Village of
Pleasantville

Village Hall
80 Wheeler Ave, 2nd Floor
Pleasantville, NY 10570

# PLEASANTVILLE VILLAGE BOARD OF TRUSTEES REGULAR MEETING

**To: Village Board of Trustees Regular Members:**

There will be a meeting of the Pleasantville Village Board of Trustees Regular on Monday, October 26, 2026 at 7:00 PM, at Pleasantville High School 60 Romer Avenue Pleasantville, NY 10570.

## AGENDA

1. ANNOUNCEMENTS

2. PUBLIC HEARING

   2.1 Public Hearing to consider a request from US Home, LLC (d/b/a Lennar) for the adoption of proposed local laws amending the Zoning Map of the Village of Pleasantville to change the zoning designation of property located at 8 Carey Court (SBL: 99.15-1-12) from the One-Family Residence (RRR) Zoning District to the Campus Office (CO) Zoning District, and to then change the zoning designation of property located at 8 Carey Court (SBL: 99.15-1-12), 1 Campus Drive (SBL: 99.14-1-77; 99.15-1-3 and 99.15-1-4) and 3 Campus Drive (SBL: 99.14-1-78) from the Campus Office (CO) Zoning District to the Planned Unit Development (PUD) Zoning District.
   24096-Traffic Study_2026-10-16.pdf
   10162026 Supplemental BOT Submission Cover Letter _ Campus Drive Rezoning _ Lennar.pdf
   Amenity Explanation - Pleasantville - Clean 10-07-26.pdf
   Campus Drive FAQs - Clean 10-07-26.pdf
   Lennar Foxwoods Summary - Pleasantville - Clean.pdf
   24096-A-1-OVERLAY-Reduced.pdf
   24096-C-100A-LAY-ALT.pdf
   24096-R-1A-RENDER.pdf
   BFJ Memo 10-22-26
   Draft Local Law Language Amending Zoning Map _ Lennar _ Campus Drive _ PDF with Figures 1 and 2.pdf

3. RESOLUTIONS

   3.1 Res. No. 2026-354 Consider authorizing the minutes of the October 13, 2026 Board of Trustees meeting

   RESOLVED: that the Board of Trustees hereby authorize the minutes of the October 26, 2026 Board of Trustees meeting.

3.2 Res. No. 2026-355 Consider awarding bid 2026-08 Pleasantville Field Restoration (Various Fields)

WHEREAS; sealed bids were advertised in the official Village newspaper and received on October 16, 2026 for the Pleasantville Field Restoration (Various Fields) bid, and

WHEREAS; bids were received per the following and reviewed by the Recreation Superintendent:

| Bidder | Cost | Additional Alternative |
|---|---|---|
| Greenway Property Services, Inc | $161,500.00 | $59,000.00 |

NOW, THEREFORE, BE IT RESOLVED, that the Board of Trustees of the Village of Pleasantville hereby awards the Base Bid only for the Pleasantville Field Restoration (Various Fields) project to Greenway Property Services, Inc., in the amount of $161,500.00, for work scheduled to commence November 1, 2026, and conclude March 30, 2027; and

3.3 Res. No. 2026-356 Consider authorizing the creation of a capital account and the appropriation of General Fund - Fund Balance for the purposes of Pleasantville Field Restoration (Various Fields)

RESOLVED: that the Board of Trustees hereby authorizes the create of a capital in the amount of $161,500 for the purposes of Pleasantville Field Restoration (Various Fields); and

BE, IT FURTHER RESOLVED; that the Board of Trustees hereby authorizes the appropriation of $161,500 from the General Fund - Fund Balance to fund the Pleasantville Field Restoration (Various Fields).

3.4 Res. No. 2026-357 Consider approval of Budget Amendments FYE 2027

RESOLVED; that the Board of Trustees hereby approves the following budget amendments for FYE 2027 as listed below:

Budget Transfer: General Fund

| Amount | From Account | To Account |
|---|---|---|
| 7,450.00 | A1990.400 Contingency | A5110.425 Highway - Outside Service (Church St retaining wall) |
| 2,000 | A1990.400 Contingency | A6771.417 Senior Center - Repairs (HVAC) |
| 9,450 | | |

Appropriate Fund Balance: General Fund

| Amount | For Account | Description |
|---|---|---|

| | | |
|---|---|---|
| 161,500.00 | A9950.901 Transfer to Capital | New Capital Project Park Fields Restoration H7110.201.27180 |
| 161,500.00 | | |

Increase Revenue & Expense: Capital Fund

| Amount | Revenue | Expense |
|---|---|---|
| 161,500.00 | H050.5030 Transfer from General Fund | H7110.201.27180 Park Fields Restoration |
| 161,500.00 | | |

3.5 Res. No. 2026-358 Consider authorizing the Village Administrator to sign an agreement with NV5

RESOLVED; that the Board of Trustees hereby authorizes the Village Administrator to sign an agreement with NV5 $27,939.00 for the purposes of traffic engineering Services associated Manville Road Traffic Signals and Peer Review of the Nannahagan Road Traffic Calming Study.

2026-10-06 NV5-VoP Agreement - Manville Rd Traffic Analysis & Nannahagan....pdf

3.6 Res. No. 2026-359 Consider authorizing the Village Administrator to sign an agreement with Catalis for the purposes of the conversion to a cloud-based system for the Village'sProperty Assessment Software

RESOLVED: that the Board of Trustees hereby authorize the Village Administrator to sign an agreement with Catalis, for the purposes of the conversion to a cloud-based system for the Village's Property Assessment Software in the amount of $6,760.
Village of Pleasantville_769790.pdf

3.7 Res. No. 2026-360 Consider authorizing the Village Administrator to sign Amendment No. 1 to professional services agreement with 929 Construction Services, LLC

RESOLVED; that the Board of Trustees hereby authorizes the Village Administrator to sign Amendment No. 1 to the professional services agreement with 929 Construction Services, LLC in an amount no to exceed $3,000 for the purposes of construction administration and inspection services related to concrete sidewalks, handicap ramps, and drainage structures associated with the Roadway Pavement Management Program, Contract No. 2026-03, increasing the total project from $378,672 to $381,672.
amended agreement.docx

3.8 Res. No. 2026-361 Consider waiving the thirty-day requirement liquor license/ Second Mouse Cheese

RESOLVED; that the Board of Trustees hereby waives the thirty-day requirement for a liquor license for Saltandpepper LLC (d/b/a Second Mouse Cheese).

3.9 Res. No. 2026-362 Approval of Payment of Claims FYE 2027

RESOLVED; that the Board of Trustees hereby approves the abstract for payment of

claims dated October 26, 2026 for FYE 2027:

| | |
|---|---|
| General Fund | $132,913.75 |
| Water Fund | $22,923.47 |
| Capital Fund | $164,188.82 |
| Refuse Fund | $13,628.69 |
| Total | $333,654.73 |

102626 Invoice Entry Proof List.pdf

3.10 Res. No. 2026-363 Consider authorizing the Block Party and Road Closure Request / Sarles Lane, Saturday, October 31, 2026

RESOLVED; that the Board of Trustees hereby approves the request from Jack Tobin, 108 Sarles Lane, to hold a block party and thereby close Sarles Lane at 108 Sarles Lane from Sarles Lane between Temple Place and Hays Hill Road on Saturday, October 31, 2026 from 2:00 PM to 9:00 PM.

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Public Hearing to consider a request from US Home, LLC (d/b/a Lennar) for the adoption of proposed local laws amending the Zoning Map of the Village of Pleasantville to change the zoning designation of property located at 8 Carey Court (SBL: 99.15-1-12) from the One-Family Residence (RRR) Zoning District to the Campus Office (CO) Zoning District, and to then change the zoning designation of property located at 8 Carey Court (SBL: 99.15-1-12), 1 Campus Drive (SBL: 99.14-1-77; 99.15-1-3 and 99.15-1-4) and 3 Campus Drive (SBL: 99.14-1-78) from the Campus Office (CO) Zoning District to the Planned Unit Development (PUD) Zoning District.**

**ATTACHMENTS:**

24096-Traffic Study_2026-10-16.pdf
10162026 Supplemental BOT Submission Cover Letter _ Campus Drive Rezoning _ Lennar.pdf
Amenity Explanation - Pleasantville - Clean 10-07-26.pdf
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24096-R-1A-RENDER.pdf
BFJ Memo 10-22-26
Draft Local Law Language Amending Zoning Map _ Lennar _ Campus Drive _ PDF with Figures 1 and 2.pdf

## TRAFFIC STUDY

# *CAMPUS DRIVE REDEVELOPMENT*

## 1 CAMPUS DRIVE, 8 CAREY COURT, 3 CAMPUS DRIVE VILLAGE OF PLEASANTVILLE, NEW YORK

*Prepared for:* **Lennar**
2465 Kuser Road, Floor 3
Hamilton, NJ 08690

*Prepared by:*

JMC Project **24096**

*Date:* January 8, 2026
*Revised:* October 16, 2026

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## I. INTRODUCTION

This Traffic Study has been prepared to assess existing conditions as well as future traffic operations in association with the redevelopment of an existing property located at 1 Campus Drive in the Village of Pleasantville, Westchester County, NY. The site property is located on the west side of Bedford Road (New York State Rt. 117), and is approximately 900 feet north of the intersection with Manville Road (New York State Rt. 117). The location of the site is illustrated on the figures included in Appendix B. The study has been revised based on traffic comments during school dismissal and on Saturday from Board members.

The Applicant proposes to redevelop an approximate 20.53-acre property consisting of 1 & 3 Campus Drive and 8 Carey Court. The properties are currently developed with a vacant 144,000 s.f. commercial office building with associated off-street parking and a vacant single-family residence with a detached garage as well as a 24,000 s.f. occupied commercial office building with associated off-street parking. Access to the 8 Carey Court property is currently provided via Carey Court which connects to Bedford Road. Access to the 1 Campus Drive property is currently provided via Campus Drive and Manville Lane which connect to Bedford Road. Access to the 3 Campus Drive property is currently provided via Campus Drive which connects to Bedford Road.

The applicant proposes to construct a multifamily development consisting of 22 buildings containing 102 dwelling units. The proposed redevelopment would also provide surface parking and internal roadways throughout the site. All existing access to the subject properties are proposed to be consolidated to a single access via Campus Drive. An emergency only access to the development is proposed to connect to Manville Lane.

## II. EXISTING TRAFFIC CONDITIONS

### A. Existing Roadway Network

JMC performed field reconnaissance at the site and adjoining roadway network in

order to gather existing conditions data. The field work included determination of lane widths, striping, horizontal and vertical alignments, signs, speed limits, pedestrian activities, traffic flows, on street parking, sidewalks, curbing, etc.

Bedford Road, also known as NYS Route 117, is a north/south roadway which is under the jurisdiction of the New York State Department of Transportation (NYSDOT). NYS Route 117 extends south into Tarrytown and north into Katonah. Within the study area, Bedford Road generally provides one lane in each direction. The roadway has a posted speed limit of 30 mph within the study area. On-street parking is generally prohibited within the study area.

Manville Road is an east/west roadway under the jurisdiction of the NYSDOT. Manville Road is also considered as NYS Route 117. Manville Road is bound by North Broadway at its western terminus and Bedford Road at its eastern terminus. One travel lane is generally provided in each direction and on-street parking is generally permitted within the study area. The posted speed limit along the roadway within the study area is 30 mph.

Campus Drive is a private roadway owned by the Foxwood Condominiums Homeowners Association. Campus Drive is proposed to serve as access to the proposed redevelopment. The private roadway has a posted speed limit of 15 miles per hour and provides one lane in each direction. On-street parking is generally prohibited.

Manville Lane is a private roadway which provides on travel lane in each direction. The roadway has a posted speed limit of 15 miles per hour and provides one lane in each direction. On-street parking is generally prohibited.

Highview Terrace is a Village roadway owned by the Foxwood Condominiums Homeowners Association. The roadway has a speed limit of 30 miles per hour and on-street parking is generally permitted.

In order to evaluate the changes in traffic associated with the proposed redevelopment, the following intersections have been analyzed:

1. Broadway (NY 141) / Bedford Road (NY 117) & Manville Road
2. Bedford Road & Campus Drive
3. Bedford Road & Manville Lane
4. Bedford Road & Highview Terrace

Bedford Road and Manville Road is a stop controlled ‘T-type’ intersection. Manville Road provides one lane in the eastbound direction for turning movements onto Bedford Road. Bedford road provides a shared thru/right lane in the southbound direction, and a shared left/thru lane in the northbound direction. Pedestrian crossings are provided on the west and south sides of the intersection. An aerial snapshot of intersection 1 is shown below.



The unsignalized intersection of Bedford Road and Campus Drive is a ‘T-type’ intersection. Campus Drive provides a single lane for turning movements under stop control. The northbound and southbound Bedford Road approaches provide a single lane for thru and turning movements in both directions. An aerial snapshot for Intersection 2 is shown below.



The unsignalized intersection of Bedford Road and Manville Lane is a ‘T-type’ intersection. Manville Lane provides a single lane for turning movements under stop control. The northbound and southbound Bedford Road approaches provide a single lane for thru and turning movements in both directions. An aerial snapshot for Intersection 3 is shown below.



The unsignalized intersection of Bedford Road and Highview Terrace is a ‘T-type’ intersection. Highview Terrace provides a single lane for turning movements under stop control. The northbound and southbound Bedford Road approaches provide a single lane for thru and turning movements in both directions. An aerial snapshot for Intersection 4 is shown below.



## B. Existing Volumes

Traffic counts were performed at the studied intersections in order to quantify and analyze existing peak hour volumes as well as establish base conditions for projecting future operations. The counts included pedestrian activities and truck traffic.

Traffic counts were conducted from 7:00 – 9:00 AM and from 4:00 – 6:00 PM on Friday, May 9, 2025 for intersections #1 through #3 while the Highview Terrace intersection was counted on Wednesday, December 3, 2025. The peak hour volumes occurred between 7:45 to 8:45 AM during the weekday morning and between 4:00 to 5:00 PM during the weekday afternoon hour. In addition, traffic counts were conducted at all studied intersections from 2:00 – 4:00 PM on Thursday, May 7, 2026 to obtain traffic volume during the school dismissal time period. Based on a review of the traffic volumes, the peak hour traffic volumes during the school dismissal time period occurred between 3:45 and 4:45 PM. Due to the peak hour, some of the 15 minute traffic data within the peak hour is from the 2026 counts and some is from the previous 2025 counts. The peak hour selected was determined based on coordination with the Village's traffic consultant. The intersection traffic count data is included in Appendix C.

The counted peak hour volumes were compared between studied intersections and were conservatively balanced between the studied intersections. The adjusted peak hour volumes are reflected in our 2025 Existing Volumes and 2025 Base Volumes contained in Appendix B.

In addition to the traffic counts mentioned above, we conducted a comparative analysis which compared the existing roadway traffic in the study area between the peak weekday PM hour and peak Saturday midday hour. Traffic counts were conducted at the studied intersections on Saturday, August 8, 2026 from 11:00 AM to 2:00 PM. The peak hour volumes occurred between 11:45 AM and 12:45 PM.

The intersection traffic count data is included in Appendix C. We prepared a peak hour traffic volume comparison figure (Figure 21) contained in Appendix B which depicts the peak weekday PM hour volumes from Figure 2 adjacent to the peak Saturday midday hour volumes. As shown in Figure 21, the overall intersection volumes during the peak Saturday midday hour are 34% lower than the overall intersection volumes during peak weekday PM hour.

Additionally, automatic traffic recorder (ATR) counts were conducted along Bedford Road (just south of its intersection with Campus Drive). The counts were conducted from Thursday, September 10, 2026 to Thursday, September 24, 2026 to provide two full weeks of traffic volume data. The count data was broken down into tabular format providing the hourly traffic volume by direction over the course of each counted day. The tables of this ATR data are contained in Appendix C. This count data is also presented in a chart format which is also contained in Appendix C. Chart ATR-1 depicts the average weekday (Monday thru Friday) traffic volumes during the two week count period. The chart depicts the average traffic volumes by direction as well as the overall total volumes in hourly intervals. Similarly, Cahrt ATR-2 depicts the average Saturday traffic volumes from the two Saturdays counted during the two week count period. These charts show that the average peak hour traffic occurs during the traffic count periods utilized in this traffic study. Our office also performed a comparison of the average traffic volumes from the ATR data to the 2025 base volumes utilized in this traffic study. During the peak weekday AM hour, average ATR traffic volumes were 151 vehicles less than the traffic volumes shown in Figure 1 “2025 Existing Volumes”. During the peak weekday PM hour, average ATR traffic volumes were 176 vehicles less than the traffic volumes shown in Figure 2 “2025 Existing Volumes”. During the peak weekday school PM hour, average ATR traffic volumes were 205 vehicles less than the traffic volumes shown in Figure 15 “2025 Base volumes”. The peak Saturday hour volumes from the ATR counts were found to be the same overall volumes as shown in Figure 21 “Existing Volumes Comparison” for the Saturday peak hour volumes. Based on the 14 days of traffic volume data collected by the ATR and that the average peak weekday ATR

volumes are less than the peak hour base volumes analyzed in this traffic study, this study provides a conservative analysis.

## C. Intersection Analysis Methodology

The intersections have been analyzed based on the methodologies of the Highway Capacity Manual 6th Edition. Information derived from the manual relative to the level of service criteria is provided below.

### 1. Level of Service for Unsignalized Intersections

The Levels of Service (LOS) for Two Way Stop Control (TWSC) and All Way Stop Control (AWSC) intersections and Roundabouts are determined by the computed or measured control delay and are defined for each minor movement. LOS is not defined for the intersection as a whole for TWSC intersections. LOS criteria are presented below.

| ***Unsignalized Level of Service Criteria*** | | |
|---|---|---|
| **Control Delay (Seconds/Vehicle)** | **LOS by Volume-to-Capacity Ratio** | |
| | **v/c ≤ 1.0** | **v/c > 1.0** |
| ≤10 | A | F |
| >10 and ≤15 | B | F |
| >15 and ≤25 | C | F |
| >25 and ≤35 | D | F |
| >35 and ≤50 | E | F |
| >50 | F | F |

For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or the intersection as a whole at TWSC intersections.

For approach-based and intersection wide assessments at AWSC intersections and roundabouts, LOS is defined solely by control delay.

Average control delay less than 10 seconds/vehicle are defined as LOS A. Follow-up times of less than 5 seconds/vehicle have been measured when there is no conflicting traffic, so control delays of less than 10 seconds/vehicle are appropriate for low flow conditions. If the volume-to-capacity (v/c) is greater than 1.0, the LOS is considered an F, even if the delays are lower than 50 seconds.

The LOS criteria for unsignalized intersections are somewhat different than the criteria used for signalized intersections. The primary reason for this difference is that drivers expect different levels of performance from different kinds of transportation facilities. A number of driver behavior considerations combine to make delays at signalized intersections less onerous than delays at unsignalized intersections. For example, drivers at signalized intersections are able to relax during the red interval, whereas drivers on the minor approaches to unsignalized intersections must remain attentive to the task of identifying acceptable gaps and vehicle conflicts. Also, there is often much more variability in the amount of delay experienced by individual drivers at unsignalized intersections versus that at signalized intersections. For these reasons, it is considered that the control delay threshold for any given LOS would be less for an unsignalized intersection than it would be for a signalized intersection.

## D. Existing Operations

The intersection capacity analyses based on the existing volumes and conditions are shown on Tables 3 thru 5. The specific volume/capacity ratios, delay for average vehicle in seconds and the associated levels of service are summarized for each lane group on Tables 3 thru 5.

During the peak weekday AM hour, the Manville Road approach to its intersection with Bedford Road operates at a level of service E. All other movements at the studied intersections are projected to operate at a level of service C or better.

During the peak weekday PM hour, the Manville Road approach to its intersection with Bedford Road operates at a level of service F. All other movements at the studied intersections are projected to operate at a level of service C or better.

During the peak weekday school PM hour, the Manville Road approach to its intersection with Bedford Road operates at a level of service F. All other movements at the studied intersections are projected to operate at a level of service C or better.

## III. PROJECTED TRAFFIC CONDITIONS

### A. No-Build Volumes

In order to project future traffic increases to the 2029 design year, the existing volumes were increased by a general growth rate of 1.0% per year compounded annually. The resulting traffic volumes are the 2029 no-build volumes which represent traffic operations in 2029 without the redevelopment of the site. The traffic volumes are shown in a figures contained in Appendix B.

The intersection capacity analyses based on the no-build volumes and conditions are shown on Tables 3 thru 5. The specific volume/capacity ratios, delay for average vehicle in seconds and the associated levels of service are summarized for each lane group on Tables 3 thru 5.

During the peak weekday AM hour, all turning movements at the studied intersections under no-build conditions are projected to operate at the same levels of service as experienced under existing conditions.

During the peak weekday PM hour, the Manville Lane eastbound left/right lane at its intersection with Bedford Road is projected to increase in delay from a level of service B under existing conditions to a level of service C under no-build conditions. All other turning movements at the studied intersections under no-build conditions are projected to operate at the same levels of service as experienced under existing conditions during the peak weekday PM hour.

During the peak weekday school PM hour, all turning movements at the studied intersections under no-build conditions are projected to operate at the same levels of service as experienced under base conditions.

## B. No-Build Volumes with Office Reoccupancy

Our office performed a trip generation analysis comparing the traffic volumes associated with the two existing office buildings on the property to the proposed residential development. The projected traffic volumes associated with the existing office buildings and the residential development is based on information published by the Institute of Transportation Engineers (ITE) in its publication "Trip Generation Manual, 11th Edition". Table 1 below depicts the traffic volumes associated with the existing office buildings, proposed residential development and the comparison between the two scenarios.

**TABLE 1**

**DEVELOPMENT VOLUME COMPARISON[1]**

| DESCRIPTION | PEAK WEEKDAY AM HOUR | | | PEAK WEEKDAY PM HOUR | | | PEAK WEEKDAY SCHOOL PM HOUR | | |
|---|---|---|---|---|---|---|---|---|---|
| | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL |
| a. Existing 168,000 Square Foot Office Building Driveway Volumes (ITE Code 710)[2] | 231 | 31 | 262 | 43 | 212 | 255 | 49 | 138 | 187 |
| b. Proposed 102 Attached Single Family Homes Driveway Volumes (ITE Code 215)[3] | 15 | 34 | 49 | 33 | 25 | 58 | 36 | 19 | 55 |
| c. Net Additional Driveway Volumes (Row C = Row B - Row A) | -216 | 3 | -213 | -10 | -187 | -197 | -13 | -119 | -132 |

Notes:
(1) Trip generation is based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.
(2) General Office Building (ITE Code 710) is defined by ITE as a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted.
(3) Single-Family Attached Housing (ITE Code 215) is defined by ITE as any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes and townhouses/rowhouses.

As shown in Table 1 above, the proposed residential development is projected to have a net decrease of 213, 197, and 132 driveway volumes during the peak weekday AM, PM, school PM hours, respectively, compared to the existing office buildings. This comparison is provided for reference and was not utilized in the traffic analyses contained in this study.

As noted above, the 24,000 s.f. commercial office building is currently occupied at 3 Campus Drive however, the 144,000 s.f. commercial office building is currently vacant at 1 Campus Drive. In order to provide an operational analysis with the existing office buildings in full operation, we reviewed the traffic volumes associated with reoccupying the 1 Campus Drive commercial office building only since the traffic volumes associated with 3 Campus Drive commercial office building are included in the existing counted volumes in this study. Similar to above, the traffic volumes for reoccupying the 1 Campus Drive commercial office building were projected based on ITE data. Table 2 below provides a traffic volume comparison between the 1 Campus Drive commercial office building and the proposed residential development.

**TABLE 2**

**REOCCUPIED DEVELOPMENT VOLUME COMPARISON[1]**

| DESCRIPTION | PEAK WEEKDAY AM HOUR | | | PEAK WEEKDAY PM HOUR | | | PEAK WEEKDAY SCHOOL PM HOUR | | |
|---|---|---|---|---|---|---|---|---|---|
| | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL |
| a. Reoccupied 144,000 Square Foot Office Building Driveway Volumes (ITE Code 710)[2] | 202 | 27 | 229 | 38 | 187 | 225 | 43 | 121 | 164 |
| b. Proposed 102 Attached Single Family Homes Driveway Volumes (ITE Code 215)[3] | 15 | 34 | 49 | 33 | 25 | 58 | 36 | 19 | 55 |
| c. Net Additional Driveway Volumes (Row C = Row B - Row A) | -187 | 7 | -180 | -5 | -162 | -167 | -7 | -102 | -109 |

Notes:
(1) Trip generation is based on Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.
(2) General Office Building (ITE Code 710) is defined by ITE as a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted.
(3) Single-Family Attached Housing (ITE Code 215) is defined by ITE as any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space. This land use includes duplexes and townhouses/rowhouses.

As shown in Table 2 above, the proposed residential development is projected to have a net decrease of 180, 167, and 109 driveway volumes during the peak weekday AM, PM, school PM hours, respectively, compared to the reoccupancy of the existing office building at 1 Campus Drive.

The existing parking lot associated with the 144,000 square foot office building connects to Manville Lane via two existing driveways. Due to the existing office driveway connections, the reoccupied office volumes are shown to utilize Manville Lane to access the property. The reoccupied office building volumes shown in Table 2 were routed through the studied intersections based on existing traffic volumes as well as consideration of the arrival & departure patterns of the site traffic. Adding the reoccupied office volumes to the no-build volumes results in 2029 No-Build Volumes with full occupancy of the existing office buildings.

The intersection capacity analyses based on the no-build with full office occupancy volumes and conditions are shown on Tables 3 thru 5. The specific volume/capacity ratios, delay for average vehicle in seconds and the associated levels of service are summarized for each lane group on Tables 3 thru 5.

During the peak weekday AM hour, the Manville Road approach is projected to operate overcapacity and increase in delay to operate at a level of service F under no-build conditions with full office occupancy. The Manville Lane approach is projected to increase in delay from a level of service B under existing conditions to a level of service D under no-build conditions with full office occupancy. All other turning movements at the studied intersections under no-build conditions with full office occupancy are projected to operate at the same levels of service as experienced under existing conditions during the peak weekday AM hour.

During the peak weekday PM hour, the Manville Road approach is projected to operate overcapacity under no-build conditions with full office occupancy. The Campus Drive approach is projected to increase in delay to operate at a level of service C under no-build conditions with full office occupancy. The Manville Lane approach is projected to increase in delay to operate at a level of service E under no-build conditions with full office occupancy. All other turning movements at the studied intersections under no-build conditions with full office occupancy are projected to operate at the same levels of service as experienced under existing conditions during the peak weekday PM hour.

During the peak weekday school PM hour, the Manville Road approach is projected to operate at a level of service F with over 200 seconds in delay under no-build conditions with full office occupancy. The Manville Lane approach is projected to increase in delay to operate at a level of service E under no-build conditions with full office occupancy. All other turning movements at the studied intersections under no-build conditions with full office occupancy are projected to operate at the same

levels of service as experienced under base conditions during the peak weekday school PM hour.

## C. Build Volumes

As previously mentioned, the applicant proposes to construct a multifamily development consisting 102 dwelling units. The projected traffic associated with the proposed residential development is based on ITE. Tables 1 and 2 above depict the traffic volumes associated with the proposed development.

As shown in Tables 1 and 2, the proposed development is projected to generate 49, 58, and 55 driveway volumes during the peak weekday AM, PM, school PM hours, respectively.

The residential primary volumes were routed through the studied intersections based on existing traffic volumes as well as consideration of the arrival & departure patterns of the site traffic. Adding the development related traffic to the no-build volumes results in 2029 Build Volumes which reflect projected volumes after the completion of the development. It should be noted that a credit of the existing counted volumes associated with the 3 Campus Drive office building were not removed from the Build Volumes which results in a conservative analysis since this office building would be removed as part of the redevelopment. The analysis is also conservative as it does not consider an age-targeted component for the proposed residential development which is being offered as part of the application. Age-targeted units would generate less peak hour volumes than compared to typical market-rate units based on ITE data. Based on our conservative analysis, the operations at the studied intersections could see reduced delays compared to the projected delays shown under build conditions in Tables 3 thru 5.

## IV. FINDINGS & CONCLUSION

Intersection capacity analyses computed based on the Build Volumes indicate that the studied intersections will operate at the same levels of service as projected for the No-Build Volumes during all studied peak hours except for Campus Drive approach during each of the studied peak hours. Projected operations with the proposed redevelopment are shown on Tables 3 thru 5.

During the peak weekday AM hour, the Campus Drive approach at its intersection with Bedford Road is projected to increase in delay by 3.8 seconds resulting in an approach delay of 15.7 seconds having a level of service C under build conditions. It should be noted that the Campus Drive approach delay of 15.7 seconds under build conditions is 0.7 seconds into the lower threshold for a level of service C.

During the peak weekday PM hour, the Campus Drive approach at its intersection with Bedford Road is projected to operate with a delay of 18.6 seconds resulting in a level of service C under build conditions.

During the peak weekday school PM hour, the intersections under build conditions are projected to operate at the same levels of service as projected under no-build conditions.

It should be noted that the operations at the studied intersections under build conditions generally have reduced projected delays compared to their operations under no-build conditions with the office reoccupancy. For example, Manville Lane is projected to operate at a level of service D with the reoccupancy compared to a level of service B with the proposed residential development during the peak weekday AM hour. Similarly, Manville Lane is projected to operate at a level of service E with the reoccupancy compared to a level of service C with the proposed residential development during the peak weekday PM and school PM hours. The reoccupancy of the full office building is projected to generate 229, 225, and 164 peak hour trips along Manville Lane during the peak weekday AM, PM, and school PM hours, respectively, compared to 0 projected

additional trips along Manville Lane due to the proposed access restriction to Manville Lane for the proposed residential development.

In addition to the above intersection operation analysis, we conducted a comparative analysis which compared the existing roadway traffic in the study area between the peak weekday PM hour and peak Saturday midday hour. We prepared a peak hour traffic volume comparison figure (Figure 21) which depicts the peak weekday PM hour volumes adjacent to the peak Saturday midday hour volumes. As shown in Figure 21, the overall intersection volumes during the peak Saturday midday hour are 34% lower than the overall intersection volumes during peak weekday PM hour.

As noted above, traffic volume data was collected by an ATR for 14 straight days. The data showed that the average peak weekday ATR volumes are less than the peak hour base volumes analyzed in this traffic study; thus this study provides a conservative analysis.

It is the professional opinion of JMC that the proposed redevelopment of the property will not have a significant impact on traffic operations in the study area.

Respectfully submitted,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC

Marc Petroro, PE, PTOE
Senior Project Manager

Kevin Masciovecchio, PE
Project Manager

# *APPENDIX A*

# *TABLES*

## TABLE 3

### *INTERSECTION OPERATIONS-PEAK WEEKDAY AM HOUR*

| INTERSECTION | APPROACH | LANE GROUP | 2025 EXISTING | | | 2029 NO BUILD | | | 2029 NO BUILD WITH FULL OFFICE REOCCUPANCY | | | 2029 BUILD | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C(1) | DELAY(2) | LOS(3) | V/C(1) | DELAY(2) | LOS(3) | V/C(1) | DELAY(2) | LOS(3) | V/C(1) | DELAY(2) | LOS(3) |
| 1. Bedford Road (NY 117) & Manville Road | EASTBOUND (Manville Rd) | LEFT/RIGHT | 0.65 | 35.0 | E | 0.73 | 42.8 | E | 1.22 | 177.5 | F | 0.77 | 49.6 | E |
| | NORTHBOUND (Bedford Rd) | LEFT/THRU | 0.11 | 8.7 | A | 0.12 | 8.8 | A | 0.12 | 8.9 | A | 0.12 | 8.9 | A |
| | SOUTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| 2. Bedford Road (NY 117) & Campus Drive | EASTBOUND (Campus Dr) | LEFT/RIGHT | 0.07 | 11.6 | B | 0.07 | 11.9 | B | 0.07 | 12.1 | B | 0.19 | 15.7 | C |
| | NORTHBOUND (Bedford Rd) | LEFT/THRU | 0.02 | 8.2 | A | 0.02 | 8.3 | A | 0.02 | 8.3 | A | 0.03 | 8.3 | A |
| | SOUTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| 3. Bedford Road (NY 117) & Manville Lane | EASTBOUND (Manville Ln) | LEFT/RIGHT | 0.06 | 13.1 | B | 0.06 | 13.4 | B | 0.25 | 25.1 | D | 0.06 | 13.6 | B |
| | NORTHBOUND (Bedford Rd) | LEFT/THRU | 0.02 | 8.3 | A | 0.02 | 8.3 | A | 0.19 | 9.3 | A | 0.02 | 8.4 | A |
| | SOUTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| 4. Bedford Road (NY 117) & Highview Terrace | WESTBOUND (Highview Terrace) | LEFT/RIGHT | 0.20 | 16.5 | C | 0.22 | 17.3 | C | 0.24 | 19.0 | C | 0.23 | 17.7 | C |
| | NORTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| | SOUTHBOUND (Bedford Rd) | LEFT/THRU | 0.00 | 8.1 | A | 0.00 | 8.2 | A | 0.00 | 8.2 | A | 0.00 | 8.2 | A |

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

## TABLE 4

### *INTERSECTION OPERATIONS-PEAK WEEKDAY PM HOUR*

| INTERSECTION | APPROACH | LANE GROUP | 2025 EXISTING | | | 2029 NO BUILD | | | 2029 NO BUILD WITH FULL OFFICE REOCCUPANCY | | | 2029 BUILD | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C(1) | DELAY(2) | LOS(3) | V/C(1) | DELAY(2) | LOS(3) | V/C(1) | DELAY(2) | LOS(3) | V/C(1) | DELAY(2) | LOS(3) |
| 1. Bedford Road (NY 117) & Manville Road | EASTBOUND (Manville Rd) | LEFT/RIGHT | 0.77 | 50.8 | F | 0.85 | 66.5 | F | 1.13 | 152.9 | F | 0.92 | 83.3 | F |
| | NORTHBOUND (Bedford Rd) | LEFT/THRU | 0.11 | 8.7 | A | 0.12 | 8.8 | A | 0.13 | 9.4 | A | 0.12 | 8.9 | A |
| | SOUTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| 2. Bedford Road (NY 117) & Campus Drive | EASTBOUND (Campus Dr) | LEFT/RIGHT | 0.06 | 14.6 | B | 0.07 | 14.9 | B | 0.09 | 17.8 | C | 0.17 | 18.6 | C |
| | NORTHBOUND (Bedford Rd) | LEFT/THRU | 0.02 | 8.4 | A | 0.02 | 8.5 | A | 0.03 | 9.0 | A | 0.04 | 8.6 | A |
| | SOUTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| 3. Bedford Road (NY 117) & Manville Lane | EASTBOUND (Manville Ln) | LEFT/RIGHT | 0.06 | 14.8 | B | 0.06 | 15.3 | C | 0.69 | 38.1 | E | 0.06 | 15.6 | C |
| | NORTHBOUND (Bedford Rd) | LEFT/THRU | 0.03 | 8.3 | A | 0.03 | 8.4 | A | 0.06 | 8.5 | A | 0.03 | 8.4 | A |
| | SOUTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| 4. Bedford Road (NY 117) & Highview Terrace | WESTBOUND (Highview Terrace) | LEFT/RIGHT | 0.12 | 17.3 | C | 0.13 | 18.1 | C | 0.14 | 19.6 | C | 0.13 | 18.6 | C |
| | NORTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| | SOUTHBOUND (Bedford Rd) | LEFT/THRU | 0.00 | 8.3 | A | 0.00 | 8.3 | A | 0.00 | 8.5 | A | 0.00 | 8.4 | A |

Notes:

(1) V/C represents volume/capacity ratio

(2) Delay is average seconds delay per vehicle

(3) LOS represents level of service

## TABLE 5

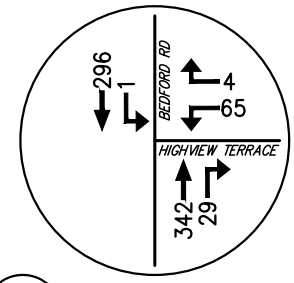
### *INTERSECTION OPERATIONS-PEAK WEEKDAY SCHOOL PM HOUR*

| INTERSECTION | APPROACH | LANE GROUP | 2025 BASE | | | 2029 NO BUILD | | | 2029 NO BUILD WITH FULL OFFICE REOCCUPANCY | | | 2029 BUILD | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | V/C(1) | DELAY(2) | LOS(3) | V/C(1) | DELAY(2) | LOS(3) | V/C(1) | DELAY(2) | LOS(3) | V/C(1) | DELAY(2) | LOS(3) |
| 1. Bedford Road (NY 117) & Manville Road | EASTBOUND (Manville Rd) | LEFT/RIGHT | 0.88 | 77.7 | F | 1.00 | 108.3 | F | 1.28 | 212.8 | F | 1.09 | 137.1 | F |
| | NORTHBOUND (Bedford Rd) | LEFT/THRU | 0.13 | 9.0 | A | 0.14 | 9.1 | A | 0.15 | 9.5 | A | 0.14 | 9.1 | A |
| | SOUTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| 2. Bedford Road (NY 117) & Campus Drive | EASTBOUND (Campus Dr) | LEFT/RIGHT | 0.09 | 15.6 | C | 0.10 | 16.1 | C | 0.11 | 18.5 | C | 0.19 | 20.1 | C |
| | NORTHBOUND (Bedford Rd) | LEFT/THRU | 0.02 | 8.6 | A | 0.02 | 8.7 | A | 0.03 | 9.0 | A | 0.05 | 8.8 | A |
| | SOUTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| 3. Bedford Road (NY 117) & Manville Lane | EASTBOUND (Manville Ln) | LEFT/RIGHT | 0.11 | 18.7 | C | 0.12 | 19.5 | C | 0.70 | 47.0 | E | 0.13 | 20.2 | C |
| | NORTHBOUND (Bedford Rd) | LEFT/THRU | 0.04 | 8.6 | A | 0.04 | 8.7 | A | 0.07 | 8.9 | A | 0.04 | 8.7 | A |
| | SOUTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| 4. Bedford Road (NY 117) & Highview Terrace | WESTBOUND (Highview Terrace) | LEFT/RIGHT | 0.19 | 8.4 | C | 0.21 | 22.2 | C | 0.23 | 24.1 | C | 0.22 | 23.0 | C |
| | NORTHBOUND (Bedford Rd) | THRU/RIGHT | - | - | - | - | - | - | - | - | - | - | - | - |
| | SOUTHBOUND (Bedford Rd) | LEFT/THRU | 0.01 | 20.8 | A | 0.01 | 8.5 | A | 0.01 | 8.6 | A | 0.01 | 8.5 | A |

