1. Planning Commission Agenda

    Documents:

        PC AGENDA 7-14-26.PDF

2. ZC 26-18 Dorset Crossing Master Plan Amendment

    Documents:

        ZC 26-11 DORSET CROSSING CAR WASH PRELIMINARY MASTER PLAN CHANGE PC STAFF MEMO.PDF
        ZC 26-18 10 DORSET CROSSING APPLICATION AND PROJECT NARRATIVES.PDF
        ZC 26-18 10 DORSET CROSSING ARCHITECTURAL PLANS.PDF
        ZC 26-18 10 DORSET CROSSING MASTER DEVELOPMENT PLAN.PDF
        ZC 26-18 10 DORSET CROSSING REVISED SITE PLAN AND SITE DETAILS.PDF
        ZC 26-18 10 DORSET CROSSING TRAFFIC STUDY.PDF

AGENDA

PLANNING COMMISSION – REGULAR MEETING
Tuesday, July 14, 2026 at 7:00 pm
Simsbury Public Library – FSPL Program Room
725 Hopmeadow Street, Simsbury, CT 06070

I. CALL TO ORDER

Seating of Alternates

II. APPROVAL OF MINUTES

May 26, 2026 Special Meeting
May 26, 2026 Joint Special Meeting

III. GENERAL COMMISSION BUSINESS

Referrals from the Zoning Commission

ZC #26-18, An application of Dorset Crossing LLC, Owner, Dwight Merriam, Agent, pursuant to Section 8 of the Zoning Regulations for a zone change and amendment to the Master Development Plan to allow a car wash facility at 10 Dorset Crossing (Assessor's Map Block Lot I04 403 13C-F), Planned Area Development (PAD) Zone.

IV. OTHER BUSINESS

V. ADJOURNMENT

Marc S. Nelson, MPA
Town Manager

George K. McGregor, AICP
Director

PLANNING & COMMUNITY DEVELOPMENT DEPARTMENT

MEMORANDUM

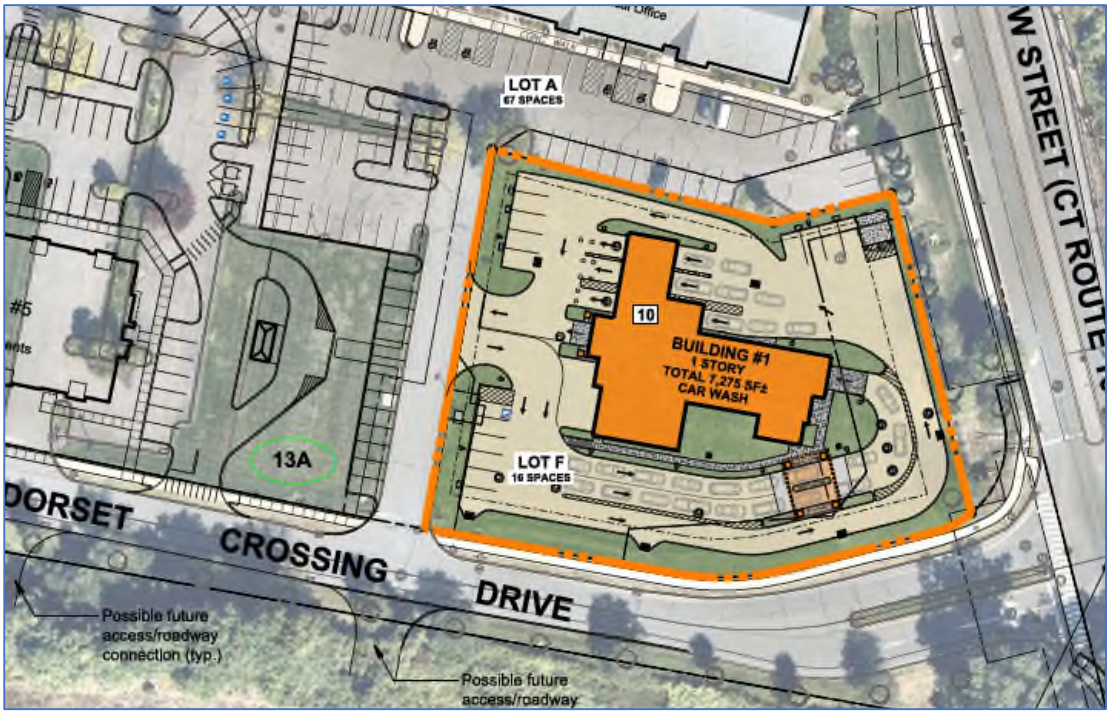
To: **Simsbury Planning Commission**

From: **George K. McGregor, AICP**

Date: **July 14, 2026**

Subject: **ZC 26-18, Dorset Crossing Master Plan Change, Preliminary Review**

Application ZC 26-18 of Dorset Crossing LLC, owner, Dwight Merriam Esq., applicant, for formal Application Review to amend the Master Development Plan at Dorset Crossing to include a Car Wash Facility at 10 Dorset Crossing, (Assessor's Map Block Lot I04 403 13C-F), Planned Area Development (PAD) zone.



933 Hopmeadow St.
Simsbury, CT 06070

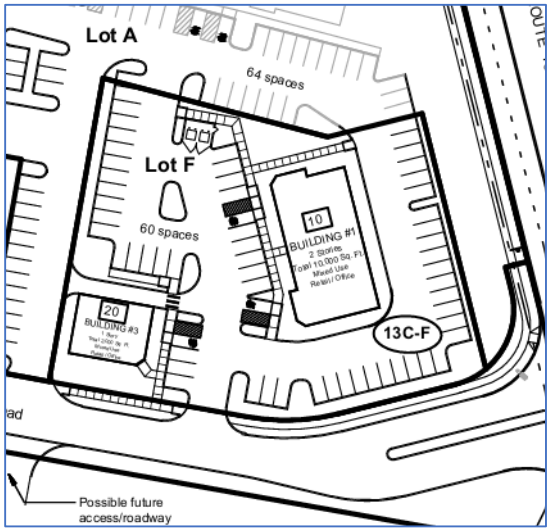
Tel. (860) 658-3245
gmcgregor@simsbury-ct.gov

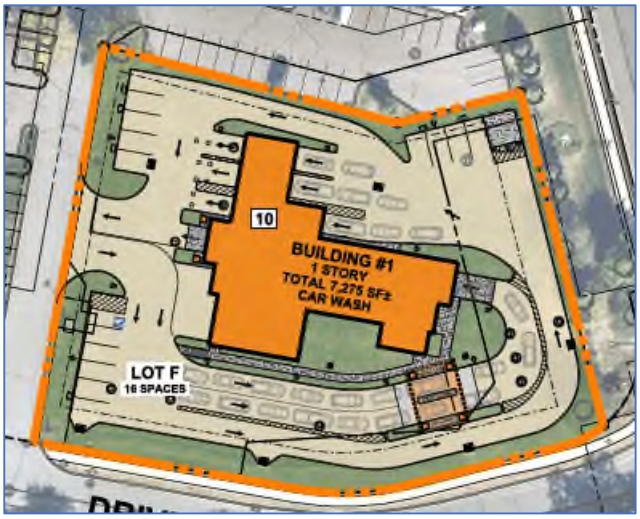
Dorset Crossing is a Planned Area Development (PAD), established in 2013 with a mix of commercial and residential uses. The project was amended in 2022 and 2023 and currently allows 27,000 sq.ft. of commercial and 360 multi-family residential homes. The development is partially constructed:

Use Type	LOT	Density	Constructed
Mixed Use Retail/Medical Office	A	15,000 sf	Yes
Residential Multi-Family	B	168 units	Yes
Special Needs Multi-Family	C	48 units	Yes
Residential Multi-Family	D	30 units	NO
Mixed Use/Retail	F	12,000 sf	NO
Residential Multi-Family	G	42 units	NO
Residential Multi-Family	H	72 units	NO

The Applicant proposes to amend the area described as "Lot F" by replacing two proposed buildings (12,000 sq.ft. of "retail/office") with a 7,275 sq.ft. car wash facility. A "car wash" is defined separately in the zoning regulations and is not generally included along with other retail uses. Thus, the amendment to add the use constitutes a Master Development Plan change.

Current conceptual plan alongside proposed:





Having completed the first stage, a preliminary, non-binding review, the application is now a Master Plan/Zone Change application with a corresponding Site Plan. With this submission the Applicant requests formal review and action. The Application was accepted on July 6, 2026, and will be forwarded for referral to the Planning Commission (July 14, 2026) and the Design Review Board (July 20, 2026).

The Application is scheduled for a public hearing at the Zoning Commission on July 20, 2026. The master plan submission includes a site plan, traffic study, architectural elevations and other relevant materials.



The Planning Commission role under Connecticut State Statute is to review the Master Plan/Zone Change application in terms of consistency and conformance with the policies of the Plan of Conservation and Development.

GKM

Town of Simsbury

Office of Community Planning and Development - Zoning Commission Application

RECEIVED
JUN 30 2026
TOWN OF SIMSBURY
PLANNING DEPARTMENT

DATE: June 17 2026 FEE: $580 CK #: 10479 APP #: _____

PROPERTY ADDRESS: 10 Dorset Crossing, Simsbury 06070

NAME OF OWNER: Dorset Crossing LLC

MAILING ADDRESS: 30 Dorset Crossing LLC

EMAIL ADDRESS: _____ TELEPHONE # _____

NAME OF AGENT: Dwight Merriam, Attorney at Law

MAILING ADDRESS: 80 Latimer Lane, Weatogue 06089

EMAIL ADDRESS: _____ TELEPHONE # _____

ZONING DISTRICT: PAD LOT AREA: 47,149 sq.ft SQ FT/ACRES

Does this site have wetlands? ☐ YES ■ NO Have you applied for a wetlands permit? ☐ YES ☐ NO

REQUESTED ACTION (PLEASE CHECK APPROPRIATE BOX):

☒ **ZONE CHANGE**: The applicant hereby requests that said premises be changed from zone PAD to zone PAD Ame.

☒ **TEXT AMENDMENT:** Please attach proposed changes, including Sections and purposes.

☐ **SPECIAL EXCEPTION:** The applicant hereby requests a public hearing pursuant to Section _____.

☒ **SITE PLAN APPROVAL**: The applicant hereby requests

■ FINAL ☐ SITE PLAN AMENDMENT pursuant to Section 11

☒ **SIGN PERMIT**

☒ **OTHER (PLEASE EXPLAIN)**:

Application for Final Master Plan, Zone Change, and Site Plan approval for existing PAD.
It is submitted pursuant to Section 8 of the Zoning Regulations, SPECIAL REGULATIONS Planned Area Development Zone (PAD). The contract purchaser is Performance Asset Group LLC, PO Box 671, Colchester, CT 06415

A check payable to the Town of Simsbury must accompany this **original signed and dated** application. **Five (5) complete sets of folded plans, one (1) completed application and correspondence including a project narrative** must be submitted. Please send PDF digitals to jhollis@simsbury-ct.gov.

Signature of Owner *Date* *Signature of Agent* *Date*

Telephone (860) 658-3245
Facsimile (860) 658-3206
www.simsbury-ct.gov
933 Hopmeadow Street
Simsbury, CT 06070

Dwight H. Merriam

Dwight Merriam, Agent for the Applicant June 30, 2026

Diamond Sparkle Car Wash at Dorset Crossing
Master Plan Change, Text Amendment, and Site Plan

This is the final step of the three-part process for approving a new use in the Dorset Crossing Planned Area Development (PAD) zone.

The proposal is to amend the Master Development Plan at Dorset Crossing and approve a site plan to enable development of a car wash at 10 Dorset Crossing, (Assessor's Map Block Lot I04 403 13C-F), Planned Area Development (PAD) zone. The parcel is known as Lot F.

In 2013, Dorset Crossing was approved as a Planned Area Development (PAD) with a mix of commercial and residential uses. The project mix was amended in 2022 and 2023 and currently allows 27,000 sq. ft. of commercial and 360 multi-family residential homes.

The application proposes to amend the PAD zoning for "Lot F" to replace the current two-building, 12,000 sq. ft. of "retail/office" concept (approved but never developed) with a substantially smaller 7,275 sq. ft. car wash facility.

A car wash is a permitted use as required by Section 8.1C of the PAD regulations:

A. Permitted Uses

Any use(s) permitted as of right or by Special Permit or Special Exception in the Simsbury Zoning Regulations are eligible for inclusion in a PAD and may be permitted in a Planned Area Development Zone. Such uses may be combined in a Mixed Use Development in accordance with the Development Plan Standards set forth in this Section.

Car washes- where car washes are included as any part of an application, a report from a professional engineer on the disposal and impact of wastewater and cleaning products must be included with the application.	**NO**	**SE**	**SP**	**NO**

The car wash use is a marked improvement over the current approved use in nearly every respect:

1. The access plan will eliminate the curb cut on Dorset Crossing Drive, eliminating the conflict in turning movements with the existing driveway.
2. The impervious surface is reduced by nearly 12%.
3. The number of parking spaces required is greatly reduced.
4. The landscaping will have 100% native vegetation.
5. The side yard in the current use is 9 feet; the proposed use has over 50 feet.
6. The front yard for the building in the current approved use is a scant 9 feet; the car wash is 60 feet, nearly 7 times greater.
7. The building area is reduced by over 40%.
8. Even with the proposed hotel, on the adjacent parcel, the combined development traffic is still below the original approved peak hour volumes of the originally approved development

The proposed car wash is consistent with the Plan of Conservation and Development and meets the demand in market area of a car wash utilizing the latest technology and providing unequaled customer service. It is an important and needed use for the many, and an increasing number of, residents in Simsbury living in multifamily developments.

And, finally, and perhaps of overarching merit for this proposal, is the design, not only in the site engineering aspects noted above in terms of reducing the impact over the existing, approved use of Lot F, but the exceptionally attractive architectural design by a preeminent area firm, decidedly not the typical "out-of-the-box" design that comes with the car wash franchise operations with hundreds of the same car washes, all the same. This unique, site-specific, sensitive to its neighbors, and technology supporting design is nonpareil.

June 30, 2026

Robert C. Schechinger, Jr. ASLA
772 Farmington Avenue
Farmington, CT 06032
Telephone: (860) 478 - 7839
Email: biff.design@sbcglobal.net

RECEIVED
JUN 30 2026
TOWN OF SIMSBURY
PLANNING DEPARTMENT

Landscape Architect
Master Planning
Urban Design
Construction Administration
www.BiffLandDesign.com

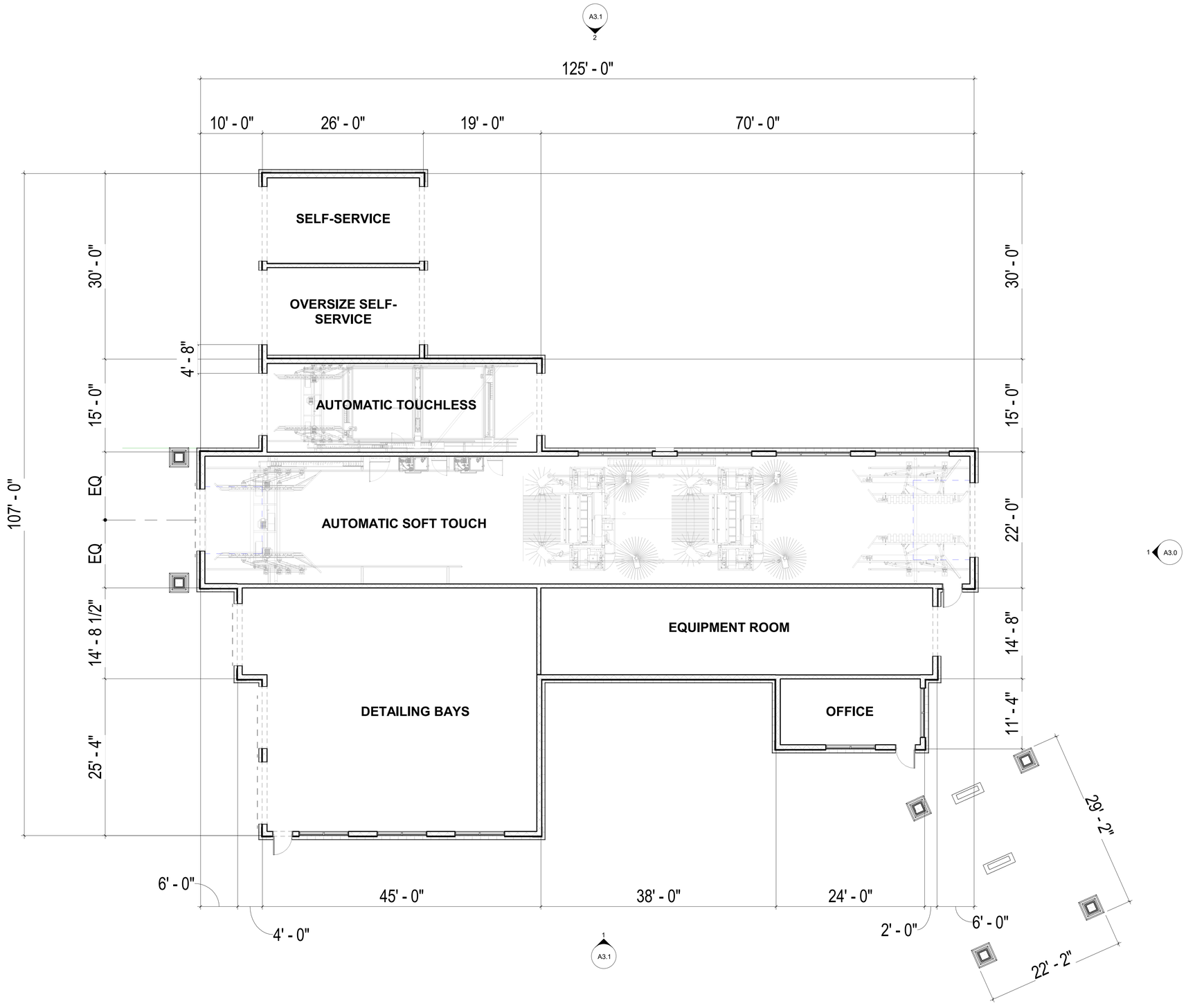
PAD MASTER PLAN SUBMISSION; DEVELOPEMENT NARRATIVE:

9. Landscaping, present and proposed, including major tree and shrub area, present and proposed w ater elements and related treatment of open space, screening, present and proposed topography.

The 47,419 Sq. Ft. Lot "F" Subject Parcel for this proposal is currently entirely covered in Turf Grass lawn. This site is practically flat and was apparently regraded and stabilized with grass after basic subsurface utilities were installed and a building pad created. Given this initial construction, the final site development should require relatively little change in topography. The developed adjacent parcel, Lot "A", lies primarily north of Lot "F", but does have a +/-43' strip between Lot "F" and Hopmeadow Street, which has been planted with a variety of deciduous Street Trees and screening Evergreen Trees augmented by understory plantings of Needle and Broadleaf Evergreen Shrubs.

The proposed Landscape Plan proposes to install larger deciduous Street Trees along the Dorset Crossing entry road, to complement the existing Street Tree plantings along this road's southern shoulder. Our front yard area along the existing Lot "A" entry drive is smaller in width and has several underground utilities to avoid. This led to the proposed planting of tighter, columnar Street Trees in this frontage margin. The interior islands, open space yards and Building Foundation beds are to be planted with Ornamental Flowering Trees and a mixture of Ornamental Grasses, Groundcovers and Shrubs. We are also reinforcing the Lot "A" understory screening plantings with Ornamental Broadleaf Evergreen Shrubs and an Evergreen Tree. These additional screening plantings will reinforce vehicular noise and headlight trespass mitigation between our proposed facility and Hopmeadow Street.

In total we are proposing the installation of 151 individual plants; 100 Shrubs, 40 Ornamental Grasses, 18 deciduous Street Trees and an Evergreen Tree. All of these plant materials are Native Species. The Turf Lawn Grass Seed Mix specified for this project's lawns is a blend of Fescues, Bluegrass and Ryegrass and has proven to require approximately 30% less maintenance water, once established, than conventional standard Turf Grass mixes.



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QA+M architecture
QuisenberryArcariMalik
195 Scott Swamp Road
Farmington, CT 06032
qamarch.com

NOT FOR CONSTRUCTION
ISSUED FOR REVIEW ONLY

PROJECT DESCRIPTION:

DIAMOND SPARKLE CAR WASH

SIMSBURY, CT

Project #: QAM25090

Revisions

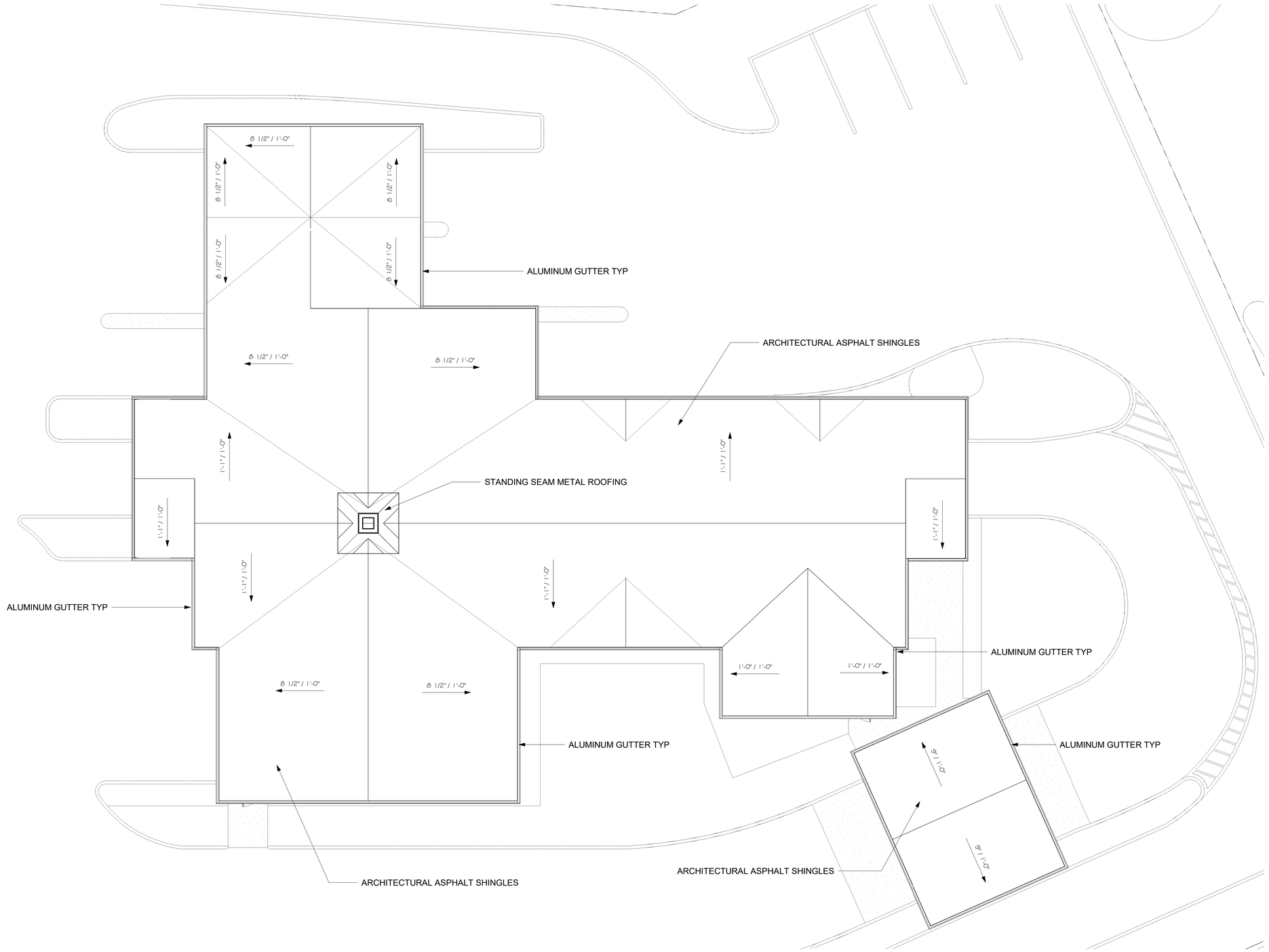
Issue Dates:

N

MUNICIPAL REVIEW
05.04.2026

FIRST FLOOR PLAN

A1.1



1 A1.4 **ROOF PLAN**
1/8" = 1'-0"

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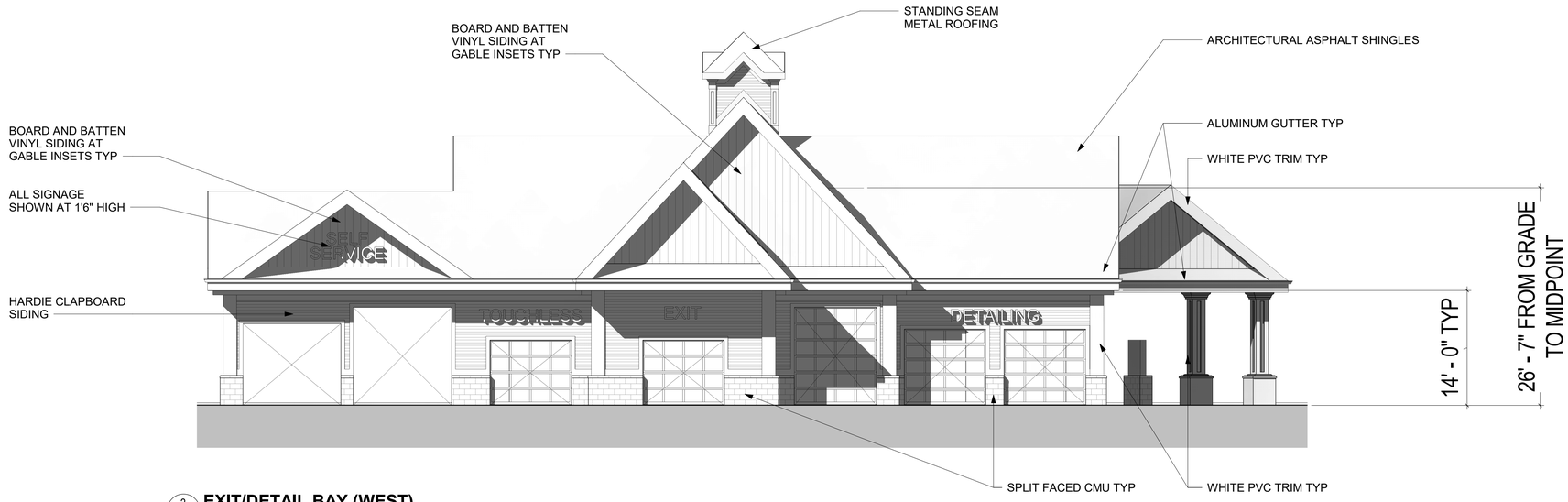
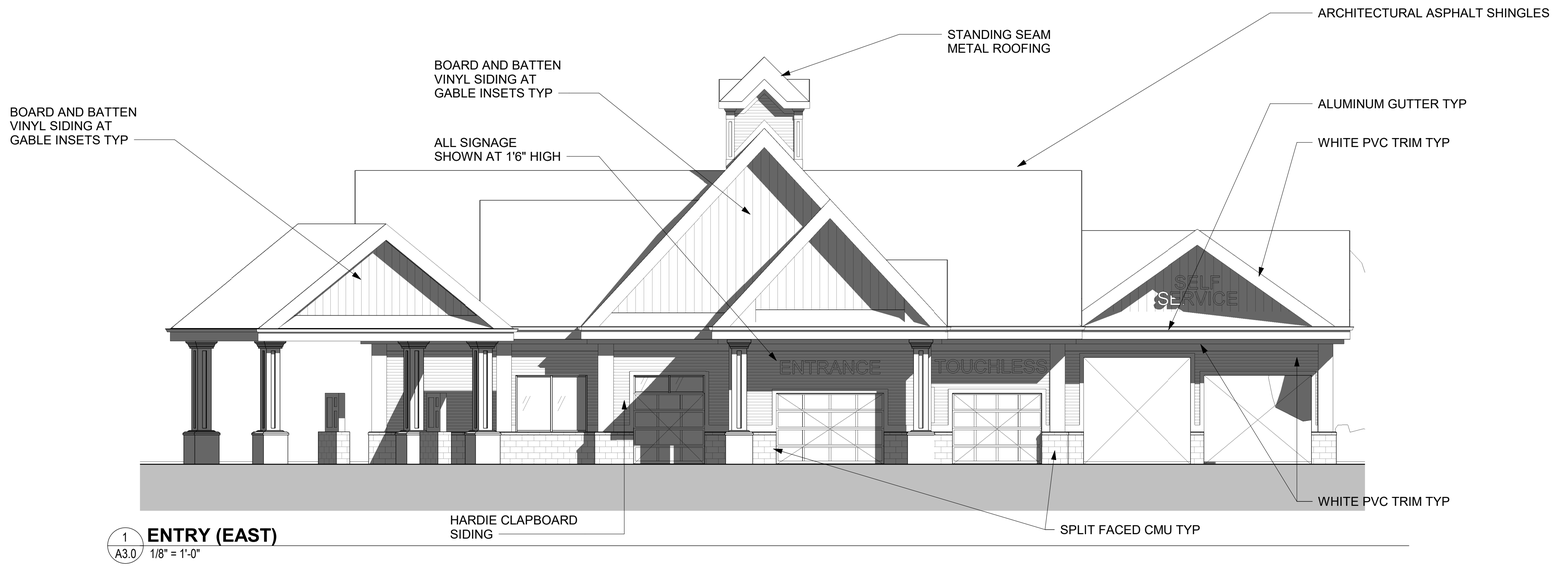
MUNICIPAL REVIEW
05.04.2026

ROOF PLAN

A1.4



2 A3.0 **EXIT/DETAIL BAY (WEST)**
1/8" = 1'-0"



1 A3.0 **ENTRY (EAST)**
1/8" = 1'-0"

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QA+M architecture
QuisenberryArcariMalik
195 Scott Swamp Road
Farmington, CT 06032
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SIMSBURY, CT

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Revisions

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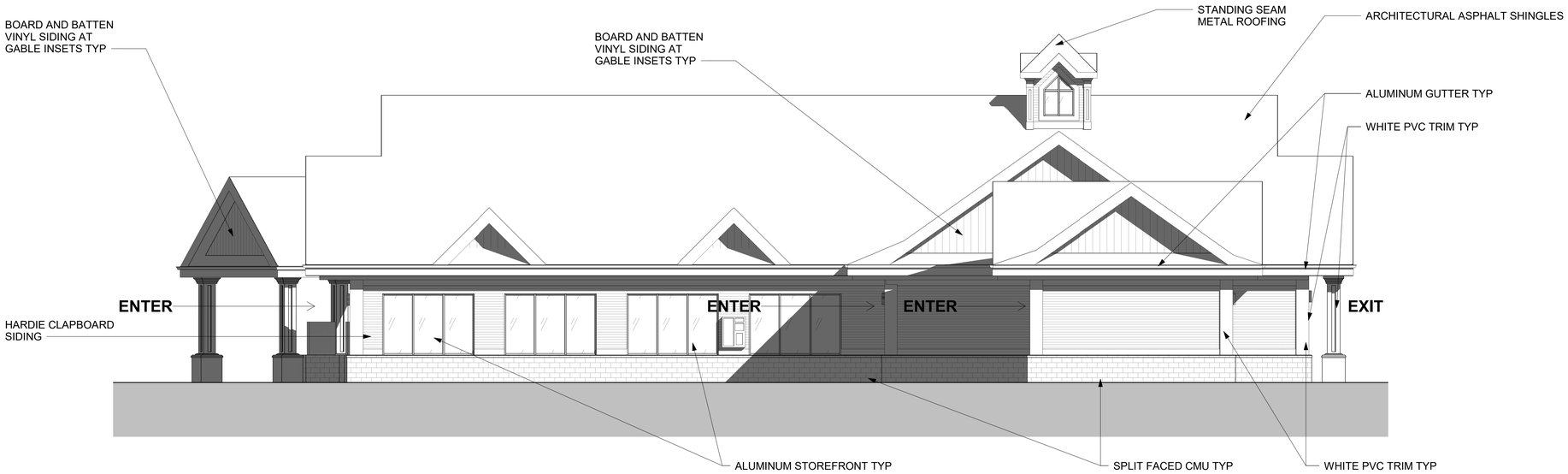
N

