flow (perm)	1278	1734	0	1205	1863	1583	527	1863	1583	1136	1781	0
Right Turn on Red			Yes			Yes		Yes		Yes		Yes
Satd. Flow (RTOR)	48			109			30			268		33
Link Speed (mph)	30			30			30			30		30
Link Distance (ft)	672			692			581			470		470
Travel Time (s)	15.3			15.7			13.2			10.7		10.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	87	94	80	302	110	73	87	230	268	81	348	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	174	0	302	110	73	87	230	268	81	492	0
Turn Type	pm+pt	NA		pm+pt	NA		PM	NA	PM	NA	Perm	NA
Protected Phases	7	4		3	8		2		2		6	
Permitted Phases	4			8	8		2		2		6	
Detector Phase	7	4		3	8		2		2		6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0		5.0		5.0	5.0
Minimum Split (s)	10.5	16.0		10.5	16.0		23.5		23.5		23.5	23.5
Total Split (s)	19.0	21.0		19.0	21.0		40.0		40.0		40.0	40.0
Total Split (%)	23.8%	26.3%		23.8%	26.3%		50.0%		50.0%		50.0%	50.0%
Maximum Green (s)	13.5	15.5		13.5	15.5		34.5		34.5		34.5	34.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5		3.5		3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0		2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0		0.0		0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5		5.5		5.5	5.5
Lead/Lag	Lag	Lead		Lag	Lead		Lag		Lead		Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes		Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0		3.0		3.0	3.0
Recall Mode	None	None		None	None		None		None		None	None
Act Effct Green (s)	18.2	10.1		21.6	15.7		21.9		21.9		21.9	21.9
Actuated g/C Ratio	0.31	0.17		0.37	0.27		0.37		0.37		0.37	0.37
v/c Ratio	0.18	0.52		0.57	0.22		0.15		0.33		0.35	0.19
Control Delay	13.4	24.8		21.0	26.0		3.5		23.2		15.2	14.6
Queue Delay	0.0	0.0		0.0	0.0		0.0		0.0		0.0	0.0
Total Delay	13.4	24.8		21.0	26.0		3.5		23.2		15.2	14.6
LOS	B	C		C	A		C		A		B	C
Approach Delay	21.0			19.5			11.1		11.1		20.9	
Approach LOS	C			B			B		B		C	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	17	39		68	35	0	21	54	0	18	129	
Queue Length 95th (ft)	52	115		163	96	18	70	121	41	52	273	
Infernal Link Dist (ft)	140			592		612		501		240		390
Turn Bay Length (ft)	623	519		683	571	560	327	1159	1086	707	1121	
Base Capacity (vph)	0	0		0	0	0	0	0	0	0	0	0
Stallion Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.34		0.44	0.19	0.13	0.27	0.20	0.25	0.11	0.44	
Intersection Summary												
Area Type:	Other											
Cycle Length:	80											
Actuated Cycle Length:	58.9											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.72											
Intersection Signal Delay:	17.5											
Intersection LOS:	B											
Intersection Capacity Utilization:	71.0%											
ICU Level of Service:	C											
Analysis Period:	(min) 15											

Splits and Phases: 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

Lanes, Volumes, Timings
2: Oak St & Noonan Dr

2021 Existing Base Conditions - AM Peak Hour
04/26/2021

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	T	T
Traffic Volume (vph)	7	18	562	25	35	637
Future Volume (vph)	7	18	562	25	35	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	140	0
Storage Lanes	1	0	0	0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.901	0.994				
Flt Protected	0.987				0.950	
Satd. Flow (prot)	1657	0	1852	0	1770	1863
Flt Permitted	0.987				0.950	
Satd. Flow (perm)	1657	0	1852	0	1770	1863
Link Speed (mph)	30				30	
Link Distance (ft)	728				318	
Travel Time (s)	16.5				7.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	7	19	585	26	36	664
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	611	0	36	664
Sign Control	Stop	Free	Free	Free	Free	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.5%					
Analysis Period (min)	15					

HCM 6th TWSC
2: Oak St & Noonan Dr

2021 Existing Base Conditions - AM Peak Hour
04/26/2021

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	T	T
Traffic Vol, veh/h	7	18	562	25	35	637
Future Vol, veh/h	7	18	562	25	35	637
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	140	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	0	-	-	0
Peak Hour Factor	%	96	%	96	%	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	19	585	26	36	664
Major/Minor	Minor1	Major1	Major1	Major2		
Conflicting Flow All	1334	598	0	0	611	0
Stage 1	598	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Sig 1	5.42	-	-	-	-	-
Critical Hdwy Sig 2	5.42	-	-	-	-	-
Follow-up Hdwy	3518	3318	-	-	2218	-
Pot Cap-1 Maneuver	170	502	-	-	968	-
Stage 1	549	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	164	502	-	-	968	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Approach	WB	NB	SB	SB		
HCM Control Delay, s	17.3	0	0	0.5		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBL	SBL	SBT	
Capacity (veh/h)	-	-	318	968	-	
HCM Lane V/C Ratio	-	-	0.082	0.038	-	
HCM Control Delay (s)	-	-	17.3	8.9	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %ile Q(veh)	-	-	0.3	0.1	-	

Lanes, Volumes, Timings
 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

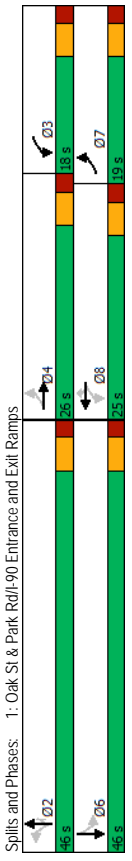
Lanes, Volumes, Timings
 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