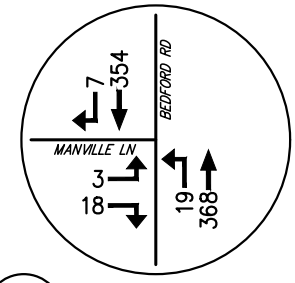
Notes:
(1) V/C represents volume/capacity ratio
(2) Delay is average seconds delay per vehicle
(3) LOS represents level of service

# *APPENDIX B*

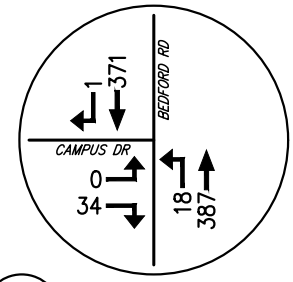
# *TRAFFIC VOLUME FIGURES*



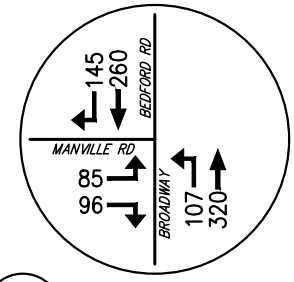

4 **BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE**



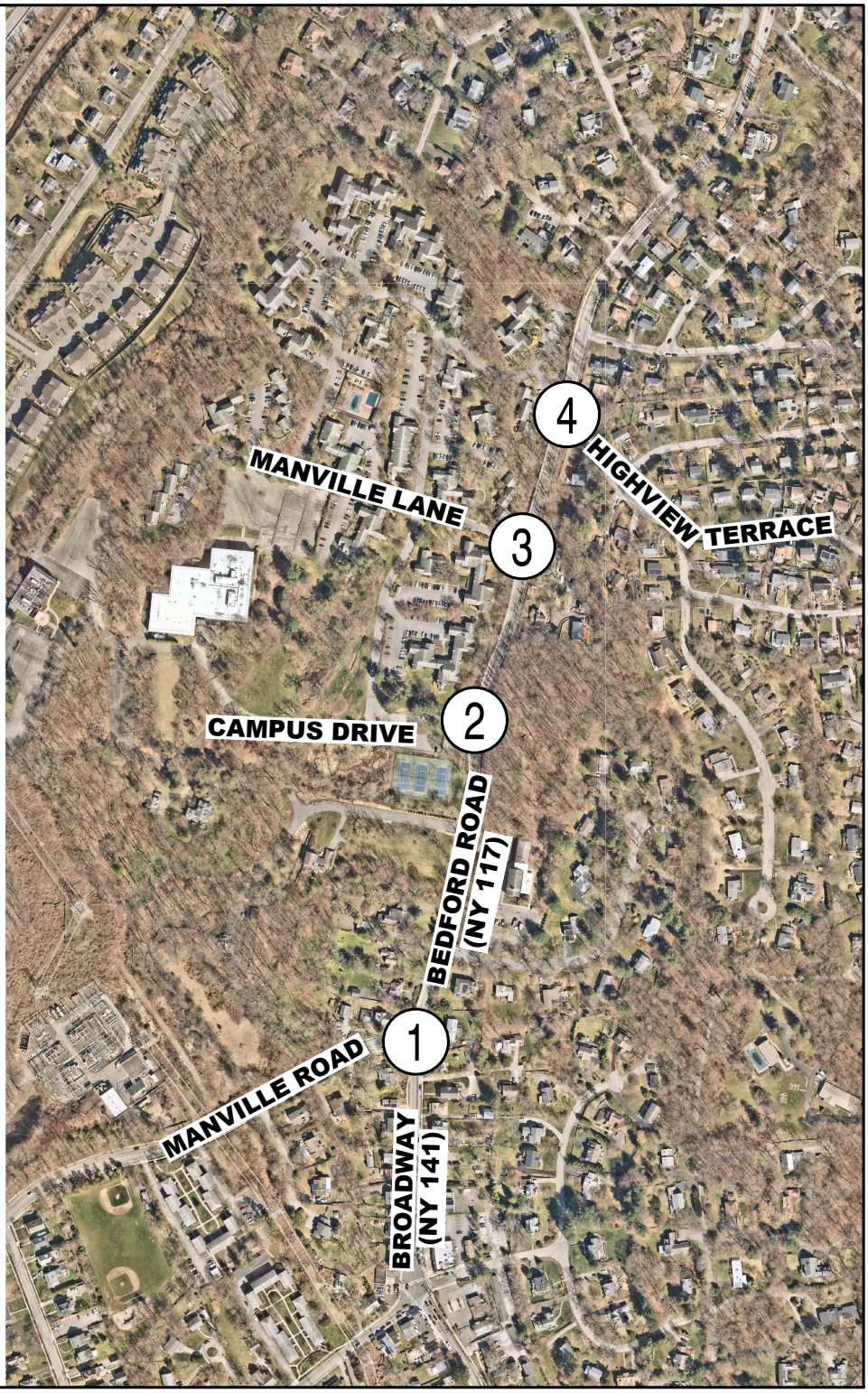

3 **BEDFORD ROAD (NY 117) & MANVILLE LANE**




2 **BEDFORD ROAD (NY 117) & CAMPUS DRIVE**




1 **BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD**




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2025 EXISTING VOLUMES

PEAK WEEKDAY AM HOUR (7:45 - 8:45)

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 01 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

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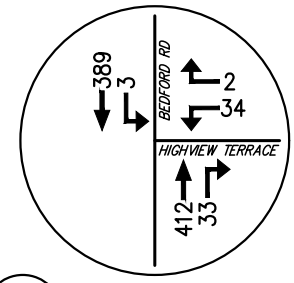
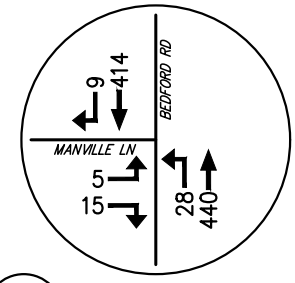
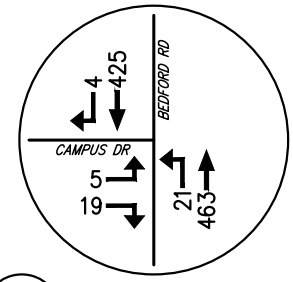


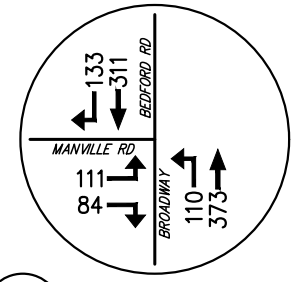

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



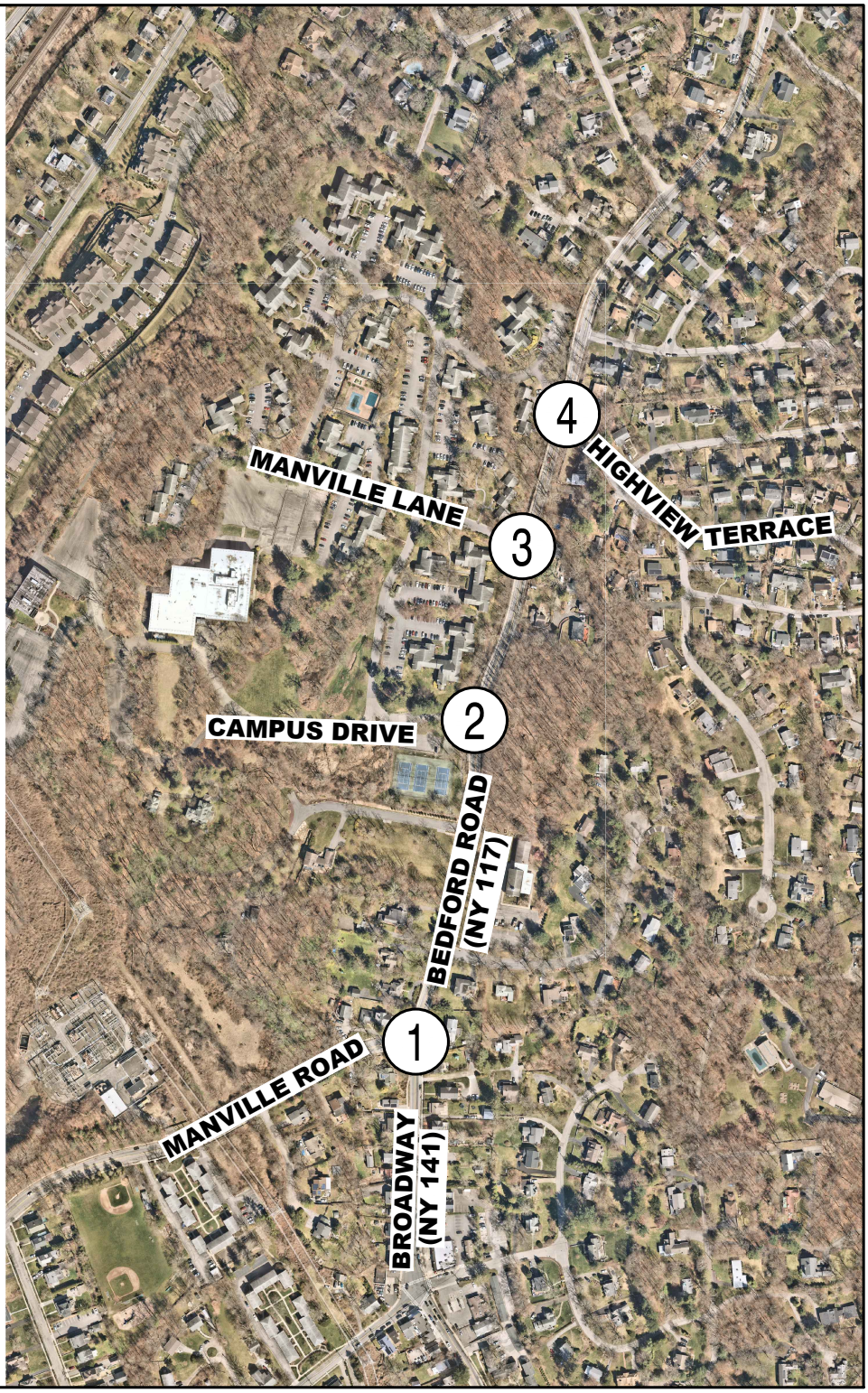

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2025 EXISTING VOLUMES

PEAK WEEKDAY PM HOUR (4:00 - 5:00)

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 02 SCALE: 1" = 200'

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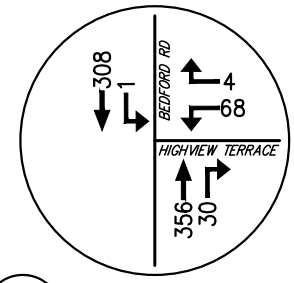
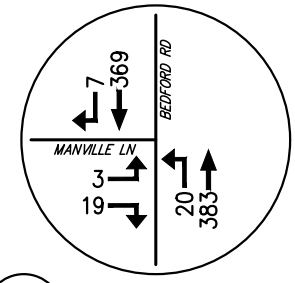
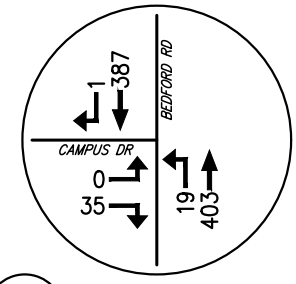


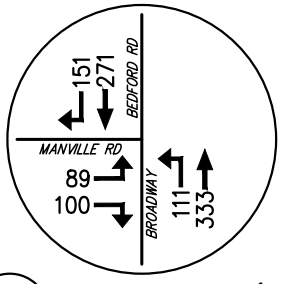

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



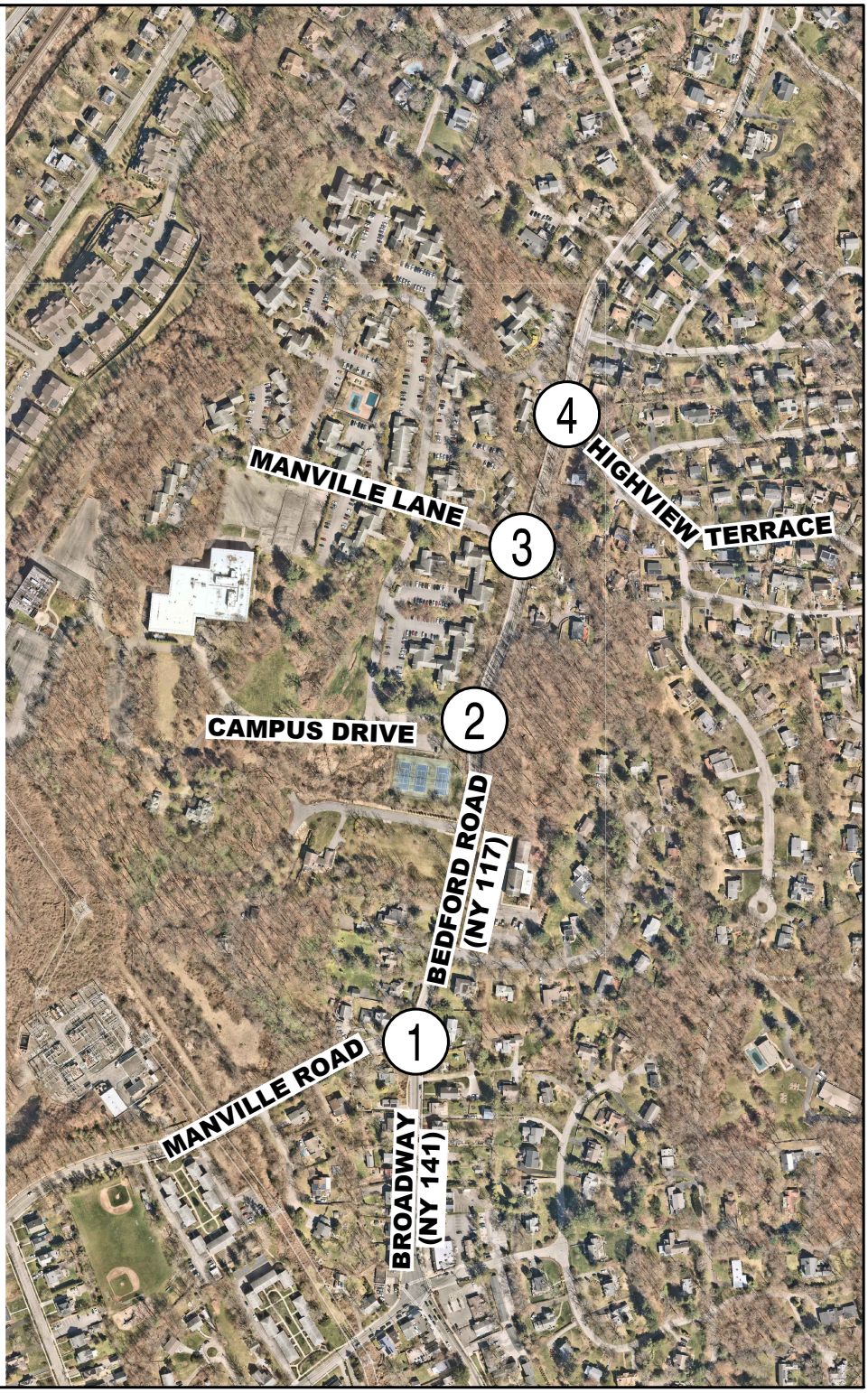

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2029 NO BUILD VOLUMES

PEAK WEEKDAY AM HOUR (7:45 - 8:45)

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 03 SCALE: 1" = 200'

120 BEDFORD RD
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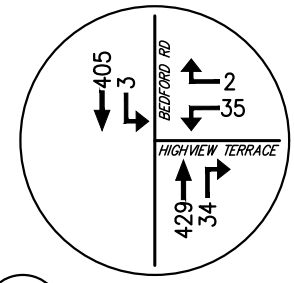
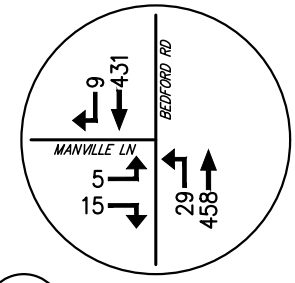



4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE

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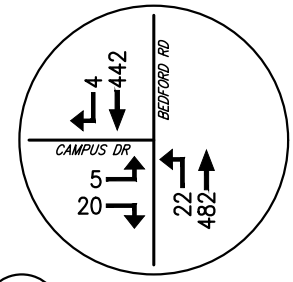


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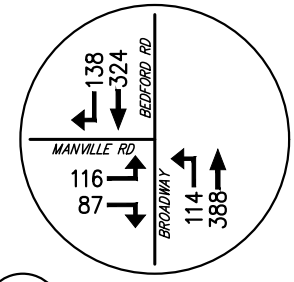


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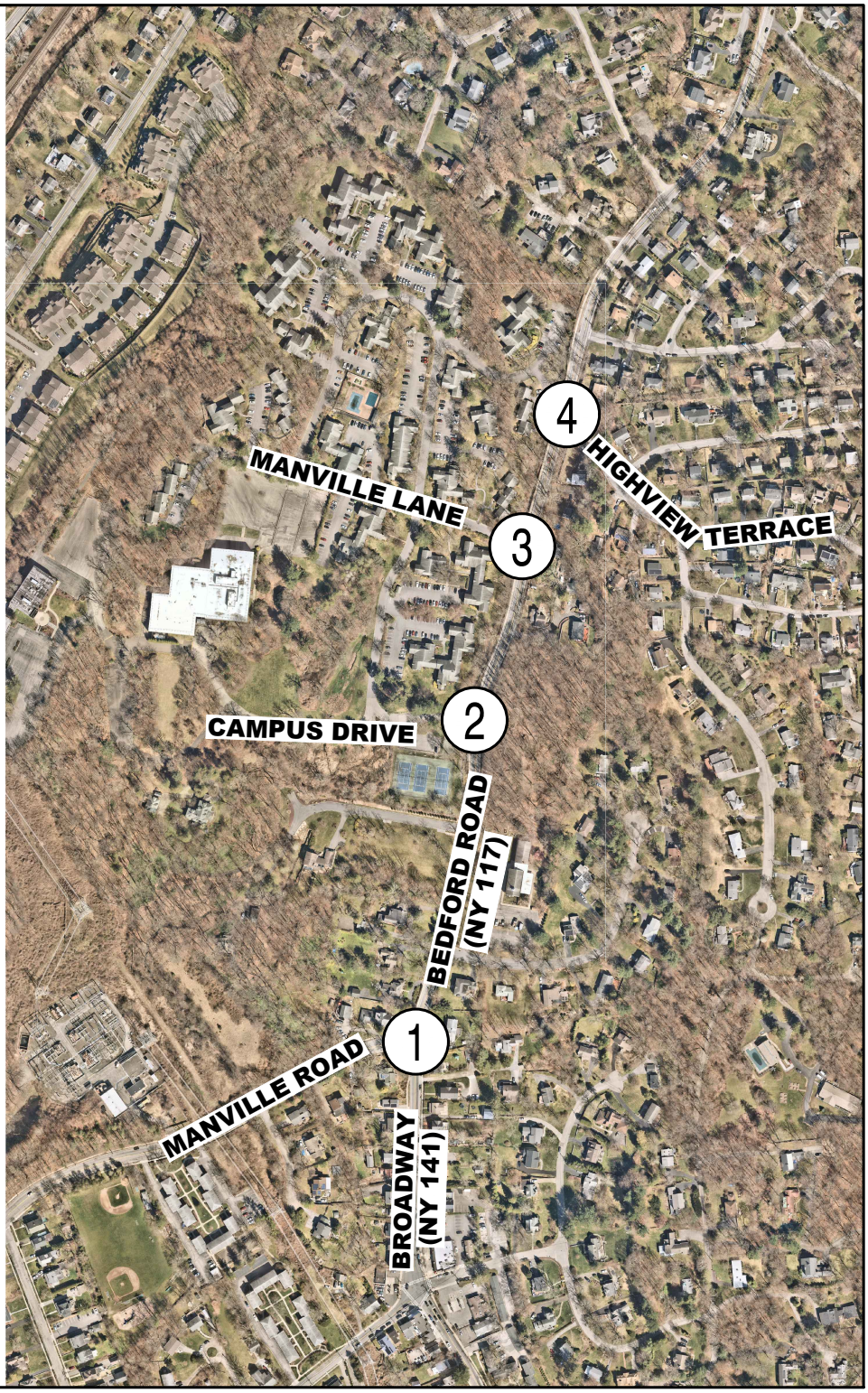


# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2029 NO BUILD VOLUMES

PEAK WEEKDAY PM HOUR (4:00 - 5:00)

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 04 SCALE: 1" = 200'

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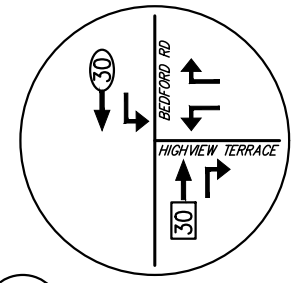
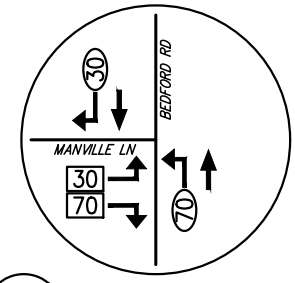
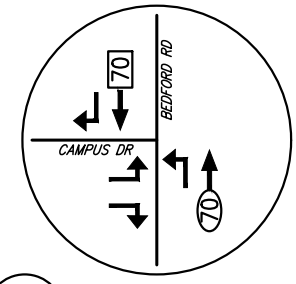


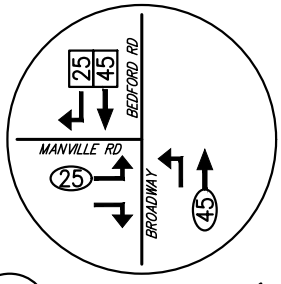

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



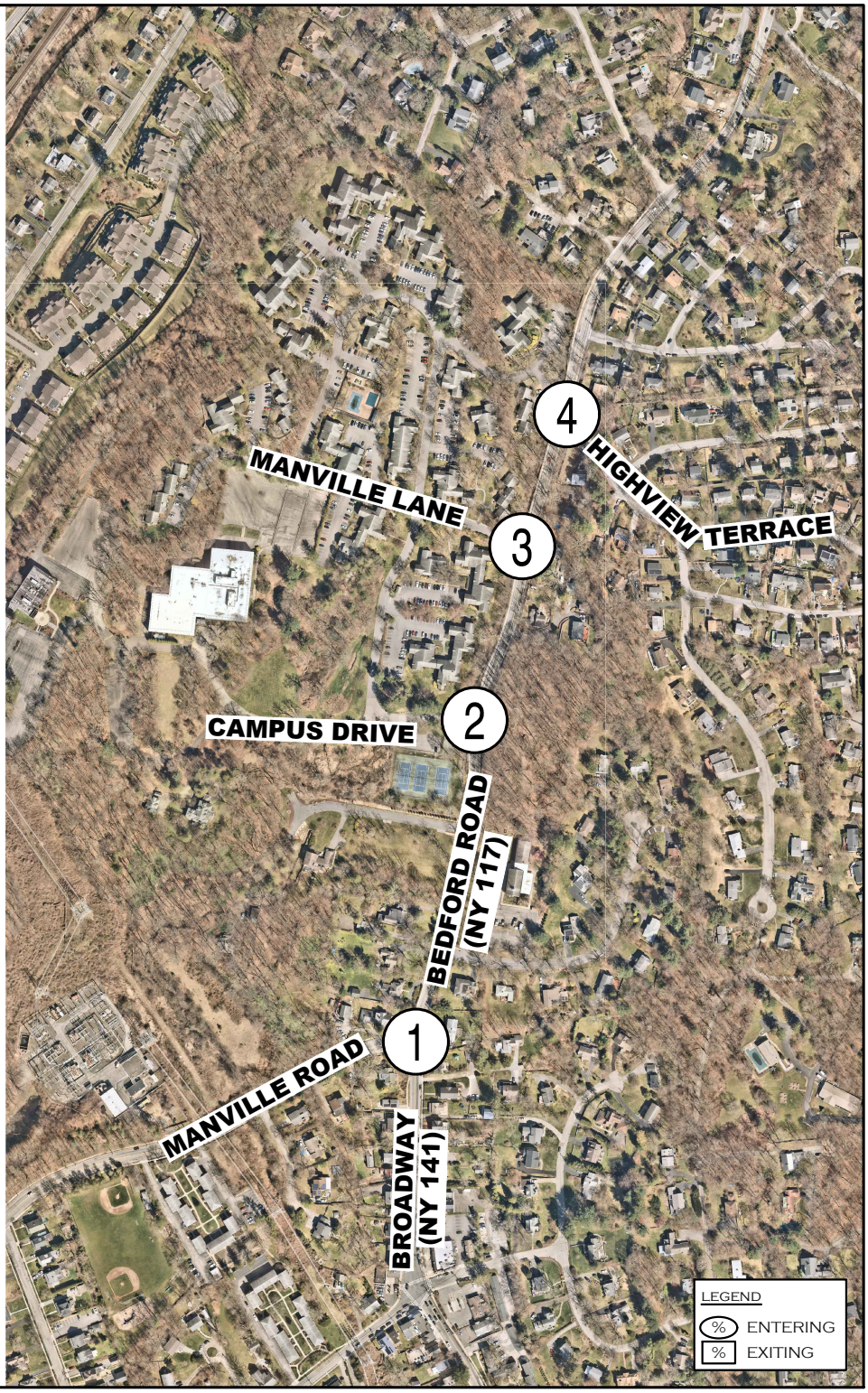

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## OFFICE PRIMARY TRIP DISTRIBUTIONS

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 05 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCPLLC.COM

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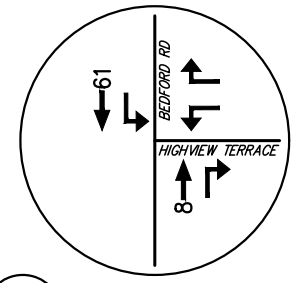
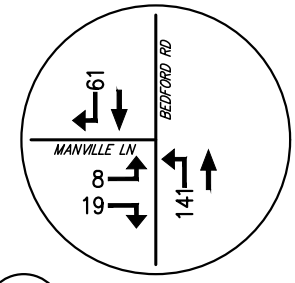
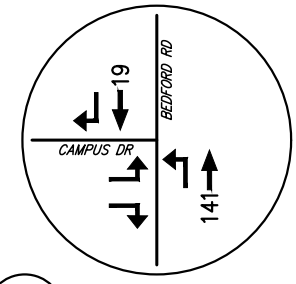


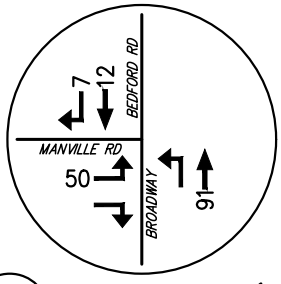

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



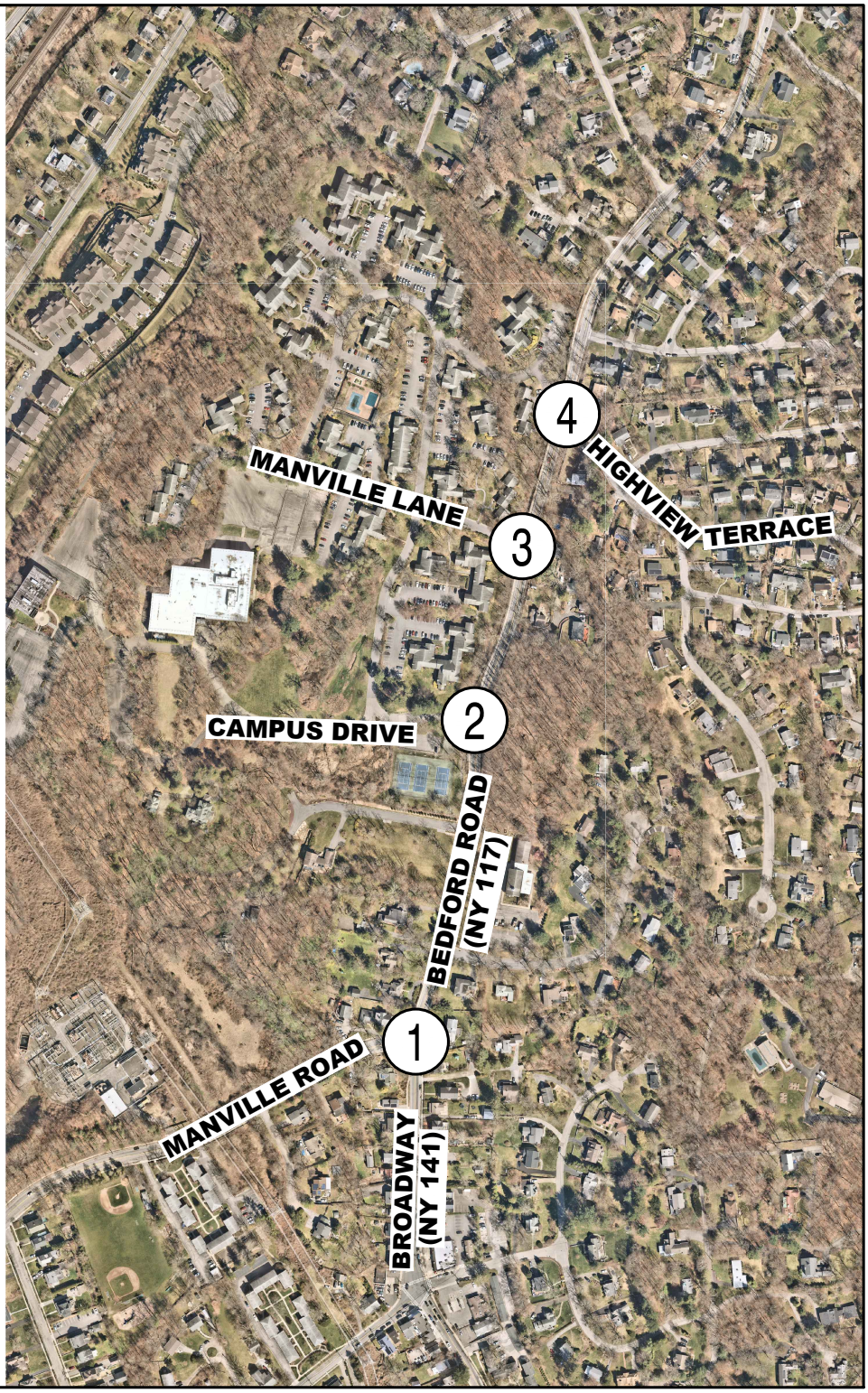

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## OFFICE REOCCUPANCY PRIMARY VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 06 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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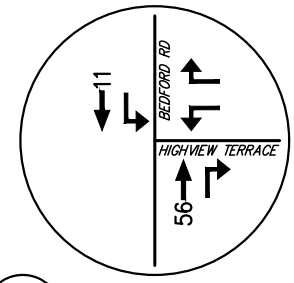
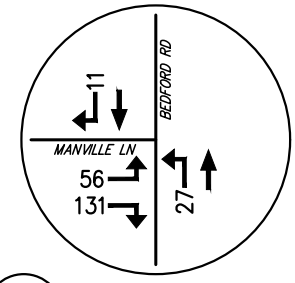
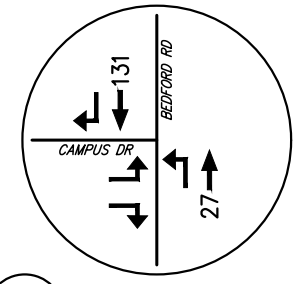


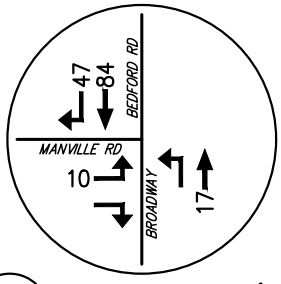

4 **BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE**



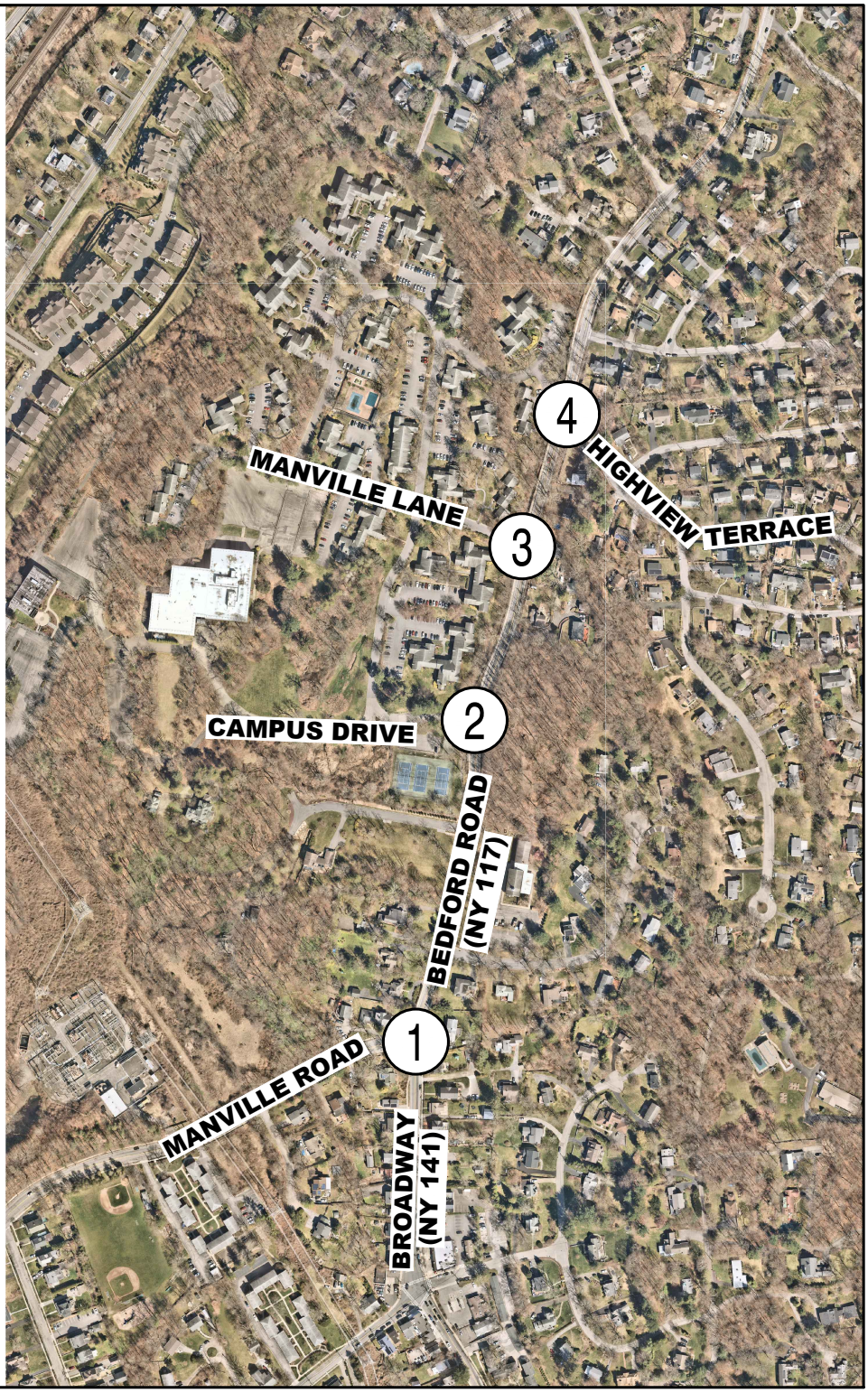

3 **BEDFORD ROAD (NY 117) & MANVILLE LANE**




2 **BEDFORD ROAD (NY 117) & CAMPUS DRIVE**




1 **BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD**




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## OFFICE REOCCUPANCY PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 07 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

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fax 273-2102

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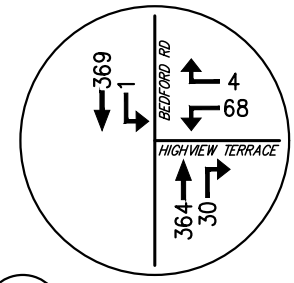
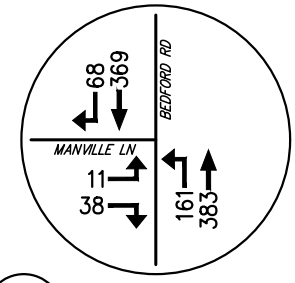
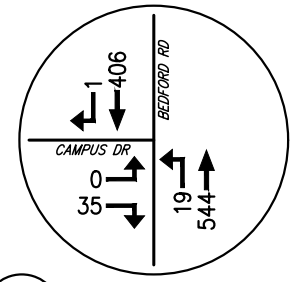