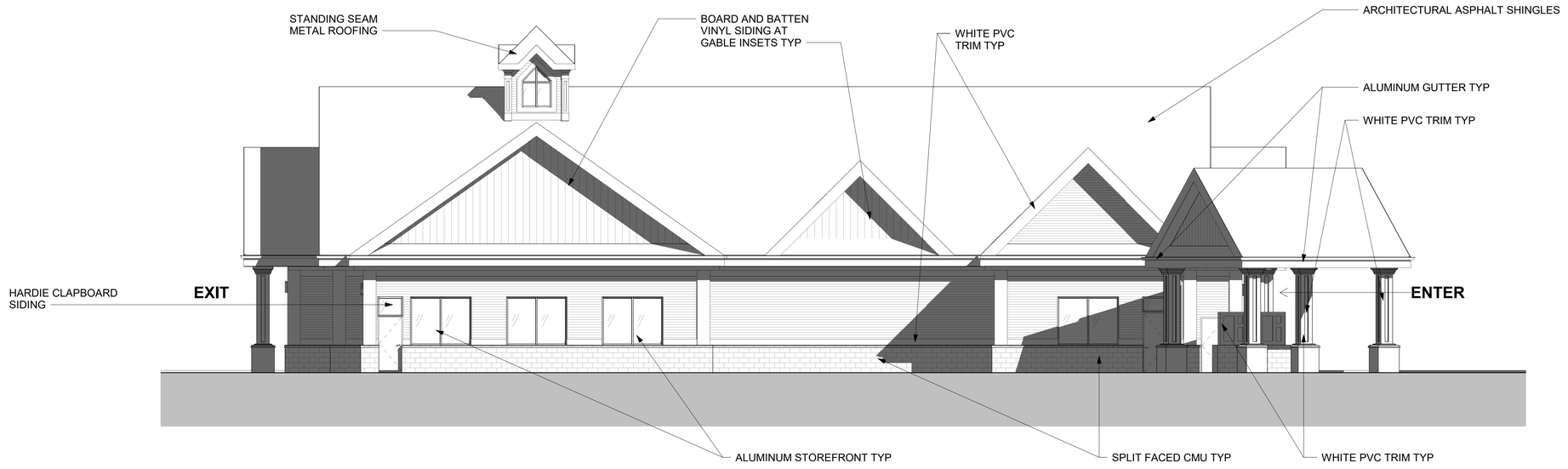
MUNICIPAL REVIEW
05.04.2026

ELEVATIONS

A3.0



2 A3.1 **TOUCHLESS/SELF SERVICE BAY (NORTH)**
1/8" = 1'-0"



1 A3.1 **OFFICE/MECH ROOM (SOUTH)**
1/8" = 1'-0"

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QA+M architecture
QuisenberryArcariMalik
195 Scott Swamp Road
Farmington, CT 06032
qamarch.com

NOT FOR CONSTRUCTION
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SIMSBURY, CT

Project #: **QAM25090**

Revisions

Issue Dates:

N

MUNICIPAL REVIEW
05.04.2026

ELEVATIONS

A3.1

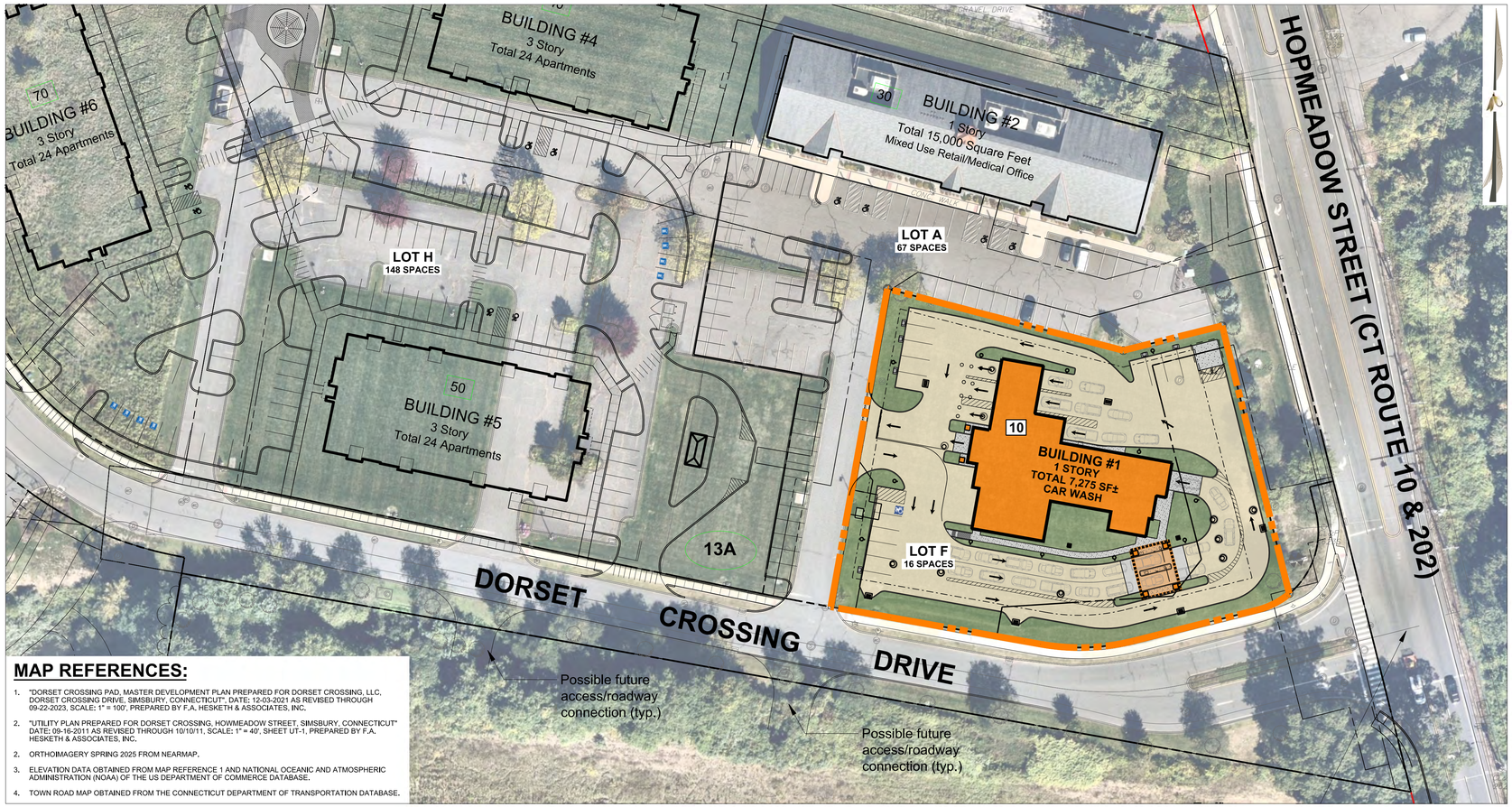
DORSET CROSSING PAD
MASTER DEVELOPMENT PLAN

SITE MODIFICATION - LOT F
10 DORSET CROSSING (M/B/L I04/403/13C-F)
SIMSBURY, CONNECTICUT

PREPARED FOR

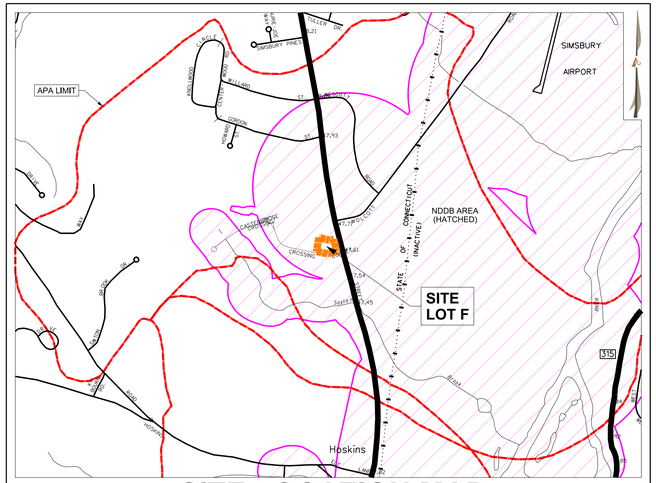
APPLICANT
DIAMOND SPARKLE CAR WASH LLC
359 LEBANON AVENUE
COLCHESTER, CT 06415

OWNER
DORSET CROSSING LLC
30 DORSET CROSSING
SIMSBURY, CT 06070

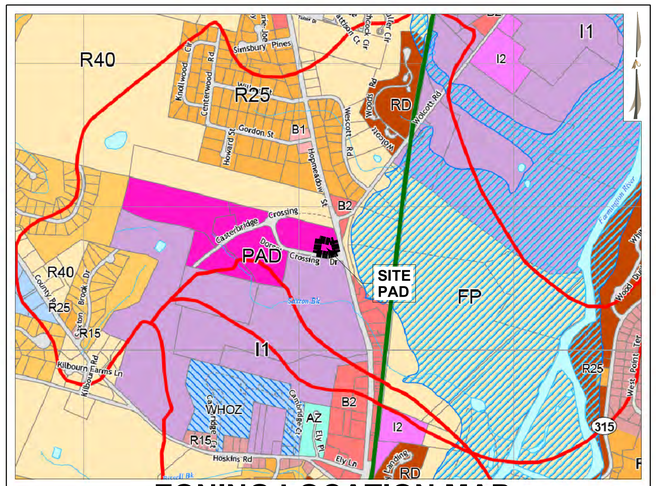


MAP REFERENCES:

1. "DORSET CROSSING PAD, MASTER DEVELOPMENT PLAN PREPARED FOR DORSET CROSSING, LLC, DORSET CROSSING DRIVE, SIMSBURY, CONNECTICUT", DATE: 12-03-2021 AS REVISED THROUGH 09-22-2023, SCALE: 1" = 100', PREPARED BY F.A. HESKETH & ASSOCIATES, INC.
2. "UTILITY PLAN PREPARED FOR DORSET CROSSING, HOWMEADOW STREET, SIMSBURY, CONNECTICUT" DATE: 09-16-2011 AS REVISED THROUGH 10/10/11, SCALE: 1" = 40', SHEET UT-1, PREPARED BY F.A. HESKETH & ASSOCIATES, INC.
2. ORTHOIMAGERY SPRING 2025 FROM NEARMAP.
3. ELEVATION DATA OBTAINED FROM MAP REFERENCE 1 AND NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION (NOAA) OF THE US DEPARTMENT OF COMMERCE DATABASE.
4. TOWN ROAD MAP OBTAINED FROM THE CONNECTICUT DEPARTMENT OF TRANSPORTATION DATABASE.



SITE LOCATION MAP
SCALE: 1" = 1000'



ZONING LOCATION MAP
SCALE: 1" = 1000'

INDEX OF SHEETS

DESCRIPTION	SHEET NUMBER
TITLE SHEET	01
DEVELOPMENT LAYOUT PLAN - LOT F	02
GRADING & DRAINAGE PLAN	03
UTILITY PLAN	04
LIGHTING PLAN	05
EROSION & SEDIMENTATION CONTROL PLAN	06

SCALE: 1" = 40'
40 0 40 80 120

PROJECT NUMBER:
00222 - 001

YANTIC RIVER CONSULTANTS, LLC

CONTACT INFORMATION
YANTIC RIVER CONSULTANTS, LLC
191 NORWICH AVENUE
LEBANON, CONN 06249

Phone: (860) 367-7264
Email: yanticriver@gmail.com
Web: www.yanticriverconsultants.com

PROFESSIONAL SEAL
STATE OF CONNECTICUT · BRANDON J. HANDFIELD · No. 24564 · LICENSED PROFESSIONAL ENGINEER

DORSET CROSSING PAD
MASTER DEVELOPMENT PLAN
PREPARED FOR
DIAMOND SPARKLE CAR WASH LLC, APPLICANT
TITLE SHEET
10 DORSET CROSSING DRIVE (M/B/L I04/403/13C-F) SIMSBURY, CT

REVISION SUMMARY
DATE DESCRIPTION

SHEET 1 OF 6
DATE 4/30/26
REVISED 6/26/26

ZONING TABLE LOT F

ZONE: PLANNED AREA DEVELOPMENT (PAD)

USE: CAR WASH

ITEM	REQUIRED	APPROVED[1]	PROPOSED	NOTES
LOT AREA	10,000 SF	47,419 SF (1.08 AC)	47,419 SF (1.08 AC)	NO CHANGE
LOT FRONTAGE	100 FT	460.7 FT±	460.7 FT±	NO CHANGE
FRONT YARD				
BUILDING	20 FT	20.0 FT±	60.8 FT±	COMPLIES
CANOPY	20 FT		23.7 FT±	COMPLIES
SIDE YARD				
PRINCIPAL	20 FT	9.0 FT±	50.6 FT±	COMPLIES
ACCESSORY	10 FT	N/A	N/A	N/A
REAR YARD	20 FT	21.1 FT±	21.8 FT±	COMPLIES
PARKING SETBACKS				
FRONT YARD	10 FT	10 FT	10 FT	NO CHANGE
SIDE YARD[2]	10 FT	5 FT	5 FT	NO CHANGE
REAR YARD[2]	10 FT	5 FT	5 FT	NO CHANGE
BLDG. AREA	N/A	12,000 SF	7,275 SF	REDUCTION
BLDG. COVERAGE	N/A	7,000 SF	7,275 SF	INCREASE
IMP. COVERAGE	N/A	40,000 SF	35,426 SF	REDUCTION
BLDG. HEIGHT	40 FT	UNKNOWN	< 40 FT	COMPLIES

ZONING NOTES:

1. APPROVED INFORMATION OBTAINED FROM MAP REFERENCE 1, SHEET MA-1.
2. PARKING SIDE AND REAR YARD SETBACKS MAY BE REDUCED TO 0 FEET WHERE A UNIFIED PARKING AND ACCESS PLAN HAS BEEN APPROVED.

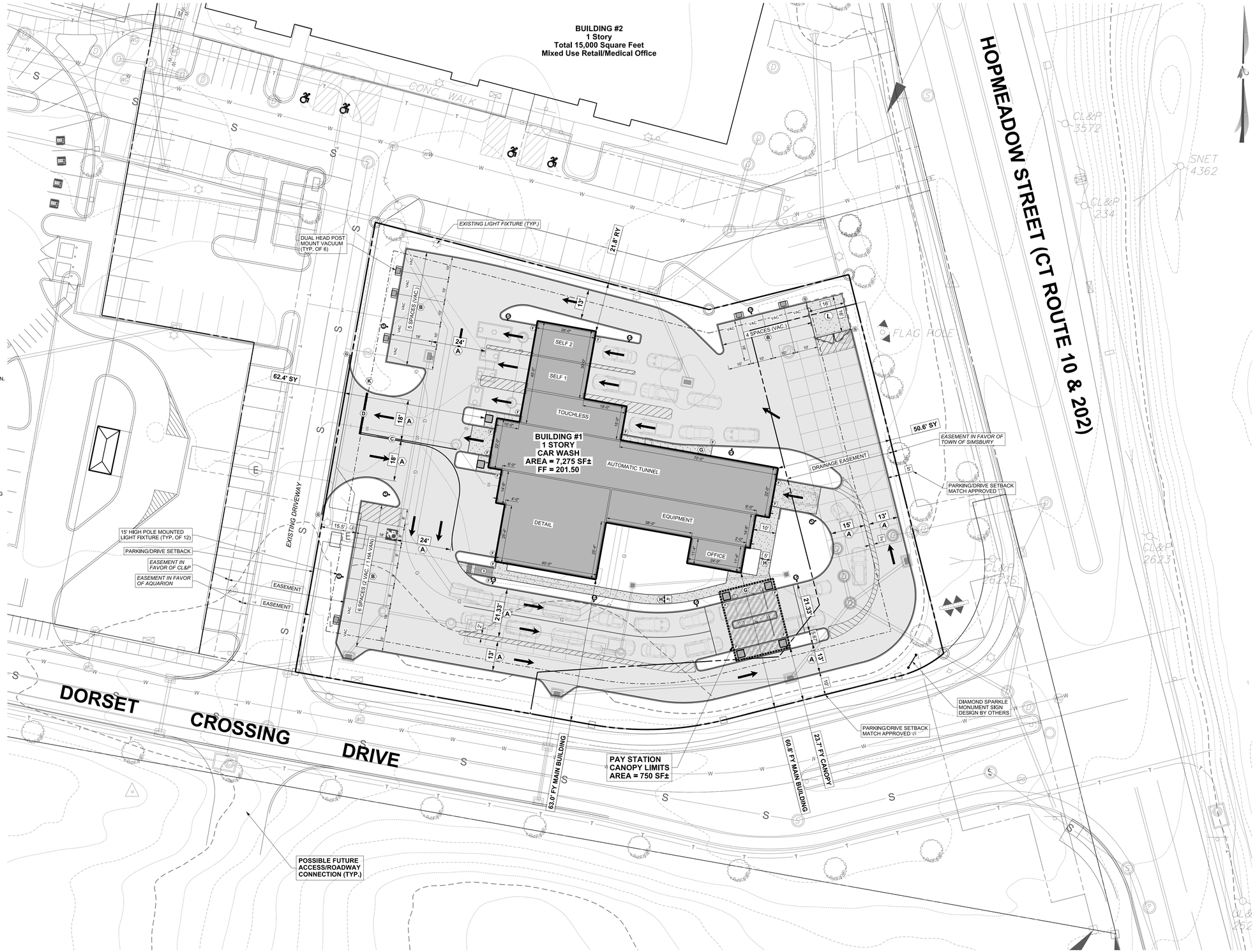
PARKING TABLE LOT F

USE: PARKING SPACE REQUIREMENTS PER SECTION 10.2.4

ITEM	STANDARD	UNIT	REQUIRED	PROPOSED	NOTES
PARKING SPACES					
OFFICE	2.5 SP / 500 SF	272	2 SPACES	2 SPACES	
CAR WASH	1 SP / EMP.	3	3 SPACES	3 SPACES	
PATRONS / VACUUM	N/A	N/A	N/A	11 SPACES	
TOTAL			5 SPACES	16 SPACES	COMPLIES
ACCESSIBLE PARKING					
DEVELOPMENT TOTAL	1 SP / 1-25 SP	16	1 SP (1 VAN)	1 SP (1 VAN)	COMPLIES

GENERAL SITE NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES AND INCIDENTAL CONSTRUCTION FORM 819 AS APPLICABLE AND THE TOWN OF SIMSBURY STANDARD SPECIFICATIONS.
2. ALL DIMENSIONS ARE TO THE EDGE OF PAVEMENT, FACE OF CURBS, OUTSIDE FACE OF THE BUILDING OR OTHER LIMITS AS DEPICTED ON THE PLAN.
3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FIELD DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES BETWEEN THE PLANS AND ACTUAL FIELD CONDITIONS TO THE OWNER OR OWNER'S REPRESENTATIVE IMMEDIATELY.
4. CONTRACTOR SHALL PROVIDE SMOOTH TRANSITIONS FROM PROPOSED FEATURES TO EXISTING FEATURES AS NECESSARY.
5. ALL DISTURBED AREAS SHALL BE SEEDED OR SODDED AFTER FINISH GRADING IS COMPLETED UNLESS OTHERWISE NOTED, ALL NEW SEEDED OR SODDED AREAS SHALL HAVE A TOPSOIL LAYER OF 4" MINIMUM OR AS DIRECTED BY THE PROJECT LANDSCAPE ARCHITECT. TOP OF TOPSOIL LAYER SHALL BE PLACED 1" BELOW TOPS OF CURBS, WALKS, OR PAVEMENT ELEVATIONS WHERE TOPSOIL ABUTS THOSE AREAS.
6. CONTRACTOR SHALL SUPPLY AND PLACE STRAW MULCH WHEREVER GRASS SEED HAS BEEN PLACED. SEED SHALL BE APPLIED AT THE MINIMUM RATE RECOMMENDED BY THE MANUFACTURER OR THE PROJECT LANDSCAPE ARCHITECT.
7. CONTRACTOR SHALL SEAL EDGE OF EXISTING ASPHALT PAVEMENT WITH TACK COAT IN ACCORDANCE WITH FORM 819, TOWN OF SIMSBURY OR DOT STANDARDS WHERE NEW ASPHALT JOINS EXISTING ASPHALT.
8. CONTRACTOR SHALL REPAIR, RESURFACE, RECONSTRUCT OR REFURBISH ANY AREAS DAMAGED DURING CONSTRUCTION BY THE CONTRACTOR, HIS SUBCONTRACTORS OR SUPPLIERS AT NO ADDITIONAL COST TO THE OWNER.
9. CONTRACTOR SHALL COMPLETELY FILL ALL TRENCHES WITHIN 5 FEET OF PAVEMENT EDGES WITH GRANULAR BACKFILL. REFER TO GEOTECHNICAL REPORT FOR TYPE OF FILL TO ACHIEVE DESIRED COMPACTION.
10. CONTRACTOR TO CONFIRM WITH LOCAL CODES AND BUILDING INSPECTOR FOR SPECIFIC HANDICAPPED ACCESSIBILITY REQUIREMENTS.



LEGEND

- EDGE OF PAVEMENT W/ CURB
- SAWCUT PAVEMENT
- CONCRETE WALK
- CONCRETE WALK & CURB MONO.
- DRAINAGE PIPE
- ROOF LEADER
- CURTAIN/SLOPE/WALL DRAIN
- SANITARY SEWER
- WATER
- GAS SERVICE
- ELECTRIC
- TELECOMMUNICATIONS
- SILT FENCE
- HAYBALE
- POLE MOUNTED LIGHT FIXTURE
- WALL PACK (FULL CUTOFF)
- HANDICAP PARKING MARKING

- (A) BITUMINOUS CONCRETE DRIVE
- (B) PARKING PAINT STRIPING (4" WHITE)
- (C) LANE STRIPING (4" WHITE)
- (D) STOP BAR (12" WHITE)
- (E) BIT. CONCRETE CURB (START/END)
- (F) EXT. CONCRETE CURB (START/END)
- (G) CONCRETE CURB & WALK MONO.
- (H) CONCRETE SIDEWALK
- (I) HANDICAP RAMP (8.33% MAX.)
- (J) HANDICAP PARKING SIGN
- (K) STOP SIGN
- (L) TRASH ENCLOSURE

SCALE: 1" = 20'

20 0 20 40 60

PROJECT NUMBER:

00222 - 001

YANTIC RIVER CONSULTANTS, LLC

CONTACT INFORMATION

YANTIC RIVER CONSULTANTS, LLC
191 NORWICH AVENUE
LEBANON, CONN 06249

Phone: (860) 367-7264
Email:yanticriver@gmail.com
Web: www.yanticriverconsultants.com

PROFESSIONAL SEAL

DORSET CROSSING PAD MASTER DEVELOPMENT PLAN

PREPARED FOR
DIAMOND SPARKLE CAR WASH LLC, APPLICANT

DEVELOPMENT LAYOUT PLAN - LOT F

10 DORSET CROSSING DRIVE (M/B/L 104/403/13C-F) SIMSBURY, CT

REVISION SUMMARY

DATE	DESCRIPTION
6/26/26	MASTER PLAN SUBMISSION

SHEET 2 OF 6

DATE 4/30/26

REVISED 6/26/26

UTILITY STATEMENT

UNDERGROUND UTILITY, STRUCTURE AND FACILITY LOCATIONS DEPICTED AND NOTED HEREON HAVE BEEN COMPILED, IN PART, FROM RECORD MAPPING SUPPLIED BY THE RESPECTED UTILITY COMPANIES OR GOVERNMENT AGENCIES, PAROLE TESTIMONY, FIELD SURVEY AND OTHER SOURCES. THE SURVEYOR AND THIS PLAN SET MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THESE LOCATIONS MUST BE CONSIDERED APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE. THE SIZE, LOCATION AND EXISTENCE OF ALL SUCH FEATURES MUST BE FIELD DETERMINED AND VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION. CONTRACTOR TO NOTIFY "CALL BEFORE YOU DIG" AT 1-800-922-4455, IN ACCORDANCE WITH CBYD NOTIFICATION PROCEDURES PRIOR TO COMMENCING WORK.

GRADING NOTES

1. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS, BRIDGES, FACILITIES AND INCIDENTAL CONSTRUCTION FORM 819 AS APPLICABLE. WORK WITHIN THE DORSET CROSSING RIGHT-OF-WAY SHALL BE PERFORMED IN ACCORDANCE WITH THE TOWN OF SIMSBURY STANDARD SPECIFICATIONS.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FIELD DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES BETWEEN THE PLANS AND ACTUAL FIELD CONDITIONS TO THE OWNER OR OWNER'S REPRESENTATIVE IMMEDIATELY.
3. THE EXCAVATING CONTRACTOR SHALL TAKE PARTICULAR CARE WHEN EXCAVATING IN AND AROUND EXISTING UTILITY LINES AND EQUIPMENT. VERIFY COVER REQUIREMENTS BY UTILITY CONTRACTORS AND/OR COMPANIES SO AS NOT TO CAUSE DAMAGE.
4. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES 72 HOURS BEFORE CONSTRUCTION IS TO START, OR AS REQUIRED BY GOVERNING UTILITY COMPANY, TO VERIFY IF ANY UTILITIES ARE PRESENT ON SITE. ALL VERIFICATIONS (LOCATION, SIZE AND DEPTH) SHALL BE MADE BY THE APPROPRIATE UTILITY COMPANIES. WHEN EXCAVATING IS AROUND OR OVER EXISTING UTILITIES, THE CONTRACTOR MUST NOTIFY THE UTILITY COMPANY SO A REPRESENTATIVE IS PRESENT TO INSTRUCT AND OBSERVE DURING CONSTRUCTION.
5. TRENCHES FOR ALL STORM DRAIN LINES SHALL BE BACKFILLED COMPLETELY WITH ENGINEERED GRANULAR MATERIAL IF WITHIN 5 FEET OF PAVEMENT OR CONCRETE.
6. AFTER REMOVING PAVEMENT AND/OR STRIPPING TOPSOIL MATERIAL, PROOFROLL WITH A MEDIUM WEIGHT ROLLER TO DETERMINE LOCATIONS OF ANY POCKETS OF UNSUITABLE MATERIAL. THE NECESSITY FOR SUBDRAINS AND/OR REMOVAL OF ANY UNSUITABLE MATERIAL WITHIN THE PROPOSED PARKING AREAS WILL BE DETERMINED AT THE TIME OF CONSTRUCTION.
7. PROVIDE POSITIVE DRAINAGE WITHOUT PONDING. AFTER INSTALLATION, CONTRACTOR TO TEST FOR, AND CORRECT IF ANY, "BIRD BATH" CONDITIONS.
8. ALL PROPOSED SPOT ELEVATIONS ARE THE FINAL PAVEMENT AND FINAL GRADE ELEVATIONS.
9. SEE APPROPRIATE DETAILS TO DETERMINE SUBGRADE ELEVATIONS BELOW FINISH GRADE INDICATED ON THE PLANS.
10. FLOW LINE ELEVATIONS GIVEN AT END OF PIPE SECTIONS.

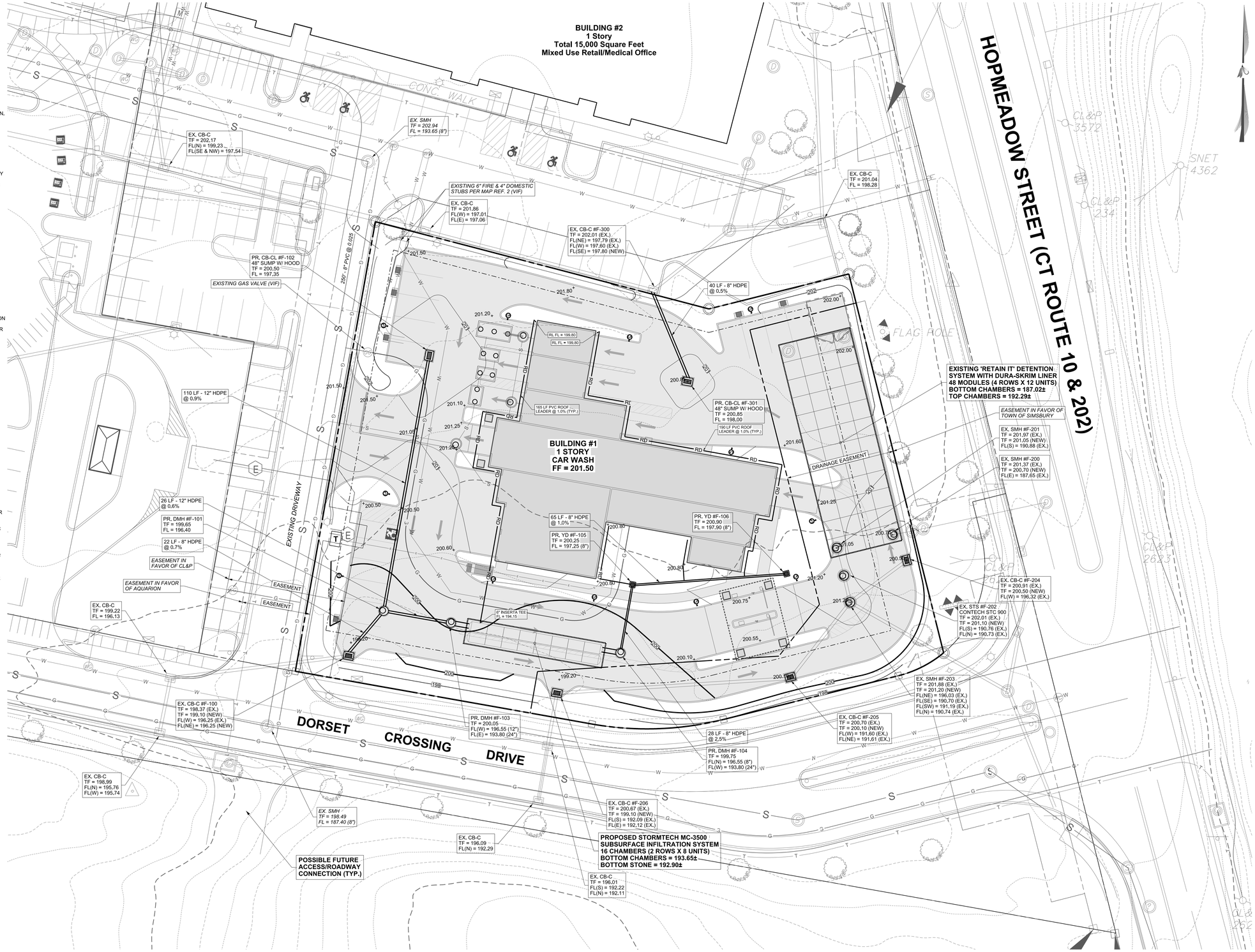
DRAINAGE

1. THE DRAINAGE SYSTEM SERVING LOT F HAS BEEN PARTIALLY INSTALLED AS PART OF THE CONSTRUCTION OF THE ORIGINAL DORSET CROSSING PAD MASTER DEVELOPMENT PLAN. SEE MAP REFERENCES 1 & 2. THE CONTRACTOR SHALL CONFIRM ALL EXISTING CONDITIONS IN THE FIELD PRIOR TO ORDERING AND/OR FURNISHING MATERIALS.
2. STORMWATER RUNOFF FROM THE PROPOSED DEVELOPMENT OF LOT F WILL BE COLLECTED THROUGH A SERIES OF ROOF LEADERS, YARD DRAINS, CATCH BASINS & DRAINAGE PIPING AND DISCHARGED OFF SITE VIA CONNECTION TO THE EXISTING COLLECTION SYSTEMS ON SITE.
2. THERE WILL BE NO NET INCREASE IN PEAK FLOW RATES FOR THE 1-YEAR THROUGH 100-YEAR STORM DISCHARGING OFF-SITE AS COMPARED TO THE APPROVED PAD DEVELOPMENT.
3. STORMWATER RUNOFF FROM ALL NEW IMPERVIOUS SURFACES WILL BE TREATED AS FOLLOWS:
   A. ALL CATCH BASINS SHALL HAVE 24" (MIN.) SUMPS EXCEPT AS NOTED.
   B. CLEAN RUNOFF FROM THE ROOF AND ADJACENT LANDSCAPED RAIN GARDENS WILL DISCHARGE TO A STORMTECH MC-3500 SUBSURFACE INFILTRATION SYSTEM SIZED TO FULLY RETAIN AND INFILTRATE THE CALCULATED WATER QUALITY VOLUME (WQV) EQUIVALENT TO 1.3" OF RAINFALL.
   C. EXISTING 200 SERIES COLLECTION STRUCTURES WILL DISCHARGE THROUGH AN EXISTING CONTECH STC 900 HYDRODYNAMIC SEPARATOR, THE EXISTING TREATMENT STRUCTURE HAS A MAXIMUM WATER QUALITY FLOW (WQF) TREATMENT RATE OF 1.4 CFS, WHICH EXCEEDS THE CALCULATED WQF RATE OF 1.0 CFS.
   D. CATCH BASIN #F-102 WILL BE INSTALLED WITH A DEEP SUMP (48") AND A HOOD. THE BASIN HAS A CONTRIBUTING DRAINAGE AREA OF 0.13 ACRES (<0.25), IS IN AN OFFLINE CONFIGURATION, IS CONNECTED TO A DOWNSTREAM SYSTEM WHERE OTHER TREATMENT PRACTICES HAVE ALREADY BEEN INSTALLED, AND NO OTHER PRETREATMENT BMP'S ARE FEASIBLE.
   E. CATCH BASIN #F-301 WILL BE INSTALLED WITH A DEEP SUMP (48") AND A HOOD. THE BASIN HAS A CONTRIBUTING DRAINAGE AREA OF 0.16 ACRES (<0.25), IS IN AN OFFLINE CONFIGURATION, IS CONNECTED TO A DOWNSTREAM SYSTEM WHERE OTHER TREATMENT PRACTICES HAVE ALREADY BEEN INSTALLED, AND NO OTHER PRETREATMENT BMP'S ARE FEASIBLE.
   F. TREATMENT HAS BEEN DESIGN AND IMPLEMENTED TO THE MAXIMUM EXTENT ACHIEVABLE IN ACCORDANCE WITH THE 2024 STORMWATER QUALITY MANUAL.