04/26/2021

04/26/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	235	135	170	208	136	81	180	223	249	54	247	193
Future Volume (vph)	235	135	170	208	136	81	180	223	249	54	247	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	0	0	0	0	0	275	0	0	240	0	0
Storage Lanes	1	0	0	1	1	1	1	1	1	1	1	0
Taper Length (ft)	25	0	0	25	0	0	75	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit	0.916	0.916	0.916	0.950	0.950	0.950	0.850	0.850	0.934	0.934	0.934	0.934
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prof)	1770	1706	0	1770	1863	1583	1770	1863	1583	1770	1740	0
Flt Permitted	0.665	0.665	0.665	0.351	0.351	0.351	0.320	0.320	0.589	0.589	0.589	0.589
Satd. Flow (perm)	1239	1706	0	654	1863	1583	596	1863	1583	1097	1740	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	65	0	0	97	0	0	0	0	265	0	57	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	672	672	672	692	692	692	692	692	692	692	692	692
Travel Time (s)	15.3	15.3	15.3	15.7	15.7	15.7	13.2	13.2	10.7	10.7	10.7	10.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	250	144	181	221	145	86	191	237	265	57	263	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	250	325	0	221	145	86	191	237	265	57	468	0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	7	4	3	8	8	8	2	2	2	2	6	6
Permitted Phases	4	4	8	8	8	8	2	2	2	2	6	6
Detector Phase	7	4	3	8	8	8	2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	16.0	10.5	16.0	16.0	23.5	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	19.0	26.0	18.0	25.0	25.0	46.0	46.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	21.1%	28.9%	20.0%	27.8%	27.8%	51.1%	51.1%	51.1%	51.1%	51.1%	51.1%	51.1%
Maximum Green (s)	13.5	20.5	12.5	19.5	19.5	40.5	40.5	40.5	40.5	40.5	40.5	40.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	30.5	16.1	21.5	11.4	11.4	27.1	27.1	27.1	27.1	27.1	27.1	27.1
Actuated g/C Ratio	0.43	0.23	0.30	0.16	0.16	0.38	0.38	0.38	0.38	0.38	0.38	0.38
v/c Ratio	0.39	0.75	0.62	0.49	0.26	0.84	0.33	0.35	0.14	0.67	0.67	0.67
Control Delay	18.2	34.6	31.3	37.0	8.2	52.9	17.0	3.5	15.5	21.1	21.1	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	34.6	31.3	37.0	8.2	52.9	17.0	3.5	15.5	21.1	21.1	21.1
LOS	B	C	C	D	A	D	B	B	A	B	C	C
Approach Delay	27.4	C	28.7	C	28.7	C	21.7	C	20.5	C	20.5	C
Approach LOS	C	C	C	C	C	C	C	C	C	C	C	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	69	110	60	62	0	77	74	0	16	150	0	0
Queue Length 95th (ft)	149	#259	132	130	33	#201	134	41	41	264	41	264
Infernal Link Dist (ft)	140	592	612	275	0	0	501	0	0	390	0	0
Turn Bay Length (ft)	689	576	440	551	537	366	1146	1076	675	1092	240	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Stationing Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.56	0.50	0.26	0.16	0.52	0.21	0.25	0.08	0.43	0.25	0.43
Intersection Summary												
Area Type:	Other											
Cycle Length:	90											
Actuated Cycle Length:	71											
Natural Cycle:	50											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.84											
Intersection Signal Delay:	24.3											
Intersection LOS:	C											
Intersection Capacity Utilization:	82.1%											
ICU Level of Service:	E											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												



Spills and Phases: 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

Lanes, Volumes, Timings
2: Oak St & Noonan Dr

2021 Existing Base Conditions - PM Peak Hour
04/26/2021

	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	N	N	S	S
Traffic Volume (vph)	2	12	599	4	7	647
Future Volume (vph)	2	12	599	4	7	647
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	140	0
Storage Lanes	1	0	0	0	1	0
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.883	0.999				
Flt Protected	0.993				0.950	
Satd. Flow (prot)	1633	0	1861	0	1770	1863
Flt Permitted	0.993				0.950	
Satd. Flow (perm)	1633	0	1861	0	1770	1863
Link Speed (mph)	30		30		30	
Link Distance (ft)	728		318		581	
Travel Time (s)	16.5		7.2		13.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	13	624	4	7	674
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	628	0	7	674
Sign Control	Stop	Free	Free	Free	Free	Free

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 44.1%
Analysis Period (min) 15

HCM 6th TWSC
2: Oak St & Noonan Dr

2021 Existing Base Conditions - PM Peak Hour
04/26/2021

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	0.2					
Movement	W	W	N	N	S	S
Lane Configurations	W	W	N	N	S	S
Traffic Vol, veh/h	2	12	599	4	7	647
Future Vol, veh/h	2	12	599	4	7	647
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Chameleized	-	None	-	None	-	None
Storage Length	0	-	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	%	96	%	96	%	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	13	624	4	7	674
Major/Minor	Minor1	Major1	Major1	Major2		
Conflicting Flow All	1314	626	0	0	628	0
Stage 1	626	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Sig 1	5.42	-	-	-	-	-
Critical Hdwy Sig 2	5.42	-	-	-	-	-
Follow-up Hdwy	3518	3318	-	-	2218	-
Pot Cap-1 Maneuver	174	484	-	-	954	-
Stage 1	533	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	173	484	-	-	954	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Approach	WB	NB	SB	SB		
HCM Control Delay, s	14.7	0	0	0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBL	SBL	SBT	
Capacity (veh/h)	-	-	385	954	-	
HCM Lane V/C Ratio	-	-	0.038	0.008	-	
HCM Control Delay (s)	-	-	14.7	8.8	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %ile Q(veh)	-	-	0.1	0	-	

Proposed Quicke's Development
SRF Associates, D.P.C.

