

# C.T. MALE ASSOCIATES

Engineering, Surveying, Architecture, Landscape Architecture & Geology, D.P.C.

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June 23, 2021

Mr. Tim Reilly, Chairperson  
Town of Glen Planning Board  
7 Erie Street  
Fultonville, NY 12072

*Re: Town of Glen Pilot Travel Center Project Responses*

Dear Mr. Reilly:

The following are our responses to Prime AE's comments dated June 16, 2021 for the referenced project. We have formatted this with the numbered comments followed by our responses in bold.

## FEAF Part 1

1. Part 1.D.1.e: Answer to this section says the project will not be constructed in multiple phases but plans indicate otherwise. This should be clarified. **The current project will be constructed in one phase. Approximately 11.6± Acres will be occupied by Pilot with the remaining 6.2± acres reserved for the owner.**
2. The project description notes on Part 1 states that the overall disturbance associated with the project is 11 +/- acres. On sheet C7.0 of the Site Plan it indicates that the total limit of maximum disturbance for Phases 1, 2, and 3 is a total of 14.7 acres. Clarification is needed. **The total disturbance for the project will be 12.1± Acres. The EAF and plans have been revised to show 12.1± Acres of disturbance.**
3. Part 1.E.2.d: Average depth to the water table is listed as TBD. The USDA Soil Survey should be able to estimate this. Additionally, soil borings are indicated to have taken place for the site; therefore these samples should aid in determining the depth to the water table. This should be revised and may subsequently effect Part 2.1.a. **The average depth to water table is 5.0'. The EAF has been revised as requested.**
4. Part 1, Question E.3.g is still to be determined as the applicant has indicated a Phase 1A/1B survey has been requested by OPRHP. **Letter from OPRHP dated 5/27/2021 is attached stating that "No properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Register of Historic Places will be impacted by this project".**

## Auto Canopy

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1. Drawings that have been revised and resubmitted should have a revision date and description; Drawing AC1 for example. **Comment acknowledged. The sheets submitted all have the current revisions date.**
2. Detail 05/AC1 and Detail 04/AC1.1 appear to be the same detail. If there are any discrepancies, perhaps they could be integrated into one detail for simplicity. **The redundant detail has been removed from sheet AC1.**
3. Leaders on right hand side of Detail 01/AC1.1 seem to be cut off. Full leader text should be legible. **The detail has been revised as requested.**
4. Materials and dimensions should be specified for dolly bolts. **A note has been added note to follow manufacture's guidelines. Further specification could lead to error in field installation.**

### Truck Canopy

1. Slope limits of the island slab should be identified. **Flow arrows and ridgelines have been shown on sheet C4.2 to show the slope limits of the truck canopy.**
2. Catch basins under truck canopy lead to an "oil/water interceptor", however, there are no details provided in drawings or SWPPP that show the construction nor effectiveness of this interceptor in removing contaminants before being released to the bioretention areas. Details need to be provided in drawings and SWPPP. Please note, per the NYS Design Manual, there needs to be a minimum of 24 inches from bottom of a stormwater management practice to the groundwater table. **The oil water separator detail sheet is sheet C8.2. The outlet is connected to the sanitary sewer. Although some of the proposed bioretention areas and detention areas do not meet the required separation to groundwater, as per the New York State Stormwater Management Design Manual (NYSSMDM), we are proposing to incorporate waterproof liners to ensure that the stormwater treatment areas function as designed, while still meeting the design intent of the NYSSMDM. The liners will ensure that the stormwater and groundwater remain separate; they will be made of PVC material". Our experience with these liner systems is that they do function effectively on properties with varying depths to high groundwater and feel they are a good application for this project.**

### Dumpster Enclosure

1. Louvers on yard storage building have a note stating, "See Mechanical". If it is in reference to specific drawings or specifications, it should be identified more clearly. **This note has been revised to reference 38M1.1.**

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2. We recommend installing privacy slats on the fence as this will improve the overall appearance of the enclosure. **The detail E/DE1 has been revised to show fence to include fabric w/ full height black vinyl inserts.**

## ID Signs Schedule and Signs Location

1. The proposed signage plan includes a mid-rise sign at 34 feet in height, and a hi-rise sign at 110 feet in height. The mid-rise sign is located along Riverside Drive at the front of the proposed project, and the hi-rise sign is located along the back of the lot facing I-90. The distance from the lot line to each sign's position should be added to the location plan. **The sign locations are shown on the revised plans with dimensions to the property line. See Sheet SS1.**