STORMWATER O & M

THE FOLLOWING OPERATION & MAINTENANCE PLAN SHALL BE IMPLEMENTED TO ENSURE THAT STORMWATER MANAGEMENT SYSTEMS FUNCTION AS DESIGNED.

1. OWNER & PARTY RESPONSIBLE FOR OPERATION AND MAINTENANCE: DIAMOND SPARKLE CAR WASH, LLC
2. THE FOLLOWING MAINTENANCE SHALL BE PERFORMED AND A MAINTENANCE LOG COMPLETED.
   A. INSPECT EACH CATCH BASIN AND STORMWATER TREATMENT STRUCTURE ANNUALLY IN THE SPRING FOLLOWING THE WINTER SEASON. REMOVE ALL COLLECTED SEDIMENT AND DEBRIS AND DISPOSE OF IN AN APPROVED MANNER.
   B. INSPECT EACH VEGETATED/LANDSCAPED AREA TWICE ANNUALLY, ONCE IN THE FALL AS PART OF FOLIAGE CLEANUP AND A SECOND TIME DURING SPRING CLEANUP. ALL DEBRIS THAT OBSTRUCTS OR DIVERTS FLOW SHALL BE REMOVED AND DISPOSED OF IN AN APPROVED MANNER.
   C. ACCESS DRIVES, PARKING AREAS AND SIDEWALKS SHALL BE SWEPT ANNUALLY EACH SPRING TO REMOVE SAND, SALT AND OTHER DEBRIS FROM THE WINTER MAINTENANCE SEASON.
   D. STORMTECH MC-3500 UNITS TO BE INSPECTED AND MAINTAINED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.



SCALE: 1" = 20'

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PROJECT NUMBER:

00222 - 001

YRC YANTIC RIVER CONSULTANTS, LLC

CONTACT INFORMATION

YANTIC RIVER CONSULTANTS, LLC
191 NORWICH AVENUE
LEBANON, CONN 06249

Phone: (860) 367-7264
Email:yanticriver@gmail.com
Web: www.yanticriverconsultants.com

PROFESSIONAL SEAL

DORSET CROSSING PAD MASTER DEVELOPMENT PLAN

PREPARED FOR
DIAMOND SPARKLE CAR WASH LLC, APPLICANT

GRADING & DRAINAGE PLAN

10 DORSET CROSSING DRIVE (M/B/L I04/403/13C-F) SIMSBURY, CT

REVISION SUMMARY

DATE	DESCRIPTION
6/26/26	MASTER PLAN SUBMISSION

SHEET 3 OF 6

DATE 5/18/26

REVISED 6/26/26

UTILITY STATEMENT

UNDERGROUND UTILITY, STRUCTURE AND FACILITY LOCATIONS DEPICTED AND NOTED HEREON HAVE BEEN COMPILED, IN PART, FROM RECORD MAPPING SUPPLIED BY THE RESPECTED UTILITY COMPANIES OR GOVERNMENT AGENCIES, PAROLE TESTIMONY, FIELD SURVEY AND OTHER SOURCES. THE SURVEYOR AND THIS PLAN SET MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN-SERVICE OR ABANDONED. THESE LOCATIONS MUST BE CONSIDERED APPROXIMATE IN NATURE. ADDITIONALLY, OTHER SUCH FEATURES MAY EXIST ON THE SITE. THE SIZE, LOCATION AND EXISTENCE OF ALL SUCH FEATURES MUST BE FIELD DETERMINED AND VERIFIED BY THE APPROPRIATE AUTHORITIES PRIOR TO CONSTRUCTION. CONTRACTOR TO NOTIFY "CALL BEFORE YOU DIG" AT 1-800-922-4455, IN ACCORDANCE WITH CBYD NOTIFICATION PROCEDURES PRIOR TO COMMENCING WORK.

UTILITY NOTES

1. ALL UNDERGROUND UTILITIES MUST BE INSTALLED IN ACCORDANCE WITH THE STANDARDS, SPECIFICATIONS AND DETAILS OF THE APPROPRIATE PUBLIC UTILITY COMPANY.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE AND ORDER ALL NEW SERVICES, LOCATE AND MAINTAIN IN SERVICE ALL EXISTING UTILITIES ENCOUNTERED DURING CONSTRUCTION UNLESS OTHERWISE INDICATED ON THE DRAWINGS. ANY PIPING WHICH CAN BE REMOVED DURING CONSTRUCTION WITHOUT UNDUE INTERRUPTION OF SERVICE MAY BE REMOVED AND REPLACED BY THE CONTRACTOR, AT HIS EXPENSE WITH THE PERMISSION OF THE OWNER.
3. BEFORE WORKING WITH OR AROUND EXISTING UTILITIES, THE APPROPRIATE UTILITY COMPANY SHALL BE CONTACTED BY THE CONTRACTOR.
4. WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND STRUCTURES OR WHERE CONSTRUCTION IS IN THE VICINITY OF EXISTING PIPING, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD VERIFIED. NOTIFICATION SHALL BE GIVEN TO THE OWNER IF THE FIELD VERIFICATION DIFFERS FROM THE INFORMATION ON THE DRAWINGS.
5. FOR CLARITY PIPES MAY NOT BE DRAWN TO SCALE OR EXACTLY LOCATED.

WATER NOTES

1. THE LOCATION, SIZE, AND DEPTH OF ALL CONNECTION POINTS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING, FURNISHING, OR INSTALLING WATER SERVICES.
2. FIRE/SPRINKLER SERVICES FOR THE CAR WASH ARE NOT REQUIRED, IF REQUIRED THE NEW FIRE SERVICE SHALL BE INSTALLED FROM THE EXISTING SERVICE STUB AT THE NORTHWEST CORNER OF THE SITE TO THE SPRINKLER ROOM IN THE NEW BUILDING. PIPE SHALL CONFORM TO CLASS 52 CONFORMING TO AWWA C151.
3. A NEW 4"Ø CLDIP DOMESTIC WATER SERVICE SHALL BE INSTALLED FROM THE EXISTING SERVICES STUB AT THE NORTHWEST CORNER OF THE SITE TO THE UTILITY ROOM IN THE NEW BUILDING. PIPE SHALL CONFORM TO CLASS 52 CONFORMING TO AWWA C151.
3. ALL NEW WATER LINES SHALL HAVE A MINIMUM OF 54" OF COVER.
4. A MINIMUM OF 18 INCHES OF VERTICAL CLEARANCE SHALL BE PROVIDED BETWEEN NEW WATER AND SANITARY SEWER LINES, IF 18 INCHES OF CLEARANCE IS NOT PROVIDED THEN THE SEWER MUST BE CONSTRUCTED OF WATER WORKS GRADE DUCTILE IRON PIPE WITH MECHANICAL JOINTS OR PVC (SDR 26) PIPE WITH GASKETED, COMPRESSION-TYPE JOINTS WITHIN 10 FEET OF THE WATER LINE.
5. ALL MATERIALS AND WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE AQUARION WATER COMPANY OF CONNECTICUT RULES AND REGULATIONS DATED JULY 31, 2024, AS AMENDED AND THE TOWN OF SIMSBURY.

SANITARY NOTES

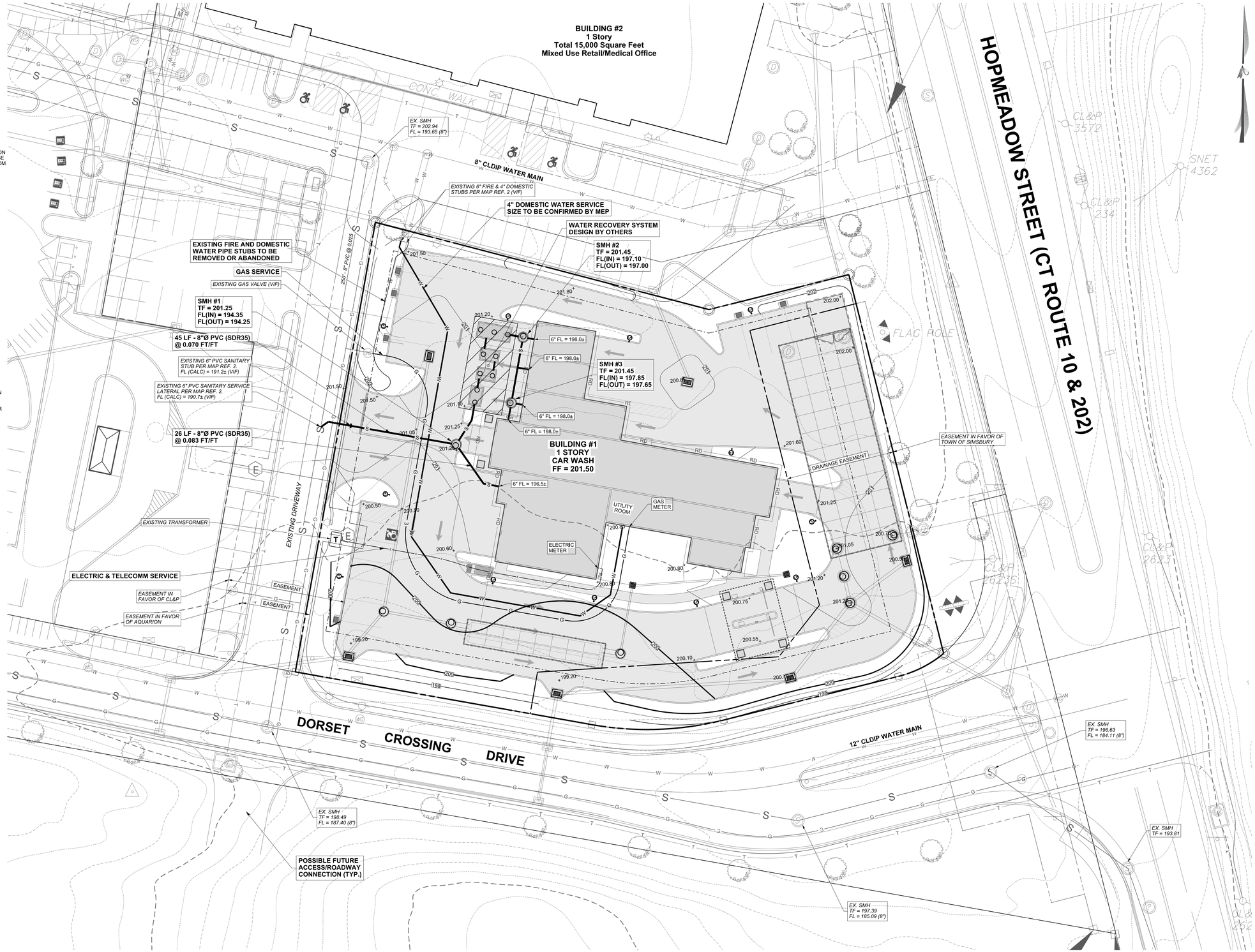
1. THE LOCATION, SIZE, TYPE, AND DEPTH OF ALL CONNECTION POINTS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING, FURNISHING, OR INSTALLING SEWER SERVICES.
2. THE NEW BUILDING WILL BE SERVED BY A 6"Ø PVC (SDR 35) SANITARY SEWER LATERAL CONNECTING TO AN EXISTING 6" STUB IN THE 8" PVC SEWER MAIN IN THE DRIVEWAY TO THE WEST. THE PIPE SHALL CONFORM TO ASTM D2241 AND SHALL MEET THE DEFLECTION STANDARDS OF ASTM D3303. THE MINIMUM PIPE SLOPE SHALL BE 2% AND THE MAXIMUM PIPE SLOPE SHALL BE 10%
3. DIRECT CONNECTION TO THE EXISTING SEWER STUB SHALL BE MADE, IF DIRECT CONNECTION TO THE SEWER MAIN IS REQUIRED, A SADDLE OR OTHER APPROVED CONNECTION METHOD AT AN ANGLE OF 45° IN THE DOWNSTREAM DIRECTION OF THE MAIN SHALL BE MADE.
4. ALL MATERIALS AND WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE TOWN OF SIMSBURY WATER POLLUTION CONTROL AUTHORITY RULES AND REGULATIONS.
5. SANITARY SEWER FLOW CALCULATIONS:
   A. AVERAGE DAILY FLOW CALCULATED BASED ON METER FLOW READINGS FROM DIAMOND SPARKLE CAR WASH FACILITY IN COLCHESTER, CT WITH GROWTH FACTOR = 1.36 AND FACTOR OF SAFETY = 1.50,
   B. CALCULATED ADAWF = 31,940 GPD
   C. ADAWF, MAX. DAILY, AND PEAK DEMAND TO BE CONFIRMED BY MEP.

ELECTRIC & TELECOMMUNICATIONS

1. NEW ELECTRIC & TELECOMMUNICATIONS SERVICES SHALL BE PROVIDED TO THE UTILITY ROOM IN THE NEW BUILDING BY A CONNECTION TO THE EXISTING TRANSFORMER ON THE WESTERLY PROPERTY LINE. FINAL CONNECTION LOCATION SUBJECT TO REVIEW AND APPROVAL BY EVERSOURCE.

GAS

1. THE LOCATION, SIZE, AND DEPTH OF ALL CONNECTION POINTS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO INSTALLING GAS SERVICES.
2. THE NEW BUILDING SHALL BE SERVED BY A NEW GAS CONNECTION TO AN EXISTING STUB AT THE NORTHWEST CORNER OF THE SITE. CONNECTION LOCATION AND SIZE TO BE REVIEWED AND APPROVED CONNECTICUT NATURAL GAS.



SCALE: 1" = 20'

20 0 20 40 60

PROJECT NUMBER:

00222 - 001

YANTIC RIVER CONSULTANTS, LLC

CONTACT INFORMATION

YANTIC RIVER CONSULTANTS, LLC
191 NORWICH AVENUE
LEBANON, CONN 06249

Phone: (860) 367-7264
Email:yanticriver@gmail.com
Web: www.yanticriverconsultants.com

PROFESSIONAL SEAL

DORSET CROSSING PAD
MASTER DEVELOPMENT PLAN

PREPARED FOR
DIAMOND SPARKLE CAR WASH LLC, APPLICANT

UTILITY PLAN

10 DORSET CROSSING DRIVE (M/B/L I04/403/13C-F) SIMSBURY, CT

REVISION SUMMARY

DATE	DESCRIPTION
6/26/26	MASTER PLAN SUBMISSION

SHEET 4 OF 6

DATE 5/18/26

REVISED 6/26/26

GENERAL CONSTRUCTION NOTES

1. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL NECESSARY LOCAL AND STATE PERMITS FOR THE WORK TO BE PERFORMED.
2. THE CONTRACTOR SHALL CONFORM TO ALL REQUIREMENTS OF ALL LOCAL AGENCIES OF THE TOWN OF SIMSBURY AND THE STATE OF CONNECTICUT.

SEQUENCE OF CONSTRUCTION

1. COORDINATE A MEETING WITH TOWN AND OWNER, RESPONSIBLE PARTIES TO BE IDENTIFIED.
2. INSTALL EROSION CONTROL MEASURES AT THE LOCATIONS SHOWN ON THE PLANS OR AS REQUIRED FOR FIELD CONDITIONS.
3. ABANDON AND/OR REMOVE UTILITIES AS REQUIRED.
4. STRIP & STOCKPILE TOPSOIL. EXPORT EXCESS TOPSOIL AS REQUIRED.
5. EXCAVATE, PLACE FILL AND ROUGH GRADE SITE.
6. INSTALL FOUNDATION & ERECT BUILDING.
7. INSTALL UTILITIES AND STORM DRAINAGE.
8. CONSTRUCT ACCESS DRIVES, PARKING AREAS & WALKS.
9. INSTALL BITUMINOUS CONCRETE & CURBING.
10. FINISH GRADE, SPREAD TOPSOIL, SEED, AND COMPLETE PLANTING.
11. REMOVE E&S CONTROLS WHEN PERMANENT VEGETATIVE COVER IS ESTABLISHED.

E & S CONTROL NARRATIVE

THE PROPOSED PROJECT CONSISTS OF THE CONSTRUCTION OF A CAR WASH FACILITY AND ASSOCIATED SITE IMPROVEMENTS. THE GENERAL SCOPE OF WORK IS DESCRIBED ABOVE IN THE CONSTRUCTION SEQUENCE.

THE EXISTING PARCEL IS APPROXIMATELY 1.08 ACRE. APPROXIMATELY 1.1 ACRES WILL BE DISTURBED AS PART OF THE WORK, INCLUDING CONNECTION TO THE EXISTING PAVED DRIVEWAY TO THE WEST. THE PLAN MINIMIZES THE AREA, LIMIT AND TIME SOILS ARE EXPOSED TO RAIN AND WIND AND SUBJECT TO EROSION & SEDIMENTATION. PHASING OF MASS EARTH WORK IS NOT REASONABLE DUE TO THE LIMITED SIZE OF THE SITE. STABILIZATION OF THE SITE WILL OCCUR IN SEQUENCE AS THE BUILDING AND SURROUNDING IMPROVEMENTS ARE COMPLETED.

THE EROSION & SEDIMENTATION CONTROL NOTES, INSPECTION REQUIREMENTS, PLANS, AND DETAILS DEPICTED ON THIS SHEET SHALL BE FOLLOWED. IN ADDITION THE FOLLOWING SITE SPECIFIC E&S CONTROL CONCERNS & ISSUES SHALL BE NOTED:

1. PER USDA NRCS SOIL MAPPING, THE SITE CONSISTS OF HINCKLEY LOAMY SAND TO THE WEST AND MERRIMAC FINE SANDY LOAM TO THE EAST. USDA IDENTIFIES THE SOILS AS HAVING A LOW TO MODERATE SUSCEPTIBILITY TO SHEET AND RILL EROSION AND A MODERATE TO HIGH SUSCEPTIBILITY TO WIND-BLOWN EROSION. LONG-TERM EXPOSURE OF THESE SOILS SHALL BE AVOIDED. DUST-CONTROL MEASURES SHALL BE EMPLOYED AS REQUIRED, SUCH AS COVERING STOCKPILES OR APPLYING WATER.
2. THE TOPOGRAPHY CONSISTS OF GENTLY SLOPING TERRAIN, WITH SLOPES RANGING FROM 2% TO 5% WITHIN THE DEVELOPMENT AREA. THE CONTRACTOR SHALL TAKE CARE TO PRESERVE SURROUNDING FEATURES, MINIMIZE SOIL DISTURBANCE, AND MAINTAIN E&S CONTROLS FOR THE DURATION OF CONSTRUCTION UNTIL DISTURBED AREAS ARE STABILIZED.

EROSION & SEDIMENT CONTROL PLAN

1. PARTY RESPONSIBLE FOR E&S CONTROL PLAN: DIAMOND SPARKLE CAR WASH, LLC
   EMERGENCY CONTACT: TO BE PROVIDED PRIOR TO ISSUANCE OF BUILDING PERMIT
2. ALL EROSION AND CONTROL MEASURES SHALL BE INSTALLED AT THE PROJECT SITE PRIOR TO CONSTRUCTION WHEREVER POSSIBLE.
3. AN ANTI-TRACKING APRON WILL BE INSTALLED AT ALL ENTRANCES TO THE CONSTRUCTION SITE IN ORDER TO PREVENT THE TRANSPORT OF SEDIMENTS OFF THE CONSTRUCTION SITE BY TRUCKS AND EQUIPMENT TRAFFIC. THE SURROUNDING ROAD SURFACES SHALL BE SWEPT DAILY OR AS REQUIRED.
4. ALL CATCH BASINS WITHIN THE PROJECT AREA SHALL BE PROTECTED WITH INLET CONTROL FILTER SILT SACKS AS SHOWN ON THE PLAN THROUGHOUT THE CONSTRUCTION PERIOD. IF REQUIRED, NEW CATCH BASINS ON SITE SHALL BE SURROUNDED WITH STRAW WADDLES OR BALES.
5. AN EROSION CONTROL SYSTEM SHALL BE INSTALLED AROUND ALL STOCKPILES OF SOIL.
6. DUST CONTROL MEASURES SHALL BE APPLIED THROUGHOUT THE CONSTRUCTION PERIOD.
7. TEMPORARY SILTATION TRAPS (TST) AND DIVERSION SWALES SHALL BE INSTALLED AS NECESSARY DURING SITE CONSTRUCTION. ALL DEWATERING DISCHARGE AND CONSTRUCTION RUNOFF SHALL BE DIRECTED TO THE TST'S. CONSTRUCTION WASTEWATERS SHALL NOT DISCHARGE DIRECTLY TO THE PUBLIC ROW AND INFILTRATION SHALL BE MAINTAINED, AT ALL TIMES DURING CONSTRUCTION. THE TST'S AND SWALES SHALL BE MAINTAINED TO CONTROL RUNOFF AND PREVENT SEDIMENT DISCHARGE.

E & S CONTROL NOTES

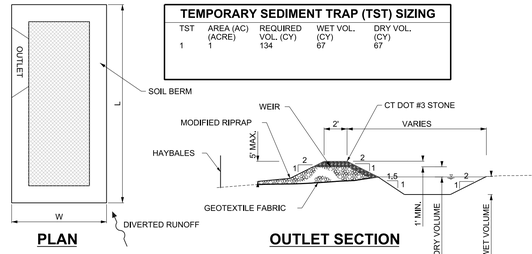
1. CONSTRUCTION IS ANTICIPATED TO START IN FALL 2026 AND BE COMPLETED IN 2027.
2. E&S CONTROL MEASURES SHALL BE INSTALLED PER THE PLANS, OR AS DIRECTED BY THE TOWN.
3. ALL E&S CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS AND SPECIFICATIONS OF THE "CONNECTICUT GUIDELINES FOR SOIL EROSION AND SEDIMENT CONTROL", DATED 2023, AS AMENDED AND THE TOWN OF SIMSBURY REGULATIONS.
4. EROSION CONTROL DEVICES SHALL BE MAINTAINED, REPLACED AND/OR ADDED BY THE CONTRACTOR DURING THE CONSTRUCTION PERIOD AS NECESSARY OR REQUIRED BY THE ENGINEER OR THE TOWN.
5. SEDIMENT REMOVED FROM ANY CONTROL STRUCTURES SHALL BE DISPOSED OF IN A MANNER WHICH IS CONSISTENT WITH THE INTENT OF THE PLAN.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR IMPLEMENTING ALL E&S CONTROL DEVICES AS SHOWN ON THESE PLANS OR AS DIRECTED BY THE ENGINEER OR TOWN.
7. ALL DISTURBED AREAS ARE TO BE RAKED, SEEDED AND FERTILIZED PER "TURF ESTABLISHMENT" SPEC. IN CTDOT FORM 819 OR AS DIRECTED BY THE LANDSCAPE ARCHITECT.
8. AREAS OUTSIDE OF IMPERVIOUS AREAS TO RECEIVE A MINIMUM 4" OF TOPSOIL.
9. THE FOLLOWING DATES FOR SEEDING SHALL BE USED:
   SPRING: APRIL 15 TO JUNE 15, FALL: AUGUST 15 TO SEPTEMBER 15
10. GRASS SEED MIXTURES SHALL BE TALL FESCUE BLEND APPLIED AT A RATE NO LESS THAN 100LBS PER ACRE OR AS RECOMMENDED BY THE SEED MANUFACTURER.
11. TEMPORARY GRASS SEEDING, IF NECESSARY, SHALL BE PERENNIAL RYE GRASS APPLIED AT A RATE OF 100 LBS. PER ACRE.

INSPECTION AND MAINTENANCE

REGULAR INSPECTION AND MAINTENANCE IS CRITICAL FOR THE EFFECTIVENESS OF E&S CONTROLS. THE RESPONSIBLE PARTY SHALL IMPLEMENT THE FOLLOWING THROUGHOUT THE CONSTRUCTION PERIOD UNTIL THE SITE IS STABILIZED.

1. THE RESPONSIBLE PARTY SHALL PERFORM ROUTINE INSPECTIONS BASED ON THE FOLLOWING.
2. PRIOR TO A MAJOR STORM IN WHICH THE NOAA ISSUES WARNINGS OF FLOODING, SEVERE WEATHER CONDITIONS OR EFFECTS, ALL E&S CONTROLS SHALL BE INSPECTED, MAINTAINED, REPAIRED AND/OR CLEANED TO ENSURE THEY ARE IN PROPER WORKING ORDER.
3. ALL E&S CONTROLS SHALL BE INSPECTED, REPAIRED, AND CLEANED IF NECESSARY WITHIN 24 HOURS AFTER RAINFALL EVENTS GREATER THAN 0.1 INCHES
4. ALL STORMWATER STRUCTURES SHALL BE INSPECTED WITHIN 24 HOURS AFTER RAINFALL EVENTS GREATER THAN 0.1 INCHES AND CLEANED AS FOLLOWS:
   A. CATCH BASINS - REMOVE COLLECTED SEDIMENT @ ½ DEPTH OF SUMP
   B. SWALES - REMOVE COLLECTED SEDIMENT @ ¼ DEPTH
   C. DEWATERING BASINS - REMOVE COLLECTED SEDIMENT @ ½ CAPACITY
5. ROUTINE INSPECTION AND MAINTENANCE SCHEDULE:
   A. INSPECT ROAD DAILY AND SWEEP/REMOVE TRACKED MATERIALS AS REQUIRED
   B. TEMPORARY CONTROLS SHALL BE INSPECTED WEEKLY AND CLEANED:
      i. ANTI-TRACKING APRON - REPLENISH OR REPLACE STONE SA REQUIRED
      ii. SILT FENCE - REMOVE COLLECTED SEDIMENT @ ½ THE HEIGHT (MAX.)
      iii. SILT SACKS - CLEAN PER MANUFACTURER'S RECOMMENDATIONS
      iv. STRAW BALES - REMOVE COLLECTED SEDIMENT @ ½ THE HEIGHT (MAX.)
6. ALL STORMWATER STRUCTURES SHALL BE CLEANED AFTER REMOVAL OF E&S CONTROLS.



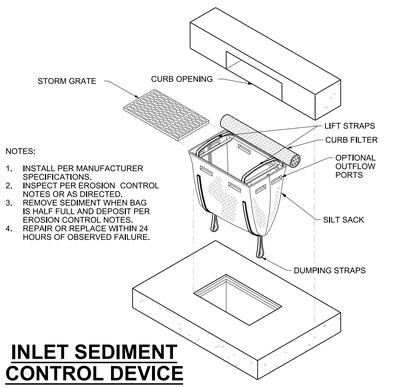


TEMPORARY SEDIMENT TRAP (TST) SIZING

TST	AREA (AC) (ACRE)	REQUIRED VOL. (CY)	WET VOL. (CY)	DRY VOL. (CY)
1	1	134	67	67

TEMPORARY SEDIMENT TRAP

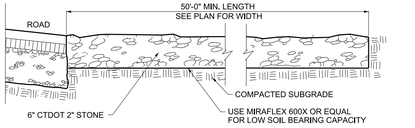
NOT TO SCALE



NOTES:
1. INSTALL PER MANUFACTURER SPECIFICATIONS.
2. INSPECT PER EROSION CONTROL NOTES OR AS DIRECTED.
3. REMOVE SEDIMENT WHEN BAG IS HALF FULL AND DEPOSIT PER EROSION CONTROL NOTES.
4. REPAIR OR REPLACE WITHIN 24 HOURS OF OBSERVED FAILURE.

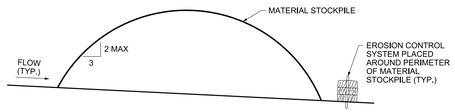
INLET SEDIMENT CONTROL DEVICE

NOT TO SCALE



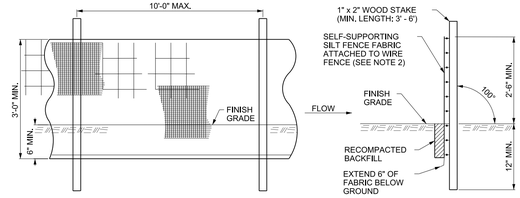
ANTI-TRACKING PAD DETAIL

NOT TO SCALE



SOIL STOCKPILE DETAIL

NOT TO SCALE



NOTES:
1. INSTALL SILT FENCE & WOOD STAKES AS RECOMMENDED BY MANUFACTURER.
2. SILT FENCE SUBJECT TO HEAVY LOADS SHALL BE REINFORCED WITH FARM FENCING & STEEL POSTS (0.5 # STEEL/L.F.). THE MINIMUM POST LENGTH SHALL BE 5'-0".
3. SILT FENCE FABRIC SHALL BE A PERVIOUS SHEET OF WOVEN PROPYLENE, NYLON, POLYESTER OR POLYETHYLENE FILAMENTS AND SHALL BE CERTIFIED BY THE MANUFACTURER OR SUPPLIER.