A5

**Level of Service Calculations:
Background Conditions**

Lanes, Volumes, Timings
 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

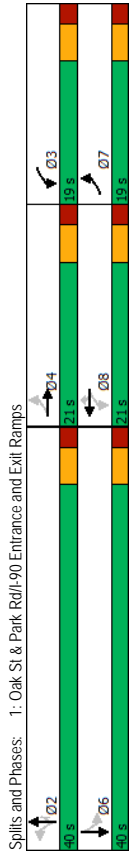
2022 Background Conditions - AM Peak Hour
 04/26/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	109	86	73	277	101	82	79	301	245	79	347	144
Traffic Volume (vph)	109	86	73	277	101	82	79	301	245	79	347	144
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	140	0	0	1	1	1	1	1	1	1	1	0
Storage Length (ft)	1	0	0	1	1	1	1	1	1	1	1	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.931			0.850			0.850	0.850	0.850	0.850	0.850	0.956
Flt Protected	0.950			0.950			0.950			0.950		0.950
Satd. Flow (prof)	1770	1734	0	1770	1863	1583	1770	1863	1583	1770	1781	0
Flt Permitted	0.685			0.635			0.247			0.484		0.484
Satd. Flow (perm)	1276	1734	0	1183	1863	1583	1770	1863	1583	1770	1781	0
Right Turn on Red	Yes			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)	47			109			272			33		33
Link Speed (mph)	30			30			30			30		30
Link Distance (ft)	672			692			681			470		470
Travel Time (s)	15.3			15.7			13.2			10.7		10.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	121	96	81	308	112	91	88	334	272	88	386	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	177	0	308	112	91	88	334	272	88	546	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases	7	4		3	8	8	2	2	2	6	6	6
Permitted Phases	4			8	8	8	2	2	2	6	6	6
Detector Phase	7	4		3	8	8	2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	19.0	21.0		19.0	21.0	21.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	23.8%	26.3%		23.8%	26.3%	26.3%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	13.5	15.5		13.5	15.5	15.5	34.5	34.5	34.5	34.5	34.5	34.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lead		Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None	None	None	None	None
Act Effct Green (s)	19.5	10.3		21.0	12.8	12.8	24.1	24.1	24.1	24.1	24.1	24.1
Actuated g/C Ratio	0.32	0.17		0.34	0.21	0.21	0.39	0.39	0.39	0.39	0.39	0.39
v/c Ratio	0.25	0.54		0.62	0.29	0.22	0.49	0.46	0.35	0.25	0.76	0.76
Control Delay	14.7	26.5		23.6	29.2	6.4	26.4	16.9	3.4	15.9	23.9	23.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.7	26.5		23.6	29.2	6.4	26.4	16.9	3.4	15.9	23.9	23.9
LOS	B	C		C	C	A	C	B	A	B	C	C
Approach Delay	21.7			21.8			12.8			22.8		
Approach LOS	C			C			B			C		

Lanes, Volumes, Timings
 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

2022 Background Conditions - AM Peak Hour
 04/26/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	27	45		79	39	0	24	88	0	21	159	
Queue Length 95th (ft)	68	117		167	97	29	76	178	41	59	317	
Infernal Link Dist (ft)	140	592		612			501			240	390	
Turn Bay Length (ft)	601	494		621	506	509	271	1099	1045	532	1064	
Base Capacity (vph)	0	0		0	0	0	0	0	0	0	0	0
Stallion Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.36		0.50	0.22	0.18	0.32	0.30	0.26	0.17	0.51	
Intersection Summary												
Area Type:	Other											
Cycle Length:	80											
Actuated Cycle Length:	61.8											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.76											
Intersection Signal Delay:	19.2											
Intersection LOS:	B											
Intersection Capacity Utilization:	74.1%											
ICU Level of Service:	D											
Analysis Period (min):	15											



Lanes, Volumes, Timings
2: Oak St & Noonan Dr

HCM 6th TWSC
2: Oak St & Noonan Dr

2022 Background Conditions - AM Peak Hour
04/26/2021

2022 Background Conditions - AM Peak Hour
04/26/2021

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Volume (vph)	7	22	660	25	37	675
Future Volume (vph)	7	22	660	25	37	675
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	140	0
Storage Lanes	1	0	0	0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.896	0.995				
Flt Protected	0.988				0.950	
Satd. Flow (prot)	1649	0	1853	0	1770	1863
Flt Permitted	0.988				0.950	
Satd. Flow (perm)	1649	0	1853	0	1770	1863
Link Speed (mph)	30				30	
Link Distance (ft)	728				318	
Travel Time (s)	16.5				7.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	7	23	688	26	39	703
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	714	0	39	703
Sign Control	Stop	Free	Free	Free	Free	Free

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh						0.6
Movement	W	W	T	T	T	T
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	7	22	660	25	37	675
Future Vol, veh/h	7	22	660	25	37	675
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	140
Veh in Median Storage, #	0	-	-	-	-	0
Grade, %	0	-	-	-	-	0
Peak Hour Factor	% 96	% 96	% 96	% 96	% 96	% 96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	23	688	26	39	703
Major/Minor	Minor1	Major1	Major1	Major2		
Conflicting Flow All	1482	701	0	0	714	0
Stage 1	701	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Sig 1	5.42	-	-	-	-	-
Critical Hdwy Sig 2	5.42	-	-	-	-	-
Follow-up Hdwy	3518	3318	-	-	2218	-
Pot Cap-1 Maneuver	138	439	-	-	886	-
Stage 1	492	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	132	439	-	-	886	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Approach	WB	NB	SB	SB		
HCM Control Delay, s	19.3	0	0	0.5		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBL	SBL	SBT	
Capacity (veh/h)	-	-	281	886	-	
HCM Lane V/C Ratio	-	-	0.108	0.044	-	
HCM Control Delay (s)	-	-	19.3	9.2	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %ile Q(veh)	-	-	0.4	0.1	-	