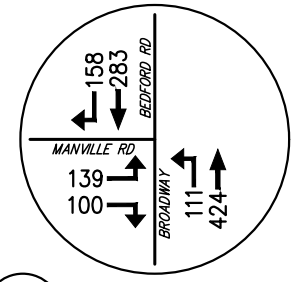

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



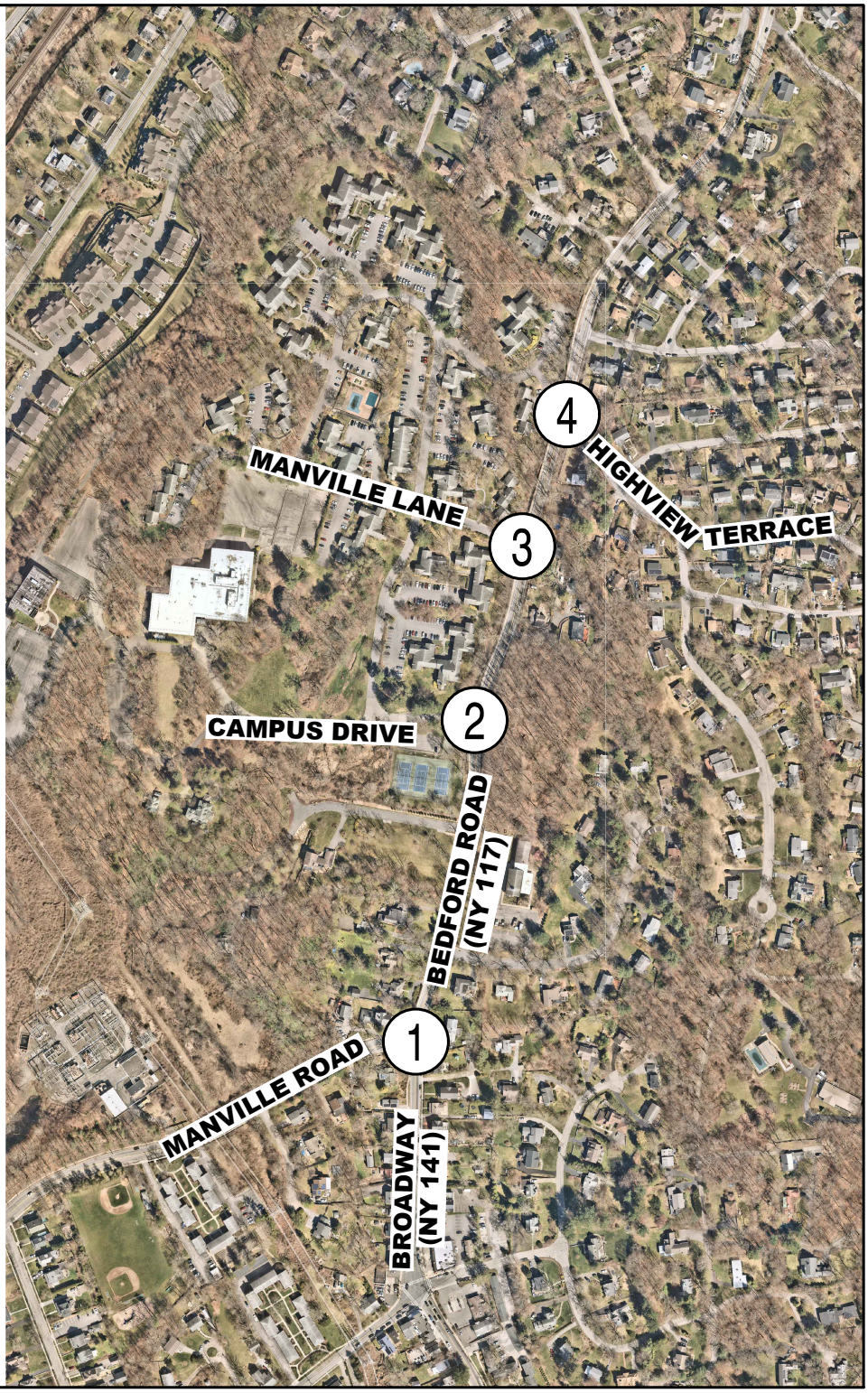

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2029 NO BUILD - OFFICE REOCCUPANCY VOLUMES

PEAK WEEKDAY AM HOUR (7:45 - 8:45)

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 08 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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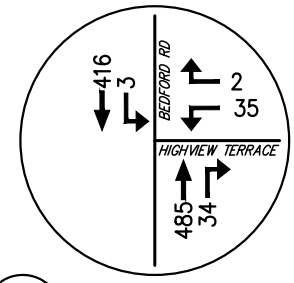
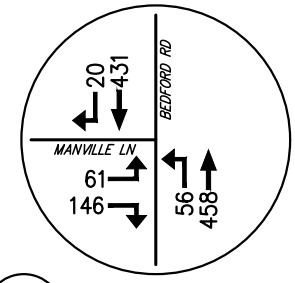
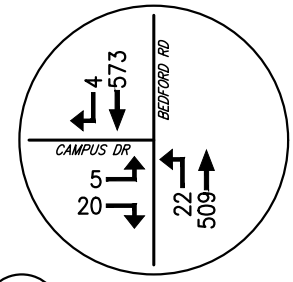


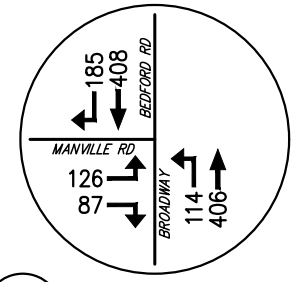

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



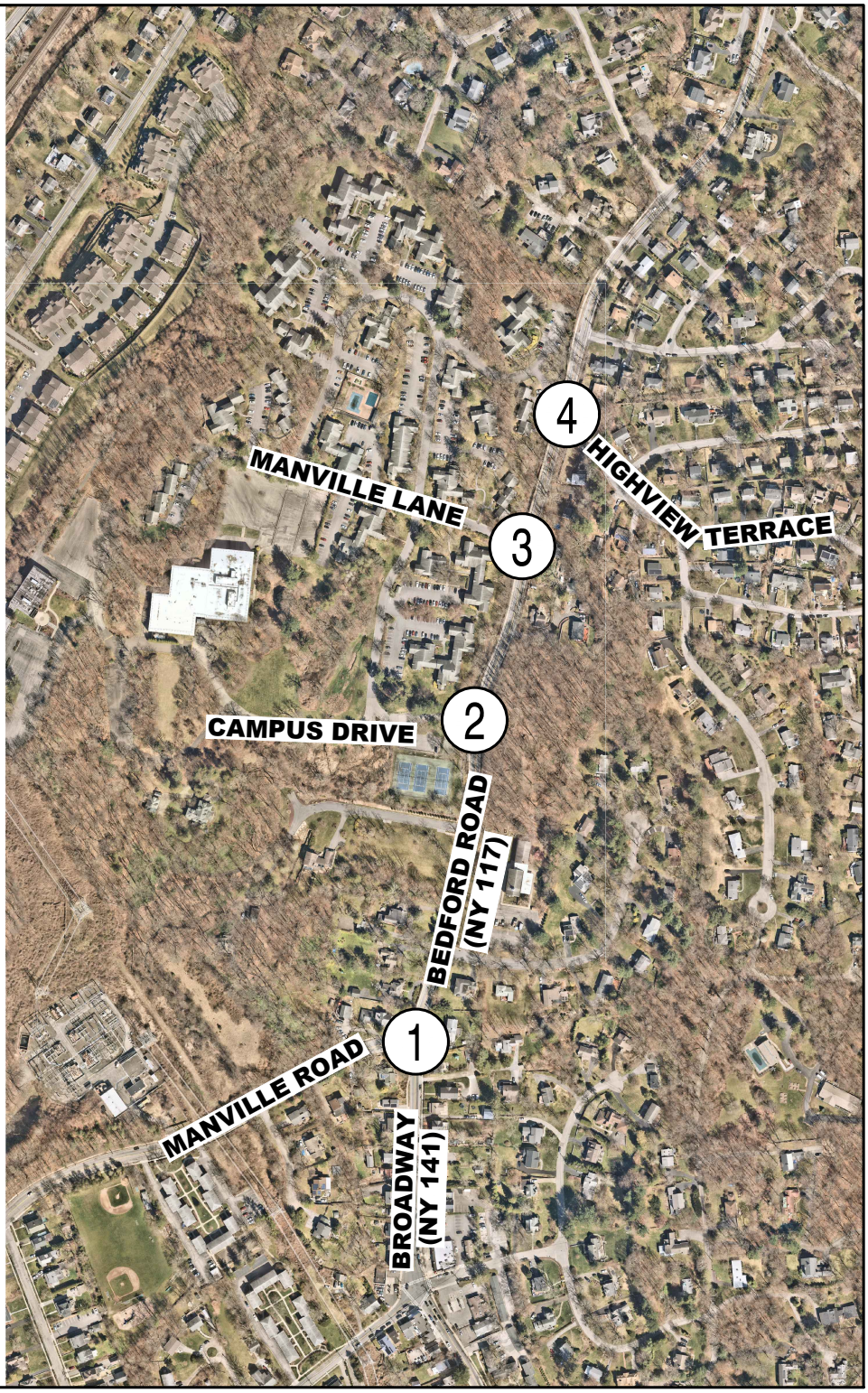

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2029 NO BUILD - OFFICE REOCCUPANCY VOLUMES

PEAK WEEKDAY PM HOUR (4:00 - 5:00)

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 09 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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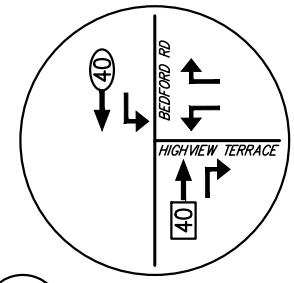
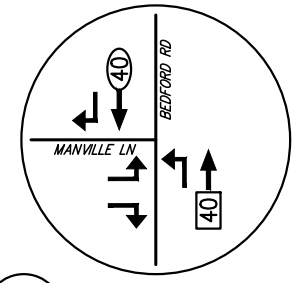
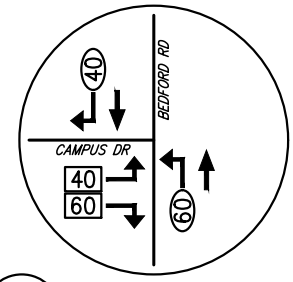


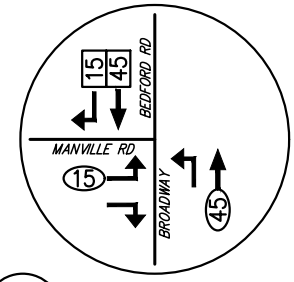

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



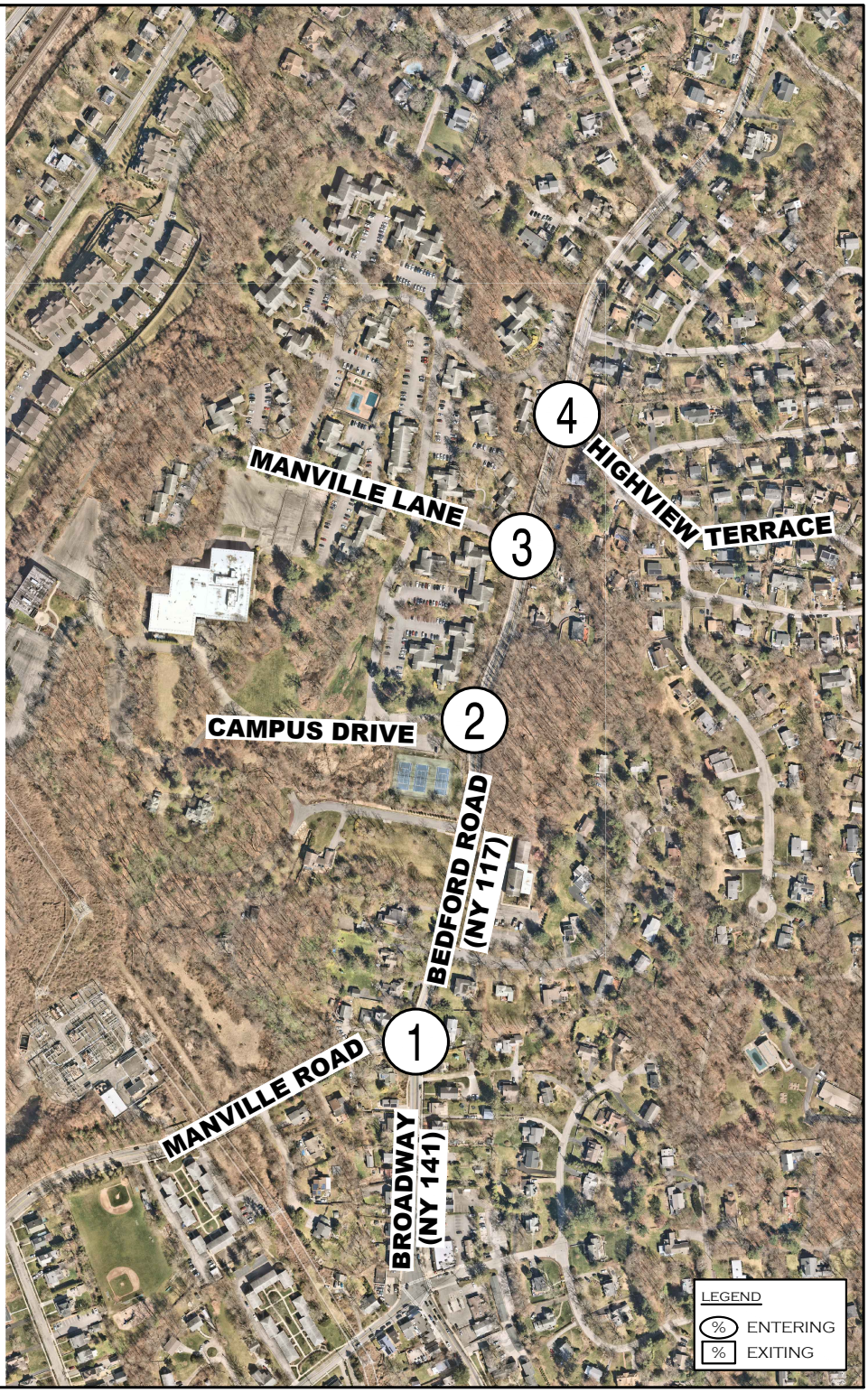

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## RESIDENTIAL PRIMARY TRIP DISTRIBUTIONS

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 10 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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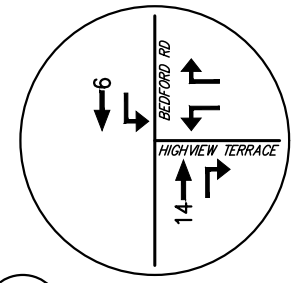
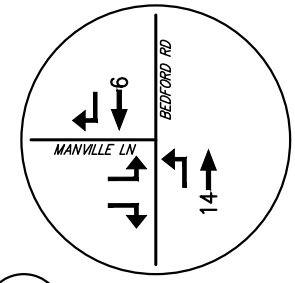
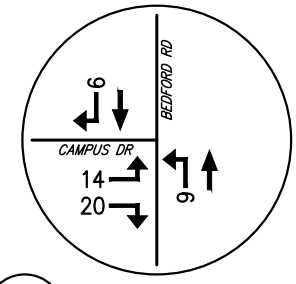


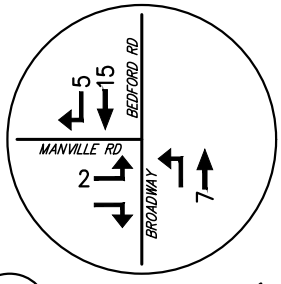

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



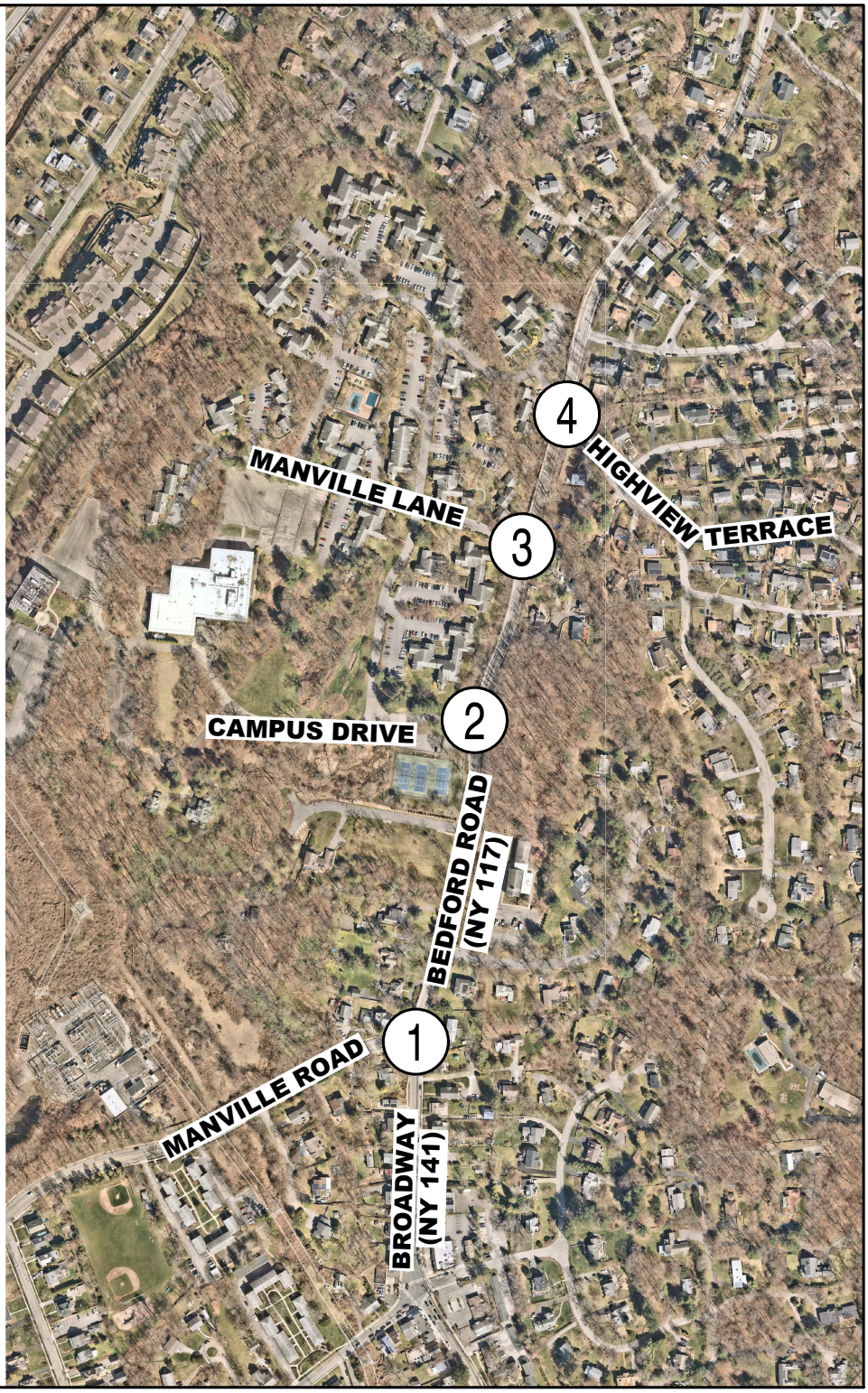

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## RESIDENTIAL PRIMARY VOLUMES

PEAK WEEKDAY AM HOUR

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 11 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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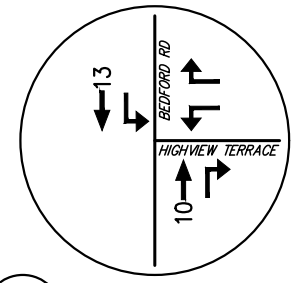
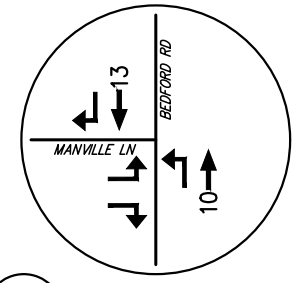
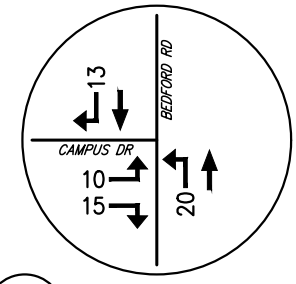


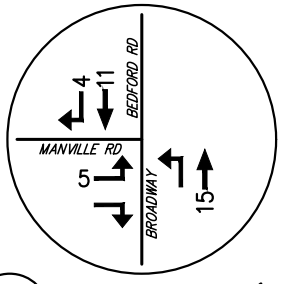

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



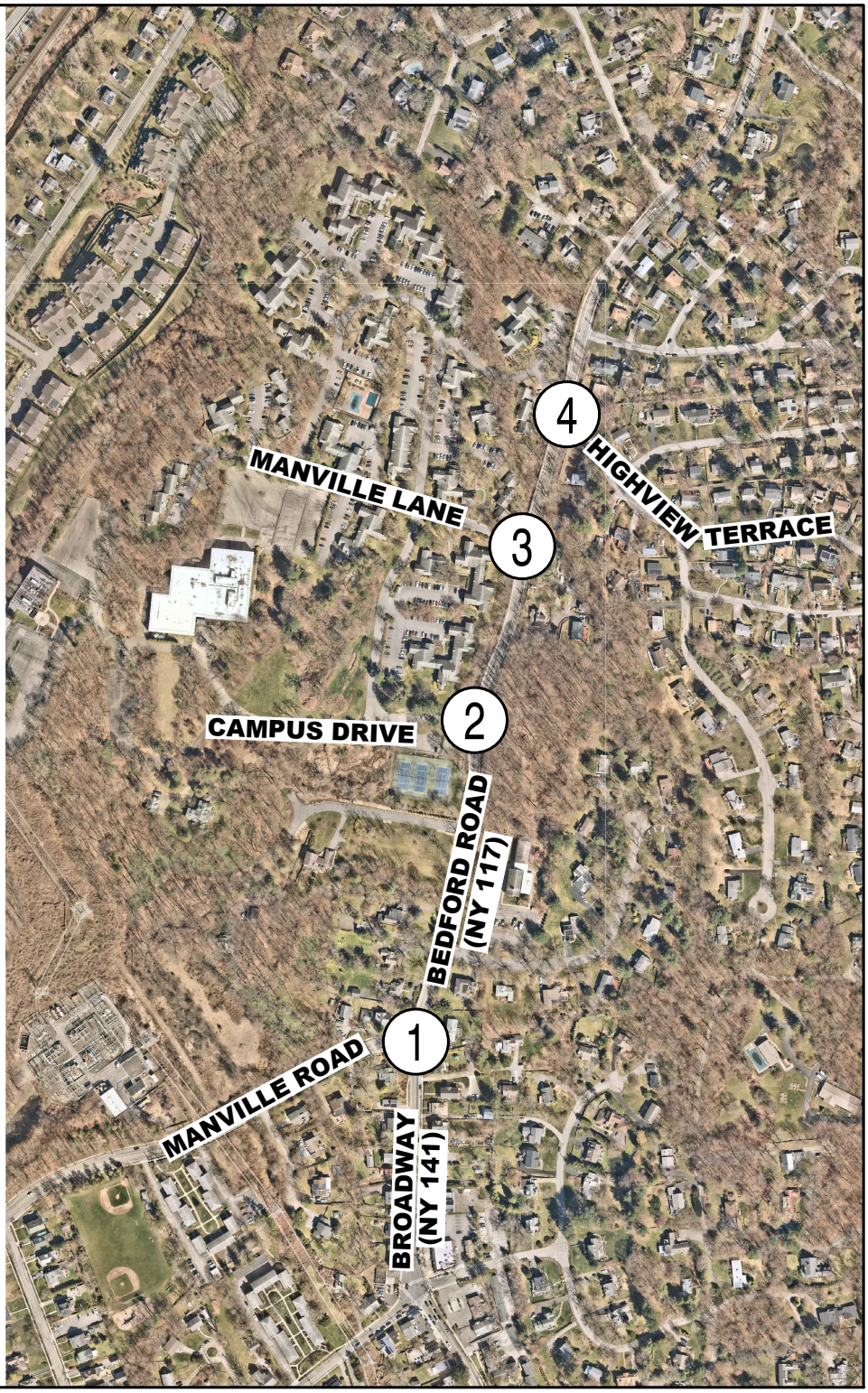

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## RESIDENTIAL PRIMARY VOLUMES

PEAK WEEKDAY PM HOUR

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 12 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
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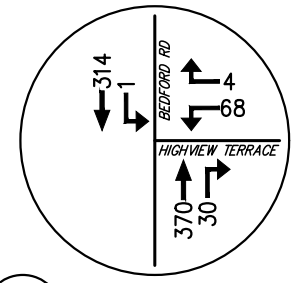
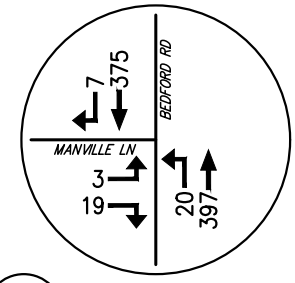
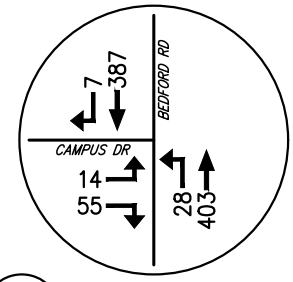


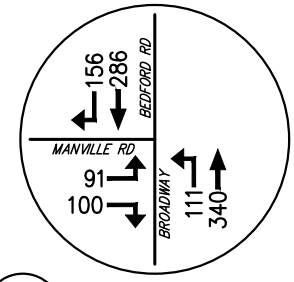

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



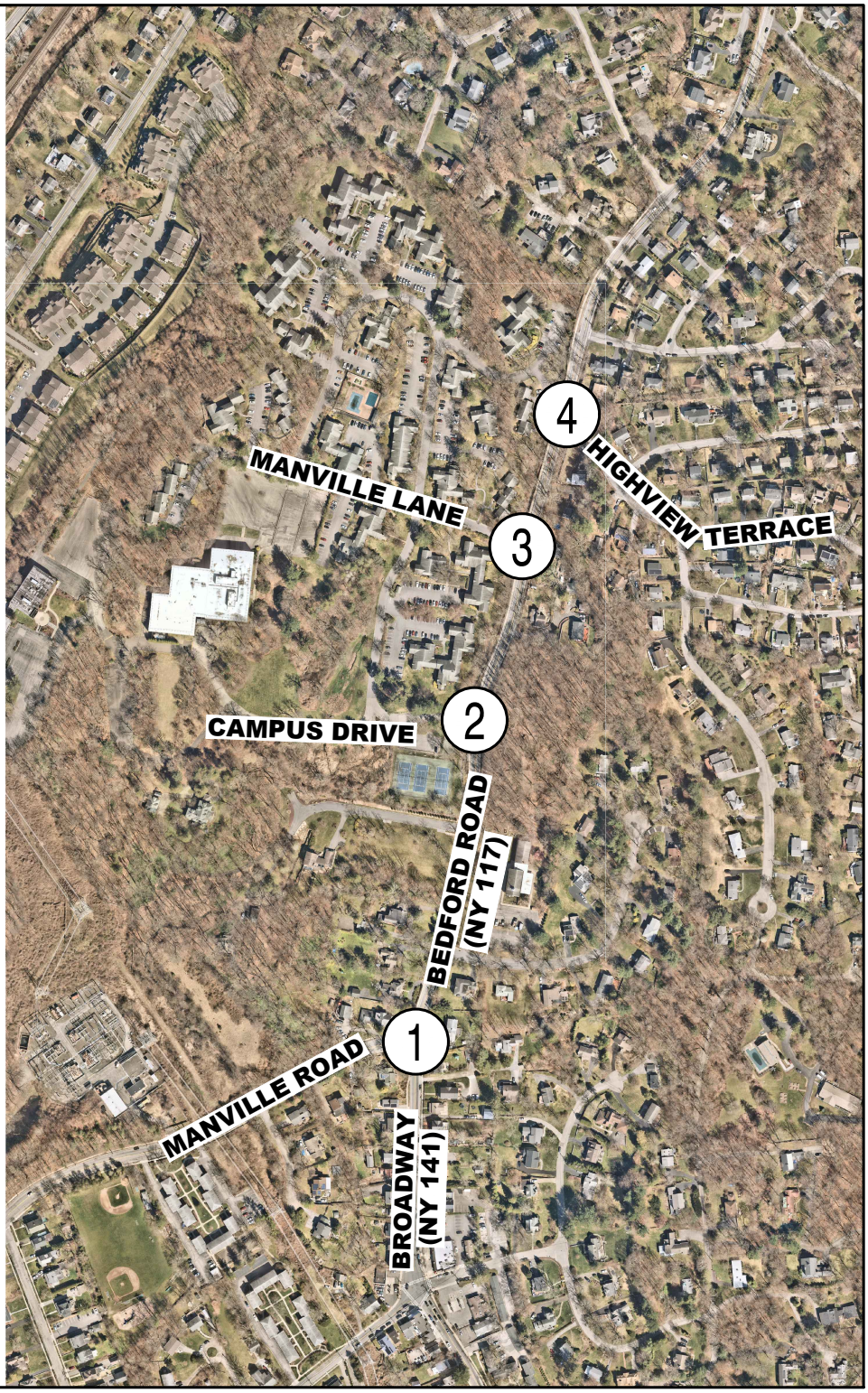

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2029 BUILD VOLUMES

PEAK WEEKDAY AM HOUR (7:45 - 8:45)

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 13 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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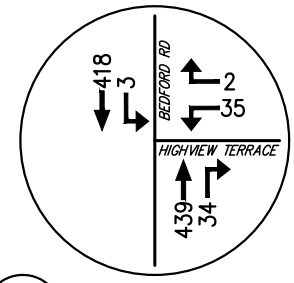
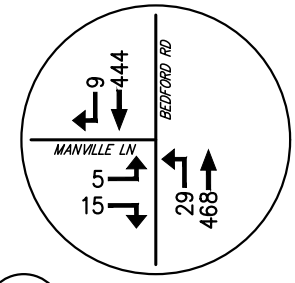
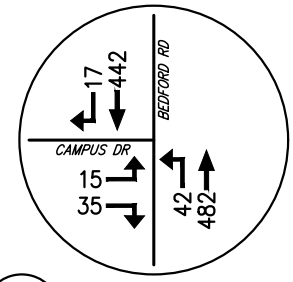


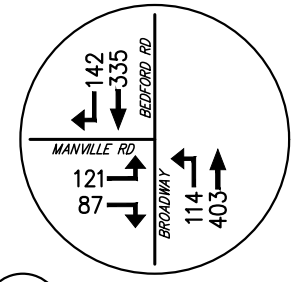

4 BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE



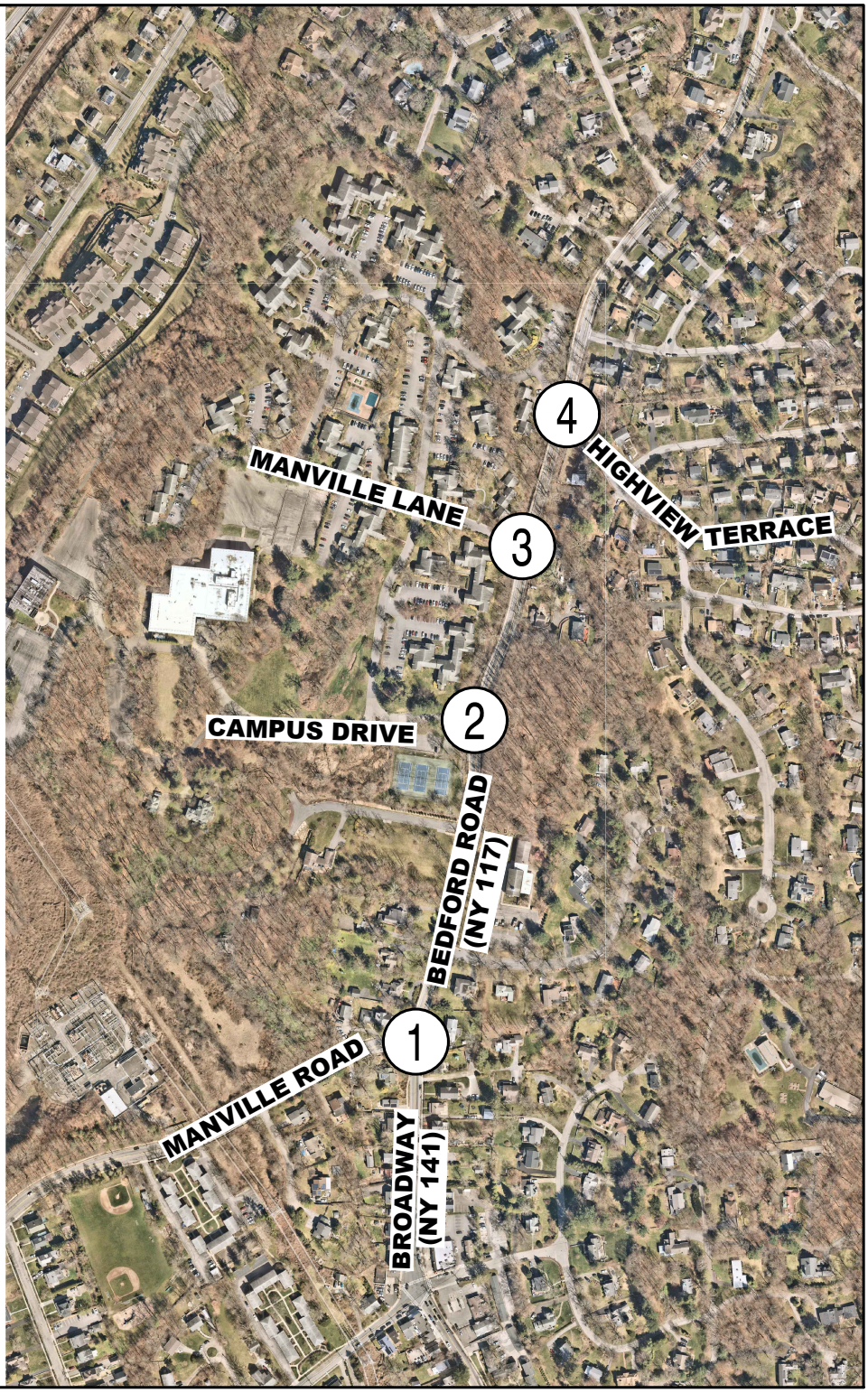

3 BEDFORD ROAD (NY 117) & MANVILLE LANE




2 BEDFORD ROAD (NY 117) & CAMPUS DRIVE




1 BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2029 BUILD VOLUMES

PEAK WEEKDAY PM HOUR (4:00 - 5:00)

DATE: 12/2025 JMC PROJECT: 24096

FIGURE: 14 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
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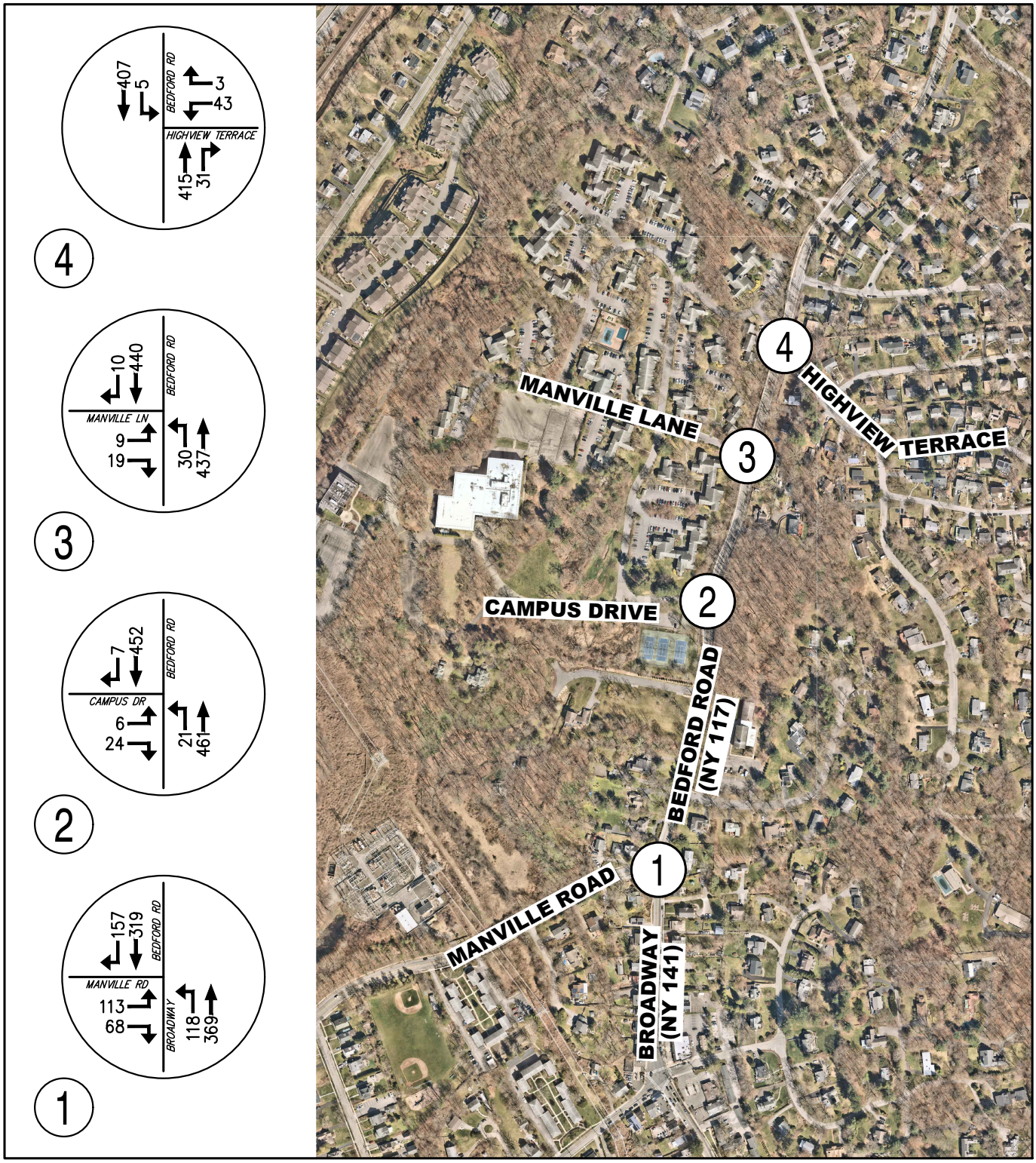


# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2025 BASE VOLUMES

PEAK WEEKDAY SCHOOL PM HOUR (3:45 - 4:45)

DATE: 08/2026 JMC PROJECT: 24096

FIGURE: 15 SCALE: 1" = 200'

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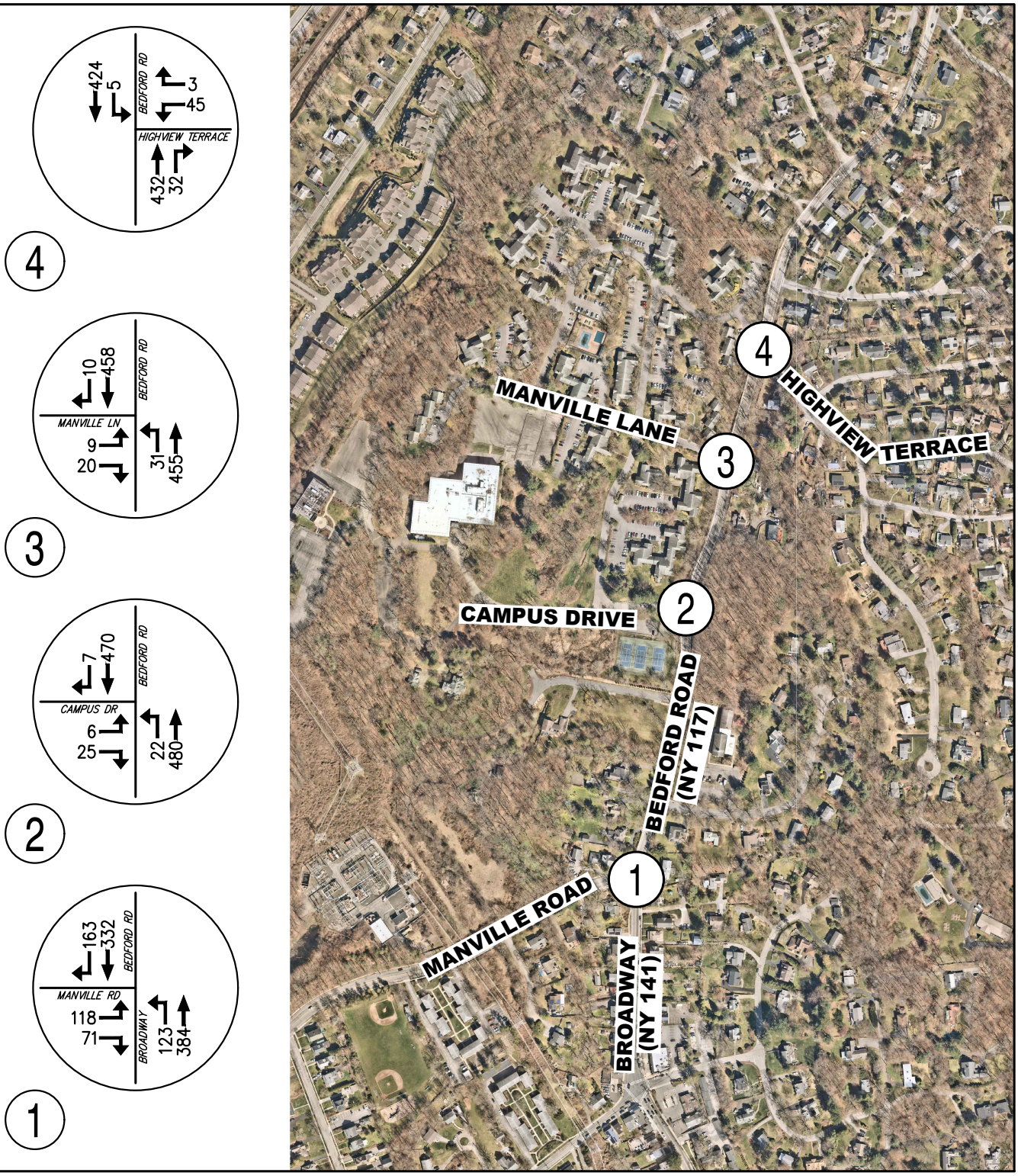


# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2029 NO BUILD VOLUMES

PEAK WEEKDAY SCHOOL PM HOUR (3:45 - 4:45)

DATE: 08/2026 JMC PROJECT: 24096

FIGURE: 16 SCALE: 1" = 200'

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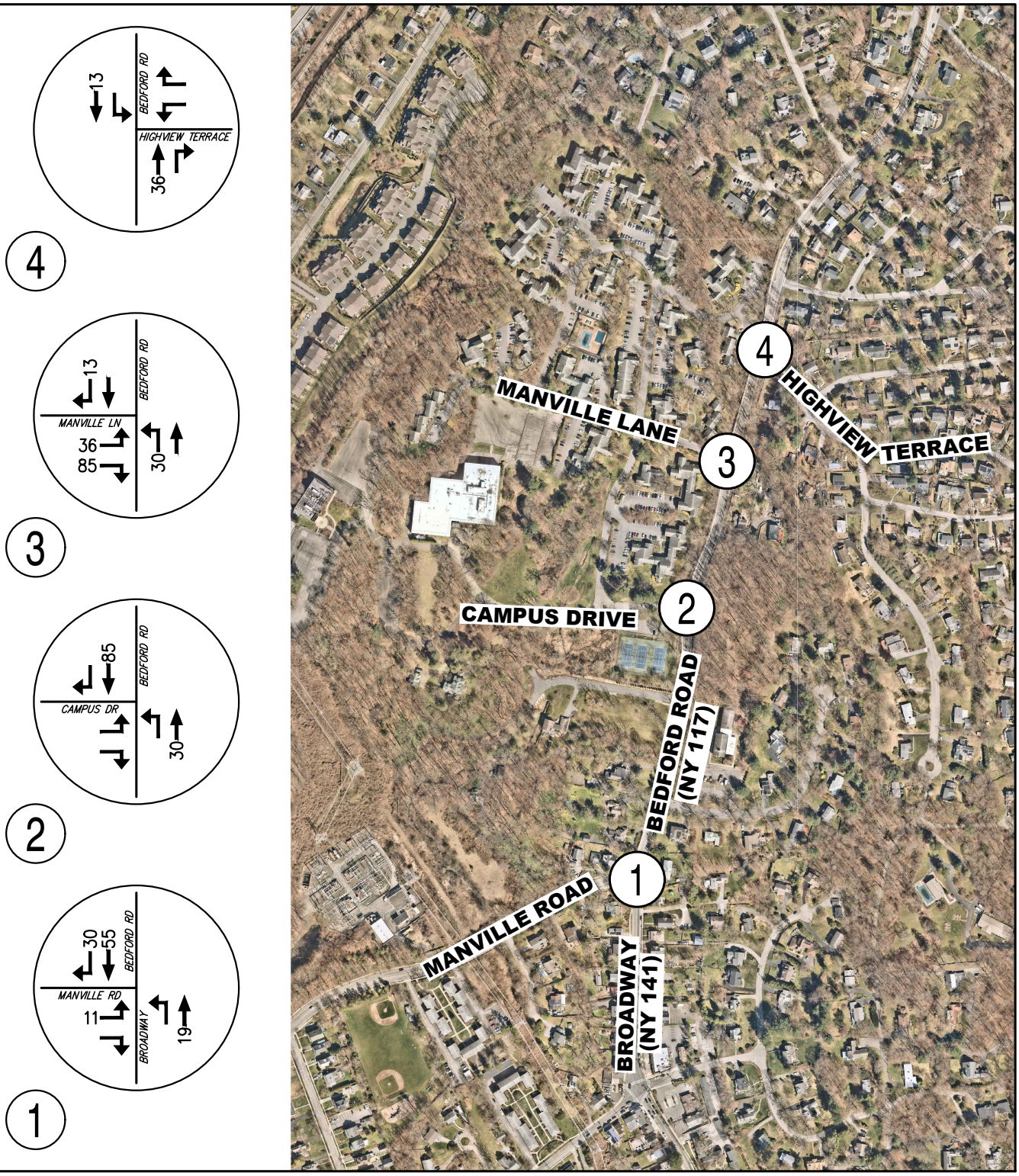


# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## OFFICE REOCCUPANCY PRIMARY VOLUMES

PEAK WEEKDAY SCHOOL PM HOUR

DATE: 08/2026 JMC PROJECT: 24096

FIGURE: 17 SCALE: 1" = 200'

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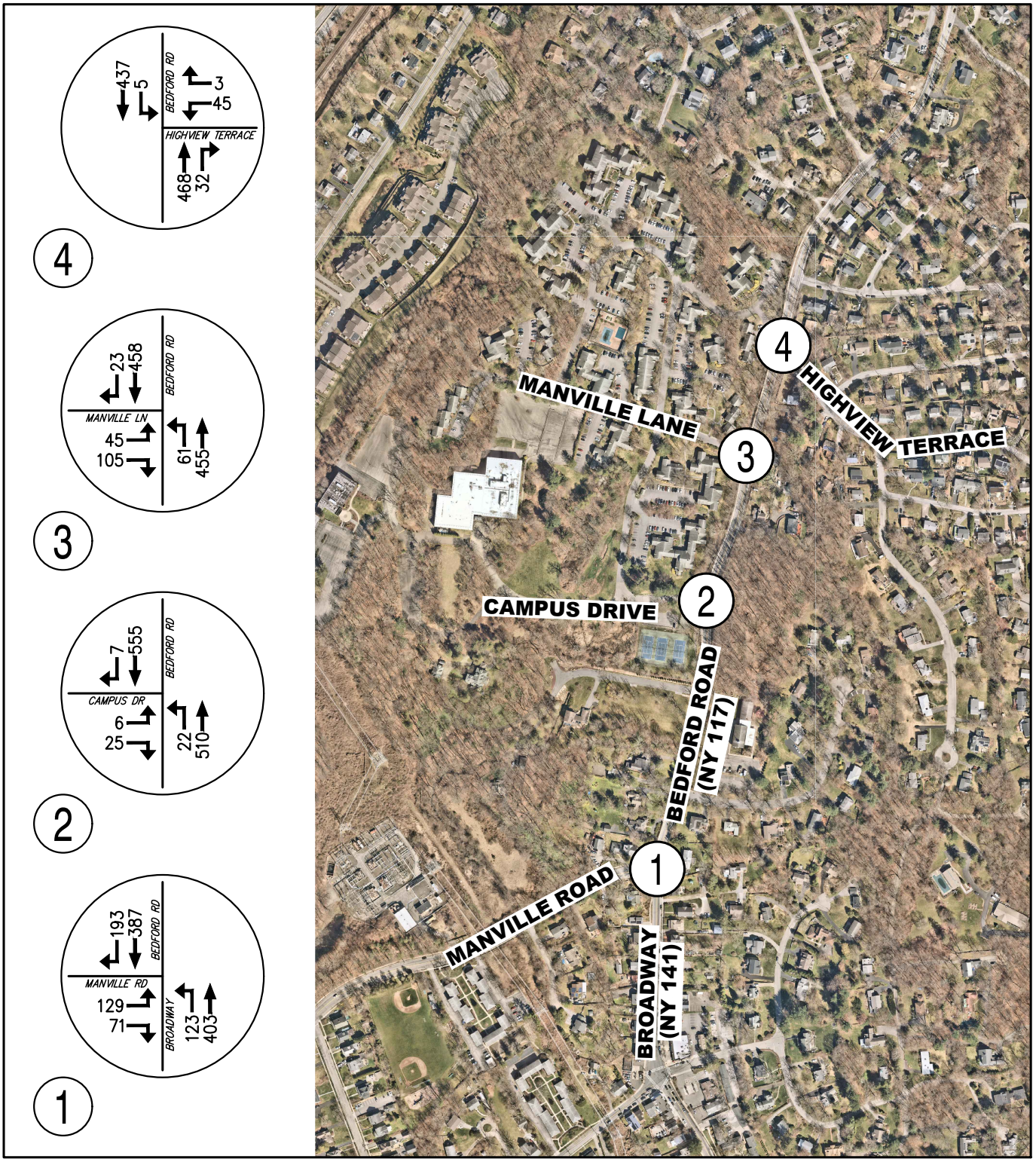


# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2029 NO BUILD - OFFICE REOCCUPANCY VOLUMES

PEAK WEEKDAY SCHOOL PM HOUR (3:45 - 4:45)

DATE: 08/2026 JMC PROJECT: 24096

FIGURE: 18 SCALE: 1" = 200'

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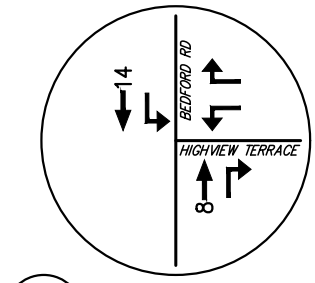


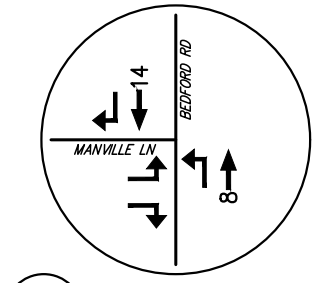


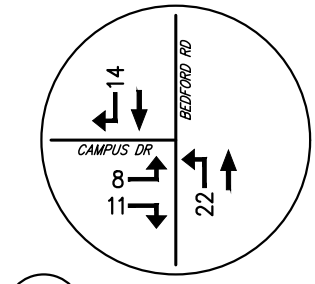


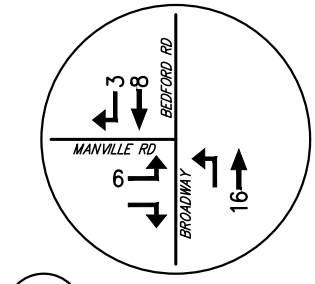


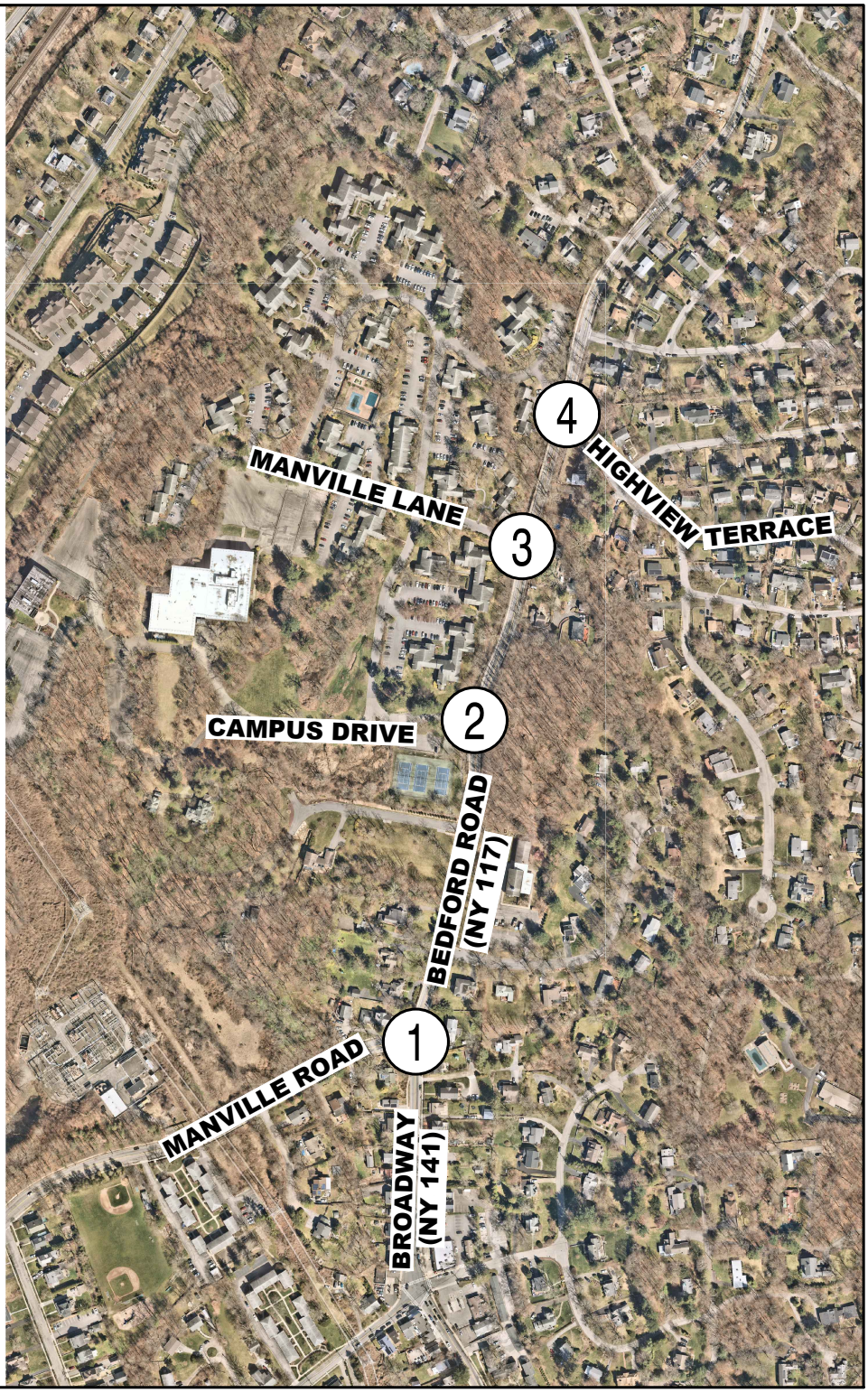


# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## RESIDENTIAL PRIMARY VOLUMES

PEAK WEEKDAY SCHOOL PM HOUR

DATE: 08/2026 JMC PROJECT: 24096

FIGURE: 19 SCALE: 1" = 200'

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NY 10504

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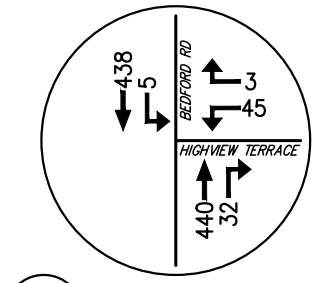


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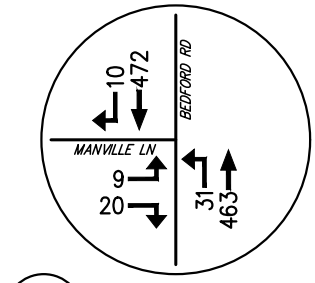
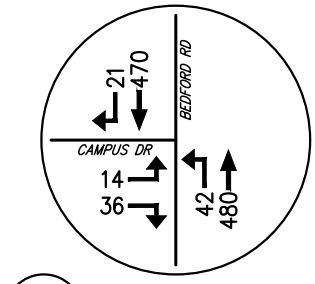



3

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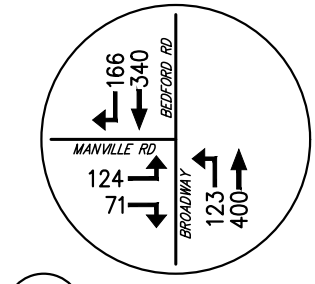
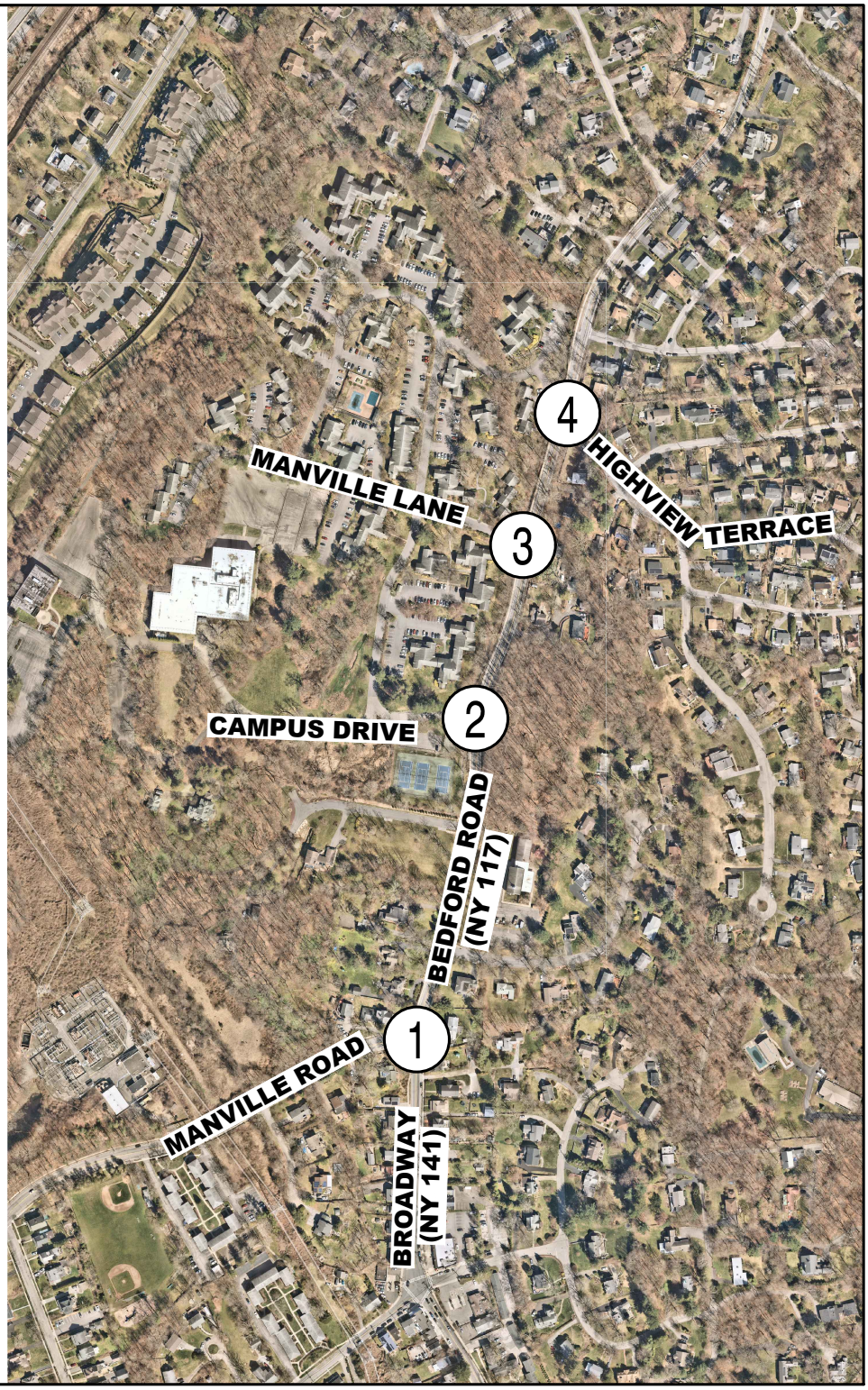



1




# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## 2029 BUILD VOLUMES

PEAK WEEKDAY SCHOOL PM HOUR (3:45 - 4:45)

DATE: 08/2026 JMC PROJECT: 24096

FIGURE: 20 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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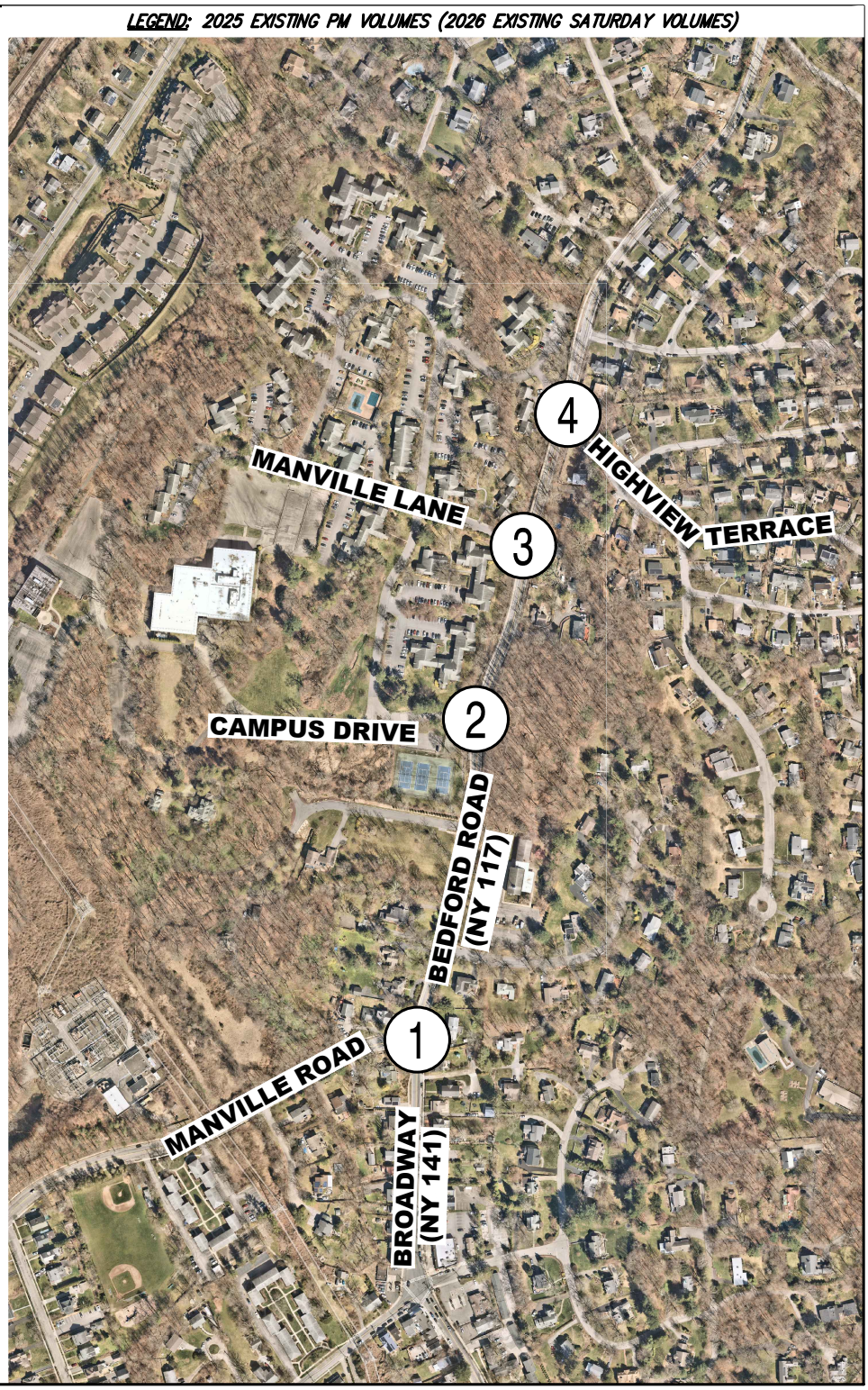
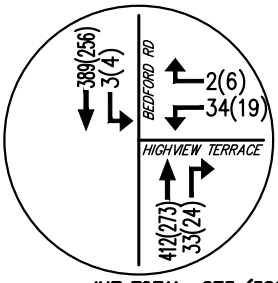
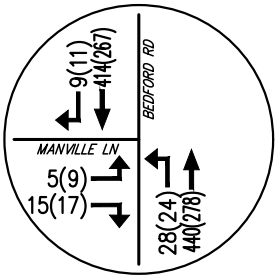


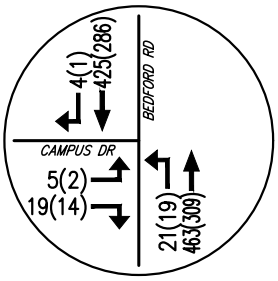

**INT TOTAL: 873 (582)**

4 **BEDFORD ROAD (NY 117) & HIGHVIEW TERRACE**



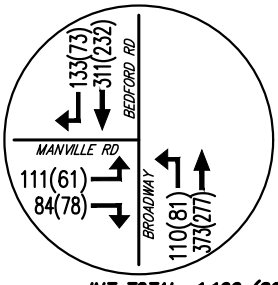

**INT TOTAL: 911 (606)**

3 **BEDFORD ROAD (NY 117) & MANVILLE LANE**




**INT TOTAL: 937 (531)**

2 **BEDFORD ROAD (NY 117) & CAMPUS DRIVE**




**INT TOTAL: 1,122 (802)**

1 **BEDFORD ROAD (NY 117)/BROADWAY (NY 141) & MANVILLE ROAD**

# CAMPUS DRIVE REDEVELOPMENT

1 & 3 CAMPUS DRIVE, 8 CAREY COURT VILLAGE OF PLEASANTVILLE, NEW YORK

## EXISTING VOLUMES COMPARISON

DATE: 08/2026 JMC PROJECT: 24096

FIGURE: 21 SCALE: 1" = 200'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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# *APPENDIX C*

# *TRAFFIC COUNT DATA*

| DATE: | 5/9/2025, 12/3/2025 5/7/2026 |
|---|---|
| PERIOD: | 7:00-9:00 AM 2:00-6:00 PM |

**PEAK HOUR CALCULATIONS - DO NOT EDIT THIS SHEET**

| JOB NO: | 24096 |
|---|---|
| NAME: | Traffic Databank |

| TIME | CLASS | TOTAL INT. 1 | TOTAL INT. 2 | TOTAL INT. 3 | TOTAL INT. 4 | TOTAL INT. | TOTAL INT. | TOTAL INT. | TOTAL INT. | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 - 8:00 AM | TOTAL | 709 | 560 | 412 | 482 | | | | | 2,163 |
| | TRUCK | | | | | | | | | |
| 7:15 - 8:15 AM | TOTAL | 846 | 662 | 522 | 588 | | | | | 2,618 |
| | TRUCK | | | | | | | | | |
| 7:30 - 8:30 AM | TOTAL | 969 | 797 | 594 | 648 | | | | | 3,008 |
| | TRUCK | | | | | | | | | |
| 7:45 - 8:45 AM | TOTAL | 1,011 | 806 | 693 | 653 | | | | | 3,163 |
| | TRUCK | | | | | | | | | |
| 8:00 - 9:00 AM | TOTAL | 936 | 750 | 726 | 674 | | | | | 3,086 |
| | TRUCK | | | | | | | | | |
| | | | | | | | | | | |
| 2:00 - 3:00 PM | TOTAL | 821 | 679 | 638 | 615 | | | | | 2,753 |
| | TRUCK | | | | | | | | | |
| 2:15 - 3:15 PM | TOTAL | 915 | 758 | 716 | 682 | | | | | 3,071 |
| | TRUCK | | | | | | | | | |
| 2:30 - 3:30 PM | TOTAL | 966 | 797 | 768 | 730 | | | | | 3,261 |
| | TRUCK | | | | | | | | | |
| 2:45 - 3:45 PM | TOTAL | 1,006 | 860 | 811 | 769 | | | | | 3,446 |
| | TRUCK | | | | | | | | | |
| 3:00 - 4:00 PM | TOTAL | 1,101 | 944 | 920 | 871 | | | | | 3,836 |
| | TRUCK | | | | | | | | | |
| 3:15 - 4:15 PM | TOTAL | 1,106 | 954 | 923 | 845 | | | | | 3,828 |
| | TRUCK | | | | | | | | | |
| 3:30 - 4:30 PM | TOTAL | 1,119 | 960 | 924 | 849 | | | | | 3,852 |
| | TRUCK | | | | | | | | | |
| 3:45 - 4:45 PM | TOTAL | 1,144 | 954 | 913 | 866 | | | | | 3,877 |
| | TRUCK | | | | | | | | | |
| | | | | | | | | | | |
| 4:00 - 5:00 PM | TOTAL | 1,121 | 914 | 861 | 832 | | | | | 3,728 |
| | TRUCK | | | | | | | | | |
| 4:15 - 5:15 PM | TOTAL | 1,096 | 905 | 789 | 904 | | | | | 3,694 |
| | TRUCK | | | | | | | | | |
| 4:30 - 5:30 PM | TOTAL | 1,087 | 905 | 755 | 921 | | | | | 3,668 |
| | TRUCK | | | | | | | | | |
| 4:45 - 5:45 PM | TOTAL | 1,096 | 914 | 685 | 928 | | | | | 3,623 |
| | TRUCK | | | | | | | | | |
| 5:00 - 6:00 PM | TOTAL | 1,036 | 890 | 576 | 945 | | | | | 3,447 |
| | TRUCK | | | | | | | | | |

| | | | |
|---|---|---|---|
| DATE: | 5/9/2025<br>5/7/2026 (2-4PM) | JOB NO: | 24096 |
| PERIOD: | 7:00-9:00 AM<br>2:00-6:00 PM | NAME: | JMC (IY)<br>Traffic Databank |
| LOCATION: | Bedford Road & Manville Road | INT #: | 1 |

**CALCULATIONS - DO NOT EDIT THIS SHEET**

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 7:00 - 7:15 AM | TOTAL | 11 | | 7 | | | | 10 | 20 | | | 25 | 16 | 89 | 0 | | | | | |
| | TRUCK | 1 | | 0 | | | | 0 | 1 | | | 0 | 0 | | 0 | | | | | |
| 7:15 - 7:30 AM | TOTAL | 10 | | 16 | | | | 13 | 35 | | | 41 | 18 | 133 | 1 | | | | 1 | |
| | TRUCK | 1 | | 0 | | | | 0 | 1 | | | 0 | 0 | | 2 | | | | 2 | |
| 7:30 - 7:45 AM | TOTAL | 13 | | 25 | | | | 18 | 43 | | | 68 | 26 | 193 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 1 | 0 | | | 0 | 1 | | 0 | | | | | |
| 7:45 - 8:00 AM | TOTAL | 20 | | 27 | | | | 21 | 85 | | | 93 | 48 | 294 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 2 | 0 | | 0 | | | | | |
| 8:00 - 8:15 AM | TOTAL | 16 | | 30 | | | | 25 | 72 | | | 53 | 30 | 226 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 1 | 0 | | | 2 | 0 | | 0 | | | | | |
| 8:15 - 8:30 AM | TOTAL | 29 | | 20 | | | | 40 | 70 | | | 57 | 40 | 256 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 1 | | | 1 | 0 | | 0 | | | | | |
| 8:30 - 8:45 AM | TOTAL | 20 | | 19 | | | | 21 | 91 | | | 57 | 27 | 235 | 0 | | | | | |
| | TRUCK | 2 | | 0 | | | | 0 | 2 | | | 1 | 0 | | 0 | | | | | |
| 8:45 - 9:00 AM | TOTAL | 22 | | 12 | | | | 21 | 78 | | | 59 | 27 | 219 | 3 | | | | 3 | |
| | TRUCK | 0 | | 0 | | | | 1 | 2 | | | 0 | 1 | | 0 | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 2:00 - 2:15 PM | TOTAL | 13 | | 11 | | | | 16 | 57 | | | 58 | 29 | 184 | 2 | | | | 2 | |
| | TRUCK | 3 | | 0 | | | | 0 | 5 | | | 5 | 0 | | | | | | | |
| 2:15 - 2:30 PM | TOTAL | 19 | | 11 | | | | 26 | 65 | | | 57 | 20 | 198 | 1 | | | | 1 | |
| | TRUCK | 2 | | 2 | | | | 4 | 3 | | | 5 | 1 | | | | | | | |
| 2:30 - 2:45 PM | TOTAL | 13 | | 13 | | | | 22 | 64 | | | 62 | 37 | 211 | 4 | | | | 4 | |
| | TRUCK | 2 | | 0 | | | | 2 | 7 | | | 3 | 3 | | | | | | | |
| 2:45 - 3:00 PM | TOTAL | 18 | | 17 | | | | 28 | 72 | | | 62 | 31 | 228 | 1 | | | | 1 | |
| | TRUCK | 1 | | 1 | | | | 2 | 5 | | | 3 | 2 | | | | | | | |
| 3:00 - 3:15 PM | TOTAL | 37 | | 28 | | | | 18 | 85 | | | 76 | 34 | 278 | 1 | | | | 1 | |
| | TRUCK | 0 | | 2 | | | | 1 | 5 | | | 10 | 0 | | | | | | | |
| 3:15 - 3:30 PM | TOTAL | 30 | | 19 | | | | 22 | 92 | | | 69 | 17 | 249 | 2 | | | | 2 | |
| | TRUCK | 4 | | 1 | | | | 2 | 5 | | | 5 | 1 | | | | | | | |
| 3:30 - 3:45 PM | TOTAL | 39 | | 16 | | | | 14 | 92 | | | 65 | 25 | 251 | 5 | | | | 5 | |
| | TRUCK | 5 | | 0 | | | | 1 | 7 | | | 6 | 1 | | | | | | | |
| 3:45 - 4:00 PM | TOTAL | 31 | | 12 | | | | 35 | 96 | | | 87 | 62 | 323 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 3 | | | 7 | 5 | | | | | | | |

| DATE: | 5/9/2025<br>5/7/2026 (2-4PM) |
|---|---|
| PERIOD: | 7:00-9:00 AM<br>2:00-6:00 PM |
| LOCATION: | Bedford Road & Manville Road |

# PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

| JOB NO: | 24096 |
|---|---|
| NAME: | JMC (IY)<br>Traffic Databank |
| INT #: | 1 |