SILT FENCE

NOT TO SCALE

SCALE: 1" = 20'

20 0 20 40 60

PROJECT NUMBER:

00222 - 001

YRC YANTIC RIVER CONSULTANTS, LLC

CONTACT INFORMATION

YANTIC RIVER CONSULTANTS, LLC
191 NORWICH AVENUE
LEBANON, CONN 06249

Phone: (860) 367-7264
Email:yanticriver@gmail.com
Web: www.yanticriverconsultants.com

PROFESSIONAL SEAL

DORSET CROSSING PAD
MASTER DEVELOPMENT PLAN

PREPARED FOR
DIAMOND SPARKLE CAR WASH LLC, APPLICANT

EROSION & SEDIMENTATION CONTROL PLAN

10 DORSET CROSSING DRIVE (M/B/L 104/403/13C-F) SIMSBURY, CT

REVISION SUMMARY

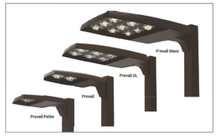
DATE	DESCRIPTION
6/26/26	MASTER PLAN SUBMISSION

SHEET 5 OF 6

DATE 5/18/26

REVISED 6/26/26

Project	Diamond Sparkle Dorset Crossing	Catalog #	PRV-C15-730-D-UNV-T4-SA-BK-HSS	Type	T4
Prepared by	YRC	Notes	15'Fixture Mounting Height	Date	5/15/26



Lumark

Prevail LED

Area / Site Luminaire

Product Features

BAA TAA BAA Light Ahdesive™ FADC

Interactive Menu

- Ordering Information page 2
- Mounting Details page 3, 4
- Optical Configurations page 5
- Product Specifications page 5
- Energy and Performance Data page 6, 7
- Control Options page 8

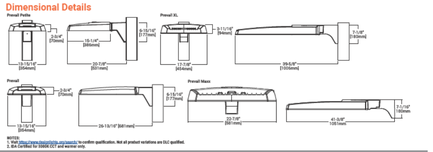
Product Certifications

DLC DLC LISTED DLC PREMIUM FC LISTED RoHS IP66 5 YEAR

Quick Facts

- Lumen packages range from 4,800 - 84,000 lumens (35W - 588W)
- Replaces 70W up to 1,000W HID equivalents
- Efficacies up to 160 lumens per watt
- Energy and maintenance savings up to 85% versus HID solutions
- Standard universal quick mount arm with universal drill pattern

Dimensional Details



NOTES:
1. Visit https://www.lumarklighting.com/search/ for location qualification. Not all product variations are DLC qualified.
2. IP66 is standard for 588W/84CRI and weather seals.

Connected Systems

- WaveLinx PRO Wireless
- WaveLinx LITE Wireless

PS5000001EN page 1
September 30, 2025 1:29 PM

COOPER Lighting Solutions
a Signify business

Lumark — Prevail LED

Ordering Information

SAMPLE NUMBER: **PRV-XL-C75-740-D-UNV-T4-SA-BZ**

Product Family [1,2]	Light Engine [3]	Color Temperature	Driver	Voltage	Distribution	Mounting	Color
PRV-P=Prevail Petite **BAA-PRV-P**=Prevail Petite BAA Compliant [4] **TAA-PRV-P**=Prevail Petite TAA Compliant [4] **BABA-PRV-P**=Prevail Petite BABA Build America Buy America Act Compliant [4] **PRV**=Prevail **BAA-PRV**=Prevail BAA Compliant [4] **TAA-PRV**=Prevail TAA Compliant [4] **BABA-PRV**=Prevail BABA Build America Buy America Act Compliant [4] **PRV-XL**=Prevail XL **BAA-PRV-XL**=Prevail XL BAA Compliant [4] **TAA-PRV-XL**=Prevail XL TAA Compliant [4] **BABA-PRV-XL**=Prevail XL BABA Build America Buy America Act Compliant [4] **PRV-M**=Prevail Mast **BAA-PRV-M**=Prevail Mast BAA Compliant[4] **TAA-PRV-M**=Prevail Mast TAA Compliant [4] **BABA-PRV-M**=Prevail Mast BABA Build America Buy America Act Compliant [4]	C10=(1 LED) 4,800 Nominal Lumens C15=(1 LED) 6,900 Nominal Lumens C20=(1 LED) 9,800 Nominal Lumens C25=(1 LED) 11,900 Nominal Lumens C15=(1 LED) 7,100 Nominal Lumens C20=(1 LED) 10,100 Nominal Lumens C25=(1 LED) 12,300 Nominal Lumens C40=(1 LED) 20,600 Nominal Lumens C70=(4 LED) 29,700 Nominal Lumens C100=(4 LED) 41,000 Nominal Lumens C125=(4 LED) 55,000 Nominal Lumens C150=(4 LED) 65,000 Nominal Lumens C175=(4 LED) 68,000 Nominal Lumens C200=(8 LED) 82,000 Nominal Lumens C225=(8 LED) 93,000 Nominal Lumens C250=(8 LED) 93,000 Nominal Lumens C275=(8 LED) 72,000 Nominal Lumens	740=3K3K, 4000K 727=3K3K, 2700K 730=3K3K, 3000K 750=3K3K, 5000K 840=80CRI, 4000K	D=Dimmable (0-10V)	UNV=Universal (120-277V) 347-347V [5] H=High Voltage (347-480V) 8=480V [6] 9=347V 5V=Quadruple (277-480V) [4,6]	T1=Type I T2=Type II T3=Type IV T5=Type V	SA=SM Standard Versatile Arm MA=SM Mast Arm PMA=Fixed Mast Arm [6] SM=SM Wall Mount Arm ADJA-WM=Adjustable Arm - Wall Mount [6] ADJA-A=Adjustable Arm - Pole Mount [6] ADJS-S=Adjustable Arm - Slipfitter, 3" vertical tenon [6] SPC=Adjustable Arm - Slipfitter, 2 3/8" vertical tenon [6]	BZ=Bronze AP=Grey BK=Black DP=Dark Platinum SP=Graphite SV=Silver WH=White

Options (Add as Suffix)

DC=Coastal Constructive finish [4]
HSS=House Side Shield [7]
LL90=Optics Rotated 90° Left
RR90=Optics Rotated 90° Right
10KV=10kV/10kA UL 1449 Fixed Surge Protective Device
20KV=20kV/10kA UL 1449 Fixed Surge Protective Device
SWBP=SWV MOV Surge Protective Device
SWK=SWV UL 1449 Fixed Surge Protective Device
PE=NEMA 3-Prong Twistlock Photocontrol Receptacle [8]
PER=NEMA 7-Pin Twistlock Photocontrol Receptacle [8]
FADC=Field Adjustable Dimming Controller [9]
MS/DIM-L08=Dimming Motion and Daylight Sensor, 8' Mounting Height [10, 11]
MS/DIM-L20=Dimming Motion and Daylight Sensor, 20' Mounting Height [10, 11]
MS/DIM-L30=Dimming Motion and Daylight Sensor, 30' Mounting Height [10, 11]
MS/DIM-L40=Dimming Motion and Daylight Sensor, 40' Mounting [10, 11]
DFB*=Dimming Motion and Daylight Sensor, Bluetooth Programmable, 8' Mounting Height [10, 11, 12]
DFBD=Dimming Motion and Daylight Sensor, Bluetooth Programmable, 8' - 20' Mounting Height [10, 11, 12]
DFBXD=Dimming Motion and Daylight Sensor, Bluetooth Programmable, 20' - 40' Mounting Height [10, 11, 12]
WFSXD=WaveLinx Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 7' - 10' Mounting
WFSXD-L=WaveLinx Pro, SR Driver, Dimming Motion and Daylight, WAC Programmable, 15' - 40' Mounting
WLSXD=WaveLinx Lite, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 7' - 10' Mounting
WLSXD-L=WaveLinx Lite, SR Driver, Dimming Motion and Daylight, Bluetooth Programmable, 15' - 40' Mounting

Accessories (Order Separately) [16,17]

PRVSA-DX=Standard Arm Mounting Kit [18]
PRVMA-DX=Mast Arm Mounting Kit [18]
PRVWM-DX=Wall Mount Kit [18]
PRV-ADJA-DX=Adjustable Arm - Pole Mount Kit [18]
PRV-ADJS-DX=Adjustable Arm - Slipfitter Kit [18]
PRV-ADJA-WM-DX=Adjustable Arm - Wall Mount Kit [18]
PRVSS,SA-DX=Standard Arm Mounting Kit [18]
PRVSS,MA-DX=Mast Arm Mounting Kit [18]
PRVSS,WM-DX=Wall Mount Kit [18]
PRV-SL-ADJA-DX=Adjustable Arm - Pole Mount Kit [18]
PRV-SL-ADJS-DX=Adjustable Arm - Slipfitter Kit [18]
PRV-SL-ADJA-WM-DX=Adjustable Arm - Wall Mount Kit [18]
PRV-M-ADJA-DX=Adjustable Arm - Pole Mount Kit [18]
PRV-M-ADJS-DX=Adjustable Arm - Slipfitter Kit [18]
PRV-M-ADJA-WM-DX=Adjustable Arm - Wall Mount Kit [18]
MA1018-XX=Single Tenon Adaptor for 2-3/8" O.D. Tenon
MA1019-XX=Single Tenon Adaptor for 3" O.D. Tenon
PRVCDB-FDV=Full Drop Visor [4]
PRVCDB-PDV=Partial Drop Visor [4]
VSS-SSDC=Vertical Glare Shield SS, Solo [4]
VSS-SSDT=Vertical Glare Shield SS, Front/Back [4]
VSS-SSDD=Vertical Glare Shield SS, Side [4]
MA1011-XX-DB180°=Tenon Adaptor for 3-1/2" O.D. Tenon
MA1017-XX=Single Tenon Adaptor for 2-3/8" O.D. Tenon
MA1019-XX-DB180°=Tenon Adaptor for 3-3/8" O.D. Tenon
SMA239=Tenon Adaptor from 3" to 2-3/8"
PRVCDB-PDV=Full Drop Visor [4]
VSS-SSDC=Vertical Glare Shield SS, Front/Back [4]
VSS-SSDD=Vertical Glare Shield SS, Side [4]
VSS-FB=Vertical Glare Shield RS, Front/Back [4]
VSS-SSDD=Horizontal Glare Shield SS, Side [4]
GA/MA1013=Photocontrol Shorting Cap
GA/MA1016=NEMA Photocontrol - 208V
GA/MA1016=NEMA Photocontrol - 240V
GA/MA1027=NEMA Photocontrol - 480V
WSLC-OCC=Occupancy Configuration Tool for Occupancy Sensor [19]
WSLC-TP-1MA=WaveLinx Outdoor Control Module (3-Pole) [4]

NOTES:
1. Downlight Lite Consortium® Qualified. Refer to www.dlconline.org Qualified Products List under Family Models for details.
2. Not all combinations are DLC qualified. Not all product variations are DLC qualified. Refer to Family Models for details. See Instructions IB10400236 and note with paper M0101285 EN for additional support information.
3. Only product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) as the manufacturing process occurs in the USA), respectively. Please refer to DOMESTIC PREFERENCES website for more information.
4. Components shipped separately can be separately analyzed under domestic preference requirements.
5. Standard 480VDC/347 3W/3K.
6. 480V will be used with ungrounded or impedance grounded systems.
7. Durakrill drivers feature added protection from power quality issues such as loss of neutral, transients and voltage fluctuations, and are backed by a 10-year limited warranty.
8. House Side Shield not available with T5 distribution. Not available with PRV-C60 lumen package.
9. Not available with PRV-C60 lumen package. Not available with PRV-P-C25 lumen package.
10. Not available with PRV-C60 lumen package. Not available with PRV-P-C25 lumen package.
11. If Downlight (DH) is specified, use a photocontrol that matches the input voltage rating of 5 per ANSI C136.41.
12. Controls system is not available in combination with a photocontrol receptacle (PE & PER7) or another controls system (MS or DFB). Option not available with Downlight (DH) voltage option.
13. Utilizes the WaveLinx sensor FSP-211. Sensor color white unless specified otherwise via PCN. To field configure, order FSB-KIT separately. Not available with T5.
14. Utilizes the WaveLinx sensor FSP-311 series. Sensor color determined by product finish. See Sensor Color Reference Table. Field configures via mobile application. See Controls section for details.
15. Not available with Extreme Cold option (operating temperature down to -30°C/-4°F).
16. For the device to be field configurable, requires WAC Gateway components WAC-PoE and WPOE-120 in appropriate quantities. Only compatible with WaveLinx system and software and requires system components to be installed for operation. See website for more WaveLinx application information.
17. Only available in PRV5 configurations C15, C25, C40 or C65.
18. Replace XX with sensor color (WH, BZ, or BK).
19. Only available in PRV-SL configurations C75, C100, C125, C150, or C175.
20. Not available with SA7X, 480V, DY, or HH options.
21. Replace XX with paint color.
22. Not for use with PRV-SL configurations. Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information.
23. Not for use with PRV-SL or PRV-M configurations.
24. Not for use with PRV-SL, PRV-M or PRV-XL configurations.
25. Shipped separately. Must be field installed. Not available accessory (1, 2, 3, 4 or 5).
26. Third party integration to Motion Sensor (MS) parameters including high and low noise, sensitivity, time-delay, on/off and more. Consult your Lighting representative for more information.
27. Requires 7-PIN NEMA twistlock photocontrol receptacle (PE & PER7) option. The WSLC-T cannot be used in conjunction with the WaveLinx PRO Wireless (WFSXD) or WaveLinx LITE (WLSXD) series or 120-347V input voltages.
28. Only for use with PRV-M configurations.
29. Only for use with PRV-XL configurations.
30. Cannot be used with PRV7 or other motion response control options
31. Only product configurations with these prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or the Build America Buy America Act (BABA). Refer to the minimum Government compliance requirement for the Build America Buy America statutorily which is part of the infrastructure and investment jobs act signed into law by President Biden. Additional Government agencies may have their own requirements. Please refer to DOMESTIC PREFERENCES website and the Domestic Preferences team for more information. Components shipped separately may be separately analyzed under domestic preference requirements.

Stock Ordering Information

Product Family [1]	Light Engine	Voltage	Distribution
PRV5-P=Prevail	C10=(1 LED) 7,100 Nominal Lumens C20=(2 LEDs) 13,100 Nominal Lumens C30=(2 LEDs) 19,100 Nominal Lumens C40=(2 LEDs) 25,000 Nominal Lumens	UNV=Universal (120-277V) 347-347V [2]	T2=Type II T4=Type IV
PRV5-SL=Prevail SL	C75=(4 LED) 29,100 Nominal Lumens C100=(4 LED) 37,000 Nominal Lumens C125=(4 LED) 45,000 Nominal Lumens C150=(4 LED) 52,000 Nominal Lumens C175=(4 LED) 60,000 Nominal Lumens		

NOTES:
1. All stock configurations are standard 4000K/70CRI, bronze finish, and include the standard versatile mounting arm.
2. Only available in PRV5 configurations C15, C25, C40 or C65.

LIGHTING STATEMENT

1. EXTERIOR LIGHTING HAS BEEN DESIGNED FOR A SUBURBAN COMMERCIAL USE WITHIN AN APPROVED PAD DEVELOPMENT AND GENERALLY MEETS THE RECOMMENDATIONS OF THE ILLUMINATING ENGINEERING SOCIETY. MINIMUM HORIZONTAL ILLUMINATION LEVELS OF 0.2 FC ARE PROPOSED WITH A TYPICAL RANGE OF 0.5 TO 2.0 FC FOR DRIVES, PARKING AREAS AND PEDESTRIAN WALKS SERVING THE BUILDING ENTRANCES. BUILDING MOUNTED LIGHTING OR EXISTING POLE MOUNTED FIXTURES ALONG THE NORTH, WEST, AND SOUTH PROPERTY LINES HAVE NOT BEEN CONSIDERED IN THE ANALYSIS.
2. A MAXIMUM ILLUMINATION VALUE OF 0.5 FC HAS BEEN MET AT THE DORSET CROSSING ROW (SOUTH), INTERNAL SITE LIGHTING AT COMMON LOT LINES IS IN HARMONY WITH THE APPROVED PAD DEVELOPMENT.

LIGHTING NOTES

1. ALL SITE LIGHTING SHALL BE FULL CUT-OFF OF SHIELDED TYPE TO PREVENT UPWARD DISTRIBUTION OF LIGHT AND GLARE ON ADJACENT PROPERTIES AND ROADWAYS. THE SELECTED FIXTURE LUMARK PREVAIL LED IS DARKSKY APPROVED FOR 3000K CCT AND WARMER, WITH MOUNTING OPTIONS LESS THAN 10° OF TILT.
2. FIXTURE MOUNTING HEIGHTS:
   A. POLE-MOUNTED = 15' FIXTURE HEIGHT
3. THE SELF-SERVE BAYS ARE OPEN 24 HOURS. WHEN THE AUTOMATIC TUNNEL AND TOUCHLESS BAYS ARE CLOSED, ALL NON-ESSENTIAL LIGHTING FIXTURES SHALL BE CONTROLLED MANUALLY OR WITH TIMERS, PHOTOCELLS, OR MOTION SENSORS TO REDUCE LIGHTING TO THE MINIMUM NECESSARY FOR SECURITY AND SAFE VEHICULAR CIRCULATION THROUGH THE SITE FOR USE OF THE SELF-SERVE BAYS. LIGHTING WITHIN 15 MINUTES OF NO ACTIVITY SHALL HAVE REDUCED POWER OUTPUT AND ILLUMINATION LEVELS SET TO 25% OF DESIGN VALUES.
4. SEE ARCHITECTURAL PLANS FOR BUILDING AND CANOPY MOUNTED LIGHTING. ALL BUILDING AND CANOPY LIGHTS WILL BE DARKSKY APPROVED OR MOUNTED IN THE CEILING. NOT INCLUDED IN PHOTOMETRIC PLAN.



LIGHT POLE & BASE

NOT TO SCALE

LUMINAIRE SCHEDULE

SYMBOL	QUANTITY	LABEL	DESCRIPTION	ARRANGEMENT
⊖	0	T4	PRV-C15-730-D-UNV-T4-SA-BK	SINGLE
[⊖]	12	T4HSS	PRV-C15-730-D-UNV-T4-SA-BK-HSS	SINGLE
⊖⊖	0	T4A	PRV-C15-730-D-UNV-T4-SA-BK	DOUBLE

SCALE: 1" = 20'

20 0 20 40 60

PROJECT NUMBER:

00222 - 001

YRC YANTIC RIVER CONSULTANTS, LLC

CONTACT INFORMATION

YANTIC RIVER CONSULTANTS, LLC
191 NORWICH AVENUE
LEBANON, CONN 06249

Phone: (860) 367-7264
Email: yanticriver@gmail.com
Web: www.yanticriverconsultants.com

PROFESSIONAL SEAL

DORSET CROSSING PAD MASTER DEVELOPMENT PLAN

PREPARED FOR
DIAMOND SPARKLE CAR WASH LLC, APPLICANT

LIGHTING PLAN

10 DORSET CROSSING DRIVE (M/B/L I04/403/13C-F) SIMSBURY, CT

REVISION SUMMARY

DATE	DESCRIPTION
6/26/26	MASTER PLAN SUBMISSION

SHEET 6 OF 6

DATE 5/15/26

REVISED 6/26/26

PROPOSED RECONFIGURED LOT A
88,189 SQ.FT.
OR
2.02 ACRES

EX. PLANTING ISLAND W/ DECIDUOUS STREET TREES, JUNIPERS AND PERENNIAL FLOWERING PLANTS, TYP.

EX. DECIDUOUS STREET TREES, TYP.

EX. DECIDUOUS STREET TREES, TYP.

EX. MIXED-USE OFFICE / BUSINESS BUILDING.

EX. SCREENING PLANTING BED WITH JUNIPERS.

EX. ORNAMENTAL DECIDUOUS TREES.

EX. SCREENING PLANTING BED WITH JUNIPERS.

EX. ELECTRIC TRANSFORMER UNIT & PAD W/ BOLLARDS.

EX. 5' CONCRETE SIDEWALK, TYP.

EX. SPRUCE AND FIR TREES.

PROP. VACUUM UNITS, TYP.

PROP. ENCLOSED DUMPSTER PAD, WITH GATES, (AS DETAILED, SEE ENGINEERING PLANS).

EX. PLANTING BED WITH BOULDER, JUNIPERS, RHODODENDRONS AND ILLUMINATED FLAG POLE.

EX. SPRUCE AND FIR TREES.

EX. DECIDUOUS STREET TREES, TYP.

EX. PLANTING BED WITH RHODODENDRONS.

EX. PLANTING BED W/ PERENNIAL FLOWERS & ILLUMINATED SIGN.

EX. ORNAMENTAL STREET POLE LIGHT.

EX. ELECTRIC TRANSFORMER UNIT & PAD W/ BOLLARDS.

EX. DECIDUOUS WOODS, OFF SITE, TYP.

EX. TELECOMMUNICATIONS UNIT, TYP.

EX. FIRE HYDRANT, TYP.

EX. PLANTING ISLAND W/ JUNIPERS & PERENNIAL FLOWERING PLANTS, TYP.

EX. DECIDUOUS STREET TREES, TYP.

PROPOSED TREE ROOT BARRIER SHALL BE UB 24-2 AS MANUFACTURED BY DEEP ROOT PARTNERS, L.P., 530 WASHINGTON STREET, SAN FRANCISCO, CA 94111; (800/458.7668), OR APPROVED EQUAL; INSTALL PER MANUFACTURER'S SPECIFICATIONS, (BARRIERS REQUIRED FOR TREES WITHIN 10' OF PROPOSED NEW PAVEMENT, SIDEWALKS & UNDERGROUND UTILITIES, TYP.)

QPB	1	
BBA	5	
LSS	2	
KNM	6	
JYT	4	
LHA	1	
AAG	1	
ARR	1	
BBA	8	
ISH	1	
MCA	6	
AAG	1	
KNH	4	
LFR	6	
APE	8	
LFR	3	
KAU	6	
CSE	2	
CLA	9	
MCA	6	
ARR	1	
AXA	1	
QPB	1	
NWF	1	
JHG	5	
JGC	5	
BBA	6	
ALU	2	
KAU	9	
LAS	14	
GBA	13	
IGD	4	
KLK	7	
CBH	1	
QCO	1	
UAP	1	
COC	1	
COC	1	
QCO	1	

HOPMEADOW STREET

DORSET CROSSING DRIVE

Drawing Title:
Proposed Car Wash Facility & Related Site Improvements; Lot F; Dorset Crossing PAD:
#10 DORSET CROSSING DRIVE; SIMSBURY, CT

LANDSCAPE PLAN

Prepared For:
MR. RODNEY GOLDBERG
P.O. BOX #671; COLCHESTER, CT 06415

Scale: 1" = 20'
0' 10' 20' 30' 40' 60'

Date: 1 May 2026

Revisions: 5/27/2026; 6/9/2026; 6/27/2026

Seal:

Prepared By:
Robert C. Schechinger, Jr. ASLA
772 Farmington Avenue
Farmington, CT 06032
Telephone: (860) 478 - 7839
Email: BifLDesign@sbcglobal.net
Website: BiffLandDesign.com

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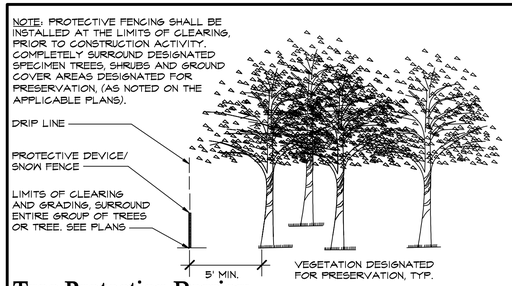
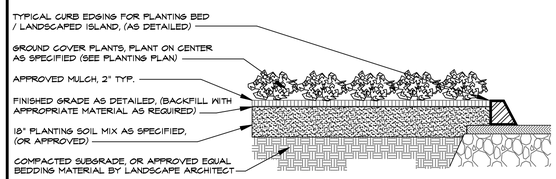


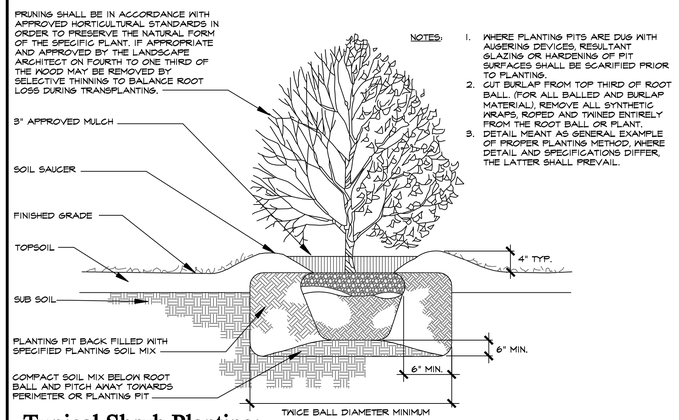
Tree Protection Barrier:

Scale: N.T.S.



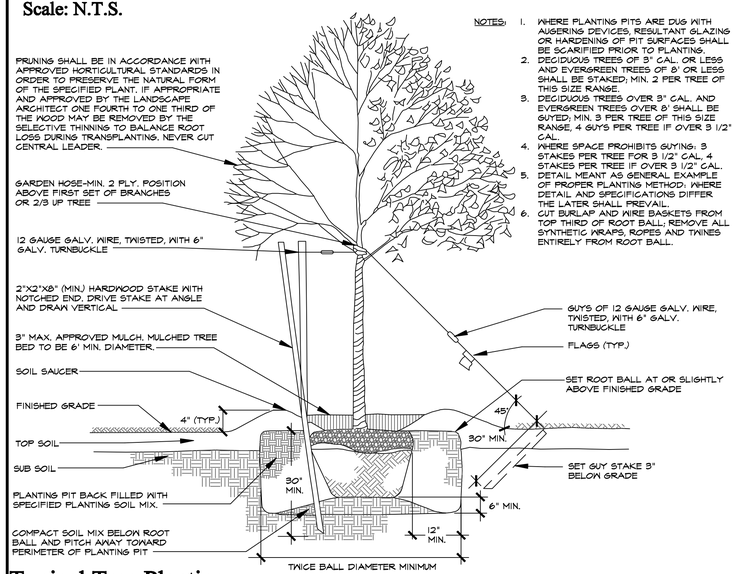
Typical Groundcover / Perennial Bed Planting:

Scale: N.T.S.



Typical Shrub Planting:

Scale: N.T.S.



Typical Tree Planting:

Scale: N.T.S.

Site Plant Schedule; 100% Native By Variety: 100% Native By Amount:

Key	Quantity	Botanical Name	Common Name	Size Installed	Comments
Street / Shade / Ornamental Trees:					
Aag	# 1	Acer rubrum 'Armstrong Gold'	Armstrong Gold Maple	2" – 2-1/2" Cal., 10' O.C.	B & B (N)
Arr	# 2	Acer rubrum 'Redpointe'	Redpointe Maple	2" – 2-1/2" Cal., 30' O.C.	B & B (N)
Axa	# 1	Acer x freemani 'Armstrong'	Armstrong Freeman Maple	2" – 2-1/2" Cal., 15' O.C.	B & B (N)
Alu	# 2	Amelanchier laevis 'Lustre'	Lustre Alleg. Serviceberry	2" – 2-1/2" Cal., 15' O.C.	B & B (N)
Coc	# 2	Celtis occidentalis	Hackberry	2" – 2-1/2" Cal., 40' O.C.	B & B (N)
Cbh	# 1	Cercis canadensis 'Burgundy Hearts'	Burgundy Hearts Eastern Redbud	2" – 2-1/2" Cal., 25' O.C.	B & B (N)
Lss	# 2	Liquidamber sty.'Slender Silhouette'	Slender Silhouette Sweetgum	2" – 2-1/2" Cal., 6' O.C.	B & B (N)
Lha	# 1	Liquidamber styraciflua 'Hapdell'	Hapdell Sweetgum	2" – 2-1/2" Cal., 30' O.C.	B & B (N)
Nwf	# 1	Nyssa sylvatica 'Wildfire'	Wildfire Black Tupelo	2" – 2-1/2" Cal., 25' O.C.	B & B (N)
Qpb	# 2	Quercus pal. 'Pacific Brilliance'	Pacific Brilliance Pin Oak	2" – 2-1/2" Cal., 25' O.C.	B & B (N)
Qco	# 2	Quercus coccinea	Scarlet Oak	2" – 2-1/2" Cal., 45' O.C.	B & B (N)
Uap	# 1	Ulmus americana 'Princeton'	American Elm	2" – 2-1/2" Cal., 40' O.C.	B & B (N)
Evergreen Trees:					
Ish	# 1	Ilex opaca 'Satyr Hill'	Satyr Hill Holly	6' – 7' Ht., 13' O.C.	B & B (N-E)
Shrubs / Ornamental Grasses:					
Ape	# 8	Azalea periclymenoides	Pinxterbloom Azalea	3 Gal., 4.5' O.C.	Container (N)
Bba	# 19	Bouteloua gra. 'Blonde Ambition'	Blonde Ambition Gramma	1 Gal., 2.75' O.C.	Container (N)
Cla	# 9	Chasmanthium latifolium	Northern Sea Oats	1 Gal., 2' O.C.	Container (N)
Cse	# 2	Cornus sericea 'Arctic Fire'	Arctic Fire Dogwood	3 Gal, 4' O.C.	Container (N)
Gba	# 13	Gaylussacia baccata	Black Huckleberry	2 Gal., 2.5'' O.C.	Container (N)
Igd	# 4	Ilex glabra 'Densa'	Dense Inkberry Holly	3 Gal., 6' O.C.	Container (N-E)
Jgc	# 5	Juniperus communis 'Gold Cone'	Gold Cone Juniper	3 Gal., 2.75' O.C	Container (N-E)
Jhg	# 5	Juniperus horizon. 'Golden Carpet'	Golden Carpet Juniper	2 Gal., 3.5' O.C.	Container (N-E)
Jyt	# 4	Juniperus hor. 'P.C. Youngstown'	Youngstown Juniper	2 Gal., 5' O.C.	Container (N-E)
Kau	# 15	Kalmia augustfolia	Sheep Laurel	2 Gal., 4' O.C.	Container (N-E)
Knh	# 4	Kalmia latifolia 'Nathan Hale'	Nathan Hale Mountain Laurel	5 Gal.., 7' O.C.	Container (N-E)
Knm	# 6	Kalmia latifolia 'Nipmuck'	Nipmuck Mountain Laurel	3 Gal.., 4' O.C.	Container (N-E)
Klk	# 7	Kalmia latifolia 'Keepsake'	Keepsake Mt. Laurel	3 Gal.., 5' O.C.	Container (N-E)
Las	# 14	Leucothoe axillaris 'Squirt'	Squirt Coast Leucothoe	2 Gal., 2.5' O.C.	Container (N-E)
Lfr	# 9	Leucothoe fontanesiana 'Rainbow'	Rainbow Leucothoe	3 Gal., 4' O.C.	Container (N-E)
Mca	# 12	Muhlenbergia capillaris	Muhly Grass	1 Gal., 3' O.C.	Container (N-E)

Site Stabilization / Detention Basin / Turf Lawn Seed Specifications:

I.) General Seeding Notes:

A.) All disturbed areas not paved or otherwise landscaped shall be fine graded with 6" of approved loamy topsoil Apply soil amendments as directed pursuant to Soil Test Recommendations.

B.) Permanent Turf Seed application periods shall be between April 1 to June 15 and September 1 to October 15, unless otherwise directed, with the specified seed mixes and materials below.

C.) Permanent dormant seeding applications after the fall deadline into Winter shall be applied at a seeding rate of 110%, min., of the Manufacturer's standard recommended rate, or as directed otherwise.

D.) Temporary Turf Seed application periods shall be between March 1 to June 15 and August to October 15, unless otherwise directed, with 100% Annual Rye Grass; Application Rate: 1 lb. / 1,000 Sq. Ft.

E.) Lawn Seed General Specifications: Weed Seed; maximum of 0.50%, no noxious weed seed. Purity; minimum 97% pure. Crop; maximum 0.50%. Germination Rate; minimum 80%, (or as generally required by the manufacturer's recommendations and specifications). Apply per manufacturer's recommendations and specifications, unless otherwise noted on the Drawings and / or General Notes.

F.) Finish grading completed after viable growing season has past shall be stabilized with weed-free Hay Mulch, Erosion Control Fabric and / or Geotextile Blankets, or combination thereof, as directed. Unfinished disturbed areas remaining out of season shall be rough graded to the lines and specifications of the Drawings and then stabilized with the measures noted above, or alternative erosion control measures as necessitated by specific seasonal and site conditions, as directed.

G.) Refer to all additional, applicable requirements as set forth in the **"Planting General Notes"** on the appropriate Planting Plan(s), as well as all related, referenced Plans, Notes & Details.