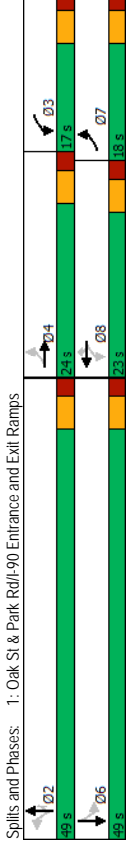
Lanes, Volumes, Timings
1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

Lanes, Volumes, Timings
1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

04/26/2021

04/26/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	263	137	173	212	138	91	183	276	254	69	347	265
Future Volume (vph)	263	137	173	212	138	91	183	276	254	69	347	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	0	0	1	1	1	1	1	1	1	1	0
Storage Lanes	1	0	0	1	1	1	1	1	1	1	1	0
Taper Length (ft)	25			25			75			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit	0.916			0.850			0.850			0.850		0.935
Fit Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prof)	1770	1706	0	1770	1863	1583	1770	1863	1583	1770	1742	0
Fit Permitted	0.615			0.328			0.229			0.538		
Satd. Flow (perm)	1146	1706	0	611	1863	1583	427	1863	1583	1002	1742	0
Right Turn on Red		Yes			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)	63			97			97			270		59
Link Speed (mph)	30			30			30			30		30
Link Distance (ft)	672			692			581			470		470
Travel Time (s)	15.3			15.7			13.2			10.7		10.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	280	146	184	226	147	97	195	294	270	73	369	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	330	0	226	147	97	195	294	270	73	651	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases	7	4		3	8		2		2		6	
Permitted Phases	4			8			8		2		2	6
Detector Phase	7	4		3	8		8		2		2	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	18.0	24.0		17.0	23.0	23.0	49.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	20.0%	26.7%		18.9%	25.6%	25.6%	54.4%	54.4%	54.4%	54.4%	54.4%	54.4%
Maximum Green (s)	12.5	18.5		11.5	17.5	17.5	43.5	43.5	43.5	43.5	43.5	43.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lead		Lag	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None	None	None	None	None
Act Effct Green (s)	32.2	16.9		23.1	12.2	12.2	43.6	43.6	43.6	43.6	43.6	43.6
Actuated g/C Ratio	0.37	0.19		0.26	0.14	0.14	0.50	0.50	0.50	0.50	0.50	0.50
v/c Ratio	0.53	0.87		0.74	0.57	0.57	0.92	0.92	0.92	0.92	0.92	0.92
Control Delay	27.1	52.1		45.2	44.2	10.2	71.0	15.0	2.6	14.0	22.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.1	52.1		45.2	44.2	10.2	71.0	15.0	2.6	14.0	22.3	
LOS	C	D		D	D	B	E	B	A	B	C	
Approach Delay	40.6			37.7		D		25.0	C		21.4	
Approach LOS	D			D		D		C			C	



Spills and Phases: 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: C
ICU Level of Service F

Intersection Signal Delay: 30.0
Intersection Capacity Utilization 92.5%

Analysis Period (min) 15
Natural Cycle: 60

Actuated Cycle Length: 87.9
Cycle Length: 90

Area Type: Other
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92
Intersection LOS: C

ICU Level of Service F
Intersection Capacity Utilization 92.5%

Analysis Period (min) 15
Natural Cycle: 60

Actuated Cycle Length: 87.9
Cycle Length: 90

Area Type: Other
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92
Intersection LOS: C

ICU Level of Service F
Intersection Capacity Utilization 92.5%

Analysis Period (min) 15
Natural Cycle: 60

Actuated Cycle Length: 87.9
Cycle Length: 90

Area Type: Other
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92
Intersection LOS: C

ICU Level of Service F
Intersection Capacity Utilization 92.5%

Analysis Period (min) 15
Natural Cycle: 60

Actuated Cycle Length: 87.9
Cycle Length: 90

Area Type: Other
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.92
Intersection LOS: C

ICU Level of Service F
Intersection Capacity Utilization 92.5%

Lanes, Volumes, Timings
2: Oak St & Noonan Dr

HCM 6th TWSC
2: Oak St & Noonan Dr

2022 Background Conditions - PM Peak Hour
04/26/2021

2022 Background Conditions - PM Peak Hour
04/26/2021

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Volume (vph)	2	13	658	4	10	746
Future Volume (vph)	2	13	658	4	10	746
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	140	0
Storage Lanes	1	0	0	0	1	0
Taper Length (ft)	25				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.882	0.999				
Flt Protected	0.994				0.950	
Satd. Flow (prot)	1633	0	1861	0	1770	1863
Flt Permitted	0.994				0.950	
Satd. Flow (perm)	1633	0	1861	0	1770	1863
Link Speed (mph)	30		30		30	
Link Distance (ft)	728		318		581	
Travel Time (s)	16.5		7.2		13.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2	14	685	4	10	777
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	689	0	10	777
Sign Control	Stop	Free	Free	Free	Free	Free

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 49.3%
Analysis Period (min) 15