2. The Town of Glen Code states that signage may have a maximum square footage of 32 SF on each side. This may increase by 25 SF per side for each additional 500 feet of road frontage, with a maximum total of 100 SF per side. Both the mid-rise and hi-rise signage exceed the maximum square footage allowed in the Town of Glen Code. The applicant should advise if a variance will be sought. **Pilot understands they will require variances and will seek to address that with a specific sign application to the building Department**

3. Plans for the submitted project should be reviewed by NYSDOT to ensure compliance with ROW provisions, sight distance requirements, and to ensure required permits are acquired prior to construction. **Comment Acknowledged. The applicant is currently working through the approval process with NYSDOT and NYSTA and all appropriate permitting will be obtained.**

## Traffic Study

1. The Study should mention whether the maintenance garage on the proposed property has an impact on the traffic generation figures. If so, the data and analysis should be provided. **The truck service building is a support facility and compliments the exiting trucking customers. Therefore, there is no impact in terms of added trip generation anticipated by this facility.**

2. How tractor trailers are going to be staged within the proposed travel center should be identified, as well as analysis of the queue line with peak traffic time. This analysis will provide important information that will identify if the capacity of the travel center can meet the peak time trips. **A truck stacking exhibit has been provided along with a narrative offered by Pilot, who has constructed and operated several similar facilities around the country. The attached exhibit summarizes how trucks enter, fuel up, park and exit the new travel center. There is ample stacking length throughout the site to keep trucks from queuing onto Riverside or to impact operations. The separated entrances will also help prevent conflicts between autos and trucks internally.**

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3. We reached out to Mike Muha at Region 2 DOT regarding the intersection of the Thruway ramp and Riverside Drive and he advised Pilot to include this intersection in the traffic study. We have since received the amended traffic study. **We have since met with DOT virtually and they continue to review the need to provide any off-site mitigation. They have responded via email which was forwarded to the Town and Prime.**

4. The study does not include any data on crash analysis. This data should be added to the study's analysis to include but not limited to comparison of project accident rates with statewide average rates, and crash analysis diagrams and/or tables. **The Traffic Consultant will collect accident data and complete the analysis. Due to light volumes along Riverside, however, accident rates above statewide average are not anticipated and will not likely impact any mitigation plans that DOT may consider for this site.**

5. Details on the stopping sight distance at the proposed driveway(s) should be added to the study. **Sight distances have been added to the revised plan and meet DOT guidelines.**

6. Details and analysis on the internal circulation including pedestrians, parking, and deliveries should be added to the traffic study. **The attached narrative from Pilot describes site operation, parking and flow of traffic.**

7. Existing operating speeds, traffic controls, and facilities for non-motorized traffic should be identified and described within the study area. **The Traffic Consultant is working on this and will add to the Study.**

8. The description of highways within the study area should be added to the Existing Conditions section of the study to include functional classification, access control, adjacent land use, and other proposed developments or potential changes. **The Traffic Consultant is working on this and will add to the Study.**

The amended traffic study that includes the intersection of the Thruway ramp and Riverside Drive has pointed out that the LOS (Level of Service) for both the AM peak hour and PM Peak hour has been down graded from Grade C to grade F due to the proposed project. We have yet to receive comments from DOT regarding this study and any potential mitigation requirements. **NYS DOT's email summarizes their status of the amended study. They feel that the project should continue to the permitting phase and will likely request Pilot post a bond to cover future mitigation.**

### Revised Site Plans

1. The applicant indicated in the response letter that the table for new construction would be provided for review prior to the Planning Board meeting. We have not received this table for review. **The Table is included with this submission.**

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2. We find the provided landscaping plan and details sufficient and acceptable.

**Comment acknowledged**

3. Drawing SL1 is not sufficient for a lighting plan. Per the Town of Glen Code section 87-22 subsection D-7, site plans are to include a lighting plan showing the location, height, intensity, and bulk type of all lights as well as the direction of illumination and methods to eliminate glare onto the adjacent properties must also be shown. Lighting plan should include details regarding all exterior lighting. Please provide a lighting plan for review. **Additional lighting plans showing requested information are included with this submission. Please see sheets ES1.1A, ES1.1B, and ES1.2.**

4. On sheet C3.0 the revised site plan notes that a 4-foot chain link fence with a 6-foot gate will be installed around the proposed site. Construction details of the fence should be added to the site plan. **The details for the fence have been added to the plans.**

5. Existing and proposed contours have been added to submitted plans, thus meeting Town Code. **Comment Acknowledged.**

6. In response to a prior comment the applicant states that the underground fuel tanks have been raised above the 500-year flood level. The drawings still show the tanks being underground and the PP series of drawings have not been provided. Please clarify the installation location of the fuel tanks. **See PP series of drawings. Tanks installed below 500 year flood level and secured as detailed.**