II.) Turf Lawn Seed Mix & Specifications:

A.) Turf Grass Lawn Areas: Shall be "Water Star Ultra Mix" Seeding Rate; 25 lb. / 6,250 Sq. Ft., as manufactured by Planters' Choice Nursery; 140 Huntingtown Road; Newtown, CT 06109; Telephone: (203) 426 – 4037, or approved equal.

Kind of Seed	Percent of Weight
Perennial Ryegrass	50%
Red Fescue	30%
Chewing Fescue	10%
Kentucky Bluegrass	10%

B. Lawn Areas General Notes: Weed Seed; maximum of 0.50%, no noxious weed seed. Purity; minimum 97% pure. Crop; maximum 0.50%. Germination Rate; minimum 80%, (or as generally required by the manufacturer's recommendations and specifications). Apply per manufacturer's recommendations and

GENERAL PLANTING NOTES:

1. All plant material to be nursery grown stock subject to applicable A.A.N. standards.
2. The Contractor shall supply all plants in quantities sufficient to complete the work shown on the drawings and listed in the plant list. In the event of a discrepancy between quantities shown in the plant lists and those required by the drawings, the larger number shall apply.
3. All plants shall be inspected by the Landscape Architect. Any plant material that is deemed unsatisfactory shall be immediately removed from the Site and replaced with acceptable specimens at the Contractor's expense, unless otherwise determined by the Owner.
4. Prior to installation, plant material shall be located on site by the Contractor for approval by the Landscape Architect. Any installations which were not approved by the Landscape Architect, and which are requested to be moved, will be completed at the Contractors' expense. Precise location of items not dimensioned on the plan to be scaled off the plan and field staked by the Contractor, for approval, as per note # 3 above, unless otherwise determined by the Owner.
5. All shrub massing plantings and tree pits shall be mulched to a max. depth of 3" with shredded pine bark or undyed hardwood mulch, as detailed on the Drawings. No mulch shall be allowed in the tree ball pit.
6. All trees under 3" caliper shall be staked. All trees 3" caliper and greater shall be guyed, as detailed. All tree support hardware and stakes shall be removed at the end of the Maintenance Period, typically a year after approval of the installed plant material.
7. The Contractor is responsible for any damaged vegetation and shall replace or repair any damage at his own expense. Unless otherwise specified, all plant material shall be guaranteed for a minimum of one year from formal acceptance by the Owner.
8. The Contractor should contact "Call Before You Dig" at 1-800-922-4455, (811), and not commence with construction activity unless they have field verified the existence of subsurface utilities and demarcated their location within the development envelope.
9. Regardless of the results by adherence to activities described in Item 8. above, the Contractor is responsible for locating **all** utilities in the field. Where plant materials may interfere with utilities, the Contractor shall notify the Owner and Landscape Architect to coordinate their relocation prior to the installation of that material. Approval of plant material relocation must conform to the conditions and procedures specified in Item 4. above.
10. All shrub and groundcover planting areas shall have minimum continuous beds of topsoil, 18" deep. Bare Root plantings shall have a minimum topsoil bed of 15", unless otherwise specified.
11. For planting soil mix, see specifications and/or Planting Details on the Drawings.
12. All existing rill, gulley and or channel erosion shall be filled with appropriate backfill material, fine raked, scarified and stabilized with appropriate vegetative material and / or appropriate sedimentation and erosion control measures, as required. Refer to appropriate Stabilization Seed Mix and / or Sedimentation and Erosion Control Plans, Details and Specifications for site-specific requirements.
13. Adjustments in the location of proposed plant material, because of existing vegetation determined in the field to remain, shall be approved by the Landscape Architect prior to installation, pursuant to the conditions dictated in Item 4. above.
14. All Bare Root and Sprig planting areas shall be hydroseeded first with specified Seed Mix for immediate stabilization. Once hydro-seed activity has been successfully completed, clear a 1' diameter area around each proposed Sprig and / or Bare Root planting bed, prior to installation of that specified plant material.
15. Additional Planting material and / or increased seeding rates may be required by the Owner, Landscape Architect as site conditions dictate. Additional materials shall be compensated for to the mutual agreement of the Owner and the Contractor and shall be approved and located as directed by the Landscape Architect, and pursuant to the conditions specified in these General Notes.

GENERAL SITE STABILIZATION NOTES AND SPECIFICATIONS:

A.) The Contractor shall supply all grass seed mixes in quantities sufficient to complete the work shown on the drawings and specified herein.

B.) The Contractor shall submit Seed Producer's Product Sheets for all approved specified grass mixes for the Owner's or Landscape Architect's review prior to on-site material delivery.

C.) The Contractor shall provide product verification tags of the approved grass seed mixes Owner's construction supervisor or designated representative prior to installation.

D.) All specified seed areas shall be located on site by the Contractor for approval by the Owner, Landscape Architect and / or appropriate Town Staff, as directed. Any installation of material not by the Owner, Landscape Architect and / or appropriate Town Staff or the Owner's designated representative, and subsequently requested to be removed, will be done at the Contractors expense.

E.) Precise location of seeded areas not dimensioned on the plan to be scaled off the plan and field staked by the Contractor, for approval, as per Item Note # 4 above.

F.) The Contractor is responsible for the prompt replacement of any damaged and / or unviable installed seed mixes during the stipulated warranty period at his own expense. Unless otherwise specified, all seeded areas shall be guaranteed for a minimum of one year from formal acceptance by the Owner, Landscape Architect and / or appropriate Town Staff or the Owner's designated representative.

G.) All rill, gulley and or channel erosion within the Project shall be filled with appropriate specified topsoil backfill material, fine raked, scarified and stabilized with appropriate vegetative material and/or appropriate sedimentation and erosion control measures, as directed by the Owner, Landscape Architect and / or appropriate Town Staff or the Owner's designated representative.

General Turf Establishment and Management Narrative:

1. Soil Testing

A composite soil sample from the subject property will be collected and delivered to a University of Connecticut Cooperative Extension office for testing of soil nutrient levels (i.e., pH, nitrogen, phosphorus, calcium, magnesium, potassium) prior to a fertilizer application. The Extension office will recommend a fertilizer application rate based upon these test results. The actual fertilizer application rate will follow this recommendation. This will ensure against an excessive fertilizer application, which could lead to chemical leaching or export.

2. Slow-Release Fertilizers

Slow-release fertilizers will be applied to lawns, planted trees and shrubs. These can include, but are not limited to, organic-based fertilizers. A variety of commercial slow-release nitrogen fertilizer products are available (e.g., Milorganite, isobutylidene diurea, coated ureas, etc.). Advantages of slow-release fertilizers include the supply of a steady nitrogen source, and reduced nitrogen leaching. By combining small amounts of soluble nitrogen sources with slow-release nitrogen products, nitrogen availability can be extended without a threat of leaching.

3. Fertilizer Application Schedule

Fertilizer will be applied three times annually to the subject property: early to late May (after the threat of cool, wet weather has passed), late August to early September, and mid-September to mid-October. If the soil test indicates a need for lime, it will be applied at the last fertilization date.

4. Integrated Pest Management (IPM)

IPM is an integrated, preventative approach to maintaining healthy turf and landscape plants. IPM recognizes that, although chemicals are an important component of a turf management plan, other strategies are available to maintain a healthy lawn. A central premise of IPM is to treat pest problems as they arise on an as-needed basis only, using a variety of biological (e.g., natural predators), chemical and cultural (e.g., disease-resistant seed) practices.

Drawing Title:
Proposed Car Wash Facility & Related Site Improvements; Lot F; Dorset Crossing PAD: #10 DORSET CROSSING DRIVE; SIMSBURY, CT
LANDSCAPE DETAILS & GENERAL NOTES

Prepared For:
MR. RODNEY GOLDBERG
P.O. BOX #671; COLCHESTER, CT 06415

Scale: As Noted (0' 10' 20' 30' 40' 60')

Date: 1 May 2026

Revisions: 5/27/2026; 6/9/2026; 6/24/2026; 6/29/2026

Seal:

STATE OF CONNECTICUT — ROBERT C. SCHECHINGER, JR. — LICENSED LANDSCAPE ARCHITECT — NO. 839

Prepared By:
Robert C. Schechinger, Jr. ASLA
772 Farmington Avenue
Farmington, CT 06032
Telephone: (860) 478 - 7839
Email: BiffDesign@sbcglobal.net
Website: BiffLandDesign.com

Sheet No.

L.2

Site Plant Schedule; 100% Native By Variety: 100% Native By Amount:

Key	Quantity	Botanical Name	Common Name	Size Installed	Comments
Street / Shade / Ornamental Trees:					
Aag	# 1	Acer rubrum ‘Armstrong Gold’	Armstrong Gold Maple	2” – 2-1/2" Cal., 10’ O.C.	B & B (N)
Arr	# 2	Acer rubrum ‘Redpointe’	Redpointe Maple	2” – 2-1/2" Cal., 30’ O.C.	B & B (N)
Axa	# 1	Acer x freemani ‘Armstrong’	Armstrong Freeman Maple	2” – 2-1/2" Cal., 15’ O.C.	B & B (N)
Alu	# 2	Amelanchier laevis ‘Lustre’	Lustre Alleg. Serviceberry	2” – 2-1/2" Cal., 15’ O.C.	B & B (N)
Coc	# 2	Celtis occidentalis	Hackberry	2” – 2-1/2" Cal., 40’ O.C.	B & B (N)
Cbh	# 1	Cercis canadensis ‘Burgundy Hearts’	Burgundy Hearts Eastern Redbud	2” – 2-1/2" Cal., 25’ O.C.	B & B (N)
Lss	# 2	Liquidamber sty.‘Slender Silhouette’	Slender Silhouette Sweetgum	2” – 2-1/2" Cal., 6’ O.C.	B & B (N)
Lha	# 1	Liquidamber styraciflua ‘Hapdell’	Hapdell Sweetgum	2” – 2-1/2" Cal., 30’ O.C.	B & B (N)
Nwf	# 1	Nyssa sylvatica ‘Wildfire’	Wildfire Black Tupelo	2” – 2-1/2" Cal., 25’ O.C.	B & B (N)
Qpb	# 2	Quercus pal. ‘Pacific Brilliance’	Pacific Brilliance Pin Oak	2” – 2-1/2" Cal., 25’ O.C.	B & B (N)
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Igd	# 4	Ilex glabra ‘Densa’	Dense Inkberry Holly	3 Gal., 6’ O.C.	Container (N-E)
Jgc	# 5	Juniperus communis ‘Gold Cone’	Gold Cone Juniper	3 Gal., 2.75' O.C	Container (N-E)
Jhg	# 5	Juniperus horizon. ‘Golden Carpet‘	Golden Carpet Juniper	2 Gal., 3.5' O.C.	Container (N-E)
Jyt	# 4	Juniperus hor. ‘P.C. Youngstown’	Youngstown Juniper	2 Gal., 5' O.C.	Container (N-E)
Kau	# 15	Kalmia augustfolia	Sheep Laurel	2 Gal., 4' O.C.	Container (N-E)
Knh	# 4	Kalmia latifolia ‘Nathan Hale’	Nathan Hale Mountain Laurel	5 Gal.., 7' O.C.	Container (N-E)
Knm	# 6	Kalmia latifolia ‘Nipmuck’	Nipmuck Mountain Laurel	3 Gal.., 4' O.C.	Container (N-E)
Klk	# 7	Kalmia latifolia ‘Keepsake’	Keepsake Mt. Laurel	3 Gal.., 5' O.C.	Container (N-E)
Las	# 14	Leucothoe axillaris ‘Squirt’	Squirt Coast Leucothoe	2 Gal., 2.5' O.C.	Container (N-E)
Lfr	# 9	Leucothoe fontanesiana ‘Rainbow’	Rainbow Leucothoe	3 Gal., 4' O.C.	Container (N-E)
Mca	# 12	Muhlenbergia capillaris	Muhly Grass	1 Gal., 3’ O.C.	Container (N-E)

Hesketh

Civil & Traffic Engineers • Surveyors • Planners • Landscape Architects

F. A. Hesketh
& Associates, Inc.

June 22, 2026

Diamond Sparkle Car Wash, LLC
P.O. Box 671
Colchester, CT 06415

Attn: Mr. Rodney Goldberg

RE: Traffic Impact Statement
Proposed Car Wash
Dorset Crossing
Simsbury, CT
Our File: 26031

Dear Mr. Goldberg:

Pursuant to your request our office has prepared this statement outlining the potential traffic generation and impact of a proposed 7,050 s.f., automated car wash on property located on the northwest corner of the intersection of Routes 10/202 (Hopmeadow Street) and Dorset Crossing Drive in the Town of Simsbury, Connecticut. The site proposed for development is shown in Figure 1. This letter presents our findings.

The property proposed for development is included under an Office of the State Traffic Administration (OSTA) Certificate No 1868 and Administrative Decision (A.D.) 116, last approved in November 2012. OSTA is currently reviewing a proposed AD request for the development. The parcel proposed as a car wash is currently approved for a 14,000 s.f. pharmacy with a drive-thru window. Under the pending AD request, the parcel is proposed to have a 12,000 s.f. retail building.

Site plans prepared by Yantic River Consultants, LLC depict a single 7,050 s.f. building in the center of the parcel. The building provides a single automated wash tunnel, one touchless wash bay, two self service bays, and three detail bays, plus mechanical and office space. The site driveway intersects an internal driveway to 30 Dorset Crossing Drive. The driveway enters the site from the west, then curves right and left around the south side of the building. Those customers that desire to utilize the automated wash tunnel, pass through one of two pay station lanes, then proceed to execute a 180-degree turn into the tunnel. Those wishing to utilize the touchless wash or one of the self-serve bays can by-pass the pay station and proceed around the building to the wash bays on the north side of the building. When a vehicle exists the wash bays, they

can exit the site or utilize one of the vacuum stations. There are three detail stations located on the south end of the building. There is a total of 280 feet of vehicle storage before the pay station and an additional 120 feet of storage between the pay station and the tunnel entrance. The storage available is long enough to accommodate up to 20 vehicles. There is room for as many as 4 or more vehicles behind each of the three other service bays. There are a total of 6 customer parking spaces and 11 vacuum spaces on the site.

To estimate the site generated traffic volumes for the proposed development, our office reviewed the ITE *Trip Generation* Report, 11th Edition. Included in the *Trip Generation* database is the following land use: Land Use Code 948 – Automated Car Wash. Trip generation was calculated for the proposed site based on the square footage of the building. The proposed car wash has a trip generation potential of 105 trips during the morning peak hour, an afternoon peak hour volume of 172 trips and a Saturday peak hour volume of 226 trips.

An alternate method of determining the trip generation rate is to utilize the service rate of the automated tunnel and to add to it, the trip generation for the self-serve tunnels and the detail bays. The proposed tunnel car wash is set up to service up to 108 vehicles an hour during the afternoon and Saturday peak hours. We have assumed morning usage of 27 vehicles, 25% of the afternoon rate. Based on ITE data, the three self service bays have a trip generation of 7 trips, 14 trips and 19 trips during the morning afternoon and Saturday peak hours, respectively. We have assumed that each service bay will accommodate one vehicle per hour. Based on these assumptions, the site would generate a total of 63 trips, 236 trips and 241 trips, during the morning, afternoon and Saturday peak hours. These assumptions are based on the peak rate of service. It is assumed tat this rate will be experienced no more than 10 to 12 days per year.

For purposes of presentation and analysis we have chosen to utilize the ITE rates of 105 trips, 172 trips, and 226 trips, respectively. Based on the ITE rates, the proposed car wash represents an increase in peak hour traffic of 73 trips, 83 trips and 147 trips respectively, compared to the currently requested 12,000 s.f. retail development on the subject parcel. These volumes are presented in Table 1.

As indicated above, the Dorset Crossing development has been approved and revised on several occasions. Previous approvals have had higher trip generation than the currently proposed development. Table 2 depicts these volumes for two previously approved developments as well as a development currently under review by OSTA, and for the currently proposed development including the car wash. Although the proposed car wash has a higher trip generation than the 12,000 s.f. retail on the subject site, the revised Dorset Crossing development and the hotel development will have a lower trip generation than previously approved versions of the development. The current

proposal with the car wash represents a reduction of 90 trips, 268 trips, and 190 trips over previous approvals.

To determine the impact of the proposed car wash on the local roadway network, our office obtained traffic volume counts for the intersection of Route 10 and Dorset Crossing Drive that were completed during September 2025 related to the proposed hotel project. The observed volumes are presented in Figure 2. The observed Route 10 volumes were increased 2% per year, or 6% total, to a design year of 2028. These volumes represent the 2028 existing traffic as shown in Figure 2.

Our office has obtained copies of the site generated movement diagrams for the recently approved Chipotle/Starbucks development on Route 10 adjacent to the existing Big Y. Those volumes are presented in Figure 3 as Other Development Traffic. By adding these volumes to the 2028 existing traffic, the 2028 background traffic volumes can be depicted. These volumes are also presented in Figure 3.

The site generated traffic was distributed to Route 10 with a directional distribution of 60% to and from the south and 40% to and from the north. The site generated traffic for the full build development, from Table 1, is depicted in Figure 4, based on the 60/40 distribution. By adding the Route 10 through traffic volumes to the full build site generated traffic, the combined traffic volumes for the full build development can be depicted. These volumes are presented in Figure 4 as the 2028 combined traffic volumes.

Capacity analyses were conducted for the 2028 combined traffic volumes for the intersection of Route 10 and Dorset Crossing Drive. The analysis was completed for the morning, afternoon and Saturday peak hours. The analysis results show an overall LOS A during the morning and afternoon peak hours and at an overall LOS B during the Saturday peak hour. All approaches will operate at a LOS B or better during peak hours except for the eastbound left turn, out of Dorset Crossing Drive, which will operate at a LOS C during peak hours and the Route 10 southbound approach during the Saturday peak hour which will also operate at a LOS C. The LOS results are presented in Table 3.

As indicated earlier, there are two traffic lanes on the approach to the pay station. The two lanes provide a total of 280 feet of storage, capable of accommodating a total of 14 vehicles. With 120 feet between the tunnel and the pay station, the total queue storage is 20 vehicles. Experience has indicated that this amount of storage is sufficient to accommodate all waiting vehicles more than 95% of time. The operator can always increase the service rate to assist in reducing queues as needed.

A queueing analysis based on a standard Poisson distribution was performed for the afternoon and Saturday peak hours, to determine the anticipated queues and queue probabilities. The following assumptions were made. We used the ITE peak hour trip

generation for LUC 948: Automated Car Wash. We removed the vehicles anticipated for the touchless and the self-service bays and the detail bays. We assumed a service flow rate of 108 vehicles for the p.m. peak hour and a service rate of 130 vehicles for the Saturday peak hour. Based on these assumptions the expected queues would be 2.2 vehicles and 3.5 vehicles respectively. The probability that the queues would exceed 15 vehicles is approximately 1% and 2%, respectively. As discussed above there is room for 21 vehicles in the available queue storage area. The queue analysis is presented in Table 4.

Based on the existing and proposed site generated traffic volumes and the existing LOS A at the intersection of Hopmeadow Street and Dorset Crossing Drive, it is my professional opinion that the local roadway network will not be significantly impacted by the traffic volumes associated with the proposed car wash. The proposed site driveway is properly located with respect to adjacent driveways. The site driveway is located a significant distance from Dorset Crossing Drive, and even further from Hopmeadow Street, making it highly improbable that queued vehicles will interfere with traffic flows on those roadways. The site as designed provides adequate storage for vehicles waiting for service at each of the proposed service bays. Adequate by-pass areas exist to allow vehicles to bypass queues to access other bays or to exit the site.

We appreciate the opportunity to provide this information to you. If you require any additional information, please do not hesitate to contact our office.

Very truly yours,

F. A. Hesketh & Associates, Inc.



Scott F. Hesketh, P. E.
Manager of Transportation Engineering

cc: Atty. Dwight Merriam

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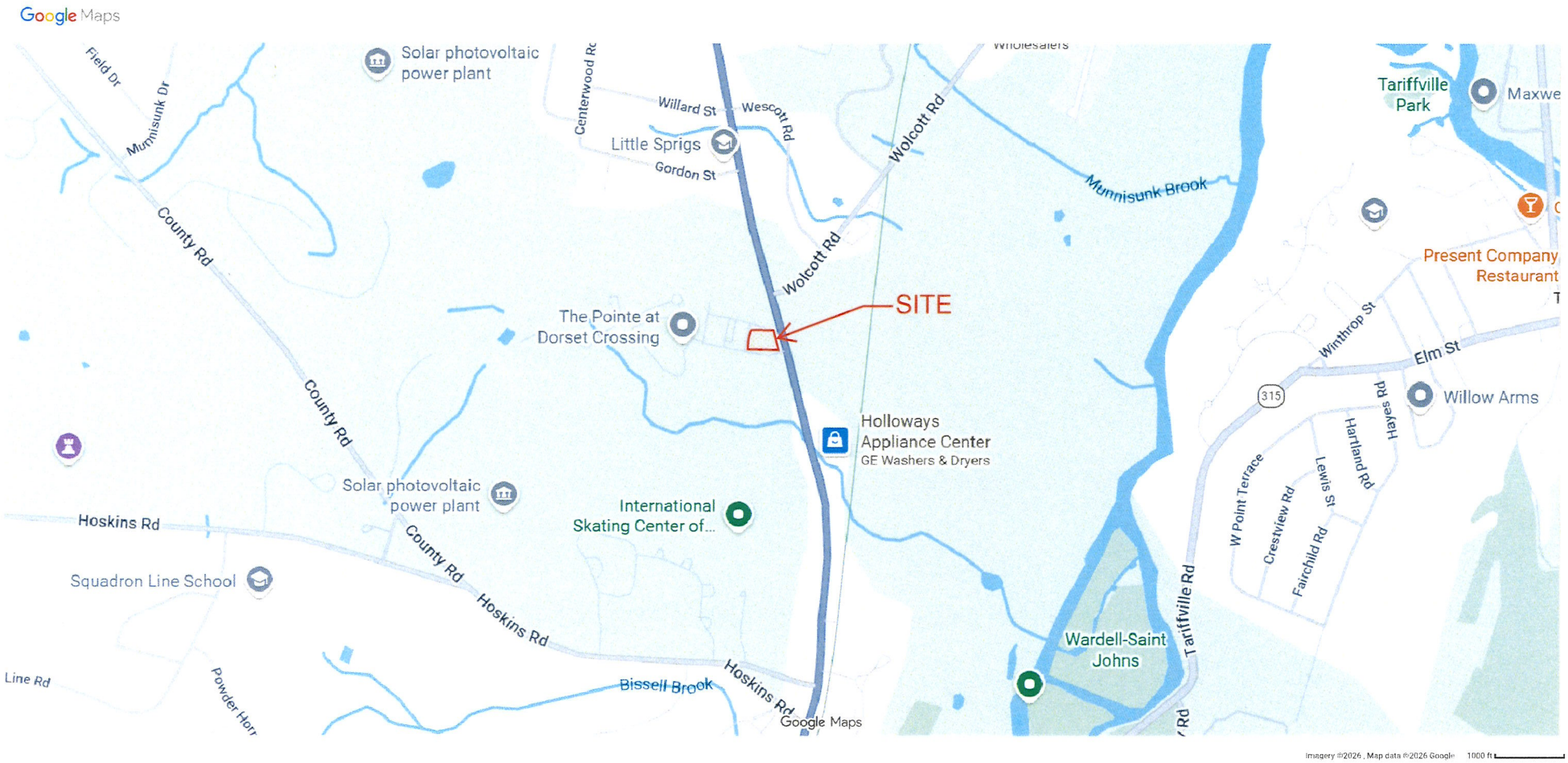

Google Maps
Solar photovoltaic power plant
Field Dr
Munnisunk Dr
County Rd
Centerwood Rd
Willard St
Wescott Rd
Little Sprigs
Gordon St
Wolcott Rd
Munnisunk Brook
Tariffville Park
Present Company Restaurant
SITE
The Pointe at Dorset Crossing
Winthrop St
Elm St
315
Willow Arms
Hayes Rd
Holloways Appliance Center
GE Washers & Dryers
Hartland Rd
Lewis St
W Point Terrace
Crestview Rd
Fairchild Rd
Solar photovoltaic power plant
International Skating Center of...
Hoskins Rd
Squadron Line School
Tariffville Rd
Wardell-Saint Johns
Line Rd
Powder Hor
Bissell Brook
Google Maps
Imagery ©2026 , Map data ©2026 Google
1000 ft

FIGURE 1

Table 1
Trip Generation - Lot F
Proposed Car Wash
Dorset Crossng - Simsbury

LUC	Land Use	Size	A.M. Peak Hour Enter	A.M. Peak Hour Exit	A.M. Peak Hour Total	P.M. Peak Hour Enter	P.M. Peak Hour Exit	P.M. Peak Hour Total	Saturday Peak Hour Enter	Saturday Peak Hour Exit	Saturday Peak Hour Total
Approved Development											
822	Strip Retail Plaza (< 40K)	12,000 s.f.	**19**	**13**	**32**	**44**	**45**	**89**	**40**	**39**	**79**
Proposed Development											
948	Automated Car Wash^	7,050 s.f.	**58**	**47**	**105**	**84**	**88**	**172**	**113**	**113**	**226**
947	Self Service Car Wash	3 stalls^	4	3	7	7	7	14	9	10	19
948	Automated Car Wash	Service Rate*	27	27	54	108	108	216	108	108	216
	Detail Bays	3 Bays^^	1	1	2	3	3	6	3	3	6
		Total	32	31	63	118	118	236	120	121	241
	Difference#		**39**	**34**	**73**	**40**	**43**	**83**	**73**	**74**	**147**

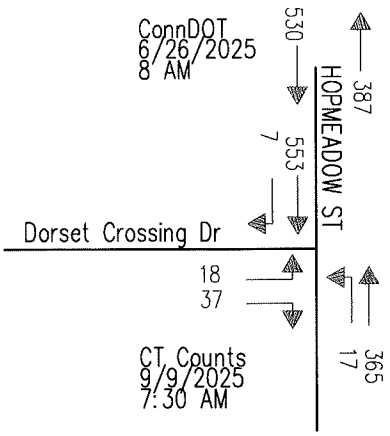
^ - AM Peak Assumed to be 50% of p.m. peak
* - AM Peak Assumed to be 25% of p.m. peak
^^ - Each Bay Serves 1 vehicle per hour during p.a. and Saturday peak hours. AM rate is 1 veh.
# - Automated Car Wash (by s.f.) - Strip Retail Plaza

Table 2
Trip Generation - Approved Developments
Full Build Dorset Crossing Development Including Hotel

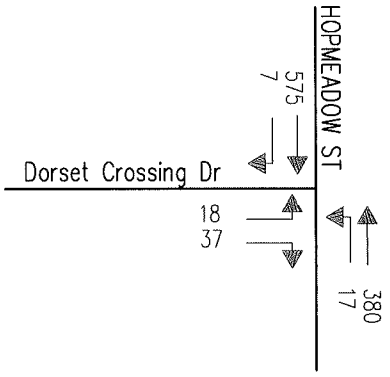
Land Use	Building Area (s.f.)	Weekday Traffic Daily Traffic (ADT)	AM Peak Hour Enter	AM Peak Hour Exit	AM Peak Hour Total	PM Peak Hour Enter	PM Peak Hour Exit	PM Peak Hour Total	Saturday Traffic Daily Traffic	Saturday Peak Hour Enter	Saturday Peak Hour Exit	Saturday Peak Hour Total
Original Approved Development - Certificate 1868												
Medical Office	50,000	1,807	98	26	124	50	136	186	448	103	78	182
General Office	40,000	659	79	11	90	21	103	124	104	10	8	18
General Retail	7,500	1,261	20	13	33	54	59	113	1,807	84	77	161
Pharmacy w/Drive through	14,500	1,278	22	17	39	61	64	125	1,278	57	57	114
Bank	5,000	782	10	10	20	83	83	166	221	83	83	166
Residential	36 units	406	9	26	35	27	16	43	403	23	20	43
Total		**6,193**	**238**	**103**	**341**	**296**	**461**	**757**	**4,261**	**360**	**323**	**684**
OSTA Approved Development - Admin Decision No. 116												
Medical Office	50,000	1,807	91	24	115	47	126	173	448	103	78	182
General Office	22,000	416	49	7	56	18	86	103	66	6	5	11
Pharmacy w/Drive through	14,500	1,234	21	16	37	73	73	145	1,234	55	55	110
Bank	3,500	519	24	19	43	45	45	90	302	48	45	93
Residential	264 units	2,540	49	146	195	159	93	252	2,663	130	115	245
Total		**6,516**	**234**	**212**	**446**	**342**	**423**	**763**	**4,713**	**342**	**298**	**641**
Current Proposed Development - Under review by OSTA												
Medical Office	15,000	540	37	10	47	18	41	59	207	25	19	45
Residential (Multi Fam Low-Rise)	360 units	2,750	39	124	163	131	77	208	1,856	84	83	167
General Office	12,000	183	24	3	27	5	24	29	27	3	3	6
Strip Retail Plaza (<40k)^	12,000	736	19	13	32	44	45	89	736	40	39	79
Hotel	120 Rooms	701	21	20	41	29	27	56	830	29	27	56
Total*		**3,991**	**97**	**154**	**251**	**178**	**145**	**323**	**2,893**	**138**	**129**	**268**
Current Proposed Development Plus Car Wash												
Medical Office	15,000	540	37	10	47	18	41	59	207	25	19	45
Residential (Multi Fam Low-Rise)	360 units	2,750	39	124	163	131	77	208	1,856	84	83	167
Hotel	120 Rooms	701	21	20	41	29	27	56	830	29	27	56
Car Wash	7,050 s.f.	1,787	58	47	105	84	88	172	1,807	113	113	226
Total^^		**5,778**	**155**	**201**	**356**	**262**	**233**	**495**	**4,700**	**251**	**242**	**494**

^ - Saturday daily volume assumed equal to weekday daily volume
* - Total is sum of Medical Office, Residential and the higher of General Office or Retail for each time period
^^ - Total is sum of Medical Office, Residential, hotel and car wash

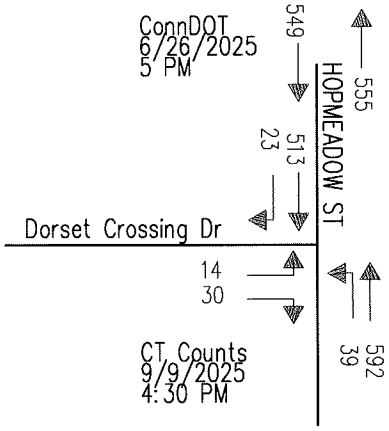
OBSERVED TRAFFIC

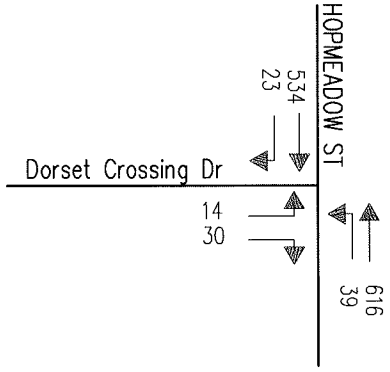


2028 EXISTING TRAFFIC

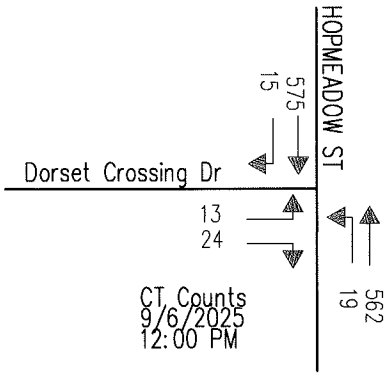


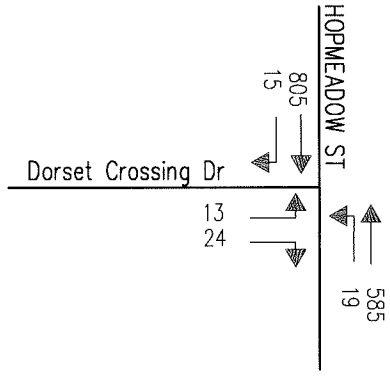
A.M. Peak Hour





P.M. Peak Hour





Saturday Peak Hour

OBSERVED TRAFFIC VOLUMES INCREASED 2% PER YEAR TO A 2028 DESIGN YEAR

FIGURE 2

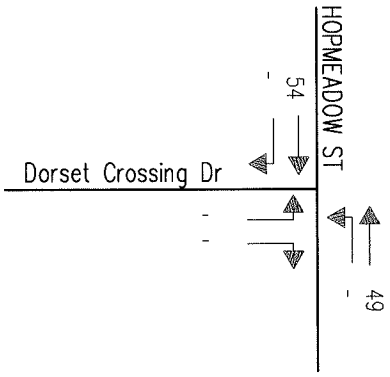
OBSERVED TRAFFIC AND
2028 EXISTING TRAFFIC
A.M., P.M. & SAT PEAK HOURS
DIAMOND SPARKLE CAR WASH
DORSET CROSSING DRIVE
SIMSBURY, CONNECTICUT