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	0.2					
Movement	W	W	T	T	T	T
Lane Configurations	2	13	658	4	10	746
Traffic Vol, veh/h	2	13	658	4	10	746
Future Vol, veh/h	2	13	658	4	10	746
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	%	96	%	96	%	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	14	685	4	10	777
Major/Minor	Minor1	Major1	Major1	Major2		
Conflicting Flow All	1484	687	0	0	689	0
Stage 1	687	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Sig 1	5.42	-	-	-	-	-
Critical Hdwy Sig 2	3.518	3.318	-	-	2.218	-
Follow-up Hdwy	137	447	-	-	905	-
Pot Cap-1 Maneuver	499	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	135	447	-	-	905	-
Platoon blocked, %	135	-	-	-	-	-
Mov Cap-1 Maneuver	499	-	-	-	-	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1						
Stage 2						
Approach	WB	NB	SB	SB		
HCM Control Delay, s	16	0	0	0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBR	WBL	SBL	SBT	
Capacity (veh/h)	-	-	342	905	-	
HCM Lane V/C Ratio	-	-	0.046	0.012	-	
HCM Control Delay (s)	-	-	16	9	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %ile Q(veh)	-	-	0.1	0	-	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 49.3%
Analysis Period (min) 15

A6

**Level of Service Calculations:
Full Development Conditions**

Lanes, Volumes, Timings
1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

2022 Full Build Conditions - AM Peak Hour

04/26/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	109	86	86	294	101	82	91	317	260	79	364
Traffic Volume (vph)	109	86	86	294	101	82	91	317	260	79	364
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	140	0	0	0	0	0	0	0	0	240	0
Storage Length (ft)	1	0	1	1	1	1	1	1	1	1	0
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.925	0.925	0.925	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.957
Flt Protected	0.950	0	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0
Satd. Flow (prot)	1770	1723	0	1770	1863	1583	1770	1863	1583	1770	1783
Flt Permitted	0.685	0.685	0.591	0.230	0.230	0.230	0.230	0.230	0.230	0.230	0.462
Satd. Flow (perm)	1276	1723	0	1101	1863	1583	428	1863	1583	861	1783
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	56	30	30	30	30	30	30	30	289	31	31
Link Speed (mph)	672	672	692	692	692	692	692	692	692	692	470
Link Distance (ft)	15.3	15.3	15.7	15.7	15.7	15.7	15.7	15.7	15.7	15.7	10.7
Travel Time (s)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	1.21	0.96	0.96	327	112	91	101	352	289	88	404
Adj. Flow (vph)	121	96	96	327	112	91	101	352	289	88	404
Shared Lane Traffic (%)	121	192	0	327	112	91	101	352	289	88	564
Lane Group Flow (vph)	121	192	0	327	112	91	101	352	289	88	564
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	NA
Protected Phases	7	4	3	8	8	8	2	2	2	6	6
Permitted Phases	4	4	8	8	8	2	2	2	2	6	6
Detector Phase	7	4	3	8	8	8	2	2	2	6	6
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Spill (s)	10.5	16.0	10.5	16.0	16.0	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	19.0	21.0	19.0	21.0	21.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	23.8%	26.3%	23.8%	26.3%	26.3%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	13.5	15.5	13.5	15.5	15.5	34.5	34.5	34.5	34.5	34.5	34.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	20.5	10.6	21.7	12.9	12.9	25.2	25.2	25.2	25.2	25.2	25.2
Actuated g/C Ratio	0.32	0.17	0.34	0.20	0.20	0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	0.24	0.57	0.68	0.30	0.22	0.60	0.48	0.36	0.26	0.78	0.78
Control Delay	14.9	27.1	26.9	30.2	6.4	33.6	17.4	3.4	16.3	25.0	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	27.1	26.9	30.2	6.4	33.6	17.4	3.4	16.3	25.0	25.0
LOS	B	C	C	C	A	C	B	A	B	C	C
Approach Delay	22.4	C	24.1	C	14.2	B	23.9	C			
Approach LOS	C	C	C	C	B	B	C				

Proposed Quicke's Development
SRF Associates, D.P.C.

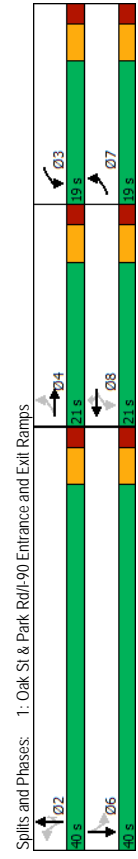
Synchro 11 Report
Page 1

Lanes, Volumes, Timings
1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

2022 Full Build Conditions - AM Peak Hour

04/26/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Group	29	50	88	42	0	31	100	0	23	179	
Queue Length 50th (ft)	68	124	178	97	29	#104	189	42	59	333	
Queue Length 95th (ft)	140	592	612	287	240	1034	492	1034	492	1034	
Infernal Link Dist (ft)	591	484	590	491	497	245	1066	1029	492	1034	
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	
Stallion Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.20	0.40	0.55	0.23	0.18	0.41	0.33	0.28	0.18	0.55	
Intersection Summary											
Area Type:	Other										
Cycle Length:	80										
Actuated Cycle Length:	63.7										
Natural Cycle:	60										
Control Type:	Actuated-Uncoordinated										
Maximum v/c Ratio:	0.78										
Intersection Signal Delay:	20.5										
Intersection LOS:	C										
Intersection Capacity Utilization:	77.4%										
ICU Level of Service D											
Analysis Period (min)	15										
# 95th percentile volume exceeds capacity, queue may be longer.											
Queue shown is maximum after two cycles.											



Proposed Quicke's Development
SRF Associates, D.P.C.