7. Buried fuel tanks need to be designed and constructed in conformance with "6 NYCRR Part 613". The proposed tanks will need to be registered with NYSDEC and a copy of the registration shall be submitted to the Town Planning Board for their records. **Tank installations will meet all requirements.**

8. On sheet C.4.0 Draft Grading Plan, the detention basin #1 drains into the ditch located along Riverside Drive; this is a DOT regulated road and drainage ditch which will require DOT approval for an outfall. **Process has commenced with NYSDOT and all required permitting will be obtained from the NYSDOT.**

9. On sheet C.6.0, Site Utility Plan please include a legend describing the different line types and labels. **A legend has been added to the plans.**

10. On sheet C.6.0, Utility Pipe Schedules are incomplete, these should be revised. **The pipe schedules have been completed on the latest set of plans.**

11. On sheet C6.0 there are measures shown for collecting runoff that may carry oil and grease throughout the Tractor trailer fueling area; please explain why these same measures were not implemented in the design of the car fueling area. **An oil water separator is not used in auto area because gas is water soluble and would not be able to separate contaminants. Also, gas is very volatile and evaporates quickly. The chances of gas entering a storm drain are very minimal and have driven catch basin location. Catch basins are not placed close to the gas islands to keep the gas from**

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**becoming trapped in the system. The slope of gas canopy is out with the high point underneath the gas canopy.**

12. On sheet C6.0 the line coming out of the Travel Center is too thick to read what it represents, please adjust the line weight to clarify what the line represents. **The line has been revised for clarity.**

13. Drawings that have been revised and resubmitted should have a revision date and description, Drawing AC1 for example. **Comment acknowledged. The sheets submitted all have the current revisions date.**

### Draft SWPPP

1. Plans may require a project specific permit from NYSDEC as the proposed outfall from stormwater management practices are to a State-Regulated Wetland TH-9, Class 2. Applicant shall submit project plans and SWPPP to NYSDEC for review so they may advise if additional permit(s) are necessary. **Comment Acknowledged. All required permitting will be obtained from the NYSDEC.**

2. Applicant should verify that stormwater flowrates and parameters will not increase from pre-construction to post-construction site conditions. We typically see this in a table in the SWPPP for easy comparison. **The comparison table has been added the SWPPP see section 5.5.**

3. No construction sequence plan was provided in the SWPPP, phases were shown on the sediment and erosion plan, but each section was not clearly marked. The work that will be completed in each phase is not described. **Pilot has provided a Site Construction Phasing Narrative and a construction sequence has been added to the Erosion and Sediment Control Plan (Sheet C7.0). Both are included in the SWPPP.**

4. Question #7 on the NOI asks "Is this a phased project?" and the applicant answered "no.". This contradicts the erosion and sediment control plans which show this project being constructed in phases. Please specify whether this is or is not a phased project and update the drawings or SWPPP accordingly. **The site has been revised to not be a phased project. The plan and SWPPP have been revised to reflect this change.**

5. The total acreage calculated for the runoff is 18.126 acres and the total acreage stated on the site plans is 17.82 acres. Please update the site plans or verify the correct acreage for the site. **The drainage calculations have been revised to be consistent.**

6. Question #40 of the NOI, a DEC Permit should be included as well as DOT permit for discharging stormwater into their ditch and potentially Thruway Authority permit for sign usage near the ROW. **NYSDEC Lead Agency Coordination Response letter dated June 21, 2021 and provided JDMAP appear to indicate that the wetlands are not within 100' of the proposed development. This section of the NOI is for additional NYSDEC permits and NYSDOT and/or Thruway Authority permits are not**

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**applicable. Any required permits from the NYSDOT or Thruway Authority will be obtained.**

7. The provided SWPPP states that this is the Draft SWPPP and a full final SWPPP is required for final review and approval. **Understood. We submitted the draft for TDE and NYSDEC comments. The final will be provided.**

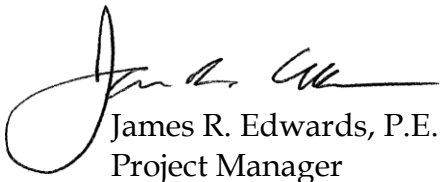
## Archaeological Survey

1. During the archaeological survey no significant historical artifacts were discovered and the NYS OPRHP letter dated May 27, 2021 advised that “no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.” **Comment Acknowledged**

If you have any questions on our responses provided herein, please contact me at 518-786-7542 or by email at [j.edwards@ctmale.com](mailto:j.edwards@ctmale.com).

Thank you for your time and consideration of our project.

Sincerely,



James R. Edwards, P.E.  
Project Manager

Encl.