6/09/2026

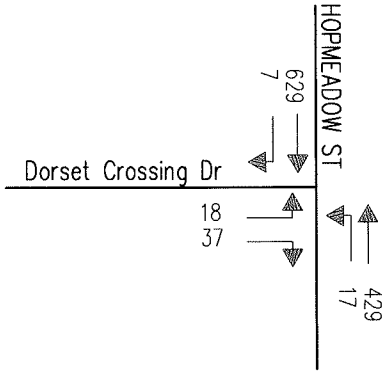
F. A. Hesketh & Associates, Inc.
3 CREAMERY BROOK, EAST GRANBY, CT 06026
FAH
TRAFFIC
PLANNING
ENGINEERING
DESIGN

NOT TO SCALE

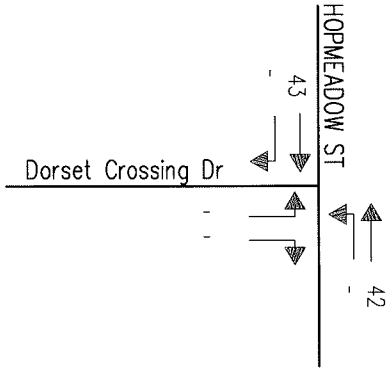
OTHER DEVELOPMENT TRAFFIC

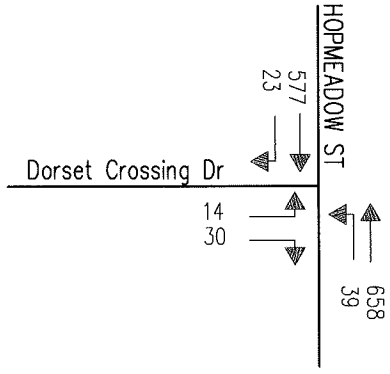


2028 BACKGROUND TRAFFIC

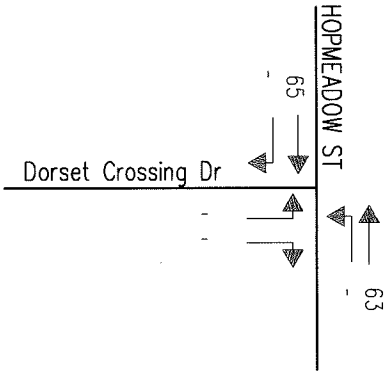


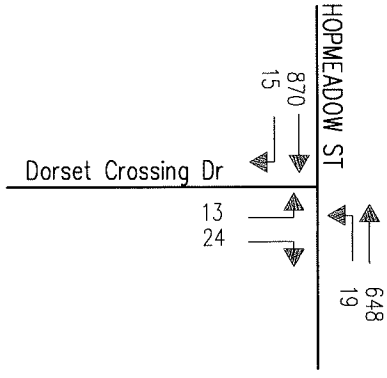
A.M. Peak Hour





P.M. Peak Hour





Saturday Peak Hour

CHIPOTLE / STARBUCKS TRAFFIC
FROM VHB REPORT - FIGURE 4

2028 EXISTING TRAFFIC PLUS
OTHER DEVELOPMENT TRAFFIC

FIGURE 3

6/09/2026

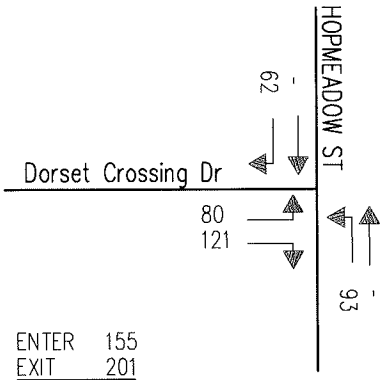
OTHER DEVELOPMENT TRAFFIC
AND 2028 BACKGROUND TRAFFIC
A.M., P.M. & SAT PEAK HOURS

DIAMOND SPARKLE CAR WASH
DORSET CROSSING DRIVE
SIMSBURY, CONNECTICUT

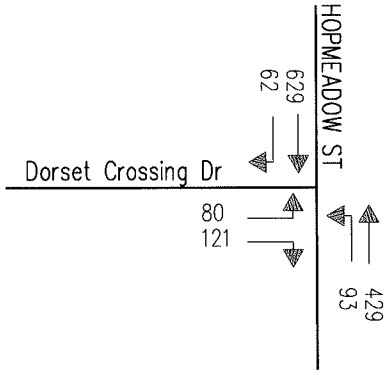
F. A. Hesketh & Associates, Inc.
3 CREAMERY BROOK, EAST GRANBY, CT 06026
FAH
TRAFFIC
PLANNING
ENGINEERING
DESIGN

NOT TO SCALE

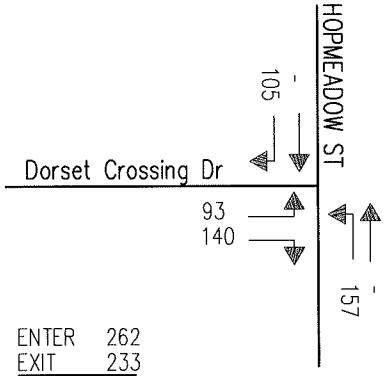
FULL BUILD DEVELOPMENT TRAFFIC

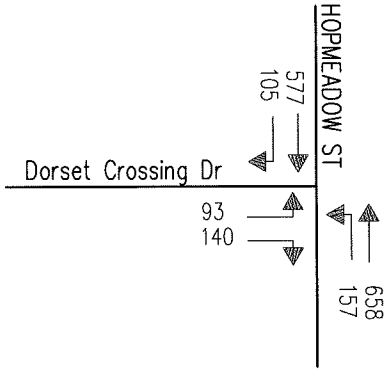


2028 EXISTING TRAFFIC

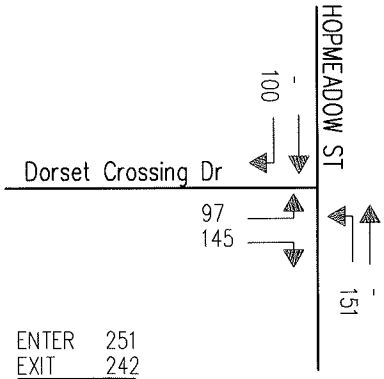


A.M. Peak Hour



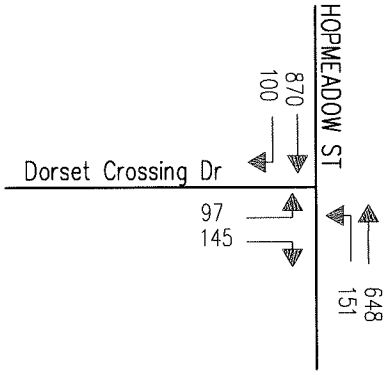


P.M. Peak Hour



PROPOSED DEVELOPMENT TRAFFIC
FROM TABLE 1R-1

Saturday Peak Hour



2028 BACKGROUND TRAFFIC PLUS
PLUS PROPOSED DEVELOPMENT
TRAFFIC

FIGURE 4

6/09/2026

FULL DEVELOPMENT TRAFFIC
AND 2028 COMBINED TRAFFIC
A.M., P.M. & SAT PEAK HOURS

DIAMOND SPARKLE CAR WASH
DORSET CROSSING DRIVE
SIMSBURY, CONNECTICUT

F. A. Hesketh & Associates, Inc.
3 CREAMERY BROOK, EAST GRANBY, CT 06026
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DESIGN

NOT TO SCALE

Table 3

Level of Service Summary

Full Build Development with Car Wash

Dorset Crossing Drive - Simsbury, CT

Time Period		A.M. Peak Hour Full Build with Car Wash				P.M. Peak Hour Full Build with Car Wash				Saturday Peak Hour Full Build with Car Wash			
		LOS	delay	v/c	queue	LOS	delay	v/c	queue	LOS	delay	v/c	queue
Hopmeadow Street at Dorset Crossing Drive													
NB	Left	A	3.6	0.24	20	A	3.9	0.31	32	A	9.9	0.49	55
	Thru	A	3.9	0.36	95	A	5.2	0.50	185	A	5.1	0.48	175
SB	Thru	B	13.0	0.66	290	B	11.1	0.56	257	C	20.8	0.83	#572
	Right	A	0.5	0.06	4	A	0.5	0.09	6	A	0.5	0.08	6
EB	Left	C	28.5	0.39	65	C	28.6	0.40	74	C	28.6	0.41	75
	Right	A	5.9	0.28	32	A	4.6	0.28	33	B	10.6	0.32	58
	Overall	A	9.4	0.66		A	8.0	0.56		B	13.5	0.83	

TABLE 4
Queue Length Probability
for the Proposed Car wash
Peak Hour

P.M. Peak Hour		Saturday Peak Hour	
Entering Driveway Volume	84 veh/hr	Entering Driveway Volume	113 veh/hr
% Using Drive Through	88 %	% Using Drive Through	89 %
Drive Through Volume (q)	74 veh/hr	Drive Through Volume (q)	101 veh/hr
Service Rate (Q)	108 veh/hr	Service Rate (Q)	130 veh/hr

P(n) = probability of having n units in the system

P(n) = (q/Q)^n (1-(q/Q)

= 0.6852 ^n x 0.3148

n	P(n)	Sum of P(n)
0	0.3148	0.3148
1	0.2157	0.5305
2	0.1478	0.6783
3	0.1013	0.7796
4	0.0694	0.8490
5	0.0475	0.8965
6	0.0326	0.9291
7	0.0223	0.9514
8	0.0153	0.9667
9	0.0105	0.9772
10	0.0072	0.9844
11	0.0049	0.9893
12	0.0034	0.9927
13	0.0023	0.9950
14	0.0016	0.9966
15	0.0011	0.9976

Expected Queue Length = 2.2 veh.
Average Waiting Time = 73 sec.

P(n) = (q/Q)^n (1-(q/Q)

= 0.7769 ^n x 0.2231

n	P(n)	Sum of P(n)
0	0.2231	0.2231
1	0.1733	0.3964
2	0.1347	0.5310
3	0.1046	0.6357
4	0.0813	0.7169
5	0.0631	0.7801
6	0.0491	0.8291
7	0.0381	0.8673
8	0.0296	0.8969
9	0.0230	0.9199
10	0.0179	0.9377
11	0.0139	0.9516
12	0.0108	0.9624
13	0.0084	0.9708
14	0.0065	0.9773
15	0.0051	0.9824

Expected Queue Length = 3.5 veh.
Average Waiting Time = 96 sec.

OSTA Certificate No. 1868

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone:
(860) 594-3020

CERTIFICATE NO. 1868

OSTA NO.: 128-0903-01
APPROVED: May 19, 2009
EXTENDED EXPIRATION: May 18, 2013

ISSUED TO: Dorset Crossing, LLC
c/o The Keystone Companies
56 East Main Street, Suite 202
Avon, CT 06001

FOR: Dorset Crossing
1507 and 1515 Hopmeadow Street (Route 10)
Town of Simsbury

Pursuant to Section 14-311 of the General Statutes of Connecticut, as revised, and the Regulations of the Office of the State Traffic Administration

The property owner(s) and such owner's/owners' heirs, successors in interest or assigns are hereby ordered to comply with the conditions and requirements as set forth in the attached report(s) and plan(s), which are incorporated herein. Failure to comply with all conditions and requirements will constitute sufficient basis for revocation of the Certificate.

OPERATION OF THE DEVELOPMENT OR ANY PORTION THEREOF SHALL NOT BE ALLOWED UNTIL SUCH TIME AS THE PROPERTY OWNER(S) AND SUCH OWNER'S/OWNERS' HEIRS, SUCCESSORS IN INTEREST OR ASSIGNS HAS/HAVE COMPLIED WITH THE ABOVE UNLESS PERMISSION HAS BEEN REQUESTED AND RECEIVED FROM THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION TO OPERATE PRIOR TO COMPLETION OF THE CONDITIONS AND REQUIREMENTS.

THIS CERTIFICATE WILL EXPIRE TWO (2) YEARS FROM THE APPROVAL DATE OF THE ATTACHED REPORT UNLESS ALL CONDITIONS AND REQUIREMENTS ARE COMPLIED WITH WITHIN THAT PERIOD OR PERMISSION IS REQUESTED AND OBTAINED FROM THE OFFICE OF THE STATE TRAFFIC ADMINISTRATION TO EXTEND THE EXPIRATION DATE.

Upon due notice from this Office, this Certificate may be reviewed and modified or revoked in the interest of public safety.

David A. Sawicki
Executive Director

Date: July 9, 2012

TRA – 10 REV 1/08

Report by: JGB Date: 05/09 Checked by: PJC Date: 05/09 Recommended by:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION TRAFFIC INVESTIGATION REPORT TO THE STATE TRAFFIC COMMISSION	STC No: 128-0903-01 Loc No. Approved by STC Date: MAY 19 2009
See Previous Traffic Investigation Report No:	Town of Simsbury	
Requested by: F. A. Hesketh & Associates, Inc. How Requested: Cert. Application Date: February 27, 2009	Location: Dorset Crossing Route 10	David A. Sawicki ACTING EXECUTIVE DIRECTOR

Recommendation:

In accordance with Section 14-311 of the Connecticut General Statutes, as revised, it is recommended that the State Traffic Commission (STC) issue a certificate to Dorset Crossing, LLC c/o The Keystone Companies for Dorset Crossing, a 182,000 square-foot gross floor area mixed-use development including 27,000 square-feet of retail, 50,000 square-feet of medical office, 40,000 square-feet of general office and 65,000 square-feet of residential with 594 parking spaces, located at 1507 and 1515 Meadow Street in the Town of Simsbury stating that the operation thereof will not imperil the safety of the public based on the following conditions

The conditions are based on and referenced to the following plans entitled:

A. "Master Plan, prepared for, Dorset Crossing, Hopmeadow Street, Simsbury Connecticut," Sheet No. MA, prepared by F. A. Hesketh & Associates, Inc., dated February 27, 2009 and last revised March 20, 2009.

B. "Conceptual Roadway Plan, prepared for, Dorset Crossing, Hopmeadow Street (CT Rte 10 & 202), Simsbury Connecticut," Sheet No. RW-1, prepared by F. A. Hesketh & Associates, Inc., dated November 25, 2008 and last revised March 30, 2009.

1. That the site driveway on Route 10 be constructed in substantial conformance with the referenced plans.

2. That Route 10 be widened in substantial conformance with the referenced plans.

3. That approach grades of the driveways and Town roads along Route 10 affected by the roadway widenings noted in this report meet Department of Transportation's standards for intersecting streets or not be increased.

4. That all roadway and drainage improvements within the State highway right-of-way be subject to review by the Department of Transportation and all their requirements including those pertaining to maintenance and protection of traffic be satisfied prior to the issuance of a permit for work within the highway right-of-way.

5. That Route 10 be overlaid within the limits of the widening. The extent of the overlay is to be determined by the Department of Transportation's District 4 Office.

6. That all conflicting pavement markings in the area of roadway work be eradicated to the satisfaction of the Department of Transportation.

7. That any cutting, removal or pruning of trees, shrubbery or vegetation situated partially or wholly within the limits of the State highway right-of-way be in accordance with Department of Transportation Regulations.

8. That intersection sight distances be provided and maintained from the site driveway on Route 10 as shown on the referenced plans.

9. That the intersectional sight distances of the driveways and Town roads along Route 10 affected by the roadway widening noted in this report, meet Department standards for intersecting streets or not be diminished.

10. That a traffic signal be installed on Route 10 at the site drive. Upon completion of the installation of the signal, the Department of Transportation will review the installation and upon acceptance, assume ownership and ordinary maintenance such as cleaning and minor electrical repair. Major component replacement, repair or damage due to accident, vandalism, or nature and replacement due to normal wear shall be the responsibility of the owner(s) of the 1507 and 1515 Hopmeadow Street parcels. When the maintenance and/or repair costs exceed $500.00, the Department of Transportation shall perform this work and bill the owner of Dorset Crossing for all the actual costs. The owner(s) of the 1507 and 1515 Hopmeadow Street parcels will pay for the electricity to operate the signal.

11. That the traffic signal as described in Condition No. 10 not be activated until a level of development warranting a traffic signal is occupied within the site. If the level of development is less than full-occupancy, the owner (s) of the 1507 and 1515 Hopmeadow Street parcels must submit verification to the STC that the warranting thresholds are met. Until such time, the driveway shall operate as stop-controlled.

12. That an easement be granted to the State, at no cost, to place and maintain traffic signal appurtenances on site property at the intersection of Route 10 and the site drive prior to the issuance of an encroachment permit. Right of Way File No. 128-000-81.

13. That the following traffic signals be coordinated using time base coordination (TBC).

    Route 10 at the site drive
    Route 10 at Wolcott Road

14. That signs and pavement markings on Route 10 be installed and maintained in substantial conformance with the referenced plans, and in accordance with the "Manual on Uniform Traffic Control Devices," latest edition.

15. That all pavement markings installed on State roads be of epoxy material, or of a material as directed by the Department of Transportation.

16. That an easement be granted along the site frontage, for highway purposes, to the State, at no cost, as indicated on the referenced plans prior to the issuance of an encroachment permit. Right of Way File No. 128-000-80.

17. That the internal driveway near the northwest corner of Building No. 5, which connects to a utility station on a town-owned parcel, remain gated and provide access to the utility station only.

18. That an encroachment permit be obtained from the Department of Transportation's District 4 Office prior to performing any work within the State highway right-of-way. The permit forms must include the applicable detailed construction plans.

19. That prior to the issuance of a Certificate, a bond be posted and maintained in the amount of $850,000 to cover the costs of satisfying the conditions of this report. Upon submission of the final design plans, the dollar amount of this bond may be adjusted either upward or downward during the encroachment permit review process.

20. That prior to the issuance of a Certificate, a copy of this report be recorded on the municipal land records in accordance with the attached procedure. A copy of the Certificate shall be recorded on the land records upon issuance.

21. That the STC reserves the right to require additional improvements or changes, as deemed necessary, due to the development's traffic in the future. The cost of any additional improvements or changes shall be borne by the owner of the development.

Mr. Scott F. Hesketh, P.E., the applicant's authorized representative, concurred with the above recommendations, except No. 21, on May 13, 2009.

Chief of Police Peter N. Ingvertsen, the Local Traffic Authority for the Town of Simsbury, concurred with the above recommendations on May 15, 2009.

Report of Findings
Traffic Investigation Report No. 128-0903-01
Town of Simsbury
Dorset Crossing

Site Description:

Dorset Crossing is a proposed mixed-use development located on 20 acres of undeveloped land on the west side of Route 10 in the Town of Simsbury at 1507 and 1515 Hopmeadow Street. The site is located approximately one mile south of the Granby town line and will consist of 27,000 square-feet of retail, 50,000 square-feet of medical office, 40,000 square-feet of general office and 65,000 square-feet of residential for a total of 182,000 square feet with 594 parking spaces.

Access to the site will be via one full-access, signalized drive on Route 10, approximately 500 feet south of the signalized intersection of Route 10 and Wolcott Road.

There is an existing unpaved access drive to a utility station on town-owned property located approximately 200 feet south of Wolcott Road, which partially traverses the site. This drive will be abandoned and access to the utility station will be via a paved drive located along the northern perimeter of the site. The drive will be gated and used only to access the utility station. Construction of this driveway must be coordinated with and approved by Northeast Utilities.

Site-Generated Traffic:

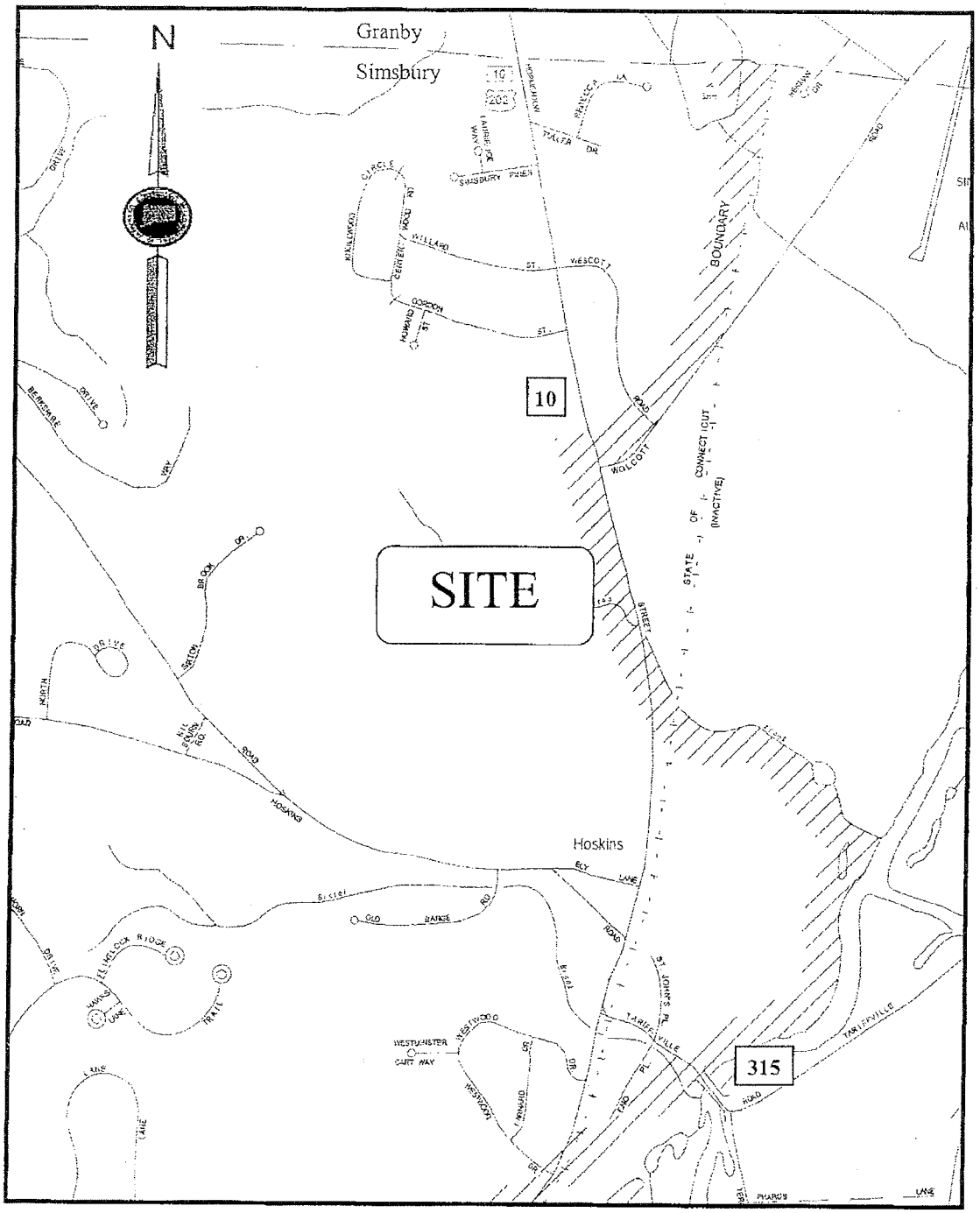
The proposed development is expected to generate 341 vehicles (238 entering, 103 exiting) during the a.m. peak hour and 757 vehicles (296 entering, 461 exiting) during the p.m. peak hour and 683 (360 entering, 323 exiting) during the Saturday peak hour. The Bureau of Policy and Planning has reviewed and approved these volumes.

Proposed Improvements:

Route 10 in the area is a two-lane, bi-directional roadway running north/south with turn lanes at most major intersections. The developer is proposing to widen Route 10 to provide an exclusive left-turn lane northbound and an exclusive right-turn lane southbound and install a traffic signal at the site drive.

Conclusion:

The site-generated traffic from the proposed development is expected to be mitigated by the above-described roadway improvements. A bond in the amount of $850,000 will be required to cover the costs of satisfying the conditions of the Certificate.



Town of Simsbury
Dorset Crossing
Route 10
No Scale

OSTA Administrative Decision No. 116

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546
Phone: (860) 594-3020

Doc ID: 001047220001 Type: LAN
BK 846 PG 895

November 20, 2012

Mr. Scott F. Hesketh, P.E.
F. A. Hesketh & Associates, Inc.
6 Creamery Brook
East Granby, CT 06026

OSTA #128-1210-01

Dear Mr. Hesketh:

Subject: Town of Simsbury
Previously Issued: Certificate No. 1868
Current Proposal: Dorset Crossing Expansion
Street Address: 1515 & 1517 Hopmeadow Street
Current Owner: Dorset Crossing, LLC
Administrative Decision No. 116

A review of your October 2, 2012 request for an Administrative Decision regarding the subject change in use and expansion not previously considered under Certificate No. 1864 has been completed.

It was determined that the proposed reduction of 7,500 square feet retail, 18,000 square feet general office, and 1,500 square feet bank and expansion of 410,000 square feet residential (228 units) and 221 parking spaces will not substantially affect state highway traffic operations in the area. Chief Peter N. Ingvertsen, the Local Traffic Authority representative for the Town of Simsbury, concurred with these findings on October 5, 2012. Consequently, on November 20, 2012 an Administrative Decision was rendered that formal certification under Section 14-311 of the General Statutes of Connecticut regarding the proposed change in use and expansion is not required. The decision was based, in part, on the enclosed plan prepared by F.A. Hesketh & Associates, Inc. entitled "Master Development Plan, Prepared for, Dorset Crossing, Hopmeadow Street, Simsbury, Connecticut", Sheet OSTA 1, dated September 28, 2012, last revised November 20, 2012.

The decision shall not be effective until a copy of this letter has been filed on the municipal land records, in accordance with the enclosed procedures, and this office has received a copy of the recorded letter. Upon filing of the letter, this office would have no objection to the issuance of any building or foundation permits associated with the change in use and expansion.

Subsequent to the change in use and expansion, the overall development will consist of 14,500 square feet retail, 50,000 square feet medical office, 22,000 square feet general office, 3,500 square feet bank, and 475,000 square feet residential (264 units) for a total overall mixed use development of 565,000 square feet with 815 parking spaces. Any future expansion or proposed land use changes shall only be allowed subject to review by this office and, if necessary, formal Office of the State Traffic Administration action.

Sincerely,

David A. Sawicki
Executive Director
Office of the State Traffic Administration

Enclosures

Copy to: Chief Peter N. Ingvertsen – pingvertsen@pd.simsbury-ct.gov – plan attached
Mr. Henry Miga – hmiga@simsbury-ct.gov – plan attached
Dr. Anthony Giorgio – tony@thekeystonecompanies.com – plan attached

Received for Record at Simsbury, CT
On 11/26/2012 At 1:52:20 pm
Carolyn D. Kelly, Town Clerk

ConnDOT Traffic Volume Data

Status: OK North Combined South Class Speed

SIMS-005 - Combined - n/s

Route 10 - 47.69 mi SE of Wolcott Road

Town.....Simsbury
Station.....5
Location..... 41.908492,-72.788034
Posted Speed Limit.....40 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....25-Jun-2025 10:00AM
End Report.....27-Jun-2025 10:00AM
24-Hour Count.....12798 * G4(0.89) = 11390.2
Day 1.....+12448 * G4(0.89) = 22468.9
UnRounded AADT.....22468.9 / 2 = 11234.5
OK 2025 Wed 25-Jun -this report-.....11200
OK 2022 Tue 08-Nov 11600
OK 2019 Wed 02-Oct 11400
OK 2016 Mon 31-Oct 9700
OK 2013 Wed 04-Dec 11900
OK 2010 Wed 25-Aug 11100
OK 2007 Tue 13-Nov 11800
Dataset Details.....2

	25-Jun Wed	26-Jun Thu	27-Jun Fri
12:00am		34	40
01:00am		17	29
02:00am		10	21
03:00am		23	18
04:00am		52	44
05:00am		151	145
06:00am		360	312
07:00am		694	634
08:00am		917	838
09:00am	x	812	808
10:00am	830	789	x
11:00am	864	802	
12:00pm	893	924	
01:00pm	882	820	
02:00pm	939	819	
03:00pm	972	1012	
04:00pm	1050	1055	
05:00pm	1060	1104	
06:00pm	730	701	
07:00pm	574	477	
08:00pm	433	369	
09:00pm	271	290	
10:00pm	160	144	
11:00pm	70	72	
Totals	9728	12448	2889

Status: OK [North] [Combined] [South] [Class] [Speed]

SIMS-005 - North

Route 10 - 47.69 mi SE of Wolcott Road

Town.....Simsbury
Station.....5
Location..... 41.908492,-72.788034
Posted Speed Limit.....40 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....25-Jun-2025 10:00AM
End Report.....27-Jun-2025 10:00AM
[illegible]
24-Hour Count..... 6301 * G4(0.89) = 5607.9
Day 1.....+ 6156 * G4(0.89) = 11086.7
UnRounded AADT.....11086.7 / 2 = 5543.4
OK 2025 Wed 25-Jun -this report-.....11200
OK 2022 Tue 08-Nov 11600
OK 2019 Wed 02-Oct 11400
OK 2016 Mon 31-Oct 9700
OK 2013 Wed 04-Dec 11900
OK 2010 Wed 25-Aug 11100
OK 2007 Tue 13-Nov 11800
Dataset Details.....2

	25-Jun Wed	26-Jun Thu	27-Jun Fri
12:00am		15	15
01:00am		8	15
02:00am		3	9
03:00am		10	6
04:00am		29	23
05:00am		55	61
06:00am		151	134
07:00am		269	231
08:00am		387	372
09:00am	x	355	364
10:00am	393	405	x
11:00am	420	388	
12:00pm	476	454	
01:00pm	446	425	
02:00pm	487	404	
03:00pm	521	522	
04:00pm	563	572	
05:00pm	539	555	
06:00pm	371	367	
07:00pm	289	262	
08:00pm	216	211	
09:00pm	154	190	
10:00pm	104	80	
11:00pm	40	39	
Totals	5019	6156	1230

Status: OK [North] [Combined] [South] [Class] [Speed]

SIMS-005 - South

Route 10 - 47.69 mi SE of Wolcott Road

Town.....Simsbury
Station.....5
Location..... 41.908492,-72.788034
Posted Speed Limit.....40 MPH
2015-Principal Arterial - Other 3...2015-Urban
Start Report.....25-Jun-2025 10:00AM
End Report.....27-Jun-2025 10:00AM

24-Hour Count..... 6497 * G4(0.89) = 5782.3
Day 1.....+ 6292 * G4(0.89) = 11382.2
UnRounded AADT.....11382.2 / 2 = 5691.1
OK 2025 Wed 25-Jun -this report-.....11200
OK 2022 Tue 08-Nov 11600
OK 2019 Wed 02-Oct 11400
OK 2016 Mon 31-Oct 9700
OK 2013 Wed 04-Dec 11900
OK 2010 Wed 25-Aug 11100
OK 2007 Tue 13-Nov 11800
Dataset Details.....2