Synchro 11 Report
Page 2

Lanes, Volumes, Timings
2: Oak St & Noonan Dr

2022 Full Build Conditions - AM Peak Hour
04/26/2021

	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Volume (vph)	65	22	623	90	126	633
Future Volume (vph)	65	22	623	90	126	633
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	140	0
Storage Lanes	1	0	0	0	1	0
Taper Length (ft)	25	0	0	0	25	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.966	0.983				
Flt Protected	0.964				0.950	
Satd. Flow (prot)	1735	0	1831	0	1770	1863
Flt Permitted	0.964				0.950	
Satd. Flow (perm)	1735	0	1831	0	1770	1863
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	192	318			214	
Travel Time (s)	4.4	7.2			4.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	68	23	649	94	131	659
Shared Lane Traffic (%)						
Lane Group Flow (vph)	91	0	743	0	131	659
Sign Control	Stop	Free	Free	Free	Free	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.2%					
Analysis Period (min)	15					
	ICU Level of Service: B					

HCM 6th TWSC
2: Oak St & Noonan Dr

2022 Full Build Conditions - AM Peak Hour
04/26/2021

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	65	22	623	90	126	633
Future Vol, veh/h	65	22	623	90	126	633
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	140	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	% 96	% 96	% 96	% 96	% 96	% 96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	23	649	94	131	659
Major/Minor	Minor1	Major1	Major1	Major2		
Conflicting Flow All	1617	696	0	0	743	0
Stage 1	696	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Sig 1	5.42	-	-	-	-	-
Critical Hdwy Sig 2	5.42	-	-	-	-	-
Follow-up Hdwy	3518	3318	-	-	2218	-
Pot Cap-1 Maneuver	114	442	-	-	864	-
Stage 1	495	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	97	442	-	-	864	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	93.2	0	1.6			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	NBT	SBL	SBT	
Capacity (veh/h)	-	-	121	864	-	
HCM Lane V/C Ratio	-	-	0.749	0.152	-	
HCM Control Delay (s)	-	-	93.2	9.9	-	
HCM Lane LOS	-	-	F	A	-	
HCM 95th %ile Q(veh)	-	-	4.2	0.5	-	

Lanes, Volumes, Timings
3: Noonan Dr & Proposed Dwy

HCM 6th TWSC
3: Noonan Dr & Proposed Dwy

2022 Full Build Conditions - AM Peak Hour
04/26/2021

2022 Full Build Conditions - AM Peak Hour
04/26/2021

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	1
Traffic Volume (vph)	154	62	28	2	1	58
Future Volume (vph)	154	62	28	2	1	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.966				0.867	
Satd. Flow (prot)	0	1799	1848	0	1613	0
Flt Permitted	0.966				0.999	
Satd. Flow (perm)	0	1799	1848	0	1613	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		192	534		267	
Travel Time (s)		4.4	12.1		6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	67	30	2	1	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	234	32	0	64	0
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	28.8%					
Analysis Period (min)	15					
	ICU Level of Service A					

Intersection	EBL	EBT	WBT	WBR	SBL	SBR
Int Delay, s/veh	5.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1		1	1
Traffic Vol, veh/h	154	62	28	2	1	58
Future Vol, veh/h	154	62	28	2	1	58
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	67	30	2	1	63
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	32	0	-	0	432	31
Stage 1	-	-	-	-	31	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Sig 1	-	-	-	-	5.42	-
Critical Hdwy Sig 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1580	-	-	-	581	1043
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1580	-	-	-	517	1043
Mov Cap-2 Maneuver	-	-	-	-	517	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	676	-
Approach	EB	WB	SB			
HCM Control Delay, s	5.4	0	8.7			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1580	-	-	-	1025	-
HCM Lane V/C Ratio	0.106	-	-	-	0.063	-
HCM Control Delay (s)	7.5	0	-	-	8.7	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	-	0.2	-

Lanes, Volumes, Timings
4: Oak St & Proposed Right Out Dwy

HCM 6th TWSC
4: Oak St & Proposed Right Out Dwy

2022 Full Build Conditions - AM Peak Hour
04/26/2021

2022 Full Build Conditions - AM Peak Hour
04/26/2021

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	80	589	0	0	743
Future Volume (vph)	0	80	589	0	0	743
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	1	0	0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Flt	0.865					
Flt Protected	0	1611	5085	0	0	1863
Satd. Flow (perm)	0	1611	5085	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	132		214			367
Travel Time (s)	3.0		4.9			8.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	87	640	0	0	808
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	87	640	0	0	808
Sign Control	Stop	Free	Free	Free	Free	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	42.4%					
Analysis Period (min)	15					
	ICU Level of Service A					

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	80	589	0	0	743
Future Vol, veh/h	0	80	589	0	0	743
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	87	640	0	0	808
Major/Minor	Minor1	Major1	Major2	Major2	Minor1	Minor1
Conflicting Flow All	-	320	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.13	-	-	-	-
Critical Hdwy Sig 1	-	-	-	-	-	-
Critical Hdwy Sig 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.919	-	-	-	-
Pot Cap-1 Maneuver	0	577	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	577	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB	SB	WB	WB
HCM Control Delay, s	12.3	0	0	0	0	0
HCM LOS	B					
Minor Lane/Major Mvmt	NB	WB	SB	SB	WB	WB
Capacity (veh/h)	-	577	-	-	-	-
HCM Lane V/C Ratio	-	0.151	-	-	-	-
HCM Control Delay (s)	-	12.3	-	-	-	-
HCM Lane LOS	-	B	-	-	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-	-	-