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 7:00 - 8:00 AM | TOTAL | 54 | | 75 | | | | 62 | 183 | | | 227 | 108 | 709 | 1 | | | | 1 | |
| | TRUCK | 4% | | 0% | | | | 2% | 2% | | | 1% | 1% | | 2 | | | | 2 | 0.60 |
| 7:15 - 8:15 AM | TOTAL | 59 | | 98 | | | | 77 | 235 | | | 255 | 122 | 846 | 1 | | | | 1 | |
| | TRUCK | 2% | | 0% | | | | 3% | 1% | | | 2% | 1% | | 2 | | | | 2 | 0.72 |
| 7:30 - 8:30 AM | TOTAL | 78 | | 102 | | | | 104 | 270 | | | 271 | 144 | 969 | | | | | | |
| | TRUCK | 0% | | 0% | | | | 2% | 1% | | | 2% | 1% | | | | | | | 0.82 |
| 7:45 - 8:45 AM | TOTAL | 85 | | 96 | | | | 107 | 318 | | | 260 | 145 | 1,011 | | | | | | |
| | TRUCK | 2% | | 0% | | | | 1% | 2% | | | 2% | 0% | | | | | | | 0.86 |
| 8:00 - 9:00 AM | TOTAL | 87 | | 81 | | | | 107 | 311 | | | 226 | 124 | 936 | 3 | | | | 3 | |
| | TRUCK | 2% | | 0% | | | | 2% | 2% | | | 2% | 1% | | | | | | | 0.91 |
| | | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM | TOTAL | 63 | | 52 | | | | 92 | 258 | | | 239 | 117 | 821 | 8 | | | | 8 | |
| | TRUCK | 13% | | 6% | | | | 9% | 8% | | | 7% | 5% | | | | | | | 0.90 |
| 2:15 - 3:15 PM | TOTAL | 87 | | 69 | | | | 94 | 286 | | | 257 | 122 | 915 | 7 | | | | 7 | |
| | TRUCK | 6% | | 7% | | | | 10% | 7% | | | 8% | 5% | | | | | | | 0.82 |
| 2:30 - 3:30 PM | TOTAL | 98 | | 77 | | | | 90 | 313 | | | 269 | 119 | 966 | 8 | | | | 8 | |
| | TRUCK | 7% | | 5% | | | | 8% | 7% | | | 8% | 5% | | | | | | | 0.87 |
| 2:45 - 3:45 PM | TOTAL | 124 | | 80 | | | | 82 | 341 | | | 272 | 107 | 1,006 | 9 | | | | 9 | |
| | TRUCK | 8% | | 5% | | | | 7% | 6% | | | 9% | 4% | | | | | | | 0.90 |
| 3:00 - 4:00 PM | TOTAL | 137 | | 75 | | | | 89 | 365 | | | 297 | 138 | 1,101 | 8 | | | | 8 | |
| | TRUCK | 7% | | 4% | | | | 4% | 5% | | | 9% | 5% | | | | | | | 0.85 |
| 3:15 - 4:15 PM | TOTAL | 133 | | 66 | | | | 94 | 370 | | | 307 | 136 | 1,106 | 7 | | | | 7 | |
| | TRUCK | 7% | | 2% | | | | 3% | 4% | | | 6% | 5% | | 2 | | | | 2 | 0.86 |
| 3:30 - 4:30 PM | TOTAL | 128 | | 62 | | | | 104 | 372 | | | 299 | 154 | 1,119 | 5 | | | | 5 | |
| | TRUCK | 5% | | 0% | | | | 2% | 3% | | | 4% | 4% | | 4 | | | | 4 | 0.87 |
| 3:45 - 4:45 PM | TOTAL | 113 | | 68 | | | | 118 | 369 | | | 319 | 157 | 1,144 | | | | | | |
| | TRUCK | 1% | | 0% | | | | 1% | 1% | | | 2% | 3% | | 4 | | | | 4 | 0.89 |
| | | | | | | | | | | | | | | | | | | | | |
| 4:00 - 5:00 PM | TOTAL | 111 | | 84 | | | | 110 | 373 | | | 310 | 133 | 1,121 | | | | | | |
| | TRUCK | 1% | | 0% | | | | 1% | 0% | | | 0% | 0% | | 5 | | | | 5 | 0.93 |
| 4:15 - 5:15 PM | TOTAL | 94 | | 80 | | | | 118 | 371 | | | 293 | 140 | 1,096 | | | | | | |
| | TRUCK | 1% | | 0% | | | | 1% | 0% | | | 0% | 0% | | 4 | | | | 4 | 0.91 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:30 - 5:30 PM | TOTAL | 85 | | 79 | | | | 115 | 359 | | | 298 | 151 | 1,087 | | | | | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 0% | 0% | | 2 | | | | 2 | 0.91 |
| 4:45 - 5:45 PM | TOTAL | 95 | | 70 | | | | 112 | 373 | | | 292 | 154 | 1,096 | | | | | |
| | TRUCK | 0% | | 0% | | | | 0% | 0% | | | 0% | 0% | | 2 | | | | 2 | 0.91 |
| 5:00 - 6:00 PM | TOTAL | 89 | | 51 | | | | 111 | 367 | | | 276 | 142 | 1,036 | | | | | |
| | TRUCK | 0% | | 0% | | | | 0% | 0% | | | 0% | 0% | | 1 | | | | 1 | 0.91 |

1: Manville Rd EB - Left
2:
3: Manville Rd EB - Right
4:
5:
6:
7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right

A: Crossing Manville Rd West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| DATE: | 5/9/2025<br>5/7/2026 (2-4PM) | **CALCULATIONS - DO NOT EDIT THIS SHEET** | JOB NO: | 24096 |
|---|---|---|---|---|
| PERIOD: | 7:00-9:00 AM<br>2:00-6:00 PM | | NAME: | JMC (NB)<br>Traffic Databank |
| LOCATION: | Bedford Road & Campus Drive | | INT #: | 2 |

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 7:00 - 7:15 AM | TOTAL | 0 | | 3 | | | | 1 | 31 | | | 40 | 2 | 77 | 1 | | | | 1 | |
| | TRUCK | 0 | | 0 | | | | 0 | 0 | | | 3 | 0 | | 0 | | | | | |
| 7:15 - 7:30 AM | TOTAL | 0 | | 3 | | | | 2 | 45 | | | 7 | 2 | 59 | 3 | | | | 3 | |
| | TRUCK | 0 | | 0 | | | | 0 | 0 | | | 2 | 0 | | 0 | | | | | |
| 7:30 - 7:45 AM | TOTAL | 0 | | 5 | | | | 0 | 52 | | | 137 | 0 | 194 | 0 | | | | | |
| | TRUCK | 0 | | 1 | | | | 0 | 2 | | | 2 | 0 | | 2 | | | | 2 | |
| 7:45 - 8:00 AM | TOTAL | 0 | | 5 | | | | 5 | 97 | | | 123 | 0 | 230 | 3 | | | | 3 | |
| | TRUCK | 0 | | 0 | | | | 0 | 4 | | | 4 | 0 | | 0 | | | | | |
| 8:00 - 8:15 AM | TOTAL | 0 | | 8 | | | | 4 | 87 | | | 79 | 1 | 179 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 3 | | | 2 | 0 | | 0 | | | | | |
| 8:15 - 8:30 AM | TOTAL | 0 | | 6 | | | | 4 | 93 | | | 91 | 0 | 194 | 0 | | | | | |
| | TRUCK | 0 | | 1 | | | | 0 | 6 | | | 1 | 0 | | 0 | | | | | |
| 8:30 - 8:45 AM | TOTAL | 0 | | 15 | | | | 5 | 110 | | | 73 | 0 | 203 | 2 | | | | 2 | |
| | TRUCK | 0 | | 1 | | | | 0 | 8 | | | 5 | 0 | | 0 | | | | | |
| 8:45 - 9:00 AM | TOTAL | 0 | | 7 | | | | 6 | 91 | | | 70 | 0 | 174 | 3 | | | | 3 | |
| | TRUCK | 0 | | 0 | | | | 0 | 5 | | | 6 | 0 | | 0 | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 2:00 - 2:15 PM | TOTAL | 1 | | 8 | | | | 3 | 67 | | | 74 | 1 | 154 | 0 | | | | | |
| | TRUCK | | | | | | | | 7 | | | 4 | | | | | | | | |
| 2:15 - 2:30 PM | TOTAL | 1 | | 8 | | | | 3 | 88 | | | 73 | 0 | 173 | 5 | | | | 5 | |
| | TRUCK | | | | | | | | 4 | | | 6 | | | | | | | | |
| 2:30 - 2:45 PM | TOTAL | 0 | | 3 | | | | 5 | 63 | | | 96 | 3 | 170 | 1 | | | | 1 | |
| | TRUCK | | | 1 | | | | | 5 | | | 7 | 1 | | | | | | | |
| 2:45 - 3:00 PM | TOTAL | 1 | | 5 | | | | 6 | 86 | | | 84 | 0 | 182 | 3 | | | | 3 | |
| | TRUCK | | | | | | | 1 | 3 | | | 3 | | | | | | | | |
| 3:00 - 3:15 PM | TOTAL | 1 | | 7 | | | | 4 | 118 | | | 102 | 1 | 233 | 0 | | | | | |
| | TRUCK | | | | | | | | 5 | | | 11 | | | | | | | | |
| 3:15 - 3:30 PM | TOTAL | 1 | | 3 | | | | 6 | 117 | | | 83 | 2 | 212 | 3 | | | | 3 | |
| | TRUCK | | | | | | | | 8 | | | 5 | | | | | | | | |
| 3:30 - 3:45 PM | TOTAL | 0 | | 5 | | | | 12 | 116 | | | 100 | 0 | 233 | 6 | | | | 6 | |
| | TRUCK | | | | | | | 1 | 9 | | | 7 | | | | | | | | |
| 3:45 - 4:00 PM | TOTAL | 2 | | 10 | | | | 2 | 122 | | | 127 | 3 | 266 | 0 | | | | | |
| | TRUCK | | | 1 | | | | | 2 | | | 12 | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 - 4:15 PM | TOTAL | 3 | | 4 | | | | 6 | 116 | | | 113 | 1 | 243 | 1 | | | | 1 | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 3 | 0 | | 0 | | | | | |
| 4:15 - 4:30 PM | TOTAL | 1 | | 6 | | | | 5 | 117 | | | 88 | 1 | 218 | 1 | | | | 1 | |
| | TRUCK | 0 | | 0 | | | | 0 | 3 | | | 0 | 0 | | 0 | | | | | |
| 4:30 - 4:45 PM | TOTAL | 0 | | 4 | | | | 8 | 104 | | | 109 | 2 | 227 | 5 | | | | 5 | |
| | TRUCK | 0 | | 0 | | | | 1 | 1 | | | 1 | 1 | | 0 | | | | | |
| 4:45 - 5:00 PM | TOTAL | 1 | | 5 | | | | 2 | 110 | | | 108 | 0 | 226 | 3 | | | | 3 | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 2 | 0 | | 0 | | | | | |
| 5:00 - 5:15 PM | TOTAL | 3 | | 8 | | | | 5 | 116 | | | 102 | 0 | 234 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 1 | | | 5 | 0 | | 0 | | | | | |
| 5:15 - 5:30 PM | TOTAL | 0 | | 7 | | | | 10 | 89 | | | 112 | 0 | 218 | 2 | | | | 2 | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 2 | 0 | | 0 | | | | | |
| 5:30 - 5:45 PM | TOTAL | 2 | | 5 | | | | 2 | 133 | | | 94 | 0 | 236 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 1 | | | 1 | 0 | | 0 | | | | | |
| 5:45 - 6:00 PM | TOTAL | 1 | | 6 | | | | 3 | 114 | | | 78 | 0 | 202 | 1 | | | | 1 | |
| | TRUCK | 0 | | 0 | | | | 0 | 0 | | | 0 | 0 | | 0 | | | | | |

1: Campus Dr EB - Left
2:
3: Campus Dr EB - Right
4:
5:
6:
7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right

A: Crossing Campus Dr West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| DATE: | 5/9/2025<br>5/7/2026 (2-4PM) |
|---|---|
| PERIOD: | 7:00-9:00 AM<br>2:00-6:00 PM |
| LOCATION: | Bedford Road & Campus Drive |

# PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

| JOB NO: | 24096 |
|---|---|
| NAME: | JMC (NB)<br>Traffic Databank |
| INT #: | 2 |

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 7:00 - 8:00 AM | TOTAL | | | 16 | | | | 8 | 225 | | | 307 | 4 | 560 | 7 | | | | 7 | |
| | TRUCK | | | 6% | | | | 0% | 3% | | | 4% | 0% | | 2 | | | | 2 | 0.61 |
| 7:15 - 8:15 AM | TOTAL | | | 21 | | | | 11 | 281 | | | 346 | 3 | 662 | 6 | | | | 6 | |
| | TRUCK | | | 5% | | | | 0% | 3% | | | 3% | 0% | | 2 | | | | 2 | 0.72 |
| 7:30 - 8:30 AM | TOTAL | | | 24 | | | | 13 | 329 | | | 430 | 1 | 797 | 3 | | | | 3 | |
| | TRUCK | | | 8% | | | | 0% | 5% | | | 2% | 0% | | 2 | | | | 2 | 0.87 |
| 7:45 - 8:45 AM | TOTAL | | | 34 | | | | 18 | 387 | | | 366 | 1 | 806 | 5 | | | | 5 | |
| | TRUCK | | | 6% | | | | 0% | 5% | | | 3% | 0% | | | | | | | 0.88 |
| 8:00 - 9:00 AM | TOTAL | | | 36 | | | | 19 | 381 | | | 313 | 1 | 750 | 5 | | | | 5 | |
| | TRUCK | | | 6% | | | | 0% | 6% | | | 4% | 0% | | | | | | | 0.92 |
| | | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM | TOTAL | 3 | | 24 | | | | 17 | 304 | | | 327 | 4 | 679 | 9 | | | | 9 | |
| | TRUCK | 0% | | 4% | | | | 6% | 6% | | | 6% | 25% | | | | | | | 0.93 |
| 2:15 - 3:15 PM | TOTAL | 3 | | 23 | | | | 18 | 355 | | | 355 | 4 | 758 | 9 | | | | 9 | |
| | TRUCK | 0% | | 4% | | | | 6% | 5% | | | 8% | 25% | | | | | | | 0.81 |
| 2:30 - 3:30 PM | TOTAL | 3 | | 18 | | | | 21 | 384 | | | 365 | 6 | 797 | 7 | | | | 7 | |
| | TRUCK | 0% | | 6% | | | | 5% | 5% | | | 7% | 17% | | | | | | | 0.86 |
| 2:45 - 3:45 PM | TOTAL | 3 | | 20 | | | | 28 | 437 | | | 369 | 3 | 860 | 12 | | | | 12 | |
| | TRUCK | 0% | | 0% | | | | 7% | 6% | | | 7% | 0% | | | | | | | 0.92 |
| 3:00 - 4:00 PM | TOTAL | 4 | | 25 | | | | 24 | 473 | | | 412 | 6 | 944 | 9 | | | | 9 | |
| | TRUCK | 0% | | 4% | | | | 4% | 5% | | | 8% | 0% | | | | | | | 0.89 |
| 3:15 - 4:15 PM | TOTAL | 6 | | 22 | | | | 26 | 471 | | | 423 | 6 | 954 | 10 | | | | 10 | |
| | TRUCK | 0% | | 5% | | | | 4% | 4% | | | 6% | 0% | | | | | | | 0.90 |
| 3:30 - 4:30 PM | TOTAL | 6 | | 25 | | | | 25 | 471 | | | 428 | 5 | 960 | 8 | | | | 8 | |
| | TRUCK | 0% | | 4% | | | | 4% | 3% | | | 5% | 0% | | | | | | | 0.90 |
| 3:45 - 4:45 PM | TOTAL | 6 | | 24 | | | | 21 | 459 | | | 437 | 7 | 954 | 7 | | | | 7 | |
| | TRUCK | 0% | | 4% | | | | 5% | 2% | | | 4% | 14% | | | | | | | 0.90 |
| | | | | | | | | | | | | | | | | | | | | |
| 4:00 - 5:00 PM | TOTAL | 5 | | 19 | | | | 21 | 447 | | | 418 | 4 | 914 | 10 | | | | 10 | |
| | TRUCK | 0% | | 0% | | | | 5% | 2% | | | 1% | 25% | | | | | | | 0.94 |
| 4:15 - 5:15 PM | TOTAL | 5 | | 23 | | | | 20 | 447 | | | 407 | 3 | 905 | 9 | | | | 9 | |
| | TRUCK | 0% | | 0% | | | | 5% | 2% | | | 2% | 33% | | | | | | | 0.97 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:30 - 5:30 PM | TOTAL | 4 | | 24 | | | | 25 | 419 | | | 431 | 2 | 905 | 10 | | | | 10 | |
| | TRUCK | 0% | | 0% | | | | 4% | 1% | | | 2% | 50% | | | | | | | 0.97 |
| 4:45 - 5:45 PM | TOTAL | 6 | | 25 | | | | 19 | 448 | | | 416 | | 914 | 5 | | | | 5 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 2% | | | | | | | | 0.97 |
| 5:00 - 6:00 PM | TOTAL | 6 | | 26 | | | | 20 | 452 | | | 386 | | 890 | 3 | | | | 3 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 2% | | | | | | | | 0.94 |

1: Campus Dr EB - Left
2:
3: Campus Dr EB - Right
4:
5:
6:
7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right
A: Crossing Campus Dr West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| DATE: | 5/9/2025<br>5/7/2026 (2-4PM) | **CALCULATIONS - DO NOT EDIT THIS SHEET** | JOB NO: | 24096 |
|---|---|---|---|---|
| PERIOD: | 7:00-9:00 AM<br>2:00-6:00 PM | | NAME: | JMC (TA)<br>Traffic Databank |
| LOCATION: | Bedford Road & Manville Lane | | INT #: | 3 |

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 7:00 - 7:15 AM | TOTAL | 1 | | 2 | | | | 2 | 19 | | | 23 | 0 | 47 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 1 | | | 2 | 0 | | 0 | | | | | |
| 7:15 - 7:30 AM | TOTAL | 1 | | 3 | | | | 1 | 36 | | | 60 | 1 | 102 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 1 | 0 | | 0 | | | | | |
| 7:30 - 7:45 AM | TOTAL | 0 | | 4 | | | | 2 | 66 | | | 43 | 1 | 116 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 1 | | | 1 | 0 | | 0 | | | | | |
| 7:45 - 8:00 AM | TOTAL | 1 | | 4 | | | | 8 | 63 | | | 66 | 5 | 147 | 2 | | | | 2 | |
| | TRUCK | 0 | | 0 | | | | 0 | 1 | | | 2 | 0 | | 0 | | | | | |
| 8:00 - 8:15 AM | TOTAL | 1 | | 5 | | | | 8 | 74 | | | 68 | 1 | 157 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 0 | | | 3 | 0 | | 0 | | | | | |
| 8:15 - 8:30 AM | TOTAL | 0 | | 6 | | | | 1 | 85 | | | 82 | 0 | 174 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 1 | | | 3 | 0 | | 0 | | | | | |
| 8:30 - 8:45 AM | TOTAL | 1 | | 3 | | | | 0 | 95 | | | 115 | 1 | 215 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 4 | 0 | | 0 | | | | | |
| 8:45 - 9:00 AM | TOTAL | 4 | | 3 | | | | 6 | 89 | | | 77 | 1 | 180 | 4 | | | | 4 | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 4 | 0 | | 0 | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 2:00 - 2:15 PM | TOTAL | 2 | | 4 | | | | 2 | 65 | | | 74 | 4 | 151 | 0 | | | | | |
| | TRUCK | | | | | | | | 8 | | | 4 | | | | | | | | |
| 2:15 - 2:30 PM | TOTAL | 3 | | 4 | | | | 4 | 77 | | | 66 | 2 | 156 | 6 | | | | 6 | |
| | TRUCK | | | | | | | | 2 | | | 9 | | | | | | | | |
| 2:30 - 2:45 PM | TOTAL | 1 | | 3 | | | | 5 | 64 | | | 96 | 0 | 169 | 3 | | | | 3 | |
| | TRUCK | | | | | | | 1 | 3 | | | 5 | | | | | | | | |
| 2:45 - 3:00 PM | TOTAL | 3 | | 4 | | | | 7 | 72 | | | 74 | 2 | 162 | 2 | | | | 2 | |
| | TRUCK | | | | | | | | 4 | | | 3 | | | | | | | | |
| 3:00 - 3:15 PM | TOTAL | 1 | | 7 | | | | 13 | 108 | | | 98 | 2 | 229 | 0 | | | | | |
| | TRUCK | | | | | | | | 4 | | | 7 | | | | | | | | |
| 3:15 - 3:30 PM | TOTAL | 1 | | 1 | | | | 11 | 109 | | | 83 | 3 | 208 | 3 | | | | 3 | |
| | TRUCK | | | | | | | | 6 | | | 5 | | | | | | | | |
| 3:30 - 3:45 PM | TOTAL | 5 | | 6 | | | | 4 | 110 | | | 85 | 2 | 212 | 3 | | | | 3 | |
| | TRUCK | | | 1 | | | | | 4 | | | 3 | | | | | | | | |
| 3:45 - 4:00 PM | TOTAL | 3 | | 7 | | | | 9 | 115 | | | 133 | 4 | 271 | 2 | | | | 2 | |
| | TRUCK | | | | | | | | 3 | | | 6 | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 - 4:15 PM | TOTAL | 2 | | 5 | | | | 9 | 109 | | | 105 | 2 | 232 | 1 | | | | 1 | |
| | TRUCK | 0 | | 0 | | | | 0 | 0 | | | 0 | 0 | | 0 | | | | | |
| 4:15 - 4:30 PM | TOTAL | 2 | | 5 | | | | 4 | 108 | | | 88 | 2 | 209 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 3 | | | 0 | 0 | | 0 | | | | | |
| 4:30 - 4:45 PM | TOTAL | 2 | | 2 | | | | 8 | 87 | | | 100 | 2 | 201 | 3 | | | | 3 | |
| | TRUCK | 0 | | 0 | | | | 0 | 0 | | | 0 | 0 | | 0 | | | | | |
| 4:45 - 5:00 PM | TOTAL | 0 | | 3 | | | | 7 | 108 | | | 98 | 3 | 219 | 2 | | | | 2 | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 1 | 0 | | 0 | | | | | |
| 5:00 - 5:15 PM | TOTAL | 4 | | 5 | | | | 3 | 72 | | | 73 | 3 | 160 | 0 | | | | | |
| | TRUCK | 0 | | 0 | | | | 0 | 1 | | | 1 | 0 | | 0 | | | | | |
| 5:15 - 5:30 PM | TOTAL | 1 | | 5 | | | | 4 | 75 | | | 88 | 2 | 175 | 1 | | | | 1 | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 0 | 0 | | 0 | | | | | |
| 5:30 - 5:45 PM | TOTAL | 3 | | 3 | | | | 3 | 63 | | | 59 | 0 | 131 | 3 | | | | 3 | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 2 | 0 | | 0 | | | | | |
| 5:45 - 6:00 PM | TOTAL | 5 | | 4 | | | | 4 | 46 | | | 48 | 3 | 110 | 1 | | | | 1 | |
| | TRUCK | 0 | | 0 | | | | 0 | 3 | | | 1 | 0 | | 0 | | | | | |

**1:** Manville Ln EB - Left
**2:**
**3:** Manville Ln EB - Right
**4:**
**5:**
**6:**
**7:** Bedford Rd NB - Left
**8:** Bedford Rd NB - Thru
**9:**
**10:**
**11:** Bedford Rd SB - Thru
**12:** Bedford Rd SB - Right

**A:** Crossing Manville Ln West of INT
**B:**
**C:** Crossing Bedford Rd South of INT
**D:** Crossing Bedford Rd North of INT

| DATE: | 5/9/2025<br>5/7/2026 (2-4PM) |
|---|---|
| PERIOD: | 7:00-9:00 AM<br>2:00-6:00 PM |
| LOCATION: | Bedford Road & Manville Lane |

# PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

| JOB NO: | 24096 |
|---|---|
| NAME: | JMC (TA)<br>Traffic Databank |
| INT #: | 3 |

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 7:00 - 8:00 AM | TOTAL | 3 | | 13 | | | | 13 | 184 | | | 192 | 7 | 412 | 2 | | | | 2 | |
| | TRUCK | 0% | | 0% | | | | 0% | 3% | | | 3% | 0% | | | | | | | 0.70 |
| 7:15 - 8:15 AM | TOTAL | 3 | | 16 | | | | 19 | 239 | | | 237 | 8 | 522 | 2 | | | | 2 | |
| | TRUCK | 0% | | 0% | | | | 0% | 2% | | | 3% | 0% | | | | | | | 0.83 |
| 7:30 - 8:30 AM | TOTAL | 2 | | 19 | | | | 19 | 288 | | | 259 | 7 | 594 | 2 | | | | 2 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 3% | 0% | | | | | | | 0.85 |
| 7:45 - 8:45 AM | TOTAL | 3 | | 18 | | | | 17 | 317 | | | 331 | 7 | 693 | 2 | | | | 2 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 4% | 0% | | | | | | | 0.81 |
| 8:00 - 9:00 AM | TOTAL | 6 | | 17 | | | | 15 | 343 | | | 342 | 3 | 726 | 4 | | | | 4 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 4% | 0% | | | | | | | 0.84 |
| | | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM | TOTAL | 9 | | 15 | | | | 18 | 278 | | | 310 | 8 | 638 | 11 | | | | 11 | |
| | TRUCK | 0% | | 0% | | | | 6% | 6% | | | 7% | 0% | | | | | | | 0.94 |
| 2:15 - 3:15 PM | TOTAL | 8 | | 18 | | | | 29 | 321 | | | 334 | 6 | 716 | 11 | | | | 11 | |
| | TRUCK | 0% | | 0% | | | | 3% | 4% | | | 7% | 0% | | | | | | | 0.78 |
| 2:30 - 3:30 PM | TOTAL | 6 | | 15 | | | | 36 | 353 | | | 351 | 7 | 768 | 8 | | | | 8 | |
| | TRUCK | 0% | | 0% | | | | 3% | 5% | | | 6% | 0% | | | | | | | 0.84 |
| 2:45 - 3:45 PM | TOTAL | 10 | | 18 | | | | 35 | 399 | | | 340 | 9 | 811 | 8 | | | | 8 | |
| | TRUCK | 0% | | 6% | | | | 0% | 5% | | | 5% | 0% | | | | | | | 0.89 |
| 3:00 - 4:00 PM | TOTAL | 10 | | 21 | | | | 37 | 442 | | | 399 | 11 | 920 | 8 | | | | 8 | |
| | TRUCK | 0% | | 5% | | | | 0% | 4% | | | 5% | 0% | | | | | | | 0.85 |
| 3:15 - 4:15 PM | TOTAL | 11 | | 19 | | | | 33 | 443 | | | 406 | 11 | 923 | 9 | | | | 9 | |
| | TRUCK | 0% | | 5% | | | | 0% | 3% | | | 3% | 0% | | | | | | | 0.85 |
| 3:30 - 4:30 PM | TOTAL | 12 | | 23 | | | | 26 | 442 | | | 411 | 10 | 924 | 6 | | | | 6 | |
| | TRUCK | 0% | | 4% | | | | 0% | 2% | | | 2% | 0% | | | | | | | 0.85 |
| 3:45 - 4:45 PM | TOTAL | 9 | | 19 | | | | 30 | 419 | | | 426 | 10 | 913 | 6 | | | | 6 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 1% | 0% | | | | | | | 0.84 |
| | | | | | | | | | | | | | | | | | | | | |
| 4:00 - 5:00 PM | TOTAL | 6 | | 15 | | | | 28 | 412 | | | 391 | 9 | 861 | 6 | | | | 6 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 0% | 0% | | | | | | | 0.93 |
| 4:15 - 5:15 PM | TOTAL | 8 | | 15 | | | | 22 | 375 | | | 359 | 10 | 789 | 5 | | | | 5 | |
| | TRUCK | 0% | | 0% | | | | 0% | 2% | | | 1% | 0% | | | | | | | 0.90 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:30 - 5:30 PM | TOTAL | 7 | | 15 | | | | 22 | 342 | | | 359 | 10 | 755 | 6 | | | | 6 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 1% | 0% | | | | | | | 0.86 |
| 4:45 - 5:45 PM | TOTAL | 8 | | 16 | | | | 17 | 318 | | | 318 | 8 | 685 | 6 | | | | 6 | |
| | TRUCK | 0% | | 0% | | | | 0% | 2% | | | 1% | 0% | | | | | | | 0.78 |
| 5:00 - 6:00 PM | TOTAL | 13 | | 17 | | | | 14 | 256 | | | 268 | 8 | 576 | 5 | | | | 5 | |
| | TRUCK | 0% | | 0% | | | | 0% | 3% | | | 1% | 0% | | | | | | | 0.82 |

1: Manville Ln EB - Left
2:
3: Manville Ln EB - Right
4:
5:
6:

7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right

A: Crossing Manville Ln West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| DATE: | 12/3/2025<br>5/7/2026 (2-4PM) | **CALCULATIONS - DO NOT EDIT THIS SHEET** | JOB NO: | 24096 |
|---|---|---|---|---|
| PERIOD: | 7:00-9:00 AM<br>2:00-6:00 PM | | NAME: | Traffic Databank |
| LOCATION: | Bedford Road & Highview Terrace | | INT #: | 4 |

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 7:00 - 7:15 AM | TOTAL | | | | 10 | | 1 | | 37 | 0 | 1 | 30 | | 79 | | | | | | |
| | TRUCK | | | | | | | | 5 | | | 3 | | | | | | | | |
| 7:15 - 7:30 AM | TOTAL | | | | 8 | | 3 | | 43 | 4 | 0 | 52 | | 110 | | | | 1 | 1 | |
| | TRUCK | | | | | | | | 6 | 1 | | 3 | | | | | | | | |
| 7:30 - 7:45 AM | TOTAL | | | | 12 | | 1 | | 48 | 1 | 0 | 73 | | 135 | | | | | | |
| | TRUCK | | | | | | 1 | | 4 | | | 2 | | | | | | | | |
| 7:45 - 8:00 AM | TOTAL | | | | 19 | | 1 | | 50 | 6 | 0 | 82 | | 158 | | | | 1 | 1 | |
| | TRUCK | | | | 1 | | | | 2 | | | 4 | | | | | | | | |
| 8:00 - 8:15 AM | TOTAL | | | | 17 | | 1 | | 86 | 11 | 0 | 70 | | 185 | | | | | | |
| | TRUCK | | | | | | | | 9 | | | 4 | | | | | | | | |
| 8:15 - 8:30 AM | TOTAL | | | | 16 | | 0 | | 75 | 10 | 1 | 68 | | 170 | | | | | | |
| | TRUCK | | | | | | | | 5 | | | 5 | | | | | | | | |
| 8:30 - 8:45 AM | TOTAL | | | | 13 | | 2 | | 71 | 2 | 0 | 52 | | 140 | | | 1 | | 1 | |
| | TRUCK | | | | | | | | 7 | | | 3 | | | | | | | | |
| 8:45 - 9:00 AM | TOTAL | | | | 13 | | 0 | | 73 | 5 | 0 | 88 | | 179 | | | | | | |
| | TRUCK | | | | | | | | 5 | | | 10 | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| 2:00 - 2:15 PM | TOTAL | | | | 7 | | 1 | | 62 | 3 | 1 | 71 | | 145 | | | | | | |
| | TRUCK | | | | 1 | | | | 7 | | | 6 | | | | | | | | |
| 2:15 - 2:30 PM | TOTAL | | | | 2 | | 0 | | 80 | 4 | 1 | 68 | | 155 | | | | | | |
| | TRUCK | | | | | | | | 4 | | | 6 | | | | | | | | |
| 2:30 - 2:45 PM | TOTAL | | | | 7 | | 1 | | 58 | 5 | 1 | 89 | | 161 | | | | | | |
| | TRUCK | | | | | | 1 | | 3 | | | 8 | | | | | | | | |
| 2:45 - 3:00 PM | TOTAL | | | | 5 | | 2 | | 67 | 7 | 1 | 72 | | 154 | | | | | | |
| | TRUCK | | | | | | | | 4 | 1 | | 3 | | | | | | | | |
| 3:00 - 3:15 PM | TOTAL | | | | 7 | | 2 | | 103 | 6 | 0 | 94 | | 212 | | 1 | | | 1 | |
| | TRUCK | | | | 1 | | | | 4 | 1 | | 9 | | | | | | | | |
| 3:15 - 3:30 PM | TOTAL | | | | 7 | | 1 | | 105 | 6 | 4 | 80 | | 203 | | | 1 | | 1 | |
| | TRUCK | | | | | | | | 7 | | | 5 | | | | | | | | |
| 3:30 - 3:45 PM | TOTAL | | | | 6 | | 0 | | 105 | 9 | 0 | 80 | | 200 | | 1 | | 1 | 2 | |
| | TRUCK | | | | | | | | 10 | | | 5 | | | | | | | | |
| 3:45 - 4:00 PM | TOTAL | | | | 13 | | 1 | | 111 | 6 | 2 | 123 | | 256 | | | | | | |
| | TRUCK | | | | | | | | 2 | | | 10 | | | | | | | | |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 - 4:15 PM | TOTAL | | | | 9 | | 0 | | 95 | 7 | 1 | 74 | | 186 | | | | | |
| | TRUCK | | | | | | | | 1 | | | 6 | | | | | | | |
| 4:15 - 4:30 PM | TOTAL | | | | 12 | | 1 | | 92 | 8 | 1 | 93 | | 207 | | | | | |
| | TRUCK | | | | | | | | 4 | | | 2 | | | | | | | |
| 4:30 - 4:45 PM | TOTAL | | | | 9 | | 1 | | 92 | 10 | 1 | 104 | | 217 | | | | | |
| | TRUCK | | | | | | | | 3 | | | 4 | | | | | | | |
| 4:45 - 5:00 PM | TOTAL | | | | 4 | | 0 | | 95 | 5 | 0 | 118 | | 222 | | | | | |
| | TRUCK | | | | | | | | 5 | | | 6 | | | | | | | |
| 5:00 - 5:15 PM | TOTAL | | | | 15 | | 0 | | 132 | 13 | 1 | 97 | | 258 | | | | | |
| | TRUCK | | | | | | | | 0 | | | 0 | | | | | | | |
| 5:15 - 5:30 PM | TOTAL | | | | 8 | | 1 | | 99 | 11 | 0 | 105 | | 224 | | | | | |
| | TRUCK | | | | | | | | 1 | | | 2 | | | | | | | |
| 5:30 - 5:45 PM | TOTAL | | | | 12 | | 1 | | 103 | 7 | 2 | 99 | | 224 | | | | | |
| | TRUCK | | | | | | | | 5 | | | 4 | | | | | | | |
| 5:45 - 6:00 PM | TOTAL | | | | 12 | | 1 | | 90 | 7 | 1 | 128 | | 239 | | | | | |
| | TRUCK | | | | | | | | 1 | | | 1 | | | | | | | |

**1:**
**2:**
**3:**
**4: Highview Terrace WB - Left**
**5:**
**6: Highview Terrace WB - Right**
**7:**
**8: Bedford Rd NB - Thru**
**9: Bedford Rd NB - Right**
**10: Bedford Rd SB - Left**
**11: Bedford Rd SB - Thru**
**12:**

**A:**
**B: Crossing Highview Terrace East of IN**
**C: Crossing Bedford Rd South of INT**
**D: Crossing Bedford Rd North of INT**

| DATE: | 12/3/2025<br>5/7/2026 (2-4PM) |
|---|---|
| PERIOD: | 7:00-9:00 AM<br>2:00-6:00 PM |
| LOCATION: | Bedford Road & Highview Terrace |

# PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

| JOB NO: | 24096 |
|---|---|
| NAME: | Traffic Databank |
| INT #: | 4 |

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 7:00 - 8:00 AM | TOTAL | | | | 49 | | 6 | | 178 | 11 | 1 | 237 | | 482 | | | | 2 | 2 | |
| | TRUCK | | | | 2% | | 17% | | 10% | 9% | 0% | 5% | | | | | | | | 0.76 |
| 7:15 - 8:15 AM | TOTAL | | | | 56 | | 6 | | 227 | 22 | | 277 | | 588 | | | | 2 | 2 | |
| | TRUCK | | | | 2% | | 17% | | 9% | 5% | | 5% | | | | | | | | 0.79 |
| 7:30 - 8:30 AM | TOTAL | | | | 64 | | 3 | | 259 | 28 | 1 | 293 | | 648 | | | | 1 | 1 | |
| | TRUCK | | | | 2% | | 33% | | 8% | 0% | 0% | 5% | | | | | | | | 0.88 |
| 7:45 - 8:45 AM | TOTAL | | | | 65 | | 4 | | 282 | 29 | 1 | 272 | | 653 | | | 1 | 1 | 2 | |
| | TRUCK | | | | 2% | | 0% | | 8% | 0% | 0% | 6% | | | | | | | | 0.88 |
| 8:00 - 9:00 AM | TOTAL | | | | 59 | | 3 | | 305 | 28 | 1 | 278 | | 674 | | | 1 | | 1 | |
| | TRUCK | | | | 0% | | 0% | | 9% | 0% | 0% | 8% | | | | | | | | 0.91 |
| | | | | | | | | | | | | | | | | | | | | |
| 2:00 - 3:00 PM | TOTAL | | | | 21 | | 4 | | 267 | 19 | 4 | 300 | | 615 | | | | | | |
| | TRUCK | | | | 5% | | 25% | | 7% | 5% | 0% | 8% | | | | | | | | 0.95 |
| 2:15 - 3:15 PM | TOTAL | | | | 21 | | 5 | | 308 | 22 | 3 | 323 | | 682 | | 1 | | | 1 | |
| | TRUCK | | | | 5% | | 20% | | 5% | 9% | 0% | 8% | | | | | | | | 0.80 |
| 2:30 - 3:30 PM | TOTAL | | | | 26 | | 6 | | 333 | 24 | 6 | 335 | | 730 | | 1 | 1 | | 2 | |
| | TRUCK | | | | 4% | | 17% | | 5% | 8% | 0% | 7% | | | | | | | | 0.86 |
| 2:45 - 3:45 PM | TOTAL | | | | 25 | | 5 | | 380 | 28 | 5 | 326 | | 769 | | 2 | 1 | 1 | 4 | |
| | TRUCK | | | | 4% | | 0% | | 7% | 7% | 0% | 7% | | | | | | | | 0.91 |
| 3:00 - 4:00 PM | TOTAL | | | | 33 | | 4 | | 424 | 27 | 6 | 377 | | 871 | | 2 | 1 | 1 | 4 | |
| | TRUCK | | | | 3% | | 0% | | 5% | 4% | 0% | 8% | | | | | | | | 0.85 |
| 3:15 - 4:15 PM | TOTAL | | | | 35 | | 2 | | 416 | 28 | 7 | 357 | | 845 | | 1 | 1 | 1 | 3 | |
| | TRUCK | | | | 0% | | 0% | | 5% | 0% | 0% | 7% | | | | | | | | 0.83 |
| 3:30 - 4:30 PM | TOTAL | | | | 40 | | 2 | | 403 | 30 | 4 | 370 | | 849 | | 1 | | 1 | 2 | |
| | TRUCK | | | | 0% | | 0% | | 4% | 0% | 0% | 6% | | | | | | | | 0.83 |
| 3:45 - 4:45 PM | TOTAL | | | | 43 | | 3 | | 390 | 31 | 5 | 394 | | 866 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 3% | 0% | 0% | 6% | | | | | | | | 0.85 |
| | | | | | | | | | | | | | | | | | | | | |
| 4:00 - 5:00 PM | TOTAL | | | | 34 | | 2 | | 374 | 30 | 3 | 389 | | 832 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 3% | 0% | 0% | 5% | | | | | | | | 0.94 |
| 4:15 - 5:15 PM | TOTAL | | | | 40 | | 2 | | 411 | 36 | 3 | 412 | | 904 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 3% | 0% | 0% | 3% | | | | | | | | 0.88 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:30 - 5:30 PM | TOTAL | | | | 36 | | 2 | | 418 | 39 | 2 | 424 | | 921 | | | | | |
| | TRUCK | | | | 0% | | 0% | | 2% | 0% | 0% | 3% | | | | | | | 0.89 |
| 4:45 - 5:45 PM | TOTAL | | | | 39 | | 2 | | 429 | 36 | 3 | 419 | | 928 | | | | | |
| | TRUCK | | | | 0% | | 0% | | 3% | 0% | 0% | 3% | | | | | | | 0.90 |
| 5:00 - 6:00 PM | TOTAL | | | | 47 | | 3 | | 424 | 38 | 4 | 429 | | 945 | | | | | |
| | TRUCK | | | | 0% | | 0% | | 2% | 0% | 0% | 2% | | | | | | | 0.92 |