	25-Jun Wed	26-Jun Thu	27-Jun Fri
12:00am		19	25
01:00am		9	14
02:00am		7	12
03:00am		13	12
04:00am		23	21
05:00am		96	84
06:00am		209	178
07:00am		425	403
08:00am		530	466
09:00am	x	457	444
10:00am	437	384	x
11:00am	444	414	x
12:00pm	417	470	
01:00pm	436	395	
02:00pm	452	415	
03:00pm	451	490	
04:00pm	487	483	
05:00pm	521	549	
06:00pm	359	334	
07:00pm	285	215	
08:00pm	217	158	
09:00pm	117	100	
10:00pm	56	64	
11:00pm	30	33	
Totals	4709	6292	1659

CT Counts Automated Traffic Count

Dorset Crossing Drive

Dorset Crossing Dr West of Route 202
Simsbury, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 6179

Latitude: 0' 0.0000 Undefined

Start	01-Sep-25		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	*	*	*	*	*	*	*	*	*	*	2	1	5	1	4	1
01:00	*	*	*	*	*	*	*	*	*	*	2	0	1	0	2	0
02:00	*	*	*	*	*	*	*	*	*	*	2	1	1	1	2	1
03:00	*	*	*	*	*	*	*	*	*	*	1	1	1	1	1	1
04:00	*	*	*	*	*	*	*	*	*	*	0	2	2	3	1	2
05:00	*	*	*	*	*	*	*	*	*	*	3	5	0	4	2	4
06:00	*	*	*	*	*	*	*	*	*	*	2	7	2	5	2	6
07:00	*	*	*	*	*	*	*	*	*	*	8	**19**	5	8	6	14
08:00	*	*	*	*	*	*	*	*	*	*	13	32	13	19	13	26
09:00	*	*	*	*	*	*	*	*	*	*	17	27	16	**33**	16	**30**
10:00	*	*	*	*	*	*	*	*	18	20	27	**34**	23	27	23	27
11:00	*	*	*	*	*	*	*	*	**26**	**30**	**30**	30	**29**	26	**28**	29
12:00 PM	*	*	*	*	*	*	*	*	28	32	32	**36**	23	22	28	30
01:00	*	*	*	*	*	*	*	*	34	34	31	30	24	23	30	29
02:00	*	*	*	*	*	*	*	*	**47**	27	**34**	24	22	21	34	24
03:00	*	*	*	*	*	*	*	*	46	**45**	33	26	24	**31**	34	**34**
04:00	*	*	*	*	*	*	*	*	41	35	24	13	17	22	27	23
05:00	*	*	*	*	*	*	*	*	45	33	24	28	**35**	21	**35**	27
06:00	*	*	*	*	*	*	*	*	40	33	23	23	28	13	30	23
07:00	*	*	*	*	*	*	*	*	24	18	16	15	25	17	22	17
08:00	*	*	*	*	*	*	*	*	27	16	16	11	15	12	19	13
09:00	*	*	*	*	*	*	*	*	12	7	8	3	13	4	11	5
10:00	*	*	*	*	*	*	*	*	12	8	12	6	10	7	11	7
11:00	*	*	*	*	*	*	*	*	3	2	10	3	0	1	4	2
Lane	0	0	0	0	0	0	0	0	403	340	370	377	334	322	385	375
Day	0		0		0		0		743		747		656		760	
AM Peak	-	-	-	-	-	-	-	-	11:00	11:00	11:00	10:00	11:00	09:00	11:00	09:00
Vol.	-	-	-	-	-	-	-	-	26	30	30	34	29	33	28	30
PM Peak	-	-	-	-	-	-	-	-	14:00	15:00	14:00	12:00	17:00	15:00	17:00	15:00
Vol.	-	-	-	-	-	-	-	-	47	45	34	36	35	31	35	34

Dorset Crossing Dr West of Route 202
Simsbury, Connecticut

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Site Code:
Station ID: 6179

Latitude: 0' 0.0000 Undefined

Start	08-Sep-25		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	Westboun	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun	Westbou	Eastboun
12:00 AM	4	0	1	2	2	0	*	*	*	*	*	*	*	*	2	1
01:00	1	1	3	2	1	0	*	*	*	*	*	*	*	*	2	1
02:00	2	0	1	0	2	1	*	*	*	*	*	*	*	*	2	0
03:00	1	0	4	1	3	1	*	*	*	*	*	*	*	*	3	1
04:00	0	2	0	4	2	5	*	*	*	*	*	*	*	*	1	4
05:00	0	13	1	11	2	17	*	*	*	*	*	*	*	*	1	14
06:00	9	30	4	22	8	29	*	*	*	*	*	*	*	*	7	27
07:00	**24**	**60**	23	**59**	20	**55**	*	*	*	*	*	*	*	*	22	**58**
08:00	22	45	25	45	15	44	*	*	*	*	*	*	*	*	21	45
09:00	16	23	14	24	18	18	*	*	*	*	*	*	*	*	16	22
10:00	20	16	19	27	**28**	19	*	*	*	*	*	*	*	*	22	21
11:00	22	28	**29**	31	19	24	*	*	*	*	*	*	*	*	**23**	28
12:00 PM	26	24	42	29	*	*	*	*	*	*	*	*	*	*	34	26
01:00	24	29	33	30	*	*	*	*	*	*	*	*	*	*	28	30
02:00	24	26	30	37	*	*	*	*	*	*	*	*	*	*	27	32
03:00	49	25	44	25	*	*	*	*	*	*	*	*	*	*	46	25
04:00	53	32	**55**	36	*	*	*	*	*	*	*	*	*	*	**54**	34
05:00	**54**	**36**	53	41	*	*	*	*	*	*	*	*	*	*	54	**38**
06:00	43	31	46	**42**	*	*	*	*	*	*	*	*	*	*	44	36
07:00	37	23	35	24	*	*	*	*	*	*	*	*	*	*	36	24
08:00	18	13	19	9	*	*	*	*	*	*	*	*	*	*	18	11
09:00	16	7	15	1	*	*	*	*	*	*	*	*	*	*	16	4
10:00	7	4	12	5	*	*	*	*	*	*	*	*	*	*	10	4
11:00	4	3	2	5	*	*	*	*	*	*	*	*	*	*	3	4
Lane	476	471	510	512	120	213	0	0	0	0	0	0	0	0	492	490
Day	947		1022		333		0		0		0		0		982	
AM Peak	07:00	07:00	11:00	07:00	10:00	07:00	-	-	-	-	-	-	-	-	11:00	07:00
Vol.	24	60	29	59	28	55	-	-	-	-	-	-	-	-	23	58
PM Peak	17:00	17:00	16:00	18:00	-	-	-	-	-	-	-	-	-	-	16:00	17:00
Vol.	54	36	55	42	-	-	-	-	-	-	-	-	-	-	54	38

Comb. Total	947	1022	333	0	743	747	656	1742

ADT ADT 984 AADT 984

Manual Turning Movement Counts

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 202 at Dorset Crossing Dr
Simsbury, Connecticut

File Name : 27130
Site Code : 27130
Start Date : 9/9/2025
Page No : 1

Groups Printed- Lights - Trucks

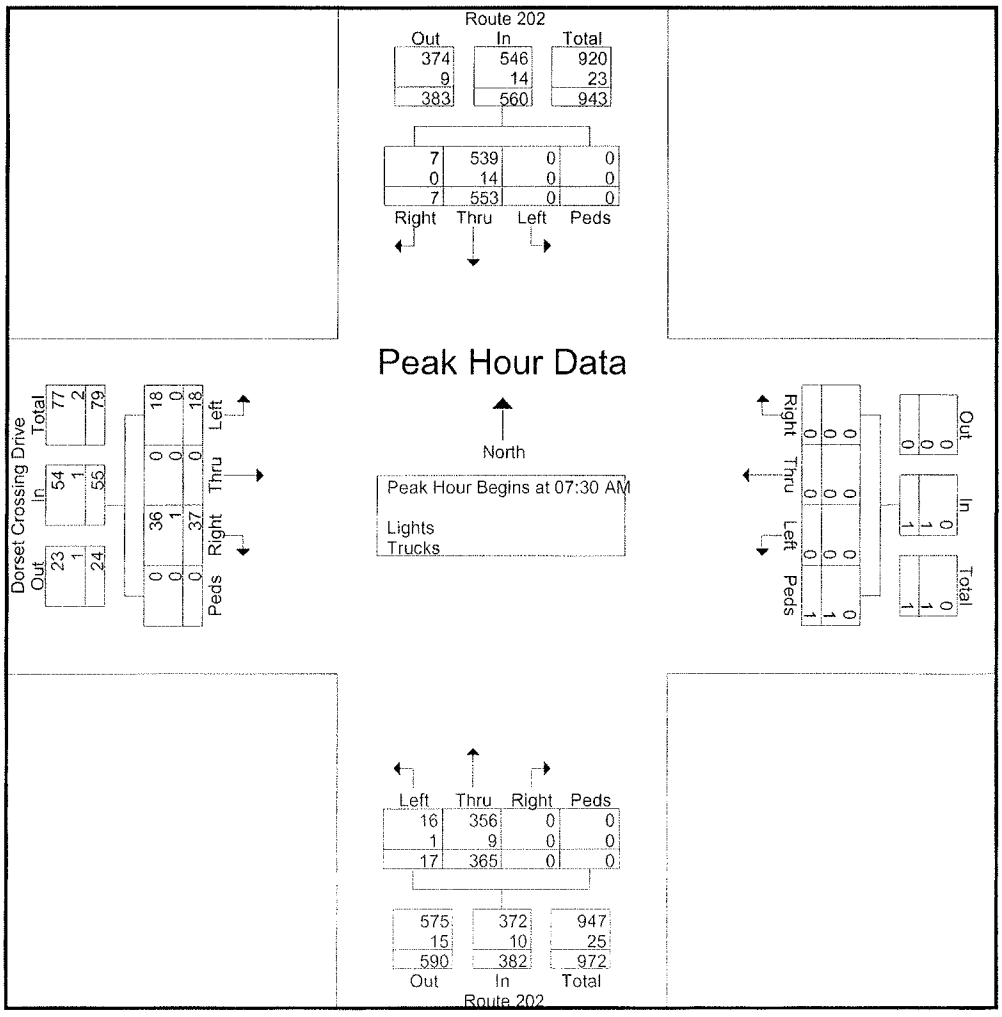
	Route 202 From North					From East					Route 202 From South					Dorset Crossing Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	92	0	0	94	0	0	0	0	0	0	67	3	0	70	9	0	4	0	13	177
07:15 AM	2	123	0	0	125	0	0	0	0	0	0	75	5	0	80	13	0	5	0	18	223
07:30 AM	3	137	0	0	140	0	0	0	1	1	0	104	4	0	108	8	0	6	0	14	263
07:45 AM	1	129	0	0	130	0	0	0	0	0	0	65	0	0	65	9	0	5	0	14	209
Total	8	481	0	0	489	0	0	0	1	1	0	311	12	0	323	39	0	20	0	59	872
08:00 AM	2	165	0	0	167	0	0	0	0	0	0	110	9	0	119	10	0	3	0	13	299
08:15 AM	1	122	0	0	123	0	0	0	0	0	0	86	4	0	90	10	0	4	0	14	227
08:30 AM	3	107	0	0	110	0	0	0	0	0	0	87	6	0	93	9	0	5	0	14	217
08:45 AM	1	90	0	0	91	0	0	0	0	0	0	47	0	0	47	2	0	1	0	3	141
Total	7	484	0	0	491	0	0	0	0	0	0	330	19	0	349	31	0	13	0	44	884
Grand Total	15	965	0	0	980	0	0	0	1	1	0	641	31	0	672	70	0	33	0	103	1756
Apprch %	1.5	98.5	0	0		0	0	0	100		0	95.4	4.6	0		68	0	32	0		
Total %	0.9	55	0	0	55.8	0	0	0	0.1	0.1	0	36.5	1.8	0	38.3	4	0	1.9	0	5.9	
Lights	15	942	0	0	957	0	0	0	0	0	0	623	30	0	653	69	0	32	0	101	1711
% Lights	100	97.6	0	0	97.7	0	0	0	0	0	0	97.2	96.8	0	97.2	98.6	0	97	0	98.1	97.4
Trucks	0	23	0	0	23	0	0	0	1	1	0	18	1	0	19	1	0	1	0	2	45
% Trucks	0	2.4	0	0	2.3	0	0	0	100	100	0	2.8	3.2	0	2.8	1.4	0	3	0	1.9	2.6

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 27130
Site Code : 27130
Start Date : 9/9/2025
Page No : 2

Start Time	Route 202 From North					From East					Route 202 From South					Dorset Crossing Drive From West					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**3**	137	0	0	140	0	0	0	**1**	**1**	0	104	4	0	108	8	0	**6**	0	**14**	263
07:45 AM	1	129	0	0	130	0	0	0	0	0	0	65	0	0	65	9	0	5	0	14	209
08:00 AM	2	**165**	0	0	**167**	0	0	0	0	0	0	**110**	**9**	0	**119**	**10**	0	3	0	13	**299**
08:15 AM	1	122	0	0	123	0	0	0	0	0	0	86	4	0	90	10	0	4	0	14	227
Total Volume	7	553	0	0	560	0	0	0	1	1	0	365	17	0	382	37	0	18	0	55	998
% App. Total	1.2	98.8	0	0		0	0	0	100		0	95.5	4.5	0		67.3	0	32.7	0		
PHF	.583	.838	.000	.000	.838	.000	.000	.000	.250	.250	.000	.830	.472	.000	.803	.925	.000	.750	.000	.982	.834
Lights	7	539	0	0	546	0	0	0	0	0	0	356	16	0	372	36	0	18	0	54	972
% Lights	100	97.5	0	0	97.5	0	0	0	0	0	0	97.5	94.1	0	97.4	97.3	0	100	0	98.2	97.4
Trucks	0	14	0	0	14	0	0	0	1	1	0	9	1	0	10	1	0	0	0	1	26
% Trucks	0	2.5	0	0	2.5	0	0	0	100	100	0	2.5	5.9	0	2.6	2.7	0	0	0	1.8	2.6



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 202 at Dorset Crossing Dr
Simsbury, Connecticut

File Name : 27131
Site Code : 27131
Start Date : 9/9/2025
Page No : 1

Groups Printed- Lights - Trucks

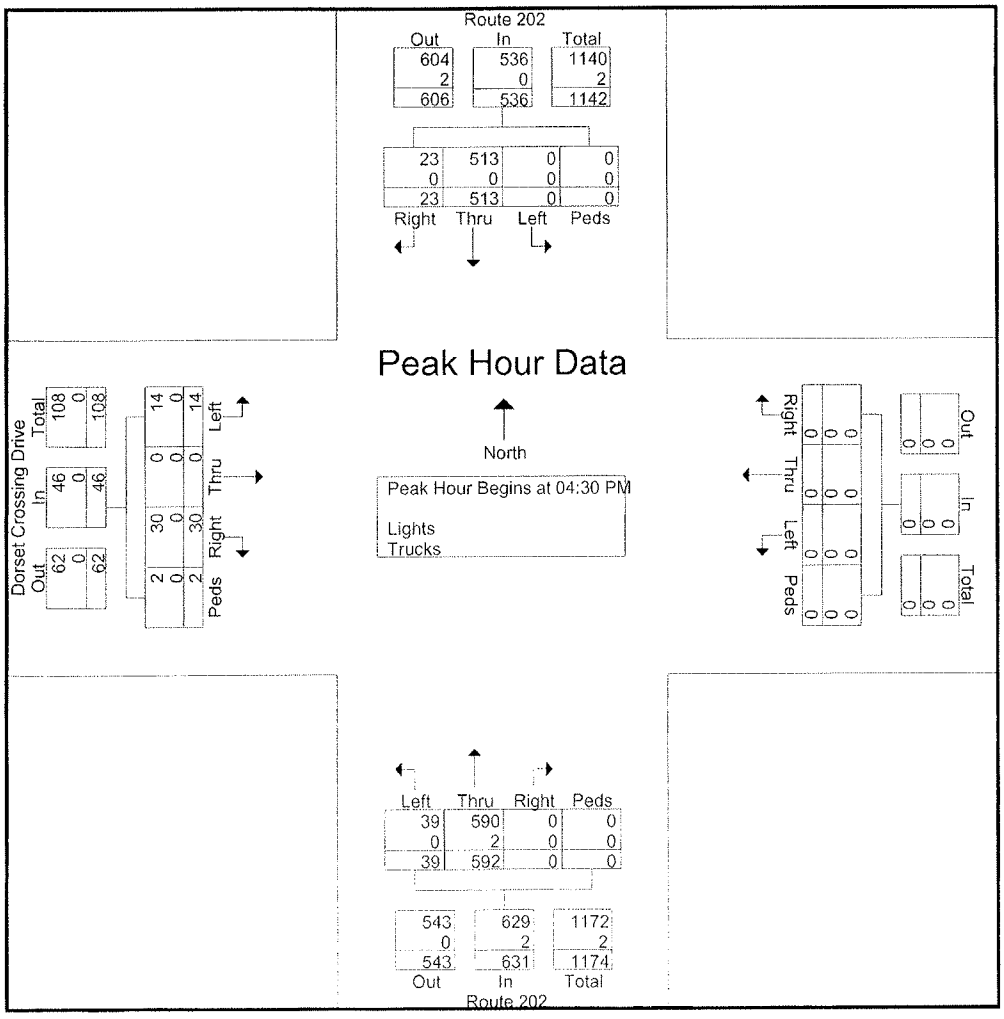
	Route 202 From North					From East					Route 202 From South					Dorset Crossing Drive From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	5	128	0	0	133	0	0	0	0	0	0	145	15	0	160	2	0	4	0	6	299
04:15 PM	5	111	0	0	116	0	0	0	0	0	0	106	2	0	108	6	0	0	0	6	230
04:30 PM	6	116	0	0	122	0	0	0	0	0	0	142	12	0	154	7	0	6	0	13	289
04:45 PM	2	101	0	0	103	0	0	0	0	0	0	138	11	0	149	7	0	2	0	9	261
Total	18	456	0	0	474	0	0	0	0	0	0	531	40	0	571	22	0	12	0	34	1079
05:00 PM	6	159	0	0	165	0	0	0	0	0	0	144	10	0	154	10	0	3	1	14	333
05:15 PM	9	137	0	0	146	0	0	0	0	0	0	168	6	0	174	6	0	3	1	10	330
05:30 PM	4	100	0	0	104	0	0	0	0	0	0	3	8	0	11	4	0	4	1	9	124
05:45 PM	3	107	0	0	110	0	0	0	0	0	0	134	6	0	140	11	0	1	0	12	262
Total	22	503	0	0	525	0	0	0	0	0	0	449	30	0	479	31	0	11	3	45	1049
Grand Total	40	959	0	0	999	0	0	0	0	0	0	980	70	0	1050	53	0	23	3	79	2128
Apprch %	4	96	0	0		0	0	0	0		0	93.3	6.7	0		67.1	0	29.1	3.8		
Total %	1.9	45.1	0	0	46.9	0	0	0	0	0	0	46.1	3.3	0	49.3	2.5	0	1.1	0.1	3.7	
Lights	40	955	0	0	995	0	0	0	0	0	0	975	69	0	1044	53	0	23	3	79	2118
% Lights	100	99.6	0	0	99.6	0	0	0	0	0	0	99.5	98.6	0	99.4	100	0	100	100	100	99.5
Trucks	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
% Trucks	0	0.4	0	0	0.4	0	0	0	0	0	0	0.5	1.4	0	0.6	0	0	0	0	0	0.5

Connecticut Counts LLC

Kensington, Connecticut 06037
(860) 828-1693

File Name : 27131
Site Code : 27131
Start Date : 9/9/2025
Page No : 2

Start Time	Route 202 From North					From East					Route 202 From South					Dorset Crossing Drive From West					
	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	6	116	0	0	122	0	0	0	0	0	0	142	**12**	0	154	7	0	**6**	0	13	289
04:45 PM	2	101	0	0	103	0	0	0	0	0	0	138	11	0	149	7	0	2	0	9	261
05:00 PM	6	**159**	0	0	**165**	0	0	0	0	0	0	144	10	0	154	**10**	0	3	**1**	**14**	**333**
05:15 PM	**9**	137	0	0	146	0	0	0	0	0	0	**168**	6	0	**174**	6	0	3	1	10	330
Total Volume	23	513	0	0	536	0	0	0	0	0	0	592	39	0	631	30	0	14	2	46	1213
% App. Total	4.3	95.7	0	0		0	0	0	0		0	93.8	6.2	0		65.2	0	30.4	4.3		
PHF	.639	.807	.000	.000	.812	.000	.000	.000	.000	.000	.000	.881	.813	.000	.907	.750	.000	.583	.500	.821	.911
Lights	23	513	0	0	536	0	0	0	0	0	0	590	39	0	629	30	0	14	2	46	1211
% Lights	100	100	0	0	100	0	0	0	0	0	0	99.7	100	0	99.7	100	0	100	100	100	99.8
Trucks	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0.2



Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

Route 202 at Dorset Crossing Dr
Simsbury, Connecticut

File Name : 27132
Site Code : 27132
Start Date : 9/6/2025
Page No : 1

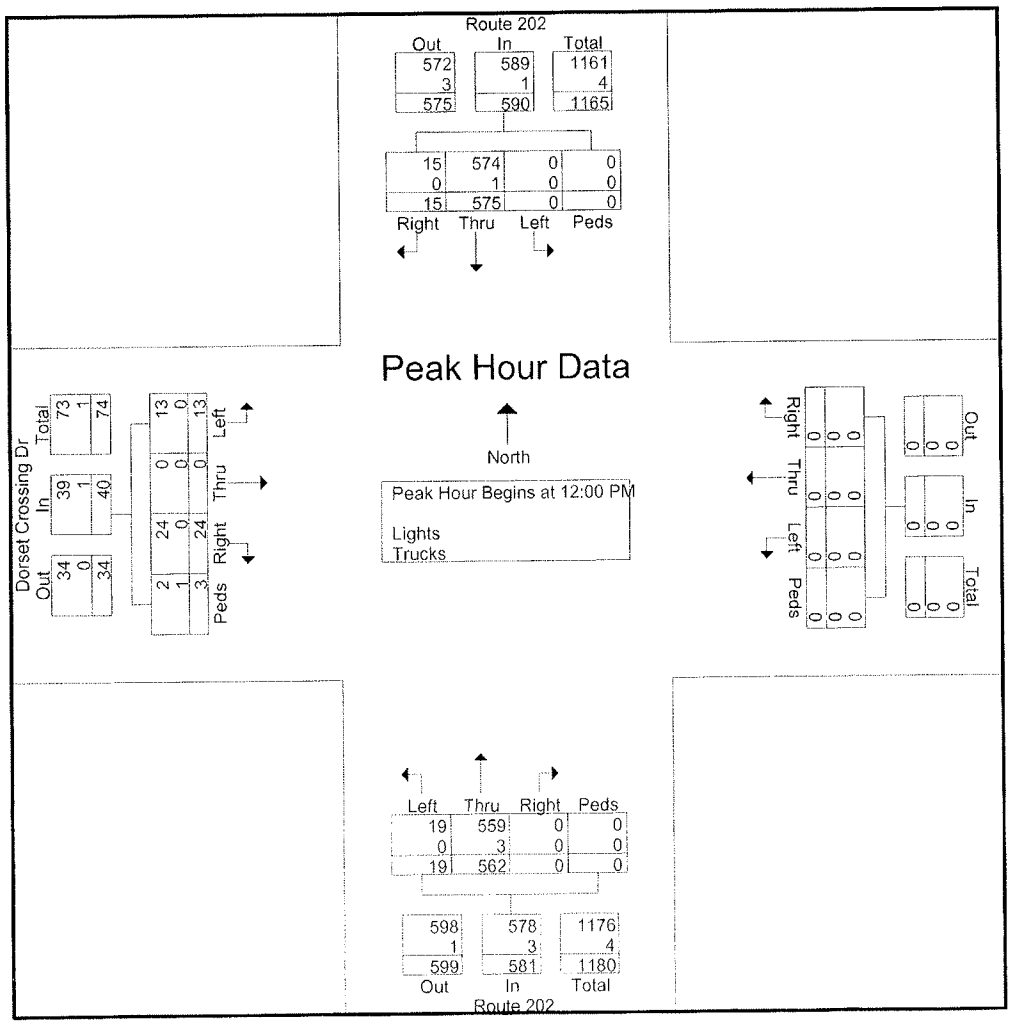
Groups Printed- Lights - Trucks

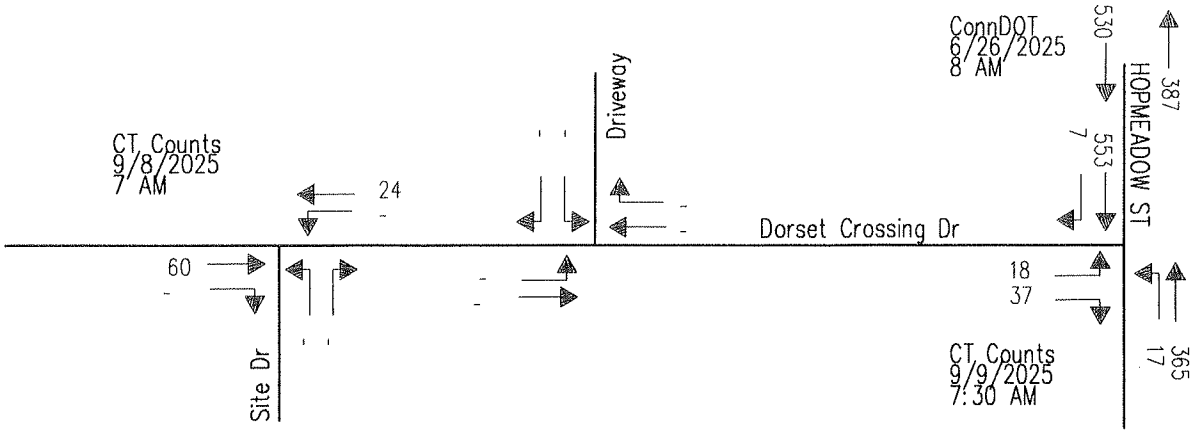
	Route 202 From North					From East					Route 202 From South					Dorset Crossing Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
11:00 AM	4	149	0	0	153	0	0	0	0	0	0	136	6	0	142	9	0	0	0	9	304
11:15 AM	2	139	0	0	141	0	0	0	0	0	0	67	5	0	72	5	0	3	0	8	221
11:30 AM	3	157	0	0	160	0	0	0	0	0	0	140	7	0	147	6	0	2	0	8	315
11:45 AM	2	147	0	0	149	0	0	0	0	0	0	135	2	0	137	5	0	0	0	5	291
Total	11	592	0	0	603	0	0	0	0	0	0	478	20	0	498	25	0	5	0	30	1131
12:00 PM	5	159	0	0	164	0	0	0	0	0	0	137	3	0	140	7	0	3	1	11	315
12:15 PM	4	117	0	0	121	0	0	0	0	0	0	117	5	0	122	5	0	3	0	8	251
12:30 PM	5	161	0	0	166	0	0	0	0	0	0	142	5	0	147	6	0	4	2	12	325
12:45 PM	1	138	0	0	139	0	0	0	0	0	0	166	6	0	172	6	0	3	0	9	320
Total	15	575	0	0	590	0	0	0	0	0	0	562	19	0	581	24	0	13	3	40	1211
Grand Total	26	1167	0	0	1193	0	0	0	0	0	0	1040	39	0	1079	49	0	18	3	70	2342
Apprch %	2.2	97.8	0	0		0	0	0	0		0	96.4	3.6	0		70	0	25.7	4.3		
Total %	1.1	49.8	0	0	50.9	0	0	0	0	0	0	44.4	1.7	0	46.1	2.1	0	0.8	0.1	3	
Lights	26	1165										1036									
% Lights	100	99.8	0	0	99.8	0	0	0	0	0	0	99.6	100	0	99.6	100	0	100	66.7	98.6	99.7
Trucks	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	1	1	7
% Trucks	0	0.2	0	0	0.2	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	33.3	1.4	0.3

Connecticut Counts LLC
Kensington, Connecticut 06037
(860) 828-1693

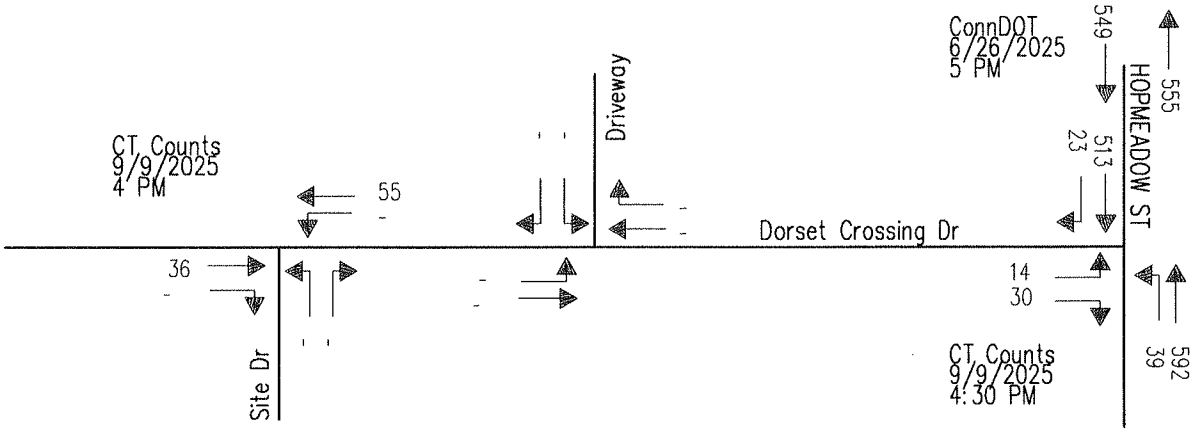
File Name : 27132
Site Code : 27132
Start Date : 9/6/2025
Page No : 2

	Route 202 From North					From East					Route 202 From South					Dorset Crossing Dr From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	**5**	159	0	0	164	0	0	0	0	0	0	137	3	0	140	**7**	0	3	1	11	315
12:15 PM	4	117	0	0	121	0	0	0	0	0	0	117	5	0	122	5	0	3	0	8	251
12:30 PM	5	**161**	0	0	**166**	0	0	0	0	0	0	142	5	0	147	6	0	**4**	**2**	**12**	**325**
12:45 PM	1	138	0	0	139	0	0	0	0	0	0	**166**	**6**	0	**172**	6	0	3	0	9	320
Total Volume	15	575	0	0	590	0	0	0	0	0	0	562	19	0	581	24	0	13	3	40	1211
% App. Total	2.5	97.5	0	0		0	0	0	0		0	96.7	3.3	0		60	0	32.5	7.5		
PHF	.750	.893	.000	.000	.889	.000	.000	.000	.000	.000	.000	.846	.792	.000	.844	.857	.000	.813	.375	.833	.932
Lights	15	574	0	0	589	0	0	0	0	0	0	559	19	0	578	24	0	13	2	39	1206
% Lights	100	99.8	0	0	99.8	0	0	0	0	0	0	99.5	100	0	99.5	100	0	100	66.7	97.5	99.6
Trucks	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	1	1	5
% Trucks	0	0.2	0	0	0.2	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	33.3	2.5	0.4