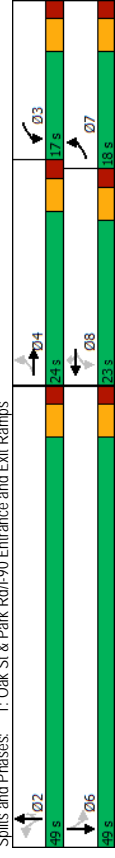
Lanes, Volumes, Timings
1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

Lanes, Volumes, Timings
1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

04/26/2021

04/26/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	263	137	182	223	138	91	192	284	266	69	359	265
Future Volume (vph)	263	137	182	223	138	91	192	284	266	69	359	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140	0	0	0	0	0	0	0	0	240	0	0
Storage Lanes	1	0	0	1	1	1	1	1	1	1	1	0
Taper Length (ft)	25	0	0	25	0	0	25	0	0	25	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fit	0.914	0.914	0.950	0.850	0.850	0.950	0.850	0.850	0.850	0.936	0.936	0.936
Flt Protected												
Satd. Flow (prof)	1770	1703	0	1770	1863	1583	1770	1863	1583	1770	1744	0
Flt Permitted	0.614	0.328	0.328	0.217	0.217	0.217	0.217	0.217	0.217	0.217	0.217	0.217
Satd. Flow (perm)	1144	1703	0	611	1863	1583	404	1863	1583	985	1744	0
Right Turn on Red			Yes			Yes			Yes		Yes	Yes
Satd. Flow (RTOR)	67	0	0	97	0	0	0	0	283	0	57	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	672	692	692	692	692	692	692	692	692	692	692	692
Travel Time (s)	15.3	15.7	15.7	15.7	15.7	15.7	15.7	15.7	15.7	15.7	15.7	15.7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	280	146	194	237	147	97	204	302	283	73	382	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	340	0	237	147	97	204	302	283	73	664	0
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Perm	NA	Perm	Perm	Perm	NA	NA
Protected Phases	7	4	3	8	8	2	2	2	2	2	6	6
Permitted Phases	4	8	8	8	8	2	2	2	2	2	6	6
Detector Phase	7	4	3	8	8	2	2	2	2	2	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	10.5	16.0	10.5	16.0	16.0	23.5	23.5	23.5	23.5	23.5	23.5	23.5
Total Split (s)	18.0	24.0	17.0	23.0	23.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0
Total Split (%)	20.0%	26.7%	18.9%	25.6%	25.6%	54.4%	54.4%	54.4%	54.4%	54.4%	54.4%	54.4%
Maximum Green (s)	12.5	18.5	11.5	17.5	17.5	43.5	43.5	43.5	43.5	43.5	43.5	43.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)	32.8	17.2	23.3	12.2	12.2	43.6	43.6	43.6	43.6	43.6	43.6	43.6
Actuated g/C Ratio	0.37	0.19	0.26	0.14	0.14	0.49	0.49	0.49	0.49	0.49	0.49	0.49
v/c Ratio	0.52	0.88	0.78	0.57	0.57	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Control Delay	26.9	53.0	48.1	44.4	10.3	98.9	15.3	2.7	14.1	23.3	23.3	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.9	53.0	48.1	44.4	10.3	98.9	15.3	2.7	14.1	23.3	23.3	23.3
LOS	C	D	D	D	B	F	B	A	B	A	B	C
Approach Delay	41.2	D	39.3	D	32.4	C	22.3	C	22.3	C	22.3	C
Approach LOS	D	D	D	D	D	C	C	C	C	C	C	C



Splits and Phases: 1: Oak St & Park Rd/I-90 Entrance and Exit Ramps

Lanes, Volumes, Timings
2: Oak St & Noonan Dr

2022 Full Build Conditions - PM Peak Hour
04/26/2021

Area Type:	WBL	WBR	NBT	NBR	SBL	SBT
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.4%					
Analysis Period (min)	15					
ICU Level of Service	A					

Area Type:	WBL	WBR	NBT	NBR	SBL	SBT
Other						
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.4%					
Analysis Period (min)	15					
ICU Level of Service	A					

Lanes, Volumes, Timings
2: Oak St & Noonan Dr

2022 Full Build Conditions - PM Peak Hour
04/26/2021

Area Type:	WBL	WBR	NBT	NBR	SBL	SBT
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.4%					
Analysis Period (min)	15					
ICU Level of Service	A					

Area Type:	WBL	WBR	NBT	NBR	SBL	SBT
Other						
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.4%					
Analysis Period (min)	15					
ICU Level of Service	A					

Lanes, Volumes, Timings
3: Noonan Dr & Proposed Dwy

HCM 6th TWSC
3: Noonan Dr & Proposed Dwy

2022 Full Build Conditions - PM Peak Hour
04/26/2021

2022 Full Build Conditions - PM Peak Hour
04/26/2021

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1	1	1	4
Traffic Volume (vph)	102	14	15	1	1	45
Future Volume (vph)	102	14	15	1	1	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt	0.958	0.992	0.868	0.999		
Flt Protected	0	1785	1848	0	1615	0
Satd. Flow (prot)	0	1785	1848	0	1615	0
Flt Permitted	0	958	999	0	999	0
Link Speed (mph)	30	30	30	30	30	30
Link Distance (ft)	192	534	267			
Travel Time (s)	4.4	12.1	6.1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	106	15	16	1	1	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	121	17	0	48	0
Sign Control	Free	Free	Free	Stop	Stop	
Intersection Summary	Other					
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	23.1%					
Analysis Period (min)	15					
	ICU Level of Service A					