1:
2:
3:
4: Highview Terrace WB - Left
5:
6: Highview Terrace WB - Right
7:
8: Bedford Rd NB - Thru
9: Bedford Rd NB - Right
10: Bedford Rd SB - Left
11: Bedford Rd SB - Thru
12:

A:
B: Crossing Highview Terrace East of INT
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| DATE: | 8/8/2026 |
|---|---|
| PERIOD: | 11:00AM - 2:00PM |

**PEAK HOUR CALCULATIONS - DO NOT EDIT THIS SHEET**

| JOB NO: | 24096 |
|---|---|
| NAME: | Traffic Databank |

| TIME | CLASS | TOTAL INT. 1 | TOTAL INT. 2 | TOTAL INT. 3 | TOTAL INT. 4 | TOTAL INT. | TOTAL INT. | TOTAL INT. | TOTAL INT. | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | |
| 11:00 - 12:00 PM | TOTAL | 780 | 614 | 595 | 570 | | | | | 2,559 |
| | TRUCK | | | | | | | | | |
| 11:15 - 12:15 PM | TOTAL | 794 | 631 | 606 | 582 | | | | | 2,613 |
| | TRUCK | | | | | | | | | |
| 11:30 - 12:30 PM | TOTAL | 790 | 614 | 591 | 568 | | | | | 2,563 |
| | TRUCK | | | | | | | | | |
| 11:45 - 12:45 PM | TOTAL | 802 | 631 | 606 | 582 | | | | | 2,621 |
| | TRUCK | | | | | | | | | |
| 12:00 - 1:00 PM | TOTAL | 762 | 601 | 575 | 567 | | | | | 2,505 |
| | TRUCK | | | | | | | | | |
| 12:15 - 1:15 PM | TOTAL | 724 | 572 | 552 | 541 | | | | | 2,389 |
| | TRUCK | | | | | | | | | |
| 12:30 - 1:30 PM | TOTAL | 702 | 570 | 555 | 539 | | | | | 2,366 |
| | TRUCK | | | | | | | | | |
| 12:45 - 1:45 PM | TOTAL | 659 | 535 | 516 | 494 | | | | | 2,204 |
| | TRUCK | | | | | | | | | |
| 1:00 - 2:00 PM | TOTAL | 679 | 563 | 537 | 505 | | | | | 2,284 |
| | TRUCK | | | | | | | | | |
| | | | | | | | | | | |

| | | | |
|---|---|---|---|
| DATE: | 8/8/2026 | JOB NO: | 24096 |
| PERIOD: | 11:00AM - 2:00PM | NAME: | Traffic Databank |
| LOCATION: | Bedford Road & Manville Road | INT #: | 1 |

**CALCULATIONS - DO NOT EDIT THIS SHEET**

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 11:00 - 11:15 AM | TOTAL | 21 | | 17 | | | | 29 | 53 | | | 45 | 21 | 186 | 2 | | 0 | 0 | 2 | |
| | TRUCK | 0 | | 1 | | | | 1 | 0 | | | 0 | 0 | | | | | | | |
| 11:15 - 11:30 AM | TOTAL | 23 | | 24 | | | | 21 | 59 | | | 51 | 24 | 202 | 1 | | 0 | 0 | 1 | |
| | TRUCK | 1 | | 0 | | | | 1 | 1 | | | 0 | 2 | | | | | | | |
| 11:30 - 11:45 AM | TOTAL | 14 | | 22 | | | | 16 | 59 | | | 56 | 17 | 184 | 1 | | 0 | 0 | 1 | |
| | TRUCK | 0 | | 1 | | | | 0 | 1 | | | 0 | 1 | | | | | | | |
| 11:45 - 12:00 PM | TOTAL | 16 | | 15 | | | | 21 | 74 | | | 62 | 20 | 208 | 3 | | 0 | 0 | 3 | |
| | TRUCK | 0 | | 0 | | | | 0 | 0 | | | 3 | 0 | | | | | | | |
| 12:00 - 12:15 PM | TOTAL | 18 | | 21 | | | | 22 | 66 | | | 62 | 11 | 200 | 4 | | 0 | 0 | 4 | |
| | TRUCK | 1 | | 2 | | | | 0 | 1 | | | 2 | 0 | | | | | | | |
| 12:15 - 12:30 PM | TOTAL | 9 | | 29 | | | | 15 | 71 | | | 51 | 23 | 198 | 0 | | 0 | 0 | | |
| | TRUCK | 0 | | 1 | | | | 0 | 1 | | | 0 | 1 | | 1 | | | | 1 | |
| 12:30 - 12:45 PM | TOTAL | 18 | | 13 | | | | 23 | 66 | | | 57 | 19 | 196 | 0 | | 1 | 0 | 1 | |
| | TRUCK | 0 | | 1 | | | | 0 | 0 | | | 0 | 1 | | | | | | | |
| 12:45 - 1:00 PM | TOTAL | 15 | | 15 | | | | 17 | 55 | | | 48 | 18 | 168 | 5 | | 0 | 0 | 5 | |
| | TRUCK | 0 | | 0 | | | | 0 | 3 | | | 1 | 0 | | | | | | | |
| 1:00 - 1:15 PM | TOTAL | 10 | | 18 | | | | 13 | 61 | | | 43 | 17 | 162 | 1 | | 1 | 1 | 3 | |
| | TRUCK | 0 | | 1 | | | | 0 | 0 | | | 0 | 0 | | | | | | | |
| 1:15 - 1:30 PM | TOTAL | 10 | | 15 | | | | 17 | 72 | | | 52 | 10 | 176 | 1 | | 0 | 0 | 1 | |
| | TRUCK | 0 | | 0 | | | | 1 | 1 | | | 2 | 0 | | | | | | | |
| 1:30 - 1:45 PM | TOTAL | 18 | | 11 | | | | 14 | 49 | | | 51 | 10 | 153 | 0 | | 0 | 0 | | |
| | TRUCK | 1 | | 0 | | | | 0 | 3 | | | 1 | 0 | | | | | | | |
| 1:45 - 2:00 PM | TOTAL | 16 | | 14 | | | | 15 | 69 | | | 57 | 17 | 188 | 2 | | 1 | 0 | 3 | |
| | TRUCK | 0 | | 0 | | | | 0 | 2 | | | 2 | 0 | | | | | | | |

1: Manville Rd EB - Left
2:
3: Manville Rd EB - Right
4:
5:
6:
7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right

A: Crossing Manville Rd West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| | | | |
|---|---|---|---|
| DATE: | 8/8/2026 | JOB NO: | 24096 |
| PERIOD: | 11:00AM - 2:00PM | NAME: | Traffic Databank |
| LOCATION: | Bedford Road & Manville Road | INT #: | 1 |

# PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 11:00 - 12:00 PM | TOTAL | 74 | | 78 | | | | 87 | 245 | | | 214 | 82 | 780 | 7 | | | | 7 | |
| | TRUCK | 1% | | 3% | | | | 2% | 1% | | | 1% | 4% | | | | | | | 0.94 |
| 11:15 - 12:15 PM | TOTAL | 71 | | 82 | | | | 80 | 258 | | | 231 | 72 | 794 | 9 | | | | 9 | |
| | TRUCK | 3% | | 4% | | | | 1% | 1% | | | 2% | 4% | | | | | | | 0.95 |
| 11:30 - 12:30 PM | TOTAL | 57 | | 87 | | | | 74 | 270 | | | 231 | 71 | 790 | 8 | | | | 8 | |
| | TRUCK | 2% | | 5% | | | | 0% | 1% | | | 2% | 3% | | 1 | | | | 1 | 0.95 |
| 11:45 - 12:45 PM | TOTAL | 61 | | 78 | | | | 81 | 277 | | | 232 | 73 | 802 | 7 | | 1 | | 8 | |
| | TRUCK | 2% | | 5% | | | | 0% | 1% | | | 2% | 3% | | 1 | | | | 1 | 0.96 |
| 12:00 - 1:00 PM | TOTAL | 60 | | 78 | | | | 77 | 258 | | | 218 | 71 | 762 | 9 | | 1 | | 10 | |
| | TRUCK | 2% | | 5% | | | | 0% | 2% | | | 1% | 3% | | 1 | | | | 1 | 0.95 |
| 12:15 - 1:15 PM | TOTAL | 52 | | 75 | | | | 68 | 253 | | | 199 | 77 | 724 | 6 | | 2 | 1 | 9 | |
| | TRUCK | 0% | | 4% | | | | 0% | 2% | | | 1% | 3% | | 1 | | | | 1 | 0.91 |
| 12:30 - 1:30 PM | TOTAL | 53 | | 61 | | | | 70 | 254 | | | 200 | 64 | 702 | 7 | | 2 | 1 | 10 | |
| | TRUCK | 0% | | 3% | | | | 1% | 2% | | | 2% | 2% | | | | | | | 0.90 |
| 12:45 - 1:45 PM | TOTAL | 53 | | 59 | | | | 61 | 237 | | | 194 | 55 | 659 | 7 | | 1 | 1 | 9 | |
| | TRUCK | 2% | | 2% | | | | 2% | 3% | | | 2% | 0% | | | | | | | 0.94 |
| 1:00 - 2:00 PM | TOTAL | 54 | | 58 | | | | 59 | 251 | | | 203 | 54 | 679 | 4 | | 2 | 1 | 7 | |
| | TRUCK | 2% | | 2% | | | | 2% | 2% | | | 2% | 0% | | | | | | | 0.90 |

1: Manville Rd EB - Left
2:
3: Manville Rd EB - Right
4:
5:
6:

7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right

A: Crossing Manville Rd West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| DATE: | 8/8/2026 | | JOB NO: | 24096 |
|---|---|---|---|---|
| PERIOD: | 11:00AM - 2:00PM | | NAME: | Traffic Databank |
| LOCATION: | Bedford Road & Campus Drive | | INT #: | 2 |

**CALCULATIONS - DO NOT EDIT THIS SHEET**

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 11:00 - 11:15 AM | TOTAL | 1 | | 1 | | | | 6 | 67 | | | 63 | 0 | 138 | 2 | | | | 2 | |
| | TRUCK | | | | | | | | 0 | | | 0 | | | | | | | | |
| 11:15 - 11:30 AM | TOTAL | 2 | | 8 | | | | 4 | 82 | | | 71 | 1 | 168 | 1 | | | | 1 | |
| | TRUCK | | | 1 | | | | | 1 | | | 1 | 1 | | | | | | | |
| 11:30 - 11:45 AM | TOTAL | 0 | | 10 | | | | 2 | 71 | | | 59 | 0 | 142 | 2 | | | | 2 | |
| | TRUCK | | | | | | | | 1 | | | 1 | | | | | | | | |
| 11:45 - 12:00 PM | TOTAL | 1 | | 2 | | | | 7 | 80 | | | 76 | 0 | 166 | 2 | | | | 2 | |
| | TRUCK | | | | | | | | 0 | | | 3 | | | | | | | | |
| 12:00 - 12:15 PM | TOTAL | 0 | | 4 | | | | 1 | 77 | | | 73 | 0 | 155 | 0 | | | | | |
| | TRUCK | | | | | | | | 2 | | | 2 | | | 1 | | | | 1 | |
| 12:15 - 12:30 PM | TOTAL | 1 | | 5 | | | | 4 | 74 | | | 66 | 1 | 151 | 0 | | | | | |
| | TRUCK | | | | | | | | 1 | | | 1 | | | 1 | | | | 1 | |
| 12:30 - 12:45 PM | TOTAL | 0 | | 3 | | | | 7 | 78 | | | 71 | 0 | 159 | 0 | | | | | |
| | TRUCK | | | | | | | | 0 | | | 1 | | | | | | | | |
| 12:45 - 1:00 PM | TOTAL | 0 | | 5 | | | | 1 | 69 | | | 59 | 2 | 136 | 3 | | | | 3 | |
| | TRUCK | | | | | | | | 1 | | | 1 | | | | | | | | |
| 1:00 - 1:15 PM | TOTAL | 0 | | 1 | | | | 3 | 62 | | | 59 | 1 | 126 | | | | | | |
| | TRUCK | | | | | | | | 1 | | | 0 | | | | | | | | |
| 1:15 - 1:30 PM | TOTAL | 0 | | 1 | | | | 3 | 80 | | | 65 | 0 | 149 | | | | | | |
| | TRUCK | | | | | | | | 1 | | | 2 | | | | | | | | |
| 1:30 - 1:45 PM | TOTAL | 0 | | 8 | | | | 4 | 60 | | | 49 | 3 | 124 | | | | | | |
| | TRUCK | | | | | | | | 4 | | | 1 | | | | | | | | |
| 1:45 - 2:00 PM | TOTAL | 0 | | 4 | | | | 7 | 82 | | | 71 | 0 | 164 | | | | | | |
| | TRUCK | | | | | | | | 2 | | | 2 | | | | | | | | |

1: Campus Dr EB - Left
2:
3: Campus Dr EB - Right
4:
5:
6:
7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right

A: Crossing Campus Dr West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| DATE: | 8/8/2026 | JOB NO: | 24096 |
|---|---|---|---|
| PERIOD: | 11:00AM - 2:00PM | NAME: | Traffic Databank |
| LOCATION: | Bedford Road & Campus Drive | INT #: | 2 |

# PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 11:00 - 12:00 PM | TOTAL | 4 | | 21 | | | | 19 | 300 | | | 269 | 1 | 614 | 7 | | | | 7 | |
| | TRUCK | 0% | | 5% | | | | 0% | 1% | | | 2% | 100% | | | | | | | 0.91 |
| 11:15 - 12:15 PM | TOTAL | 3 | | 24 | | | | 14 | 310 | | | 279 | 1 | 631 | 5 | | | | 5 | |
| | TRUCK | 0% | | 4% | | | | 0% | 1% | | | 3% | 100% | | 1 | | | | 1 | 0.94 |
| 11:30 - 12:30 PM | TOTAL | 2 | | 21 | | | | 14 | 302 | | | 274 | 1 | 614 | 4 | | | | 4 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 3% | 0% | | 2 | | | | 2 | 0.92 |
| 11:45 - 12:45 PM | TOTAL | 2 | | 14 | | | | 19 | 309 | | | 286 | 1 | 631 | 2 | | | | 2 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 2% | 0% | | 2 | | | | 2 | 0.95 |
| 12:00 - 1:00 PM | TOTAL | 1 | | 17 | | | | 13 | 298 | | | 269 | 3 | 601 | 3 | | | | 3 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 2% | 0% | | 2 | | | | 2 | 0.94 |
| 12:15 - 1:15 PM | TOTAL | 1 | | 14 | | | | 15 | 283 | | | 255 | 4 | 572 | 3 | | | | 3 | |
| | TRUCK | 0% | | 0% | | | | 0% | 1% | | | 1% | 0% | | 1 | | | | 1 | 0.90 |
| 12:30 - 1:30 PM | TOTAL | | | 10 | | | | 14 | 289 | | | 254 | 3 | 570 | 3 | | | | 3 | |
| | TRUCK | | | 0% | | | | 0% | 1% | | | 2% | 0% | | | | | | | 0.90 |
| 12:45 - 1:45 PM | TOTAL | | | 15 | | | | 11 | 271 | | | 232 | 6 | 535 | 3 | | | | 3 | |
| | TRUCK | | | 0% | | | | 0% | 3% | | | 2% | 0% | | | | | | | 0.90 |
| 1:00 - 2:00 PM | TOTAL | | | 14 | | | | 17 | 284 | | | 244 | 4 | 563 | | | | | | |
| | TRUCK | | | 0% | | | | 0% | 3% | | | 2% | 0% | | | | | | | 0.86 |

1: Campus Dr EB - Left
2:
3: Campus Dr EB - Right
4:
5:
6:

7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right

A: Crossing Campus Dr West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| DATE: | 8/8/2026 | | JOB NO: | 24096 |
|---|---|---|---|---|
| PERIOD: | 11:00AM - 2:00PM | CALCULATIONS - DO NOT EDIT THIS SHEET | NAME: | Traffic Databank |
| LOCATION: | Bedford Road & Manville Lane | | INT #: | 3 |

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 11:00 - 11:15 AM | TOTAL | 2 | | 4 | | | | 3 | 65 | | | 60 | 5 | 139 | 0 | | | | | |
| | TRUCK | 0 | | | | | | | | | | | 1 | | | | | | | |
| 11:15 - 11:30 AM | TOTAL | 5 | | 3 | | | | 5 | 73 | | | 66 | 2 | 154 | 1 | | | | 1 | |
| | TRUCK | 2 | | | | | | 1 | 1 | | | 2 | 1 | | | | | | | |
| 11:30 - 11:45 AM | TOTAL | 4 | | 4 | | | | 1 | 70 | | | 55 | 2 | 136 | 1 | | | | 1 | |
| | TRUCK | 0 | | | | | | | 1 | | | 1 | | | | | | | | |
| 11:45 - 12:00 PM | TOTAL | 1 | | 6 | | | | 8 | 75 | | | 70 | 6 | 166 | 2 | | | | 2 | |
| | TRUCK | 1 | | | | | | | 0 | | | 4 | | | | | | | | |
| 12:00 - 12:15 PM | TOTAL | 1 | | 4 | | | | 4 | 70 | | | 69 | 2 | 150 | 0 | | | | | |
| | TRUCK | | | | | | | | 2 | | | 2 | | | | | | | | |
| 12:15 - 12:30 PM | TOTAL | 2 | | 3 | | | | 4 | 66 | | | 63 | 1 | 139 | 1 | | | | 1 | |
| | TRUCK | | | | | | | | 1 | | | 1 | | | 2 | | | | 2 | |
| 12:30 - 12:45 PM | TOTAL | 5 | | 4 | | | | 8 | 67 | | | 65 | 2 | 151 | 0 | | | | | |
| | TRUCK | | | | | | | | 0 | | | 1 | | | | | | | | |
| 12:45 - 1:00 PM | TOTAL | 3 | | 4 | | | | 2 | 68 | | | 57 | 1 | 135 | 1 | | | | 1 | |
| | TRUCK | | | | | | | | 2 | | | 1 | 1 | | | | | | | |
| 1:00 - 1:15 PM | TOTAL | 3 | | 1 | | | | 2 | 60 | | | 59 | 2 | 127 | | | | | | |
| | TRUCK | | | | | | | | 1 | | | 1 | | | | | | | | |
| 1:15 - 1:30 PM | TOTAL | 0 | | 6 | | | | 3 | 73 | | | 57 | 3 | 142 | | | | | | |
| | TRUCK | | | 1 | | | | | 1 | | | 0 | | | | | | | | |
| 1:30 - 1:45 PM | TOTAL | 0 | | 4 | | | | 7 | 53 | | | 45 | 3 | 112 | | | | | | |
| | TRUCK | | | 1 | | | | | 4 | | | 1 | | | | | | | | |
| 1:45 - 2:00 PM | TOTAL | 2 | | 3 | | | | 8 | 72 | | | 69 | 2 | 156 | | | | | | |
| | TRUCK | | | | | | | | 2 | | | 1 | | | | | | | | |

1: Manville Ln EB - Left
2:
3: Manville Ln EB - Right
4:
5:
6:
7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right

A: Crossing Manville Ln West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| | | | |
|---|---|---|---|
| DATE: | 8/8/2026 | JOB NO: | 24096 |
| PERIOD: | 11:00AM - 2:00PM | NAME: | Traffic Databank |
| LOCATION: | Bedford Road & Manville Lane | INT #: | 3 |

# PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 11:00 - 12:00 PM | TOTAL | 12 | | 17 | | | | 17 | 283 | | | 251 | 15 | 595 | 4 | | | | 4 | |
| | TRUCK | 25% | | 0% | | | | 6% | 1% | | | 3% | 13% | | | | | | | 0.90 |
| 11:15 - 12:15 PM | TOTAL | 11 | | 17 | | | | 18 | 288 | | | 260 | 12 | 606 | 4 | | | | 4 | |
| | TRUCK | 27% | | 0% | | | | 6% | 1% | | | 3% | 8% | | | | | | | 0.91 |
| 11:30 - 12:30 PM | TOTAL | 8 | | 17 | | | | 17 | 281 | | | 257 | 11 | 591 | 4 | | | | 4 | |
| | TRUCK | 13% | | 0% | | | | 0% | 1% | | | 3% | 0% | | 2 | | | | 2 | 0.89 |
| 11:45 - 12:45 PM | TOTAL | 9 | | 17 | | | | 24 | 278 | | | 267 | 11 | 606 | 3 | | | | 3 | |
| | TRUCK | 11% | | 0% | | | | 0% | 1% | | | 3% | 0% | | 2 | | | | 2 | 0.91 |
| 12:00 - 1:00 PM | TOTAL | 11 | | 15 | | | | 18 | 271 | | | 254 | 6 | 575 | 2 | | | | 2 | |
| | TRUCK | 0% | | 0% | | | | 0% | 2% | | | 2% | 17% | | 2 | | | | 2 | 0.95 |
| 12:15 - 1:15 PM | TOTAL | 13 | | 12 | | | | 16 | 261 | | | 244 | 6 | 552 | 2 | | | | 2 | |
| | TRUCK | 0% | | 0% | | | | 0% | 2% | | | 2% | 17% | | 2 | | | | 2 | 0.91 |
| 12:30 - 1:30 PM | TOTAL | 11 | | 15 | | | | 15 | 268 | | | 238 | 8 | 555 | 1 | | | | 1 | |
| | TRUCK | 0% | | 7% | | | | 0% | 1% | | | 1% | 13% | | | | | | | 0.92 |
| 12:45 - 1:45 PM | TOTAL | 6 | | 15 | | | | 14 | 254 | | | 218 | 9 | 516 | 1 | | | | 1 | |
| | TRUCK | 0% | | 13% | | | | 0% | 3% | | | 1% | 11% | | | | | | | 0.91 |
| 1:00 - 2:00 PM | TOTAL | 5 | | 14 | | | | 20 | 258 | | | 230 | 10 | 537 | | | | | | |
| | TRUCK | 0% | | 14% | | | | 0% | 3% | | | 1% | 0% | | | | | | | 0.86 |

1: Manville Ln EB - Left
2:
3: Manville Ln EB - Right
4:
5:
6:

7: Bedford Rd NB - Left
8: Bedford Rd NB - Thru
9:
10:
11: Bedford Rd SB - Thru
12: Bedford Rd SB - Right

A: Crossing Manville Ln West of INT
B:
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| DATE: | 8/8/2026 | CALCULATIONS - DO NOT EDIT THIS SHEET | JOB NO: | 24096 |
|---|---|---|---|---|
| PERIOD: | 11:00AM - 2:00PM | | NAME: | Traffic Databank |
| LOCATION: | Bedford Road & Highview Terrace | | INT #: | 4 |

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 11:00 - 11:15 AM | TOTAL | | | | 10 | | 4 | | 61 | 4 | 1 | 55 | | 135 | | | | | | |
| | TRUCK | | | | | | | | 0 | | | 1 | | | | | | | | |
| 11:15 - 11:30 AM | TOTAL | | | | 8 | | 3 | | 75 | 4 | 1 | 58 | | 149 | | | | | | |
| | TRUCK | | | | 1 | | | | 3 | | | 2 | | | | | | | | |
| 11:30 - 11:45 AM | TOTAL | | | | 5 | | 4 | | 71 | 3 | 1 | 52 | | 136 | | | | | | |
| | TRUCK | | | | | | | | 1 | | | 1 | | | | | | | | |
| 11:45 - 12:00 PM | TOTAL | | | | 7 | | 0 | | 68 | 8 | 2 | 65 | | 150 | | | | | | |
| | TRUCK | | | | | | | | 1 | | | 3 | | | | | | | | |
| 12:00 - 12:15 PM | TOTAL | | | | 1 | | 2 | | 67 | 8 | 0 | 69 | | 147 | | | | | | |
| | TRUCK | | | | | | | | 2 | | | 2 | | | | | | | | |
| 12:15 - 12:30 PM | TOTAL | | | | 4 | | 2 | | 65 | 4 | 1 | 59 | | 135 | | | | | | |
| | TRUCK | | | | | | | | 1 | | | 1 | | | | | | | | |
| 12:30 - 12:45 PM | TOTAL | | | | 7 | | 2 | | 73 | 4 | 1 | 63 | | 150 | | | | | | |
| | TRUCK | | | | | | | | 0 | | | 1 | | | | | | | | |
| 12:45 - 1:00 PM | TOTAL | | | | 5 | | 1 | | 68 | 5 | 1 | 55 | | 135 | | | | | | |
| | TRUCK | | | | | | | | 2 | | | 2 | | | | | | | | |
| 1:00 - 1:15 PM | TOTAL | | | | 4 | | 0 | | 57 | 6 | 2 | 52 | | 121 | | | | | | |
| | TRUCK | | | | | | | | 1 | | | 0 | | | | | | | | |
| 1:15 - 1:30 PM | TOTAL | | | | 3 | | 1 | | 62 | 6 | 1 | 60 | | 133 | | | | | | |
| | TRUCK | | | | | | | | 1 | | | 1 | | | | | | | | |
| 1:30 - 1:45 PM | TOTAL | | | | 5 | | 0 | | 51 | 4 | 1 | 44 | | 105 | | | | | | |
| | TRUCK | | | | | | | | 4 | | | 1 | | | | | | | | |
| 1:45 - 2:00 PM | TOTAL | | | | 10 | | 0 | | 70 | 8 | 0 | 58 | | 146 | | | | | | |
| | TRUCK | | | | | | | | 2 | | | 1 | | | | | | | | |

1:
2:
3:
4: Highview Terrace WB - Left
5:
6: Highview Terrace WB - Right
7:
8: Bedford Rd NB - Thru
9: Bedford Rd NB - Right
10: Bedford Rd SB - Left
11: Bedford Rd SB - Thru
12:

A:
B: Crossing Highview Terrace East of IN
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

| | | | |
|---|---|---|---|
| DATE: | 8/8/2026 | JOB NO: | 24096 |
| PERIOD: | 11:00AM - 2:00PM | NAME: | Traffic Databank |
| LOCATION: | Bedford Road & Highview Terrace | INT #: | 4 |

# PEAK HOUR MOVEMENTS & % HEAVY VEHICLES - DO NOT EDIT THIS SHEET

| TIME | CLASS | VEHICLE MOVEMENT | | | | | | | | | | | | TOTAL VEHICLES | PED/BIKE MOVEMENT | | | | TOTAL PEDS /BIKE | INT. PHF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | A | B | C | D | | |
| 11:00 - 12:00 PM | TOTAL | | | | 30 | | 11 | | 275 | 19 | 5 | 230 | | 570 | | | | | | |
| | TRUCK | | | | 3% | | 0% | | 2% | 0% | 0% | 3% | | | | | | | | 0.95 |
| 11:15 - 12:15 PM | TOTAL | | | | 21 | | 9 | | 281 | 23 | 4 | 244 | | 582 | | | | | | |
| | TRUCK | | | | 5% | | 0% | | 2% | 0% | 0% | 3% | | | | | | | | 0.97 |
| 11:30 - 12:30 PM | TOTAL | | | | 17 | | 8 | | 271 | 23 | 4 | 245 | | 568 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 2% | 0% | 0% | 3% | | | | | | | | 0.95 |
| 11:45 - 12:45 PM | TOTAL | | | | 19 | | 6 | | 273 | 24 | 4 | 256 | | 582 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 1% | 0% | 0% | 3% | | | | | | | | 0.97 |
| 12:00 - 1:00 PM | TOTAL | | | | 17 | | 7 | | 273 | 21 | 3 | 246 | | 567 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 2% | 0% | 0% | 2% | | | | | | | | 0.95 |
| 12:15 - 1:15 PM | TOTAL | | | | 20 | | 5 | | 263 | 19 | 5 | 229 | | 541 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 2% | 0% | 0% | 2% | | | | | | | | 0.90 |
| 12:30 - 1:30 PM | TOTAL | | | | 19 | | 4 | | 260 | 21 | 5 | 230 | | 539 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 2% | 0% | 0% | 2% | | | | | | | | 0.90 |
| 12:45 - 1:45 PM | TOTAL | | | | 17 | | 2 | | 238 | 21 | 5 | 211 | | 494 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 3% | 0% | 0% | 2% | | | | | | | | 0.91 |
| 1:00 - 2:00 PM | TOTAL | | | | 22 | | 1 | | 240 | 24 | 4 | 214 | | 505 | | | | | | |
| | TRUCK | | | | 0% | | 0% | | 3% | 0% | 0% | 1% | | | | | | | | 0.86 |

1:
2:
3:
4: Highview Terrace WB - Left
5:
6: Highview Terrace WB - Right
7:
8: Bedford Rd NB - Thru
9: Bedford Rd NB - Right
10: Bedford Rd SB - Left
11: Bedford Rd SB - Thru
12:

A:
B: Crossing Highview Terrace East of INT
C: Crossing Bedford Rd South of INT
D: Crossing Bedford Rd North of INT

**TRAFFIC DATABANK LLC**
716 S SIXTH AVENUE
MT VERNON,NY, 10550
**YOUR #1 DATA COLLECTION FIRM**

Date Start: 2026/09/10
Date End: 2026/09/24
Station ID:
1-BEDFORD RD S OF CAMPUS DR
PLEASANTVILLE, NY
Latitude: 0' 0.0000 Undefined

| Start | 2026/09/07 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | * | * | * | * | * | * | * | * | 1 | 1 | 11 | 10 | 14 | 10 | 9 | 7 |
| 01:00 | * | * | * | * | * | * | * | * | 0 | 2 | 7 | 2 | 7 | 3 | 5 | 2 |
| 02:00 | * | * | * | * | * | * | * | * | 1 | 2 | 2 | 3 | 4 | 5 | 2 | 3 |
| 03:00 | * | * | * | * | * | * | * | * | 1 | 2 | 8 | 6 | 1 | 4 | 3 | 4 |
| 04:00 | * | * | * | * | * | * | 7 | 11 | 1 | 6 | 4 | 6 | 2 | 2 | 4 | 6 |
| 05:00 | * | * | * | * | * | * | 13 | 46 | 8 | 35 | 7 | 17 | 13 | 13 | 10 | 28 |
| 06:00 | * | * | * | * | * | * | 68 | 121 | 49 | 90 | 25 | 36 | 14 | 31 | 39 | 70 |
| 07:00 | * | * | * | * | * | * | 215 | 293 | 160 | 256 | 94 | 123 | 47 | 64 | 129 | 184 |
| 08:00 | * | * | * | * | * | * | **341** | **362** | **292** | 296 | 179 | 232 | 84 | 123 | 224 | 253 |
| 09:00 | * | * | * | * | * | * | 273 | 325 | 258 | **298** | 258 | 324 | 125 | 193 | 228 | 285 |
| 10:00 | * | * | * | * | * | * | 281 | 273 | 221 | 264 | 289 | 314 | 145 | 213 | 234 | 266 |
| 11:00 | * | * | * | * | * | * | 288 | 326 | 229 | 272 | **323** | **361** | **245** | **276** | **271** | **309** |
| 12:00 PM | * | * | * | * | * | * | 294 | 332 | 259 | 306 | **291** | **322** | **275** | 283 | 280 | **311** |
| 01:00 | * | * | * | * | * | * | 308 | 269 | 250 | 322 | 287 | 311 | 209 | **292** | 264 | 298 |
| 02:00 | * | * | * | * | * | * | 304 | 320 | 269 | 309 | 248 | 293 | 201 | 223 | 256 | 286 |
| 03:00 | * | * | * | * | * | * | 415 | 365 | **382** | 340 | 257 | 252 | 191 | 210 | **311** | 292 |
| 04:00 | * | * | * | * | * | * | 413 | **388** | 317 | **396** | 223 | 218 | 202 | 202 | 289 | 301 |
| 05:00 | * | * | * | * | * | * | **428** | 367 | 328 | 373 | 202 | 233 | 153 | 162 | 278 | 284 |
| 06:00 | * | * | * | * | * | * | 356 | 307 | 277 | 254 | 164 | 155 | 171 | 146 | 242 | 216 |
| 07:00 | * | * | * | * | * | * | 286 | 248 | 187 | 177 | 137 | 143 | 155 | 129 | 191 | 174 |
| 08:00 | * | * | * | * | * | * | 159 | 152 | 125 | 129 | 108 | 108 | 64 | 60 | 114 | 112 |
| 09:00 | * | * | * | * | * | * | 138 | 86 | 80 | 85 | 89 | 82 | 24 | 28 | 83 | 70 |
| 10:00 | * | * | * | * | * | * | 76 | 51 | 78 | 61 | 28 | 34 | 12 | 14 | 48 | 40 |
| 11:00 | * | * | * | * | * | * | 38 | 26 | 42 | 23 | 20 | 25 | 10 | 12 | 28 | 22 |
| Lane | 0 | 0 | 0 | 0 | 0 | 0 | 4701 | 4668 | 3815 | 4299 | 3261 | 3610 | 2368 | 2698 | 3542 | 3823 |
| Day | 0 | | 0 | | 0 | | 9369 | | 8114 | | 6871 | | 5066 | | 7365 | |
| AM Peak | - | - | - | - | - | - | 08:00 | 08:00 | 08:00 | 09:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 | 11:00 |
| Vol. | - | - | - | - | - | - | 341 | 362 | 292 | 298 | 323 | 361 | 245 | 276 | 271 | 309 |
| PM Peak | - | - | - | - | - | - | 17:00 | 16:00 | 15:00 | 16:00 | 12:00 | 12:00 | 12:00 | 13:00 | 15:00 | 12:00 |
| Vol. | - | - | - | - | - | - | 428 | 388 | 382 | 396 | 291 | 322 | 275 | 292 | 311 | 311 |