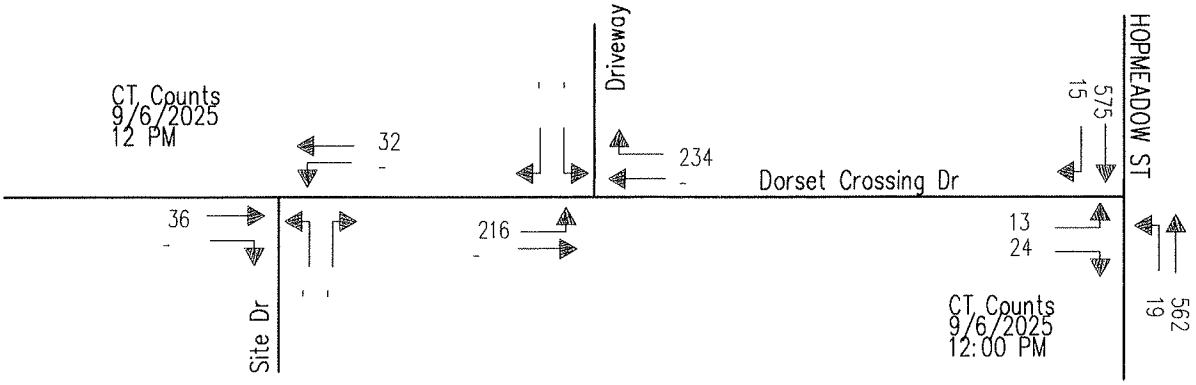




A.M. Peak Hour



P.M. Peak Hour



Saturday Peak Hour

FIGURE 2

9/18/2025

OBSERVED TRAFFIC
A.M., P.M. & SAT PEAK HOURS

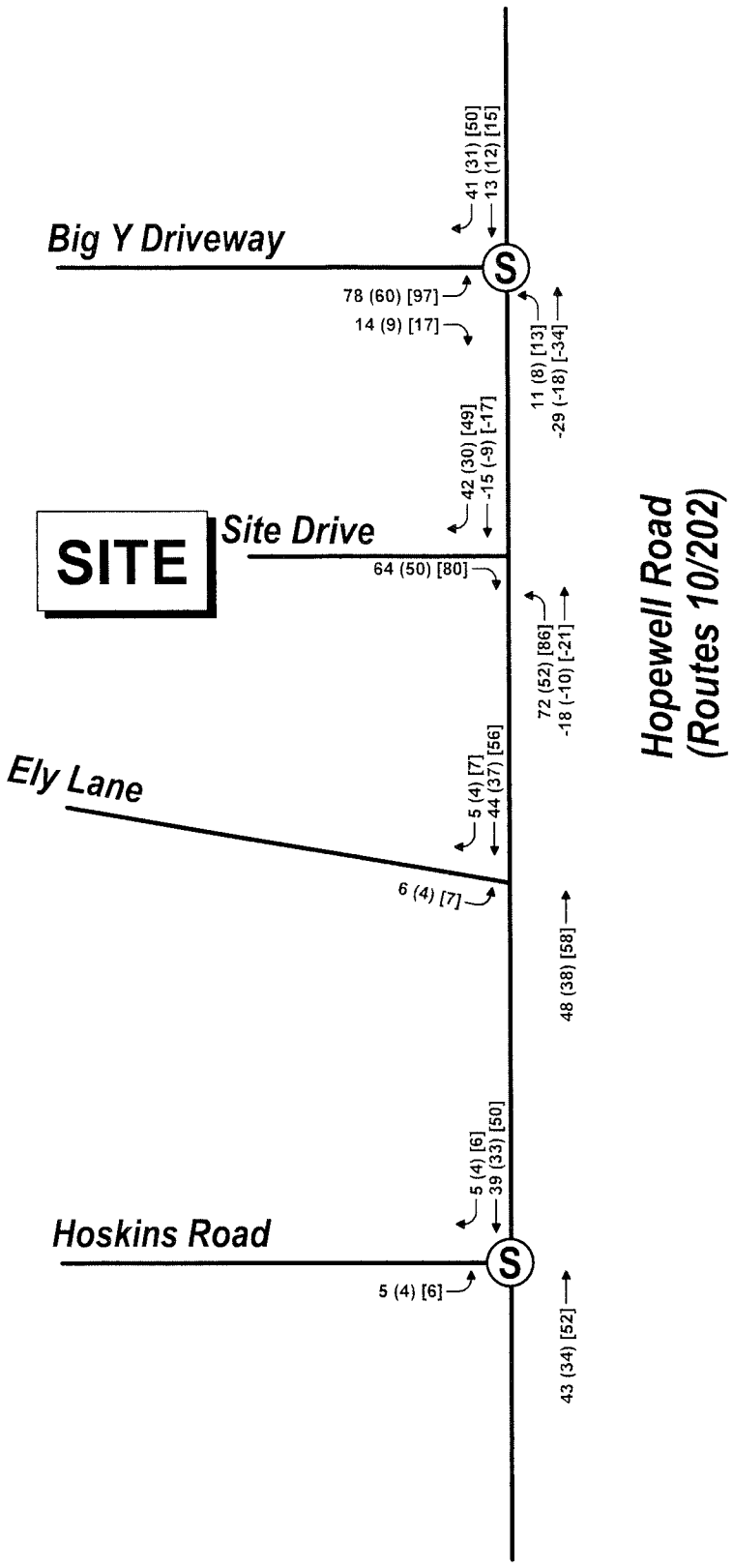
NORTH SIMSBURY HOTEL
1503 HOPMEADOW ST (RT 10/202)
SIMSBURY, CONNECTICUT

F. A. Hesketh & Associates, Inc.
3 CREAMERY BROOK, EAST GRANBY, CT 06026
FAH
TRAFFIC
PLANNING
ENGINEERING
DESIGN

NOT TO SCALE

Chipotle / Starbucks

Sit Generated Traffic



\# Weekday Morning Peak Hour
\# (Weekday Evening Peak Hour)
\# [Saturday Midday Peak Hour]

Not to Scale

Site Generated Traffic Volumes

Figure 4

Mixed-Use Development
Simsbury, CT

ITE Trip Generation Worksheets

Graph Look Up

Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
948

LAND USE GROUP:
(900-999) Services

LAND USE :
948 - Automated Car Wash

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

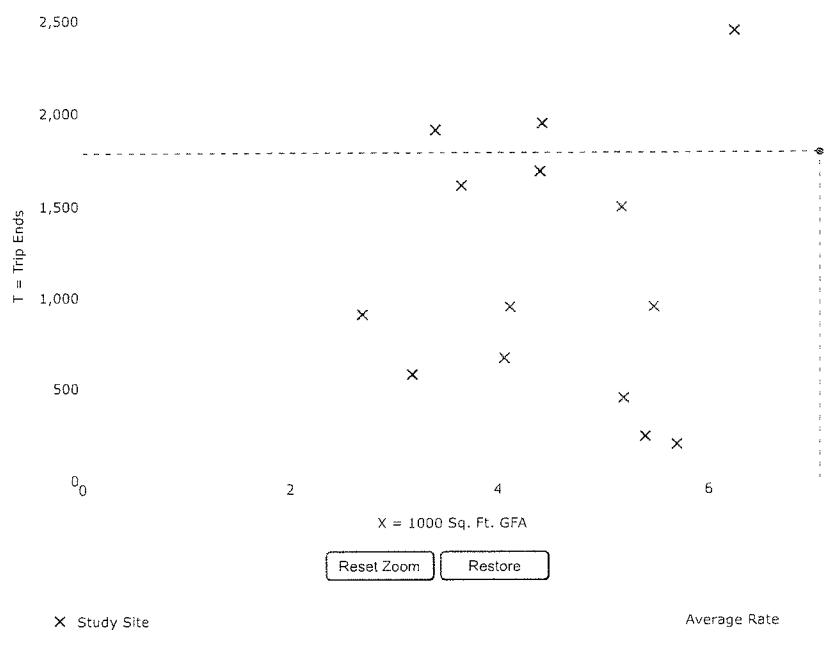
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
7.05 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Automated Car Wash (948) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
14

Avg. 1000 Sq. Ft. GFA:
5

Average Rate:
253.51

Range of Rates:
33.68 - 562.06

Standard Deviation:
163.78

Fitted Curve Equation:
Not Given

R^2:

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate. 1787 (Total), 894 (Entry), 893 (Exit)

Graph Look Up

Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
948

LAND USE GROUP:
(900-999) Services

LAND USE :
948 - Automated Car Wash

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

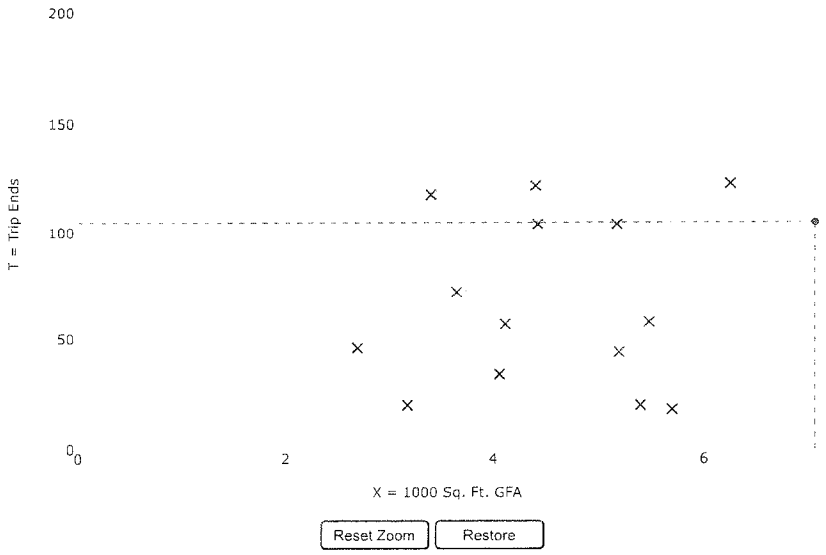
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
7.05 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Automated Car Wash (948) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
14

Avg. 1000 Sq. Ft. GFA:
5

Average Rate:
14.89

Range of Rates:
3.16 - 34.71

Standard Deviation:
9.20

Fitted Curve Equation:
Not Given

R^2:

Directional Distribution:
55% entering, 45% exiting

Calculated Trip Ends:
Average Rate: 105 (Total), 58 (Entry), 47 (Exit)

Graph Look Up

Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
948

LAND USE GROUP:
(900-999) Services

LAND USE :
948 - Automated Car Wash

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

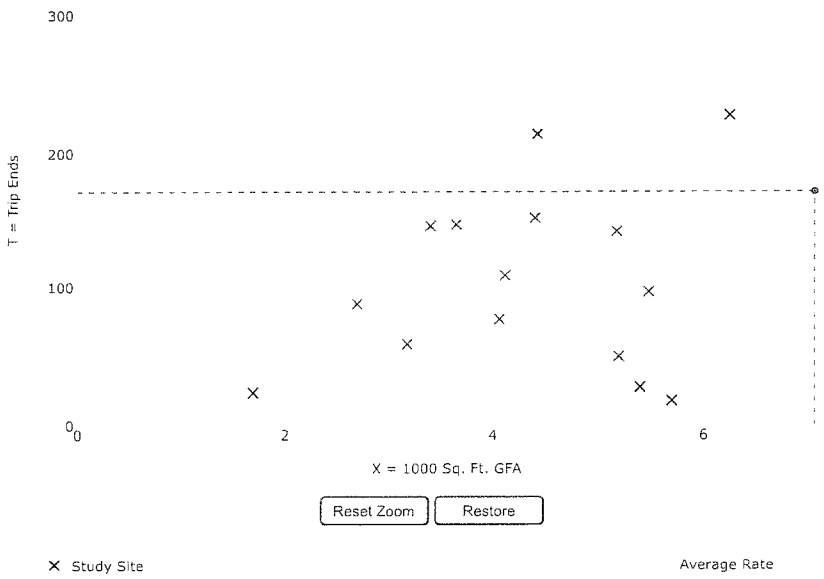
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
7.05 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Automated Car Wash (948) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
15

Avg. 1000 Sq. Ft. GFA:
4

Average Rate:
24.40

Range of Rates:
3.16 - 48.62

Standard Deviation:
14.47

Fitted Curve Equation:
Not Given

R^2:

Directional Distribution:
49% entering, 51% exiting

Calculated Trip Ends:
Average Rate: 172 (Total), 84 (Entry), 88 (Exit)

Graph Look Up

Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
948

LAND USE GROUP:
(900-999) Services

LAND USE :
948 - Automated Car Wash

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

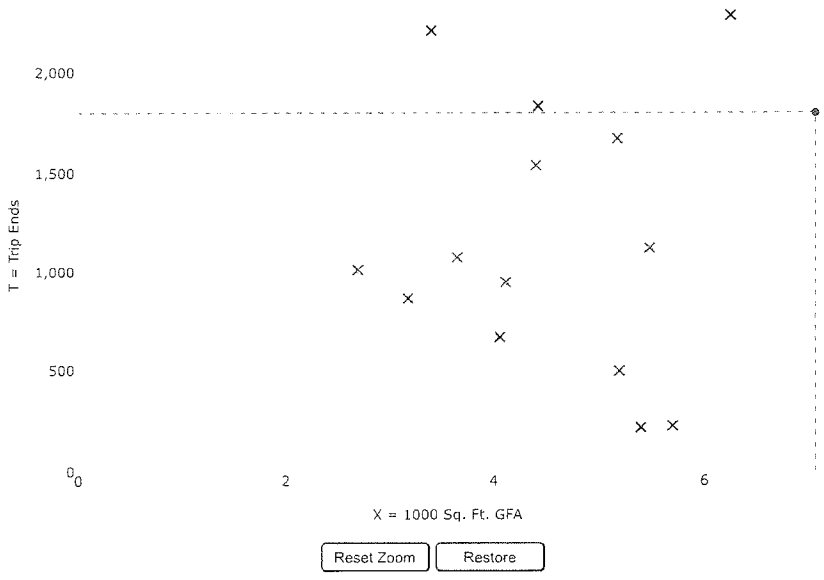
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Saturday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
7.05 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Automated Car Wash (948) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Saturday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
14

Avg. 1000 Sq. Ft. GFA:
5

Average Rate:
256.37

Range of Rates:
39.65 - 650.00

Standard Deviation:
161.40

Fitted Curve Equation:
Not Given

R^2:

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 1807 (Total), 904 (Entry), 903 (Exit)

Graph Look Up

Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
948

LAND USE GROUP:
(900-999) Services

LAND USE :
948 - Automated Car Wash

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

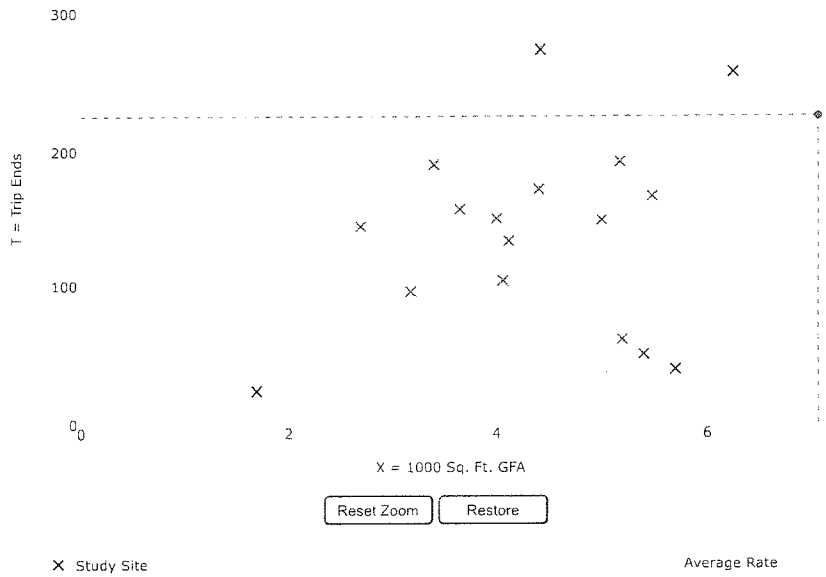
INDEPENDENT VARIABLE (IV):
1000 Sq. Ft. GFA

TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
7.05 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Automated Car Wash (948) Click for Description and Data Plots

Independent Variable:
1000 Sq. Ft. GFA

Time Period:
Saturday
Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
17

Avg. 1000 Sq. Ft. GFA:
4

Average Rate:
32.10

Range of Rates:
6.84 - 61.96

Standard Deviation:
16.11

Fitted Curve Equation:
Not Given

R^2:

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 226 (Total), 113 (Entry), 113 (Exit)

Graph Look Up

Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
947

LAND USE GROUP:
(900-999) Services

LAND USE :
947 - Self-Service Car Wash

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Wash Stalls

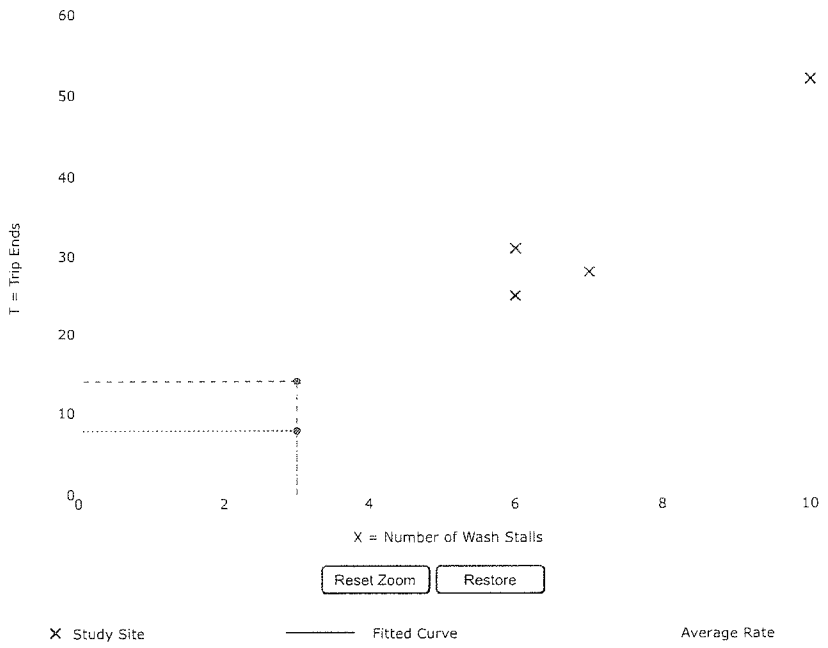
TIME PERIOD:
Weekday, Peak Hour of Adjacent Street

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
3 Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Self-Service Car Wash (947) Click for Description and Data Plots

Independent Variable:
Wash Stalls

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
4

Avg. Num. of Wash Stalls:
7

Average Rate:
4.69

Range of Rates:
4.00 - 5.20

Standard Deviation:
0.64

Fitted Curve Equation:
T = 6.14(X) - 10.51

R^2:
0.90

Directional Distribution:
51% entering, 49% exiting

Calculated Trip Ends:
Average Rate: 14 (Total), 7 (Entry), 7 (Exit)
Fitted Curve: 8 (Total), 4 (Entry), 4 (Exit)

Graph Look Up

Filter

DATA SOURCE:
Trip Generation Manual, 12th Ed

SEARCH BY LAND USE CODE:
947

LAND USE GROUP:
(900-999) Services

LAND USE :
947 - Self-Service Car Wash

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

INDEPENDENT VARIABLE (IV):
Wash Stalls

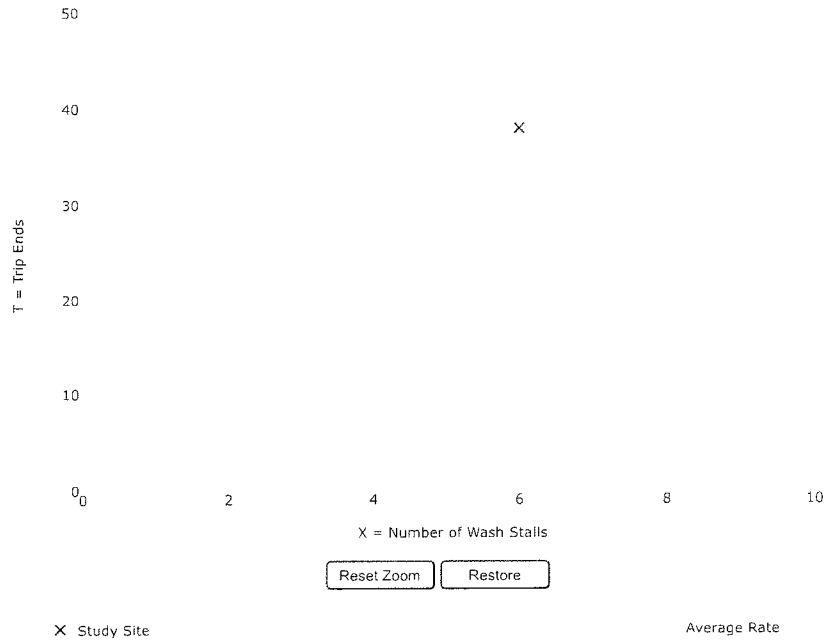
TIME PERIOD:
Saturday, Peak Hour of Generator

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
3 Calculate

Data Plot and Equation

Caution – Small Sample Size



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Self-Service Car Wash (947) Click for Description and Data Plots

Independent Variable:
Wash Stalls

Time Period:
Saturday
Peak Hour of Generator

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
1

Avg. Num. of Wash Stalls:
6

Average Rate:
6.33

Range of Rates:
6.33 - 6.33

Standard Deviation:

Fitted Curve Equation:
Not Given

R^2:

Directional Distribution:
47% entering, 53% exiting

Calculated Trip Ends:
Average Rate: 19 (Total), 9 (Entry), 10 (Exit)

SYNCHRO Capacity Analysis

Worksheets

Route 10 at Dorset Crossing Drive

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	121	93	429	629	62
Future Volume (vph)	80	121	93	429	629	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110	0	180			225
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.223			
Satd. Flow (perm)	1770	1583	415	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		127				75
Link Speed (mph)	30			30	30	
Link Distance (ft)	700			725	631	
Travel Time (s)	15.9			16.5	14.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	96	146	112	517	758	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	146	112	517	758	75
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6



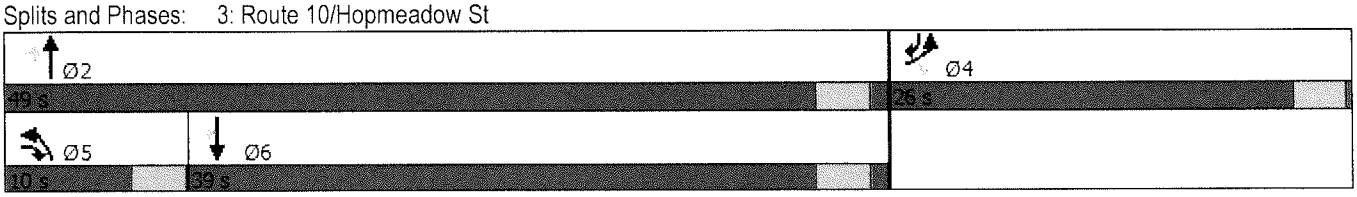
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5	22.5
Total Split (s)	26.0	10.0	10.0	49.0	39.0	26.0
Total Split (%)	34.7%	13.3%	13.3%	65.3%	52.0%	34.7%
Maximum Green (s)	22.5	6.9	6.9	44.9	34.9	22.5
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.5	0.1	0.1	1.1	1.1	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.1	3.1	4.1	4.1	3.5
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	None
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	8.7	16.8	48.8	48.6	38.3	51.1
Actuated g/C Ratio	0.14	0.27	0.78	0.78	0.61	0.82
v/c Ratio	0.39	0.28	0.24	0.36	0.66	0.06
Control Delay	28.5	5.9	3.6	3.9	13.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	5.9	3.6	3.9	13.0	0.5
LOS	C	A	A	A	B	A
Approach Delay	14.9			3.9	11.9	
Approach LOS	B			A	B	
90th %ile Green (s)	11.8	6.9	6.9	44.9	34.9	11.8
90th %ile Term Code	Gap	Max	Max	MaxR	MaxR	Gap
70th %ile Green (s)	9.9	6.9	6.9	44.9	34.9	9.9
70th %ile Term Code	Gap	Max	Max	MaxR	MaxR	Gap
50th %ile Green (s)	8.6	6.5	6.5	44.9	35.3	8.6
50th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Gap
30th %ile Green (s)	7.4	6.1	6.1	44.9	35.7	7.4
30th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Gap
10th %ile Green (s)	0.0	5.6	5.6	59.9	51.2	0.0
10th %ile Term Code	Skip	Gap	Gap	Dwell	Dwell	Skip
Stops (vph)	68	26	22	130	414	3
Fuel Used(gal)	1	1	1	3	7	0
CO Emissions (g/hr)	89	66	50	244	493	23
NOx Emissions (g/hr)	17	13	10	47	96	4
VOC Emissions (g/hr)	21	15	12	56	114	5
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (ft)	33	5	8	51	176	0
Queue Length 95th (ft)	65	32	20	95	290	4
Internal Link Dist (ft)	620			645	551	
Turn Bay Length (ft)	110		180			225
Base Capacity (vph)	639	530	475	1454	1146	1565
Starvation Cap Reductn	0	0	0	0	0	0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.28	0.24	0.36	0.66	0.05

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 62.3
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 52.8% ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 64.3
70th %ile Actuated Cycle: 62.4
50th %ile Actuated Cycle: 61.1
30th %ile Actuated Cycle: 59.9
10th %ile Actuated Cycle: 64

Splits and Phases: 3: Route 10/Hopmeadow St





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	93	140	157	658	577	105
Future Volume (vph)	93	140	157	658	577	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110	0	180			225
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.291			
Satd. Flow (perm)	1770	1583	542	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		154				115
Link Speed (mph)	30			30	30	
Link Distance (ft)	700			725	631	
Travel Time (s)	15.9			16.5	14.3	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	102	154	173	723	634	115
Shared Lane Traffic (%)						
Lane Group Flow (vph)	102	154	173	723	634	115
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6



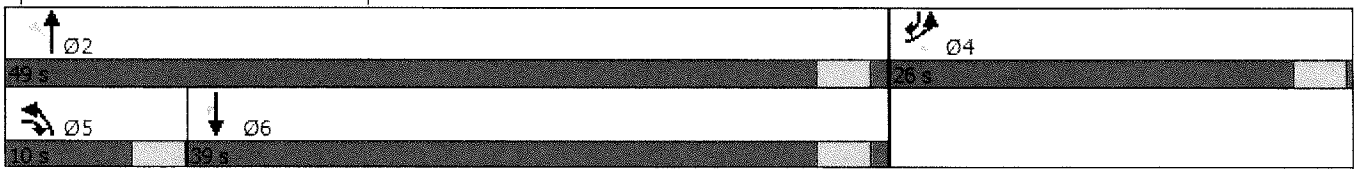
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5	22.5
Total Split (s)	26.0	10.0	10.0	49.0	39.0	26.0
Total Split (%)	34.7%	13.3%	13.3%	65.3%	52.0%	34.7%
Maximum Green (s)	22.5	6.9	6.9	44.9	34.9	22.5
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.5	0.1	0.1	1.1	1.1	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.1	3.1	4.1	4.1	3.5
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	None
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	8.8	16.9	47.5	47.4	36.8	49.7
Actuated g/C Ratio	0.14	0.28	0.78	0.78	0.60	0.82
v/c Ratio	0.40	0.28	0.31	0.50	0.56	0.09
Control Delay	28.6	4.6	3.9	5.2	11.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	4.6	3.9	5.2	11.1	0.5
LOS	C	A	A	A	B	A
Approach Delay	14.1			5.0	9.5	
Approach LOS	B			A	A	
90th %ile Green (s)	12.1	6.9	6.9	44.9	34.9	12.1
90th %ile Term Code	Gap	Max	Max	MaxR	MaxR	Gap
70th %ile Green (s)	10.1	6.9	6.9	44.9	34.9	10.1
70th %ile Term Code	Gap	Max	Max	MaxR	MaxR	Gap
50th %ile Green (s)	8.8	6.9	6.9	44.9	34.9	8.8
50th %ile Term Code	Gap	Max	Max	MaxR	MaxR	Gap
30th %ile Green (s)	7.5	6.5	6.5	44.9	35.3	7.5
30th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Gap
10th %ile Green (s)	0.0	5.8	5.8	51.7	42.8	0.0
10th %ile Term Code	Skip	Gap	Gap	Dwell	Dwell	Skip
Stops (vph)	78	20	38	244	345	5
Fuel Used(gal)	1	1	1	6	6	1
CO Emissions (g/hr)	103	70	86	403	423	39
NOx Emissions (g/hr)	20	14	17	78	82	8
VOC Emissions (g/hr)	24	16	20	93	98	9
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (ft)	35	0	13	86	136	0
Queue Length 95th (ft)	74	33	32	185	257	6
Internal Link Dist (ft)	620			645	551	
Turn Bay Length (ft)	110		180			225
Base Capacity (vph)	655	557	562	1450	1126	1564
Starvation Cap Reductn	0	0	0	0	0	0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.28	0.31	0.50	0.56	0.07

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 60.9
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 8.0 Intersection LOS: A
Intersection Capacity Utilization 54.3% ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 64.6
70th %ile Actuated Cycle: 62.6
50th %ile Actuated Cycle: 61.3
30th %ile Actuated Cycle: 60
10th %ile Actuated Cycle: 55.8

Splits and Phases: 3: Route 10/Hopmeadow St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	97	145	151	648	870	100
Future Volume (vph)	97	145	151	648	870	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110	0	180			225
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.114			
Satd. Flow (perm)	1770	1583	212	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		75				108
Link Speed (mph)	30			30	30	
Link Distance (ft)	700			725	631	
Travel Time (s)	15.9			16.5	14.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	104	156	162	697	935	108
Shared Lane Traffic (%)						
Lane Group Flow (vph)	104	156	162	697	935	108
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pm+ov	pm+pt	NA	NA	pm+ov
Protected Phases	4	5	5	2	6	4
Permitted Phases		4	2			6



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	5	5	2	6	4
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	9.5	9.5	22.5	22.5	22.5
Total Split (s)	26.0	10.0	10.0	49.0	39.0	26.0
Total Split (%)	34.7%	13.3%	13.3%	65.3%	52.0%	34.7%
Maximum Green (s)	22.5	6.9	6.9	44.9	34.9	22.5
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	0.5	0.1	0.1	1.1	1.1	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.5	3.1	3.1	4.1	4.1	3.5
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	Max	Max	None
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	8.9	17.0	47.7	47.6	37.0	50.0
Actuated g/C Ratio	0.15	0.28	0.78	0.78	0.60	0.82
v/c Ratio	0.41	0.32	0.49	0.48	0.83	0.08
Control Delay	28.6	10.6	9.9	5.1	20.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	10.6	9.9	5.1	20.8	0.5
LOS	C	B	A	A	C	A
Approach Delay	17.8			6.0	18.7	
Approach LOS	B			A	B	
90th %ile Green (s)	12.3	6.9	6.9	44.9	34.9	12.3
90th %ile Term Code	Gap	Max	Max	MaxR	MaxR	Gap
70th %ile Green (s)	10.2	6.9	6.9	44.9	34.9	10.2
70th %ile Term Code	Gap	Max	Max	MaxR	MaxR	Gap
50th %ile Green (s)	8.9	6.9	6.9	44.9	34.9	8.9
50th %ile Term Code	Gap	Max	Max	MaxR	MaxR	Gap
30th %ile Green (s)	7.6	6.4	6.4	44.9	35.4	7.6
30th %ile Term Code	Gap	Gap	Gap	MaxR	Hold	Gap
10th %ile Green (s)	0.0	5.8	5.8	53.1	44.2	0.0
10th %ile Term Code	Skip	Gap	Gap	Dwell	Dwell	Skip
Stops (vph)	83	58	47	235	608	4
Fuel Used(gal)	2	1	1	6	11	1
CO Emissions (g/hr)	109	100	99	394	791	37
NOx Emissions (g/hr)	21	19	19	77	154	7
VOC Emissions (g/hr)	25	23	23	91	183	8
Dilemma Vehicles (#)	0	0	0	0	0	0
Queue Length 50th (ft)	36	21	12	82	268	0
Queue Length 95th (ft)	75	58	55	175	#572	6
Internal Link Dist (ft)	620			645	551	
Turn Bay Length (ft)	110		180			225
Base Capacity (vph)	651	501	341	1448	1127	1562
Starvation Cap Reductn	0	0	0	0	0	0

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.31	0.48	0.48	0.83	0.07

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 61.2
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 69.6% ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 64.8
70th %ile Actuated Cycle: 62.7
50th %ile Actuated Cycle: 61.4
30th %ile Actuated Cycle: 60.1
10th %ile Actuated Cycle: 57.2
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Route 10/Hopmeadow St