Intersection	EBL	EBT	WBT	WBR	SBL	SBR
Int Delay, s/veh	6.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1	1	1	4
Traffic Vol, veh/h	102	14	15	1	1	45
Future Vol, veh/h	102	14	15	1	1	45
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	%	96	%	96	%	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	15	16	1	1	47
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	17	0	0	244	17	
Stage 1	-	-	-	17	-	
Stage 2	-	-	-	227	-	
Critical Hdwy	4.12	-	-	6.42	6.22	
Critical Hdwy Sig 1	-	-	-	5.42	-	
Critical Hdwy Sig 2	-	-	-	5.42	-	
Follow-up Hdwy	2.218	-	-	3.518	3.318	
Pot Cap-1 Maneuver	1600	-	-	744	1062	
Stage 1	-	-	-	1006	-	
Stage 2	-	-	-	811	-	
Platoon blocked, %	-	-	-	-	-	
Mov Cap-1 Maneuver	1600	-	-	694	1062	
Mov Cap-2 Maneuver	-	-	-	694	-	
Stage 1	-	-	-	939	-	
Stage 2	-	-	-	811	-	
Approach	EB	WB	SB			
HCM Control Delay, s	6.5	0	8.6			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1600	-	-	-	1050	
HCM Lane V/C Ratio	0.066	-	-	-	0.046	
HCM Control Delay (s)	7.4	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	

Lanes, Volumes, Timings
4: Oak St & Proposed Right Out Dwy

2022 Full Build Conditions - PM Peak Hour
04/26/2021

	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	62	685	0	0	764
Future Volume (vph)	0	62	685	0	0	764
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	1	0	0	0	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	1.00
Fit	0.865					
Flt Protected						
Satd. Flow (prot)	0	1611	5085	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1611	5085	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	132		217			364
Travel Time (s)	3.0		4.9			8.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	0	65	714	0	0	796
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	65	714	0	0	796
Sign Control	Stop	Free	Free	Free	Free	Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	43.5%					
Analysis Period (min)	15					
	ICU Level of Service A					

HCM 6th TWSC
4: Oak St & Proposed Right Out Dwy

2022 Full Build Conditions - PM Peak Hour
04/26/2021

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Int Delay, s/veh	0.5					
Movement						
Lane Configurations						
Traffic Vol, veh/h	0	62	685	0	0	764
Future Vol, veh/h	0	62	685	0	0	764
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	0	0	0	0	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	%	96	%	96	%	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	714	0	0	796
Major/Minor	Minor1	Major1	Major2	Minor2	Major2	Minor2
Conflicting Flow All	-	357	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.13	-	-	-	-
Critical Hdwy Sig 1	-	-	-	-	-	-
Critical Hdwy Sig 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.919	-	-	-	-
Pot Cap-1 Maneuver	0	547	0	0	0	0
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	547	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB	SB	WB	SB
HCM Control Delay, s	12.5	0	0	0	0	0
HCM LOS	B					
Minor Lane/Major Mvmt	NB	TWBLn1	SBT			
Capacity (veh/h)	-	547	-	-	-	-
HCM Lane V/C Ratio	-	0.118	-	-	-	-
HCM Control Delay (s)	-	12.5	-	-	-	-
HCM Lane LOS	-	B	-	-	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-	-	-



GENESEE COUNTY PLANNING BOARD REFERRALS NOTICE OF FINAL ACTION

GCDP Referral ID C-11-BAT-6-21
Review Date 6/10/2021

Municipality	<u>BATAVIA, C.</u>
Board Name	<u>ZBA/CITY PLANNING AND DEVELOPMENT COMM.</u>
Applicant's Name	<u>Patricia Bittar - WM Schutt Assoc.</u>
Referral Type	<u>Special Use Permit</u>
Variance(s)	<u>Area Variance(s)</u>
Description:	<u>Special Use Permit and Area Variances to convert a previous restaurant to a drive-thru restaurant and convenience store with a four fuel-pump station island.</u> <u>Service Station Distance to a Church Public Entrance</u> <u>Minimum required: 500 ft.</u> <u>Proposed: 165 ft.</u> <u>Parking Spaces</u> <u>Minimum required: 68</u> <u>Proposed: 40</u>
Location	<u>204 Oak St. (NYS Rt. 98), Batavia</u>
Zoning District	<u>General Commercial (C-2) District</u>

PLANNING BOARD DECISION

APPROVAL

EXPLANATION:

The proposed development should pose no significant county-wide or inter-community impact.

Director

June 10, 2021

Date

If the County Planning Board disapproved the proposal, or recommends modifications, the referring agency shall NOT act contrary to the recommendations except by a vote of a majority plus one of all the members and after the adoption of a resolution setting forth the reasons for such contrary action. Within 30 days after the final action the referring agency shall file a report of final action with the County Planning Board. An action taken form is provided for this purpose and may be obtained from the Genesee County Planning Department.



(no subject)

1 message

yashstitching stitching <yashstitching@gmail.com>
To: "19jennhanlon69@gmail.com" <19jennhanlon69@gmail.com>

Mon, Jun 14, 2021 at 10:19 PM

Respected sir,

This is the owner of the Days Inn and Super 8 in Batavia. We recieved a mail regarding a construction of a new property adjacent to our property at 204 Oak St, Batavia ,NY 14020. We want to address some issues regarding the structure coming next to our property.

1. Since a Gas Station is coming near to our property the premium of our insuarance will increased. It should be compensated in the property tax.
2. There is an exit that passes through the properties' parking lot. We want the exit to be closed or baricaded so the passing vehicles dont use that exit.
3. We also want to be assured that any sort of nuisance will not be created when the gas station starts its operations.

Regards,
Piyushkumar Patel