**TRAFFIC DATABANK LLC**
716 S SIXTH AVENUE
MT VERNON,NY, 10550
**YOUR #1 DATA COLLECTION FIRM**

Date Start: 2026/09/10
Date End: 2026/09/24
Station ID:
1-BEDFORD RD S OF CAMPUS DR
PLEASANTVILLE, NY
Latitude: 0' 0.0000 Undefined

| Start | 2026/09/14 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 4 | 5 | 5 | 9 | 4 | 3 | 15 | 2 | 1 | 1 | 3 | 15 | 17 | 19 | 7 | 8 |
| 01:00 | 2 | 4 | 2 | 1 | 4 | 1 | 6 | 5 | 1 | 2 | 5 | 2 | 12 | 7 | 5 | 3 |
| 02:00 | 4 | 1 | 1 | 3 | 5 | 1 | 3 | 4 | 4 | 3 | 1 | 5 | 6 | 2 | 3 | 3 |
| 03:00 | 3 | 4 | 7 | 1 | 3 | 5 | 4 | 3 | 3 | 2 | 9 | 7 | 4 | 8 | 5 | 4 |
| 04:00 | 3 | 10 | 3 | 13 | 4 | 12 | 14 | 15 | 2 | 7 | 4 | 7 | 2 | 1 | 5 | 9 |
| 05:00 | 15 | 28 | 11 | 54 | 10 | 38 | 20 | 44 | 9 | 17 | 5 | 19 | 5 | 7 | 11 | 30 |
| 06:00 | 50 | 82 | 49 | 124 | 53 | 113 | 63 | 132 | 64 | 88 | 20 | 46 | 14 | 26 | 45 | 87 |
| 07:00 | 149 | 278 | 173 | 314 | 179 | 313 | 205 | 322 | 172 | 260 | 78 | 161 | 49 | 67 | 144 | 245 |
| 08:00 | **285** | **311** | **304** | **387** | **347** | **337** | **319** | **359** | **286** | **304** | 199 | 246 | 101 | 148 | **263** | **299** |
| 09:00 | 216 | 250 | 225 | 318 | 223 | 285 | 266 | 339 | 231 | 258 | 256 | 283 | 182 | 230 | 228 | 280 |
| 10:00 | 221 | 232 | 234 | 253 | 227 | 227 | 283 | 301 | 250 | 252 | 290 | 301 | 181 | 240 | 241 | 258 |
| 11:00 | 206 | 259 | 234 | 278 | 228 | 255 | 282 | 304 | 224 | 253 | **353** | **357** | **270** | **269** | 257 | 282 |
| 12:00 PM | 225 | 273 | 235 | 275 | 272 | 335 | 286 | 307 | 265 | 316 | 306 | 319 | **269** | **262** | 265 | 298 |
| 01:00 | 224 | 230 | 234 | 224 | 257 | 290 | 268 | 322 | 256 | 311 | **317** | 293 | 235 | 231 | 256 | 272 |
| 02:00 | 229 | 291 | 276 | 315 | 278 | 314 | 296 | 318 | 261 | 282 | 244 | **323** | 238 | 237 | 260 | 297 |
| 03:00 | 323 | 323 | 344 | 344 | 351 | 359 | 402 | 366 | **417** | 360 | 264 | 251 | 217 | 214 | 331 | 317 |
| 04:00 | 374 | **386** | 363 | **392** | 385 | **440** | 399 | **457** | 322 | **400** | 225 | 224 | 248 | 227 | 331 | **361** |
| 05:00 | **385** | 356 | **404** | 372 | **422** | 406 | **428** | 412 | 312 | 362 | 181 | 284 | 231 | 210 | **338** | 343 |
| 06:00 | 279 | 239 | 289 | 290 | 340 | 357 | 321 | 392 | 320 | 254 | 170 | 154 | 169 | 144 | 270 | 261 |
| 07:00 | 181 | 189 | 229 | 176 | 244 | 244 | 262 | 231 | 199 | 173 | 134 | 143 | 118 | 102 | 195 | 180 |
| 08:00 | 117 | 105 | 135 | 122 | 213 | 154 | 209 | 145 | 128 | 114 | 119 | 103 | 74 | 80 | 142 | 118 |
| 09:00 | 81 | 48 | 69 | 60 | 118 | 76 | 148 | 88 | 84 | 90 | 93 | 37 | 48 | 74 | 92 | 68 |
| 10:00 | 29 | 22 | 37 | 20 | 50 | 44 | 75 | 36 | 86 | 66 | 70 | 56 | 35 | 31 | 55 | 39 |
| 11:00 | 8 | 18 | 12 | 7 | 27 | 16 | 18 | 8 | 35 | 29 | 40 | 40 | 10 | 13 | 21 | 19 |
| Lane | 3613 | 3944 | 3875 | 4352 | 4244 | 4625 | 4592 | 4912 | 3932 | 4204 | 3386 | 3676 | 2735 | 2849 | 3770 | 4081 |
| Day | 7557 | | 8227 | | 8869 | | 9504 | | 8136 | | 7062 | | 5584 | | 7851 | |
| AM Peak | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 11:00 | 11:00 | 11:00 | 11:00 | 08:00 | 08:00 |
| Vol. | 285 | 311 | 304 | 387 | 347 | 337 | 319 | 359 | 286 | 304 | 353 | 357 | 270 | 269 | 263 | 299 |
| PM Peak | 17:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | 17:00 | 16:00 | 15:00 | 16:00 | 13:00 | 14:00 | 12:00 | 12:00 | 17:00 | 16:00 |
| Vol. | 385 | 386 | 404 | 392 | 422 | 440 | 428 | 457 | 417 | 400 | 317 | 323 | 269 | 262 | 338 | 361 |

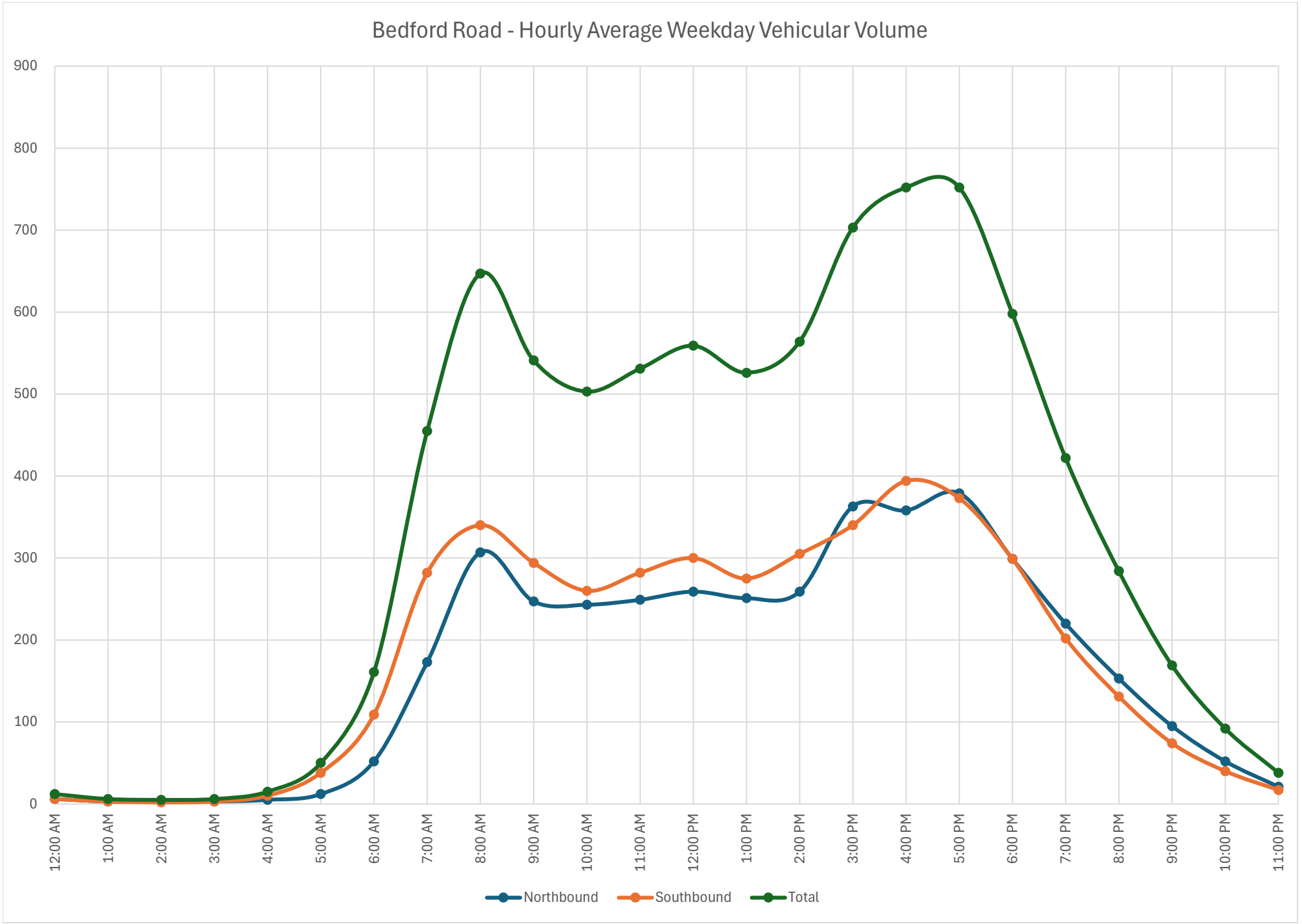
**TRAFFIC DATABANK LLC**
716 S SIXTH AVENUE
MT VERNON,NY, 10550
**YOUR #1 DATA COLLECTION FIRM**

Date Start: 2026/09/10
Date End: 2026/09/24
Station ID:
1-BEDFORD RD S OF CAMPUS DR
PLEASANTVILLE, NY
Latitude: 0' 0.0000 Undefined

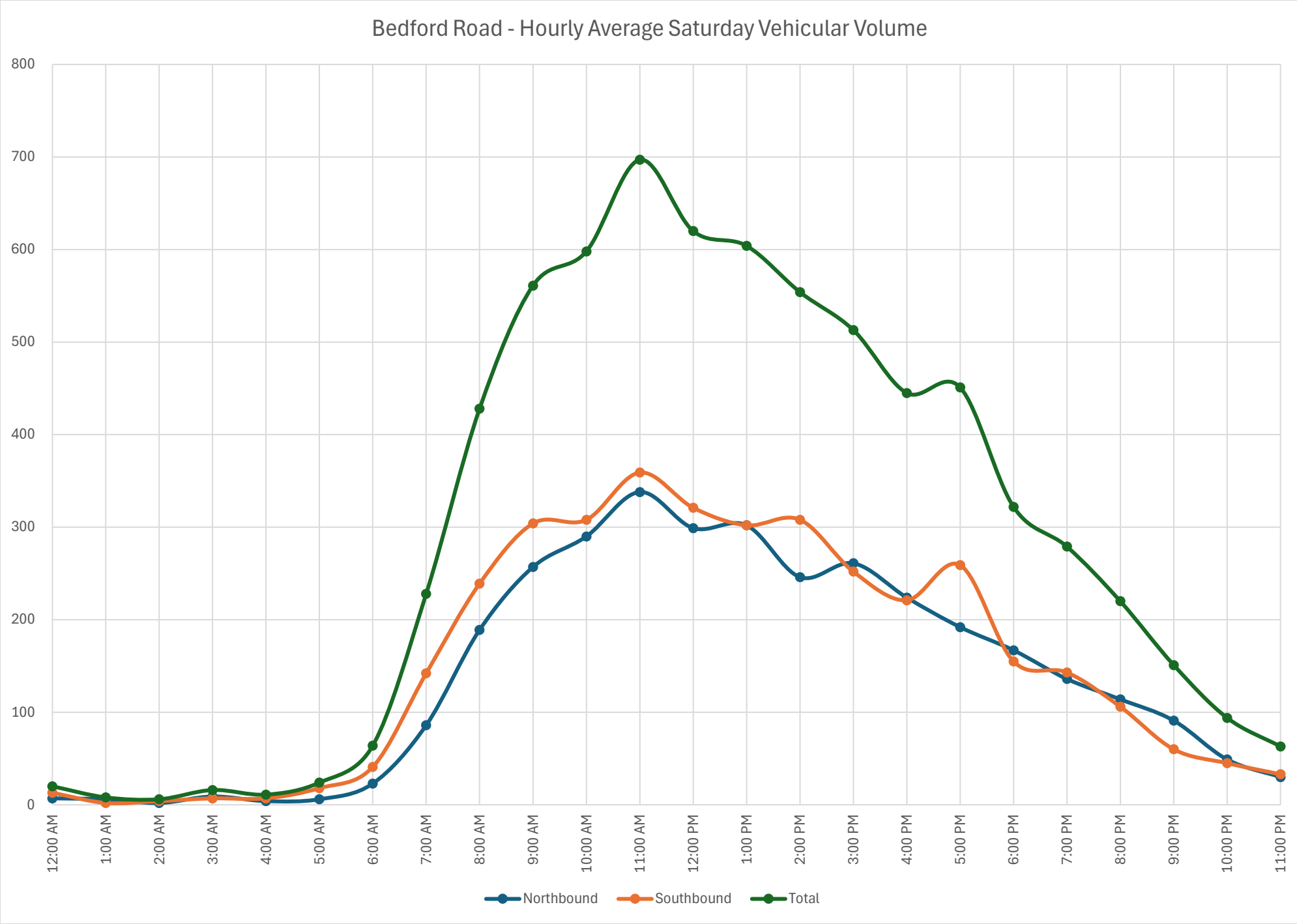
| Start | 2026/09/21 | | Tue | | Wed | | Thu | | Fri | | Sat | | Sun | | Week Average | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Time | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| 12:00 AM | 7 | 6 | 9 | 10 | 6 | 9 | 9 | 11 | * | * | * | * | * | * | 8 | 9 |
| 01:00 | 6 | 3 | 4 | 10 | 5 | 2 | 2 | 2 | * | * | * | * | * | * | 4 | 4 |
| 02:00 | 4 | 2 | 3 | 0 | 3 | 3 | 4 | 1 | * | * | * | * | * | * | 4 | 2 |
| 03:00 | 2 | 1 | 3 | 0 | 4 | 5 | 3 | 2 | * | * | * | * | * | * | 3 | 2 |
| 04:00 | 4 | 9 | 7 | 13 | 2 | 10 | 6 | 9 | * | * | * | * | * | * | 5 | 10 |
| 05:00 | 11 | 22 | 13 | 47 | 14 | 45 | 12 | 38 | * | * | * | * | * | * | 12 | 38 |
| 06:00 | 35 | 74 | 48 | 116 | 36 | 123 | 56 | 141 | * | * | * | * | * | * | 44 | 114 |
| 07:00 | 135 | 170 | 173 | 300 | 180 | 286 | 161 | 308 | * | * | * | * | * | * | 162 | 266 |
| 08:00 | 231 | 261 | **324** | **393** | **309** | **379** | **338** | **355** | * | * | * | * | * | * | **300** | **347** |
| 09:00 | 268 | 277 | 241 | 293 | 269 | 265 | 243 | 330 | * | * | * | * | * | * | 255 | 291 |
| 10:00 | 237 | 270 | 233 | 233 | 236 | 278 | 249 | 275 | * | * | * | * | * | * | 239 | 264 |
| 11:00 | **279** | **284** | 238 | 277 | 262 | 308 | 267 | 286 | * | * | * | * | * | * | 262 | 289 |
| 12:00 PM | 271 | **317** | 251 | 276 | 219 | 291 | 275 | 268 | * | * | * | * | * | * | 254 | 288 |
| 01:00 | 256 | 292 | 244 | 273 | 231 | 239 | 235 | 249 | * | * | * | * | * | * | 242 | 263 |
| 02:00 | 221 | 272 | 252 | 322 | 227 | 313 | 238 | 298 | * | * | * | * | * | * | 234 | 301 |
| 03:00 | 284 | 293 | 358 | 320 | 359 | 324 | 354 | 350 | * | * | * | * | * | * | 339 | 322 |
| 04:00 | 277 | 294 | **359** | **351** | 352 | **421** | 375 | 411 | * | * | * | * | * | * | 341 | **369** |
| 05:00 | **321** | 284 | 354 | 331 | **369** | 364 | **416** | **474** | * | * | * | * | * | * | **365** | 363 |
| 06:00 | 183 | 239 | 287 | 320 | 295 | 302 | 343 | 333 | * | * | * | * | * | * | 277 | 298 |
| 07:00 | 154 | 160 | 200 | 194 | 203 | 197 | 275 | 228 | * | * | * | * | * | * | 208 | 195 |
| 08:00 | 120 | 113 | 150 | 132 | 162 | 112 | 163 | 167 | * | * | * | * | * | * | 149 | 131 |
| 09:00 | 54 | 40 | 75 | 65 | 80 | 81 | 123 | 96 | * | * | * | * | * | * | 83 | 70 |
| 10:00 | 21 | 23 | 51 | 33 | 38 | 44 | 36 | 40 | * | * | * | * | * | * | 36 | 35 |
| 11:00 | 13 | 10 | 8 | 9 | 10 | 20 | 11 | 17 | * | * | * | * | * | * | 10 | 14 |
| Lane | 3394 | 3716 | 3885 | 4318 | 3871 | 4421 | 4194 | 4689 | 0 | 0 | 0 | 0 | 0 | 0 | 3836 | 4285 |
| Day | 7110 | | 8203 | | 8292 | | 8883 | | 0 | | 0 | | 0 | | 8121 | |
| AM Peak | 11:00 | 11:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | 08:00 | - | - | - | - | - | - | 08:00 | 08:00 |
| Vol. | 279 | 284 | 324 | 393 | 309 | 379 | 338 | 355 | - | - | - | - | - | - | 300 | 347 |
| PM Peak | 17:00 | 12:00 | 16:00 | 16:00 | 17:00 | 16:00 | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 | 16:00 |
| Vol. | 321 | 317 | 359 | 351 | 369 | 421 | 416 | 474 | - | - | - | - | - | - | 365 | 369 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Comb. Total | 14667 | 16430 | 17161 | 27756 | 16250 | 13933 | 10650 | 23337 |
| ADT | ADT 7,677 | AADT 7,677 | | | | | | |

# Chart ATR-1

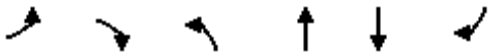

Bedford Road - Hourly Average Weekday Vehicular Volume
900
800
700
600
500
400
300
200
100
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Northbound
Southbound
Total

## Chart ATR-2


Bedford Road - Hourly Average Saturday Vehicular Volume
800
700
600
500
400
300
200
100
0
12:00 AM
1:00 AM
2:00 AM
3:00 AM
4:00 AM
5:00 AM
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
Northbound
Southbound
Total

# *APPENDIX D*

# *CAPACITY ANALYSES*



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 85 | 96 | 107 | 320 | 260 | 145 |
| Future Volume (vph) | 85 | 96 | 107 | 320 | 260 | 145 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.928 | | | | 0.952 | |
| Flt Protected | 0.977 | | | 0.988 | | |
| Satd. Flow (prot) | 1512 | 0 | 0 | 1836 | 1789 | 0 |
| Flt Permitted | 0.977 | | | 0.988 | | |
| Satd. Flow (perm) | 1512 | 0 | 0 | 1836 | 1789 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 2% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 99 | 112 | 124 | 372 | 302 | 169 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 211 | 0 | 0 | 496 | 471 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 65.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

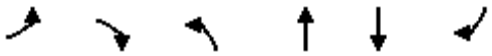
| Intersection | |
|---|---|
| Int Delay, s/veh | 7.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 85 | 96 | 107 | 320 | 260 | 145 |
| Future Vol, veh/h | 85 | 96 | 107 | 320 | 260 | 145 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 0 | 1 | 2 | 2 | 0 |
| Mvmt Flow | 99 | 112 | 124 | 372 | 302 | 169 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1007 | 387 | 471 | 0 | - | 0 |
| Stage 1 | 387 | - | - | - | - | - |
| Stage 2 | 620 | - | - | - | - | - |
| Critical Hdwy | 6.82 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.82 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.82 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 239 | 651 | 1096 | - | - | - |
| Stage 1 | 657 | - | - | - | - | - |
| Stage 2 | 501 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 205 | 651 | 1096 | - | - | - |
| Mov Cap-2 Maneuver | 205 | - | - | - | - | - |
| Stage 1 | 563 | - | - | - | - | - |
| Stage 2 | 501 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 35 | 2.2 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1096 | - | 322 | - | - |
| HCM Lane V/C Ratio | 0.114 | - | 0.654 | - | - |
| HCM Control Delay (s) | 8.7 | 0 | 35 | - | - |
| HCM Lane LOS | A | A | E | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 4.3 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 34 | 18 | 387 | 371 | 1 |
| Future Volume (vph) | 0 | 34 | 18 | 387 | 371 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.865 | | | | | |
| Flt Protected | | | | 0.998 | | |
| Satd. Flow (prot) | 1663 | 0 | 0 | 1828 | 1839 | 0 |
| Flt Permitted | | | | 0.998 | | |
| Satd. Flow (perm) | 1663 | 0 | 0 | 1828 | 1839 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 5 | | | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 6% | 0% | 5% | 3% | 0% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 0 | 39 | 20 | 440 | 422 | 1 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 0 | 0 | 460 | 423 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 45.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

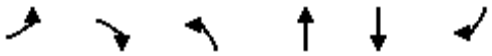
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 34 | 18 | 387 | 371 | 1 |
| Future Vol, veh/h | 0 | 34 | 18 | 387 | 371 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 5 | 0 | 0 | 5 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 6 | 0 | 5 | 3 | 0 |
| Mvmt Flow | 0 | 39 | 20 | 440 | 422 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 908 | 428 | 428 | 0 | - | 0 |
| Stage 1 | 428 | - | - | - | - | - |
| Stage 2 | 480 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.76 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.354 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 240 | 583 | 1142 | - | - | - |
| Stage 1 | 588 | - | - | - | - | - |
| Stage 2 | 548 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 232 | 580 | 1135 | - | - | - |
| Mov Cap-2 Maneuver | 232 | - | - | - | - | - |
| Stage 1 | 571 | - | - | - | - | - |
| Stage 2 | 545 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.6 | 0.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1135 | - | 580 | - | - |
| HCM Lane V/C Ratio | 0.018 | - | 0.067 | - | - |
| HCM Control Delay (s) | 8.2 | 0 | 11.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 18 | 19 | 368 | 354 | 7 |
| Future Volume (vph) | 3 | 18 | 19 | 368 | 354 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.886 | | | | 0.997 | |
| Flt Protected | 0.992 | | | 0.998 | | |
| Satd. Flow (prot) | 1628 | 0 | 0 | 1888 | 1896 | 0 |
| Flt Permitted | 0.992 | | | 0.998 | | |
| Satd. Flow (perm) | 1628 | 0 | 0 | 1888 | 1896 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 372 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.5 | |
| Confl. Peds. (#/hr) | | | 2 | | | 2 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 4% | 0% |
| Adj. Flow (vph) | 4 | 22 | 23 | 454 | 437 | 9 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 0 | 477 | 446 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 44.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 18 | 19 | 368 | 354 | 7 |
| Future Vol, veh/h | 3 | 18 | 19 | 368 | 354 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 4 | 0 |
| Mvmt Flow | 4 | 22 | 23 | 454 | 437 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 944 | 444 | 448 | 0 | - | 0 |
| Stage 1 | 444 | - | - | - | - | - |
| Stage 2 | 500 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 226 | 581 | 1123 | - | - | - |
| Stage 1 | 575 | - | - | - | - | - |
| Stage 2 | 534 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 219 | 580 | 1121 | - | - | - |
| Mov Cap-2 Maneuver | 219 | - | - | - | - | - |
| Stage 1 | 558 | - | - | - | - | - |
| Stage 2 | 533 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.1 | 0.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1121 | - | 469 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | 0.055 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 13.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 65 | 4 | 342 | 29 | 1 | 296 |
| Future Volume (vph) | 65 | 4 | 342 | 29 | 1 | 296 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.991 | | 0.989 | | | |
| Flt Protected | 0.955 | | | | | |
| Satd. Flow (prot) | 1765 | 0 | 1750 | 0 | 0 | 1864 |
| Flt Permitted | 0.955 | | | | | |
| Satd. Flow (perm) | 1765 | 0 | 1750 | 0 | 0 | 1864 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 709 | | 372 | | | 835 |
| Travel Time (s) | 16.1 | | 8.5 | | | 19.0 |
| Confl. Peds. (#/hr) | 1 | 1 | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 2% | 0% | 8% | 0% | 0% | 6% |
| Adj. Flow (vph) | 74 | 5 | 389 | 33 | 1 | 336 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 79 | 0 | 422 | 0 | 0 | 337 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 30.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

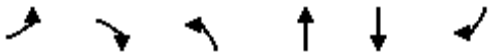
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 65 | 4 | 342 | 29 | 1 | 296 |
| Future Vol, veh/h | 65 | 4 | 342 | 29 | 1 | 296 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 0 | 8 | 0 | 0 | 6 |
| Mvmt Flow | 74 | 5 | 389 | 33 | 1 | 336 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 745 | 407 | 0 | 0 | 422 | 0 |
| Stage 1 | 406 | - | - | - | - | - |
| Stage 2 | 339 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 382 | 648 | - | - | 1148 | - |
| Stage 1 | 673 | - | - | - | - | - |
| Stage 2 | 722 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 381 | 647 | - | - | 1148 | - |
| Mov Cap-2 Maneuver | 381 | - | - | - | - | - |
| Stage 1 | 673 | - | - | - | - | - |
| Stage 2 | 721 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.5 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 390 | 1148 | - |
| HCM Lane V/C Ratio | - | - | 0.201 | 0.001 | - |
| HCM Control Delay (s) | - | - | 16.5 | 8.1 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 111 | 84 | 110 | 373 | 311 | 133 |
| Future Volume (vph) | 111 | 84 | 110 | 373 | 311 | 133 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.942 | | | | 0.960 | |
| Flt Protected | 0.972 | | | 0.989 | | |
| Satd. Flow (prot) | 1533 | 0 | 0 | 1865 | 1828 | 0 |
| Flt Permitted | 0.972 | | | 0.989 | | |
| Satd. Flow (perm) | 1533 | 0 | 0 | 1865 | 1828 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Confl. Peds. (#/hr) | | | 5 | | | 5 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 119 | 90 | 118 | 401 | 334 | 143 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 209 | 0 | 0 | 519 | 477 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 71.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

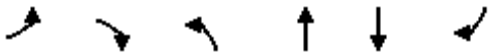
| Intersection | |
|---|---|
| Int Delay, s/veh | 9.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 111 | 84 | 110 | 373 | 311 | 133 |
| Future Vol, veh/h | 111 | 84 | 110 | 373 | 311 | 133 |
| Conflicting Peds, #/hr | 0 | 0 | 5 | 0 | 0 | 5 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 1 | 0 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 119 | 90 | 118 | 401 | 334 | 143 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1048 | 411 | 482 | 0 | - | 0 |
| Stage 1 | 411 | - | - | - | - | - |
| Stage 2 | 637 | - | - | - | - | - |
| Critical Hdwy | 6.81 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.81 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.81 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 226 | 631 | 1086 | - | - | - |
| Stage 1 | 641 | - | - | - | - | - |
| Stage 2 | 493 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 192 | 628 | 1081 | - | - | - |
| Mov Cap-2 Maneuver | 192 | - | - | - | - | - |
| Stage 1 | 549 | - | - | - | - | - |
| Stage 2 | 491 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 50.8 | 2 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1081 | - | 274 | - | - |
| HCM Lane V/C Ratio | 0.109 | - | 0.765 | - | - |
| HCM Control Delay (s) | 8.7 | 0 | 50.8 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 5.7 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 19 | 21 | 463 | 425 | 4 |
| Future Volume (vph) | 5 | 19 | 21 | 463 | 425 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.892 | | | | 0.999 | |
| Flt Protected | 0.990 | | | 0.998 | | |
| Satd. Flow (prot) | 1799 | 0 | 0 | 1875 | 1870 | 0 |
| Flt Permitted | 0.990 | | | 0.998 | | |
| Satd. Flow (perm) | 1799 | 0 | 0 | 1875 | 1870 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 10 | | | 10 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 2% | 1% | 25% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 5 | 20 | 22 | 493 | 452 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 25 | 0 | 0 | 515 | 456 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 51.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

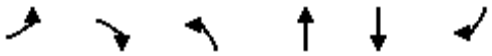
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 19 | 21 | 463 | 425 | 4 |
| Future Vol, veh/h | 5 | 19 | 21 | 463 | 425 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 10 | 0 | 0 | 10 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 5 | 2 | 1 | 25 |
| Mvmt Flow | 5 | 20 | 22 | 493 | 452 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1001 | 464 | 466 | 0 | - | 0 |
| Stage 1 | 464 | - | - | - | - | - |
| Stage 2 | 537 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.15 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.245 | - | - | - |
| Pot Cap-1 Maneuver | 206 | 565 | 1080 | - | - | - |
| Stage 1 | 560 | - | - | - | - | - |
| Stage 2 | 508 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 195 | 558 | 1067 | - | - | - |
| Mov Cap-2 Maneuver | 195 | - | - | - | - | - |
| Stage 1 | 538 | - | - | - | - | - |
| Stage 2 | 502 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.6 | 0.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1067 | - | 402 | - | - |
| HCM Lane V/C Ratio | 0.021 | - | 0.064 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 14.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 15 | 28 | 440 | 414 | 9 |
| Future Volume (vph) | 5 | 15 | 28 | 440 | 414 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.897 | | | | 0.997 | |
| Flt Protected | 0.988 | | | 0.997 | | |
| Satd. Flow (prot) | 1642 | 0 | 0 | 1886 | 1970 | 0 |
| Flt Permitted | 0.988 | | | 0.997 | | |
| Satd. Flow (perm) | 1642 | 0 | 0 | 1886 | 1970 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 360 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.2 | |
| Confl. Peds. (#/hr) | | | 6 | | | 6 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 0% |
| Adj. Flow (vph) | 5 | 16 | 30 | 473 | 445 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 21 | 0 | 0 | 503 | 455 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 56.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 15 | 28 | 440 | 414 | 9 |
| Future Vol, veh/h | 5 | 15 | 28 | 440 | 414 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 6 | 0 | 0 | 6 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 5 | 16 | 30 | 473 | 445 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 989 | 456 | 461 | 0 | - | 0 |
| Stage 1 | 456 | - | - | - | - | - |
| Stage 2 | 533 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 210 | 571 | 1111 | - | - | - |
| Stage 1 | 566 | - | - | - | - | - |
| Stage 2 | 511 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 200 | 568 | 1105 | - | - | - |
| Mov Cap-2 Maneuver | 200 | - | - | - | - | - |
| Stage 1 | 542 | - | - | - | - | - |
| Stage 2 | 508 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.8 | 0.5 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1105 | - | 389 | - | - |
| HCM Lane V/C Ratio | 0.027 | - | 0.055 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 14.8 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 34 | 2 | 412 | 33 | 3 | 389 |
| Future Volume (vph) | 34 | 2 | 412 | 33 | 3 | 389 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.993 | | 0.990 | | | |
| Flt Protected | 0.955 | | | | | |
| Satd. Flow (prot) | 1802 | 0 | 1830 | 0 | 0 | 1883 |
| Flt Permitted | 0.955 | | | | | |
| Satd. Flow (perm) | 1802 | 0 | 1830 | 0 | 0 | 1883 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 721 | | 360 | | | 818 |
| Travel Time (s) | 16.4 | | 8.2 | | | 18.6 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 5% |
| Adj. Flow (vph) | 36 | 2 | 438 | 35 | 3 | 414 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 38 | 0 | 473 | 0 | 0 | 417 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 33.7% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

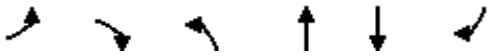
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 34 | 2 | 412 | 33 | 3 | 389 |
| Future Vol, veh/h | 34 | 2 | 412 | 33 | 3 | 389 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 5 |
| Mvmt Flow | 36 | 2 | 438 | 35 | 3 | 414 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 876 | 456 | 0 | 0 | 473 | 0 |
| Stage 1 | 456 | - | - | - | - | - |
| Stage 2 | 420 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 322 | 609 | - | - | 1099 | - |
| Stage 1 | 643 | - | - | - | - | - |
| Stage 2 | 667 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 321 | 609 | - | - | 1099 | - |
| Mov Cap-2 Maneuver | 321 | - | - | - | - | - |
| Stage 1 | 643 | - | - | - | - | - |
| Stage 2 | 664 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.3 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 330 | 1099 | - |
| HCM Lane V/C Ratio | - | - | 0.116 | 0.003 | - |
| HCM Control Delay (s) | - | - | 17.3 | 8.3 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 113 | 68 | 118 | 369 | 319 | 157 |
| Future Volume (vph) | 113 | 68 | 118 | 369 | 319 | 157 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.949 | | | | 0.956 | |
| Flt Protected | 0.970 | | | 0.988 | | |
| Satd. Flow (prot) | 1540 | 0 | 0 | 1849 | 1778 | 0 |
| Flt Permitted | 0.970 | | | 0.988 | | |
| Satd. Flow (perm) | 1540 | 0 | 0 | 1849 | 1778 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Confl. Bikes (#/hr) | | | | | | 4 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 1% | 2% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 127 | 76 | 133 | 415 | 358 | 176 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 203 | 0 | 0 | 548 | 534 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

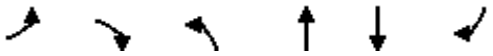
| Intersection | |
|---|---|
| Int Delay, s/veh | 13.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 113 | 68 | 118 | 369 | 319 | 157 |
| Future Vol, veh/h | 113 | 68 | 118 | 369 | 319 | 157 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 1 | 0 | 1 | 1 | 2 | 3 |
| Mvmt Flow | 127 | 76 | 133 | 415 | 358 | 176 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1127 | 446 | 534 | 0 | - | 0 |
| Stage 1 | 446 | - | - | - | - | - |
| Stage 2 | 681 | - | - | - | - | - |
| Critical Hdwy | 6.81 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.81 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.81 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 201 | 601 | 1039 | - | - | - |
| Stage 1 | 616 | - | - | - | - | - |
| Stage 2 | 468 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 168 | 601 | 1039 | - | - | - |
| Mov Cap-2 Maneuver | 168 | - | - | - | - | - |
| Stage 1 | 514 | - | - | - | - | - |
| Stage 2 | 468 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 77.7 | 2.2 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1039 | - | 230 | - | - |
| HCM Lane V/C Ratio | 0.128 | - | 0.884 | - | - |
| HCM Ctrl Dly (s/v) | 9 | 0 | 77.7 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q (veh) | 0.4 | - | 7.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 24 | 21 | 461 | 452 | 7 |
| Future Volume (vph) | 6 | 24 | 21 | 461 | 452 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.893 | | | | 0.998 | |
| Flt Protected | 0.990 | | | 0.998 | | |
| Satd. Flow (prot) | 1746 | 0 | 0 | 1875 | 1815 | 0 |
| Flt Permitted | 0.990 | | | 0.998 | | |
| Satd. Flow (perm) | 1746 | 0 | 0 | 1875 | 1815 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 7 | | | 7 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 0% | 4% | 5% | 2% | 4% | 14% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 7 | 27 | 23 | 512 | 502 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 34 | 0 | 0 | 535 | 510 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 24 | 21 | 461 | 452 | 7 |
| Future Vol, veh/h | 6 | 24 | 21 | 461 | 452 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 7 | 0 | 0 | 7 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 4 | 5 | 2 | 4 | 14 |
| Mvmt Flow | 7 | 27 | 23 | 512 | 502 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1071 | 513 | 517 | 0 | - | 0 |
| Stage 1 | 513 | - | - | - | - | - |
| Stage 2 | 558 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.74 | 4.15 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.336 | 2.245 | - | - | - |
| Pot Cap-1 Maneuver | 183 | 519 | 1034 | - | - | - |
| Stage 1 | 525 | - | - | - | - | - |
| Stage 2 | 494 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 176 | 515 | 1025 | - | - | - |
| Mov Cap-2 Maneuver | 176 | - | - | - | - | - |
| Stage 1 | 505 | - | - | - | - | - |
| Stage 2 | 494 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 15.6 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1025 | - | 372 | - | - |
| HCM Lane V/C Ratio | 0.023 | - | 0.09 | - | - |
| HCM Ctrl Dly (s/v) | 8.6 | 0 | 15.6 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.3 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 9 | 19 | 30 | 437 | 440 | 10 |
| Future Volume (vph) | 9 | 19 | 30 | 437 | 440 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.909 | | | | 0.997 | |
| Flt Protected | 0.984 | | | 0.997 | | |
| Satd. Flow (prot) | 1657 | 0 | 0 | 1886 | 1951 | 0 |
| Flt Permitted | 0.984 | | | 0.997 | | |
| Satd. Flow (perm) | 1657 | 0 | 0 | 1886 | 1951 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 372 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.5 | |
| Confl. Peds. (#/hr) | | | 6 | | | 6 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 1% | 0% |
| Adj. Flow (vph) | 11 | 23 | 36 | 520 | 524 | 12 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 34 | 0 | 0 | 556 | 536 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 19 | 30 | 437 | 440 | 10 |
| Future Vol, veh/h | 9 | 19 | 30 | 437 | 440 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 6 | 0 | 0 | 6 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 11 | 23 | 36 | 520 | 524 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1128 | 536 | 542 | 0 | - | 0 |
| Stage 1 | 536 | - | - | - | - | - |
| Stage 2 | 592 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 167 | 509 | 1037 | - | - | - |
| Stage 1 | 509 | - | - | - | - | - |
| Stage 2 | 472 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 158 | 506 | 1031 | - | - | - |
| Mov Cap-2 Maneuver | 158 | - | - | - | - | - |
| Stage 1 | 481 | - | - | - | - | - |
| Stage 2 | 472 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.7 | 0.6 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1031 | - | 296 | - | - |
| HCM Lane V/C Ratio | 0.035 | - | 0.113 | - | - |
| HCM Ctrl Dly (s/v) | 8.6 | 0 | 18.7 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.4 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 43 | 3 | 415 | 31 | 5 | 407 |
| Future Volume (vph) | 43 | 3 | 415 | 31 | 5 | 407 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.990 | | 0.991 | | | |
| Flt Protected | 0.956 | | | | | 0.999 |
| Satd. Flow (prot) | 1798 | 0 | 1832 | 0 | 0 | 1864 |
| Flt Permitted | 0.956 | | | | | 0.999 |
| Satd. Flow (perm) | 1798 | 0 | 1832 | 0 | 0 | 1864 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 709 | | 372 | | | 835 |
| Travel Time (s) | 16.1 | | 8.5 | | | 19.0 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 6% |
| Adj. Flow (vph) | 51 | 4 | 488 | 36 | 6 | 479 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 55 | 0 | 524 | 0 | 0 | 485 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

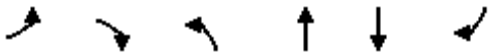
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 43 | 3 | 415 | 31 | 5 | 407 |
| Future Vol, veh/h | 43 | 3 | 415 | 31 | 5 | 407 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 51 | 4 | 488 | 36 | 6 | 479 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 997 | 506 | 0 | 0 | 524 | 0 |
| Stage 1 | 506 | - | - | - | - | - |
| Stage 2 | 491 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 273 | 570 | - | - | 1053 | - |
| Stage 1 | 610 | - | - | - | - | - |
| Stage 2 | 619 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 271 | 570 | - | - | 1053 | - |
| Mov Cap-2 Maneuver | 271 | - | - | - | - | - |
| Stage 1 | 605 | - | - | - | - | - |
| Stage 2 | 619 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.8 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 281 | 1053 | - |
| HCM Lane V/C Ratio | - | - | 0.193 | 0.006 | - |
| HCM Ctrl Dly (s/v) | - | - | 20.8 | 8.4 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.7 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 89 | 100 | 111 | 333 | 271 | 151 |
| Future Volume (vph) | 89 | 100 | 111 | 333 | 271 | 151 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.928 | | | | 0.952 | |
| Flt Protected | 0.977 | | | 0.988 | | |
| Satd. Flow (prot) | 1512 | 0 | 0 | 1836 | 1789 | 0 |
| Flt Permitted | 0.977 | | | 0.988 | | |
| Satd. Flow (perm) | 1512 | 0 | 0 | 1836 | 1789 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 2% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 103 | 116 | 129 | 387 | 315 | 176 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 219 | 0 | 0 | 516 | 491 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 68.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

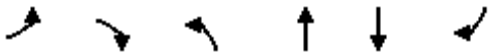
| Intersection | |
|---|---|
| Int Delay, s/veh | 8.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 89 | 100 | 111 | 333 | 271 | 151 |
| Future Vol, veh/h | 89 | 100 | 111 | 333 | 271 | 151 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 0 | 1 | 2 | 2 | 0 |
| Mvmt Flow | 103 | 116 | 129 | 387 | 315 | 176 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1048 | 403 | 491 | 0 | - | 0 |
| Stage 1 | 403 | - | - | - | - | - |
| Stage 2 | 645 | - | - | - | - | - |
| Critical Hdwy | 6.82 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.82 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.82 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 225 | 637 | 1078 | - | - | - |
| Stage 1 | 645 | - | - | - | - | - |
| Stage 2 | 486 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 191 | 637 | 1078 | - | - | - |
| Mov Cap-2 Maneuver | 191 | - | - | - | - | - |
| Stage 1 | 547 | - | - | - | - | - |
| Stage 2 | 486 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 42.8 | 2.2 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1078 | - | 303 | - | - |
| HCM Lane V/C Ratio | 0.12 | - | 0.725 | - | - |
| HCM Control Delay (s) | 8.8 | 0 | 42.8 | - | - |
| HCM Lane LOS | A | A | E | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 5.3 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 35 | 19 | 403 | 387 | 1 |
| Future Volume (vph) | 0 | 35 | 19 | 403 | 387 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.865 | | | | | |
| Flt Protected | | | | 0.998 | | |
| Satd. Flow (prot) | 1663 | 0 | 0 | 1828 | 1839 | 0 |
| Flt Permitted | | | | 0.998 | | |
| Satd. Flow (perm) | 1663 | 0 | 0 | 1828 | 1839 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 5 | | | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 6% | 0% | 5% | 3% | 0% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 0 | 40 | 22 | 458 | 440 | 1 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 40 | 0 | 0 | 480 | 441 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 46.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

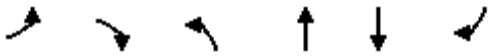
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 35 | 19 | 403 | 387 | 1 |
| Future Vol, veh/h | 0 | 35 | 19 | 403 | 387 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 5 | 0 | 0 | 5 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 6 | 0 | 5 | 3 | 0 |
| Mvmt Flow | 0 | 40 | 22 | 458 | 440 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 948 | 446 | 446 | 0 | - | 0 |
| Stage 1 | 446 | - | - | - | - | - |
| Stage 2 | 502 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.76 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.354 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 224 | 568 | 1125 | - | - | - |
| Stage 1 | 574 | - | - | - | - | - |
| Stage 2 | 533 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 215 | 565 | 1118 | - | - | - |
| Mov Cap-2 Maneuver | 215 | - | - | - | - | - |
| Stage 1 | 556 | - | - | - | - | - |
| Stage 2 | 530 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.9 | 0.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1118 | - | 565 | - | - |
| HCM Lane V/C Ratio | 0.019 | - | 0.07 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 11.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 19 | 20 | 383 | 369 | 7 |
| Future Volume (vph) | 3 | 19 | 20 | 383 | 369 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.885 | | | | 0.997 | |
| Flt Protected | 0.993 | | | 0.997 | | |
| Satd. Flow (prot) | 1628 | 0 | 0 | 1886 | 1896 | 0 |
| Flt Permitted | 0.993 | | | 0.997 | | |
| Satd. Flow (perm) | 1628 | 0 | 0 | 1886 | 1896 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 372 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.5 | |
| Confl. Peds. (#/hr) | | | 2 | | | 2 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 4% | 0% |
| Adj. Flow (vph) | 4 | 23 | 25 | 473 | 456 | 9 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 27 | 0 | 0 | 498 | 465 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 19 | 20 | 383 | 369 | 7 |
| Future Vol, veh/h | 3 | 19 | 20 | 383 | 369 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 4 | 0 |
| Mvmt Flow | 4 | 23 | 25 | 473 | 456 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 986 | 463 | 467 | 0 | - | 0 |
| Stage 1 | 463 | - | - | - | - | - |
| Stage 2 | 523 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 211 | 566 | 1105 | - | - | - |
| Stage 1 | 561 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 204 | 565 | 1103 | - | - | - |
| Mov Cap-2 Maneuver | 204 | - | - | - | - | - |
| Stage 1 | 542 | - | - | - | - | - |
| Stage 2 | 517 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.4 | 0.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1103 | - | 455 | - | - |
| HCM Lane V/C Ratio | 0.022 | - | 0.06 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 13.4 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 68 | 4 | 356 | 30 | 1 | 308 |
| Future Volume (vph) | 68 | 4 | 356 | 30 | 1 | 308 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.992 | | 0.990 | | | |
| Flt Protected | 0.955 | | | | | |
| Satd. Flow (prot) | 1767 | 0 | 1752 | 0 | 0 | 1864 |
| Flt Permitted | 0.955 | | | | | |
| Satd. Flow (perm) | 1767 | 0 | 1752 | 0 | 0 | 1864 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 709 | | 372 | | | 835 |
| Travel Time (s) | 16.1 | | 8.5 | | | 19.0 |
| Confl. Peds. (#/hr) | 1 | 1 | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 2% | 0% | 8% | 0% | 0% | 6% |
| Adj. Flow (vph) | 77 | 5 | 405 | 34 | 1 | 350 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 82 | 0 | 439 | 0 | 0 | 351 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 31.5% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

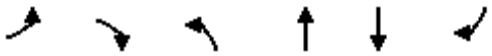
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 68 | 4 | 356 | 30 | 1 | 308 |
| Future Vol, veh/h | 68 | 4 | 356 | 30 | 1 | 308 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 0 | 8 | 0 | 0 | 6 |
| Mvmt Flow | 77 | 5 | 405 | 34 | 1 | 350 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 775 | 423 | 0 | 0 | 439 | 0 |
| Stage 1 | 422 | - | - | - | - | - |
| Stage 2 | 353 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 366 | 635 | - | - | 1132 | - |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 711 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 365 | 634 | - | - | 1132 | - |
| Mov Cap-2 Maneuver | 365 | - | - | - | - | - |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 710 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.3 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 374 | 1132 | - |
| HCM Lane V/C Ratio | - | - | 0.219 | 0.001 | - |
| HCM Control Delay (s) | - | - | 17.3 | 8.2 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.8 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 116 | 87 | 114 | 388 | 324 | 138 |
| Future Volume (vph) | 116 | 87 | 114 | 388 | 324 | 138 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.942 | | | | 0.960 | |
| Flt Protected | 0.972 | | | 0.989 | | |
| Satd. Flow (prot) | 1533 | 0 | 0 | 1865 | 1828 | 0 |
| Flt Permitted | 0.972 | | | 0.989 | | |
| Satd. Flow (perm) | 1533 | 0 | 0 | 1865 | 1828 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Confl. Peds. (#/hr) | | | 5 | | | 5 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 125 | 94 | 123 | 417 | 348 | 148 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 219 | 0 | 0 | 540 | 496 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 74.1% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

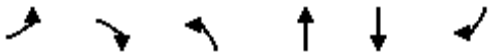
| Intersection | |
|---|---|
| Int Delay, s/veh | 12.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 116 | 87 | 114 | 388 | 324 | 138 |
| Future Vol, veh/h | 116 | 87 | 114 | 388 | 324 | 138 |
| Conflicting Peds, #/hr | 0 | 0 | 5 | 0 | 0 | 5 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 1 | 0 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 125 | 94 | 123 | 417 | 348 | 148 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1090 | 427 | 501 | 0 | - | 0 |
| Stage 1 | 427 | - | - | - | - | - |
| Stage 2 | 663 | - | - | - | - | - |
| Critical Hdwy | 6.81 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.81 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.81 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 212 | 617 | 1068 | - | - | - |
| Stage 1 | 630 | - | - | - | - | - |
| Stage 2 | 478 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 178 | 614 | 1063 | - | - | - |
| Mov Cap-2 Maneuver | 178 | - | - | - | - | - |
| Stage 1 | 532 | - | - | - | - | - |
| Stage 2 | 476 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 66.5 | 2 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1063 | - | 256 | - | - |
| HCM Lane V/C Ratio | 0.115 | - | 0.853 | - | - |
| HCM Control Delay (s) | 8.8 | 0 | 66.5 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 7 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 20 | 22 | 482 | 442 | 4 |
| Future Volume (vph) | 5 | 20 | 22 | 482 | 442 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.891 | | | | 0.999 | |
| Flt Protected | 0.990 | | | 0.998 | | |
| Satd. Flow (prot) | 1797 | 0 | 0 | 1875 | 1870 | 0 |
| Flt Permitted | 0.990 | | | 0.998 | | |
| Satd. Flow (perm) | 1797 | 0 | 0 | 1875 | 1870 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 10 | | | 10 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 2% | 1% | 25% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 5 | 21 | 23 | 513 | 470 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 0 | 536 | 474 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 53.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

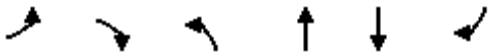
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 20 | 22 | 482 | 442 | 4 |
| Future Vol, veh/h | 5 | 20 | 22 | 482 | 442 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 10 | 0 | 0 | 10 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 5 | 2 | 1 | 25 |
| Mvmt Flow | 5 | 21 | 23 | 513 | 470 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1041 | 482 | 484 | 0 | - | 0 |
| Stage 1 | 482 | - | - | - | - | - |
| Stage 2 | 559 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.15 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.245 | - | - | - |
| Pot Cap-1 Maneuver | 192 | 550 | 1063 | - | - | - |
| Stage 1 | 547 | - | - | - | - | - |
| Stage 2 | 494 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 182 | 543 | 1050 | - | - | - |
| Mov Cap-2 Maneuver | 182 | - | - | - | - | - |
| Stage 1 | 523 | - | - | - | - | - |
| Stage 2 | 488 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.9 | 0.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1050 | - | 389 | - | - |
| HCM Lane V/C Ratio | 0.022 | - | 0.068 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 14.9 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 15 | 29 | 458 | 431 | 9 |
| Future Volume (vph) | 5 | 15 | 29 | 458 | 431 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.897 | | | | 0.997 | |
| Flt Protected | 0.988 | | | 0.997 | | |
| Satd. Flow (prot) | 1642 | 0 | 0 | 1886 | 1970 | 0 |
| Flt Permitted | 0.988 | | | 0.997 | | |
| Satd. Flow (perm) | 1642 | 0 | 0 | 1886 | 1970 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 360 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.2 | |
| Confl. Peds. (#/hr) | | | 6 | | | 6 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 0% |
| Adj. Flow (vph) | 5 | 16 | 31 | 492 | 463 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 21 | 0 | 0 | 523 | 473 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 57.9% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 15 | 29 | 458 | 431 | 9 |
| Future Vol, veh/h | 5 | 15 | 29 | 458 | 431 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 6 | 0 | 0 | 6 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 5 | 16 | 31 | 492 | 463 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1028 | 474 | 479 | 0 | - | 0 |
| Stage 1 | 474 | - | - | - | - | - |
| Stage 2 | 554 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 197 | 557 | 1094 | - | - | - |
| Stage 1 | 553 | - | - | - | - | - |
| Stage 2 | 497 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 187 | 554 | 1088 | - | - | - |
| Mov Cap-2 Maneuver | 187 | - | - | - | - | - |
| Stage 1 | 528 | - | - | - | - | - |
| Stage 2 | 494 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.3 | 0.5 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1088 | - | 372 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | 0.058 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 15.3 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 35 | 2 | 429 | 34 | 3 | 405 |
| Future Volume (vph) | 35 | 2 | 429 | 34 | 3 | 405 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.993 | | 0.990 | | | |
| Flt Protected | 0.955 | | | | | |
| Satd. Flow (prot) | 1802 | 0 | 1830 | 0 | 0 | 1883 |
| Flt Permitted | 0.955 | | | | | |
| Satd. Flow (perm) | 1802 | 0 | 1830 | 0 | 0 | 1883 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 721 | | 360 | | | 818 |
| Travel Time (s) | 16.4 | | 8.2 | | | 18.6 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 5% |
| Adj. Flow (vph) | 37 | 2 | 456 | 36 | 3 | 431 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 0 | 492 | 0 | 0 | 434 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 34.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

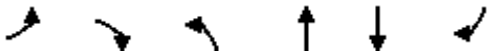
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 2 | 429 | 34 | 3 | 405 |
| Future Vol, veh/h | 35 | 2 | 429 | 34 | 3 | 405 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 5 |
| Mvmt Flow | 37 | 2 | 456 | 36 | 3 | 431 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 911 | 474 | 0 | 0 | 492 | 0 |
| Stage 1 | 474 | - | - | - | - | - |
| Stage 2 | 437 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 307 | 595 | - | - | 1082 | - |
| Stage 1 | 630 | - | - | - | - | - |
| Stage 2 | 655 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 306 | 595 | - | - | 1082 | - |
| Mov Cap-2 Maneuver | 306 | - | - | - | - | - |
| Stage 1 | 630 | - | - | - | - | - |
| Stage 2 | 652 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 18.1 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 314 | 1082 | - |
| HCM Lane V/C Ratio | - | - | 0.125 | 0.003 | - |
| HCM Control Delay (s) | - | - | 18.1 | 8.3 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 118 | 71 | 123 | 384 | 332 | 163 |
| Future Volume (vph) | 118 | 71 | 123 | 384 | 332 | 163 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.949 | | | | 0.956 | |
| Flt Protected | 0.970 | | | 0.988 | | |
| Satd. Flow (prot) | 1540 | 0 | 0 | 1849 | 1778 | 0 |
| Flt Permitted | 0.970 | | | 0.988 | | |
| Satd. Flow (perm) | 1540 | 0 | 0 | 1849 | 1778 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Confl. Bikes (#/hr) | | | | | | 4 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 1% | 2% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 133 | 80 | 138 | 431 | 373 | 183 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 213 | 0 | 0 | 569 | 556 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

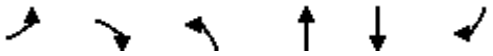
| Intersection | |
|---|---|
| Int Delay, s/veh | 18.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 118 | 71 | 123 | 384 | 332 | 163 |
| Future Vol, veh/h | 118 | 71 | 123 | 384 | 332 | 163 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 1 | 0 | 1 | 1 | 2 | 3 |
| Mvmt Flow | 133 | 80 | 138 | 431 | 373 | 183 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1172 | 465 | 556 | 0 | - | 0 |
| Stage 1 | 465 | - | - | - | - | - |
| Stage 2 | 707 | - | - | - | - | - |
| Critical Hdwy | 6.81 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.81 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.81 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 187 | 586 | 1020 | - | - | - |
| Stage 1 | 602 | - | - | - | - | - |
| Stage 2 | 454 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 154 | 586 | 1020 | - | - | - |
| Mov Cap-2 Maneuver | 154 | - | - | - | - | - |
| Stage 1 | 495 | - | - | - | - | - |
| Stage 2 | 454 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 108.3 | 2.2 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1020 | - | 213 | - | - |
| HCM Lane V/C Ratio | 0.135 | - | 0.997 | - | - |
| HCM Ctrl Dly (s/v) | 9.1 | 0 | 108.3 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q (veh) | 0.5 | - | 8.9 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 25 | 22 | 480 | 470 | 7 |
| Future Volume (vph) | 6 | 25 | 22 | 480 | 470 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.892 | | | | 0.998 | |
| Flt Protected | 0.990 | | | 0.998 | | |
| Satd. Flow (prot) | 1744 | 0 | 0 | 1875 | 1815 | 0 |
| Flt Permitted | 0.990 | | | 0.998 | | |
| Satd. Flow (perm) | 1744 | 0 | 0 | 1875 | 1815 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 7 | | | 7 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 0% | 4% | 5% | 2% | 4% | 14% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 7 | 28 | 24 | 533 | 522 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 35 | 0 | 0 | 557 | 530 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 25 | 22 | 480 | 470 | 7 |
| Future Vol, veh/h | 6 | 25 | 22 | 480 | 470 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 7 | 0 | 0 | 7 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 4 | 5 | 2 | 4 | 14 |
| Mvmt Flow | 7 | 28 | 24 | 533 | 522 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1114 | 533 | 537 | 0 | - | 0 |
| Stage 1 | 533 | - | - | - | - | - |
| Stage 2 | 581 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.74 | 4.15 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.336 | 2.245 | - | - | - |
| Pot Cap-1 Maneuver | 171 | 504 | 1016 | - | - | - |
| Stage 1 | 511 | - | - | - | - | - |
| Stage 2 | 479 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 164 | 500 | 1008 | - | - | - |
| Mov Cap-2 Maneuver | 164 | - | - | - | - | - |
| Stage 1 | 490 | - | - | - | - | - |
| Stage 2 | 479 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 16.1 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1008 | - | 358 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | 0.096 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | 0 | 16.1 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.3 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 9 | 20 | 31 | 455 | 458 | 10 |
| Future Volume (vph) | 9 | 20 | 31 | 455 | 458 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.907 | | | | 0.997 | |
| Flt Protected | 0.985 | | | 0.997 | | |
| Satd. Flow (prot) | 1655 | 0 | 0 | 1886 | 1951 | 0 |
| Flt Permitted | 0.985 | | | 0.997 | | |
| Satd. Flow (perm) | 1655 | 0 | 0 | 1886 | 1951 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 372 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.5 | |
| Confl. Peds. (#/hr) | | | 6 | | | 6 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 1% | 0% |
| Adj. Flow (vph) | 11 | 24 | 37 | 542 | 545 | 12 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 35 | 0 | 0 | 579 | 557 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 20 | 31 | 455 | 458 | 10 |
| Future Vol, veh/h | 9 | 20 | 31 | 455 | 458 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 6 | 0 | 0 | 6 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 11 | 24 | 37 | 542 | 545 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1173 | 557 | 563 | 0 | - | 0 |
| Stage 1 | 557 | - | - | - | - | - |
| Stage 2 | 616 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 155 | 494 | 1019 | - | - | - |
| Stage 1 | 495 | - | - | - | - | - |
| Stage 2 | 457 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 146 | 491 | 1013 | - | - | - |
| Mov Cap-2 Maneuver | 146 | - | - | - | - | - |
| Stage 1 | 466 | - | - | - | - | - |
| Stage 2 | 457 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 19.5 | 0.6 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1013 | - | 283 | - | - |
| HCM Lane V/C Ratio | 0.036 | - | 0.122 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | 0 | 19.5 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.4 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 45 | 3 | 432 | 32 | 5 | 424 |
| Future Volume (vph) | 45 | 3 | 432 | 32 | 5 | 424 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.991 | | 0.991 | | | |
| Flt Protected | 0.956 | | | | | 0.999 |
| Satd. Flow (prot) | 1800 | 0 | 1832 | 0 | 0 | 1864 |
| Flt Permitted | 0.956 | | | | | 0.999 |
| Satd. Flow (perm) | 1800 | 0 | 1832 | 0 | 0 | 1864 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 709 | | 372 | | | 835 |
| Travel Time (s) | 16.1 | | 8.5 | | | 19.0 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 6% |
| Adj. Flow (vph) | 53 | 4 | 508 | 38 | 6 | 499 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 57 | 0 | 546 | 0 | 0 | 505 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

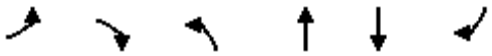
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 3 | 432 | 32 | 5 | 424 |
| Future Vol, veh/h | 45 | 3 | 432 | 32 | 5 | 424 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 53 | 4 | 508 | 38 | 6 | 499 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1038 | 527 | 0 | 0 | 546 | 0 |
| Stage 1 | 527 | - | - | - | - | - |
| Stage 2 | 511 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 258 | 555 | - | - | 1033 | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 606 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 256 | 555 | - | - | 1033 | - |
| Mov Cap-2 Maneuver | 256 | - | - | - | - | - |
| Stage 1 | 591 | - | - | - | - | - |
| Stage 2 | 606 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 22.2 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 265 | 1033 | - |
| HCM Lane V/C Ratio | - | - | 0.213 | 0.006 | - |
| HCM Ctrl Dly (s/v) | - | - | 22.2 | 8.5 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.8 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 139 | 100 | 111 | 424 | 283 | 158 |
| Future Volume (vph) | 139 | 100 | 111 | 424 | 283 | 158 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.944 | | | | 0.952 | |
| Flt Protected | 0.972 | | | 0.990 | | |
| Satd. Flow (prot) | 1527 | 0 | 0 | 1839 | 1789 | 0 |
| Flt Permitted | 0.972 | | | 0.990 | | |
| Satd. Flow (perm) | 1527 | 0 | 0 | 1839 | 1789 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 2% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 162 | 116 | 129 | 493 | 329 | 184 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 278 | 0 | 0 | 622 | 513 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 76.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 35.7 |

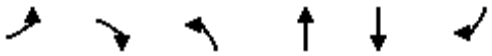
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 139 | 100 | 111 | 424 | 283 | 158 |
| Future Vol, veh/h | 139 | 100 | 111 | 424 | 283 | 158 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 0 | 1 | 2 | 2 | 0 |
| Mvmt Flow | 162 | 116 | 129 | 493 | 329 | 184 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1172 | 421 | 513 | 0 | - | 0 |
| Stage 1 | 421 | - | - | - | - | - |
| Stage 2 | 751 | - | - | - | - | - |
| Critical Hdwy | 6.82 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.82 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.82 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 187 | 622 | 1058 | - | - | - |
| Stage 1 | 632 | - | - | - | - | - |
| Stage 2 | 429 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 156 | 622 | 1058 | - | - | - |
| Mov Cap-2 Maneuver | ~ 156 | - | - | - | - | - |
| Stage 1 | 526 | - | - | - | - | - |
| Stage 2 | 429 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 177.5 | 1.8 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1058 | - | 227 | - | - |
| HCM Lane V/C Ratio | 0.122 | - | 1.224 | - | - |
| HCM Control Delay (s) | 8.9 | 0 | 177.5 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 13.9 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 35 | 19 | 544 | 406 | 1 |
| Future Volume (vph) | 0 | 35 | 19 | 544 | 406 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.865 | | | | | |
| Flt Protected | | | | 0.998 | | |
| Satd. Flow (prot) | 1663 | 0 | 0 | 1827 | 1839 | 0 |
| Flt Permitted | | | | 0.998 | | |
| Satd. Flow (perm) | 1663 | 0 | 0 | 1827 | 1839 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 5 | | | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 6% | 0% | 5% | 3% | 0% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 0 | 40 | 22 | 618 | 461 | 1 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 40 | 0 | 0 | 640 | 462 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 54.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

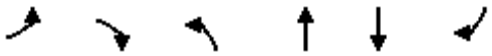
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 35 | 19 | 544 | 406 | 1 |
| Future Vol, veh/h | 0 | 35 | 19 | 544 | 406 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 5 | 0 | 0 | 5 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 6 | 0 | 5 | 3 | 0 |
| Mvmt Flow | 0 | 40 | 22 | 618 | 461 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1129 | 467 | 467 | 0 | - | 0 |
| Stage 1 | 467 | - | - | - | - | - |
| Stage 2 | 662 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.76 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.354 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 166 | 551 | 1105 | - | - | - |
| Stage 1 | 558 | - | - | - | - | - |
| Stage 2 | 430 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 159 | 548 | 1098 | - | - | - |
| Mov Cap-2 Maneuver | 159 | - | - | - | - | - |
| Stage 1 | 537 | - | - | - | - | - |
| Stage 2 | 427 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.1 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1098 | - | 548 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | 0.073 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 12.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 11 | 38 | 161 | 383 | 369 | 68 |
| Future Volume (vph) | 11 | 38 | 161 | 383 | 369 | 68 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.896 | | | | 0.979 | |
| Flt Protected | 0.989 | | | 0.985 | | |
| Satd. Flow (prot) | 1642 | 0 | 0 | 1868 | 1871 | 0 |
| Flt Permitted | 0.989 | | | 0.985 | | |
| Satd. Flow (perm) | 1642 | 0 | 0 | 1868 | 1871 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 372 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.5 | |
| Confl. Peds. (#/hr) | | | 2 | | | 2 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 4% | 0% |
| Adj. Flow (vph) | 14 | 47 | 199 | 473 | 456 | 84 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 61 | 0 | 0 | 672 | 540 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 66.0% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 38 | 161 | 383 | 369 | 68 |
| Future Vol, veh/h | 11 | 38 | 161 | 383 | 369 | 68 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 4 | 0 |
| Mvmt Flow | 14 | 47 | 199 | 473 | 456 | 84 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1371 | 500 | 542 | 0 | - | 0 |
| Stage 1 | 500 | - | - | - | - | - |
| Stage 2 | 871 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 111 | 536 | 1037 | - | - | - |
| Stage 1 | 534 | - | - | - | - | - |
| Stage 2 | 324 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 82 | 535 | 1035 | - | - | - |
| Mov Cap-2 Maneuver | 82 | - | - | - | - | - |
| Stage 1 | 394 | - | - | - | - | - |
| Stage 2 | 323 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 25.1 | 2.8 | 0 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1035 | - | 239 | - | - |
| HCM Lane V/C Ratio | 0.192 | - | 0.253 | - | - |
| HCM Control Delay (s) | 9.3 | 0 | 25.1 | - | - |
| HCM Lane LOS | A | A | D | - | - |
| HCM 95th %tile Q(veh) | 0.7 | - | 1 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 68 | 4 | 364 | 30 | 1 | 369 |
| Future Volume (vph) | 68 | 4 | 364 | 30 | 1 | 369 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.992 | | 0.990 | | | |
| Flt Protected | 0.955 | | | | | |
| Satd. Flow (prot) | 1767 | 0 | 1752 | 0 | 0 | 1864 |
| Flt Permitted | 0.955 | | | | | |
| Satd. Flow (perm) | 1767 | 0 | 1752 | 0 | 0 | 1864 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 709 | | 372 | | | 835 |
| Travel Time (s) | 16.1 | | 8.5 | | | 19.0 |
| Confl. Peds. (#/hr) | 1 | 1 | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 2% | 0% | 8% | 0% | 0% | 6% |
| Adj. Flow (vph) | 77 | 5 | 414 | 34 | 1 | 419 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 82 | 0 | 448 | 0 | 0 | 420 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 32.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

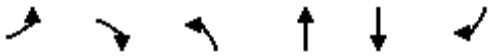
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 68 | 4 | 364 | 30 | 1 | 369 |
| Future Vol, veh/h | 68 | 4 | 364 | 30 | 1 | 369 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 0 | 8 | 0 | 0 | 6 |
| Mvmt Flow | 77 | 5 | 414 | 34 | 1 | 419 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 853 | 432 | 0 | 0 | 448 | 0 |
| Stage 1 | 431 | - | - | - | - | - |
| Stage 2 | 422 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 330 | 628 | - | - | 1123 | - |
| Stage 1 | 655 | - | - | - | - | - |
| Stage 2 | 662 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 329 | 627 | - | - | 1123 | - |
| Mov Cap-2 Maneuver | 329 | - | - | - | - | - |
| Stage 1 | 655 | - | - | - | - | - |
| Stage 2 | 661 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 19 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 338 | 1123 | - |
| HCM Lane V/C Ratio | - | - | 0.242 | 0.001 | - |
| HCM Control Delay (s) | - | - | 19 | 8.2 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 126 | 87 | 114 | 406 | 408 | 185 |
| Future Volume (vph) | 126 | 87 | 114 | 406 | 408 | 185 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.945 | | | | 0.958 | |
| Flt Protected | 0.971 | | | 0.989 | | |
| Satd. Flow (prot) | 1536 | 0 | 0 | 1866 | 1824 | 0 |
| Flt Permitted | 0.971 | | | 0.989 | | |
| Satd. Flow (perm) | 1536 | 0 | 0 | 1866 | 1824 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Confl. Peds. (#/hr) | | | 5 | | | 5 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 135 | 94 | 123 | 437 | 439 | 199 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 229 | 0 | 0 | 560 | 638 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 82.9% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

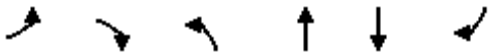
| Intersection | |
|---|---|
| Int Delay, s/veh | 25.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 126 | 87 | 114 | 406 | 408 | 185 |
| Future Vol, veh/h | 126 | 87 | 114 | 406 | 408 | 185 |
| Conflicting Peds, #/hr | 0 | 0 | 5 | 0 | 0 | 5 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 1 | 0 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 135 | 94 | 123 | 437 | 439 | 199 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1227 | 544 | 643 | 0 | - | 0 |
| Stage 1 | 544 | - | - | - | - | - |
| Stage 2 | 683 | - | - | - | - | - |
| Critical Hdwy | 6.81 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.81 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.81 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 173 | 527 | 947 | - | - | - |
| Stage 1 | 549 | - | - | - | - | - |
| Stage 2 | 467 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 142 | 524 | 942 | - | - | - |
| Mov Cap-2 Maneuver | 142 | - | - | - | - | - |
| Stage 1 | 452 | - | - | - | - | - |
| Stage 2 | 465 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 152.9 | 2.1 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 942 | - | 202 | - | - |
| HCM Lane V/C Ratio | 0.13 | - | 1.134 | - | - |
| HCM Control Delay (s) | 9.4 | 0 | 152.9 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 11.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 20 | 22 | 509 | 573 | 4 |
| Future Volume (vph) | 5 | 20 | 22 | 509 | 573 | 4 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.891 | | | | 0.999 | |
| Flt Protected | 0.990 | | | 0.998 | | |
| Satd. Flow (prot) | 1797 | 0 | 0 | 1875 | 1871 | 0 |
| Flt Permitted | 0.990 | | | 0.998 | | |
| Satd. Flow (perm) | 1797 | 0 | 0 | 1875 | 1871 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 10 | | | 10 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 2% | 1% | 25% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 5 | 21 | 23 | 541 | 610 | 4 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 0 | 564 | 614 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 54.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

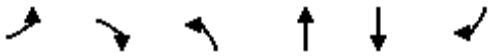
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 20 | 22 | 509 | 573 | 4 |
| Future Vol, veh/h | 5 | 20 | 22 | 509 | 573 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 10 | 0 | 0 | 10 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 5 | 2 | 1 | 25 |
| Mvmt Flow | 5 | 21 | 23 | 541 | 610 | 4 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1209 | 622 | 624 | 0 | - | 0 |
| Stage 1 | 622 | - | - | - | - | - |
| Stage 2 | 587 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.15 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.245 | - | - | - |
| Pot Cap-1 Maneuver | 146 | 450 | 943 | - | - | - |
| Stage 1 | 454 | - | - | - | - | - |
| Stage 2 | 475 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 138 | 445 | 932 | - | - | - |
| Mov Cap-2 Maneuver | 138 | - | - | - | - | - |
| Stage 1 | 433 | - | - | - | - | - |
| Stage 2 | 469 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.8 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 932 | - | 308 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | 0.086 | - | - |
| HCM Control Delay (s) | 9 | 0 | 17.8 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.3 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 61 | 146 | 56 | 458 | 431 | 20 |
| Future Volume (vph) | 61 | 146 | 56 | 458 | 431 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.905 | | | | 0.994 | |
| Flt Protected | 0.985 | | | 0.995 | | |
| Satd. Flow (prot) | 1651 | 0 | 0 | 1883 | 1964 | 0 |
| Flt Permitted | 0.985 | | | 0.995 | | |
| Satd. Flow (perm) | 1651 | 0 | 0 | 1883 | 1964 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 360 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.2 | |
| Confl. Peds. (#/hr) | | | 6 | | | 6 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 0% |
| Adj. Flow (vph) | 66 | 157 | 60 | 492 | 463 | 22 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 223 | 0 | 0 | 552 | 485 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 73.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 61 | 146 | 56 | 458 | 431 | 20 |
| Future Vol, veh/h | 61 | 146 | 56 | 458 | 431 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 6 | 0 | 0 | 6 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 66 | 157 | 60 | 492 | 463 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1092 | 480 | 491 | 0 | - | 0 |
| Stage 1 | 480 | - | - | - | - | - |
| Stage 2 | 612 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 177 | 552 | 1083 | - | - | - |
| Stage 1 | 548 | - | - | - | - | - |
| Stage 2 | 460 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 161 | 549 | 1077 | - | - | - |
| Mov Cap-2 Maneuver | 161 | - | - | - | - | - |
| Stage 1 | 503 | - | - | - | - | - |
| Stage 2 | 457 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 38.1 | 0.9 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1077 | - | 321 | - | - |
| HCM Lane V/C Ratio | 0.056 | - | 0.693 | - | - |
| HCM Control Delay (s) | 8.5 | 0 | 38.1 | - | - |
| HCM Lane LOS | A | A | E | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | 4.9 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 35 | 2 | 485 | 34 | 3 | 416 |
| Future Volume (vph) | 35 | 2 | 485 | 34 | 3 | 416 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.993 | | 0.991 | | | |
| Flt Protected | 0.955 | | | | | |
| Satd. Flow (prot) | 1802 | 0 | 1832 | 0 | 0 | 1883 |
| Flt Permitted | 0.955 | | | | | |
| Satd. Flow (perm) | 1802 | 0 | 1832 | 0 | 0 | 1883 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 721 | | 360 | | | 818 |
| Travel Time (s) | 16.4 | | 8.2 | | | 18.6 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 5% |
| Adj. Flow (vph) | 37 | 2 | 516 | 36 | 3 | 443 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 0 | 552 | 0 | 0 | 446 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 37.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 2 | 485 | 34 | 3 | 416 |
| Future Vol, veh/h | 35 | 2 | 485 | 34 | 3 | 416 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 5 |
| Mvmt Flow | 37 | 2 | 516 | 36 | 3 | 443 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 983 | 534 | 0 | 0 | 552 | 0 |
| Stage 1 | 534 | - | - | - | - | - |
| Stage 2 | 449 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 278 | 550 | - | - | 1028 | - |
| Stage 1 | 592 | - | - | - | - | - |
| Stage 2 | 647 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 277 | 550 | - | - | 1028 | - |
| Mov Cap-2 Maneuver | 277 | - | - | - | - | - |
| Stage 1 | 592 | - | - | - | - | - |
| Stage 2 | 644 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 19.6 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 285 | 1028 | - |
| HCM Lane V/C Ratio | - | - | 0.138 | 0.003 | - |
| HCM Control Delay (s) | - | - | 19.6 | 8.5 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 129 | 71 | 123 | 403 | 387 | 193 |
| Future Volume (vph) | 129 | 71 | 123 | 403 | 387 | 193 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.952 | | | | 0.955 | |
| Flt Protected | 0.969 | | | 0.988 | | |
| Satd. Flow (prot) | 1543 | 0 | 0 | 1849 | 1777 | 0 |
| Flt Permitted | 0.969 | | | 0.988 | | |
| Satd. Flow (perm) | 1543 | 0 | 0 | 1849 | 1777 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Confl. Bikes (#/hr) | | | | | | 4 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 1% | 2% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 145 | 80 | 138 | 453 | 435 | 217 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 225 | 0 | 0 | 591 | 652 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 33.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 129 | 71 | 123 | 403 | 387 | 193 |
| Future Vol, veh/h | 129 | 71 | 123 | 403 | 387 | 193 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 1 | 0 | 1 | 1 | 2 | 3 |
| Mvmt Flow | 145 | 80 | 138 | 453 | 435 | 217 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1273 | 544 | 652 | 0 | - | 0 |
| Stage 1 | 544 | - | - | - | - | - |
| Stage 2 | 729 | - | - | - | - | - |
| Critical Hdwy | 6.81 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.81 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.81 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 161 | 527 | 939 | - | - | - |
| Stage 1 | 549 | - | - | - | - | - |
| Stage 2 | 442 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 129 | 527 | 939 | - | - | - |
| Mov Cap-2 Maneuver | ~ 129 | - | - | - | - | - |
| Stage 1 | 441 | - | - | - | - | - |
| Stage 2 | 442 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 212.8 | 2.2 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 939 | - | 176 | - | - |
| HCM Lane V/C Ratio | 0.147 | - | 1.277 | - | - |
| HCM Ctrl Dly (s/v) | 9.5 | 0 | 212.8 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q (veh) | 0.5 | - | 12.7 | - | - |

| Notes | |
|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s |
| +: Computation Not Defined | *: All major volume in platoon |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 6 | 25 | 22 | 510 | 555 | 7 |
| Future Volume (vph) | 6 | 25 | 22 | 510 | 555 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.892 | | | | 0.998 | |
| Flt Protected | 0.990 | | | 0.998 | | |
| Satd. Flow (prot) | 1744 | 0 | 0 | 1875 | 1815 | 0 |
| Flt Permitted | 0.990 | | | 0.998 | | |
| Satd. Flow (perm) | 1744 | 0 | 0 | 1875 | 1815 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 7 | | | 7 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 0% | 4% | 5% | 2% | 4% | 14% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 7 | 28 | 24 | 567 | 617 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 35 | 0 | 0 | 591 | 625 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 25 | 22 | 510 | 555 | 7 |
| Future Vol, veh/h | 6 | 25 | 22 | 510 | 555 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 7 | 0 | 0 | 7 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 4 | 5 | 2 | 4 | 14 |
| Mvmt Flow | 7 | 28 | 24 | 567 | 617 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1243 | 628 | 632 | 0 | - | 0 |
| Stage 1 | 628 | - | - | - | - | - |
| Stage 2 | 615 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.74 | 4.15 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.336 | 2.245 | - | - | - |
| Pot Cap-1 Maneuver | 138 | 439 | 936 | - | - | - |
| Stage 1 | 450 | - | - | - | - | - |
| Stage 2 | 458 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 132 | 435 | 928 | - | - | - |
| Mov Cap-2 Maneuver | 132 | - | - | - | - | - |
| Stage 1 | 429 | - | - | - | - | - |
| Stage 2 | 458 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 18.5 | 0.4 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 928 | - | 301 | - | - |
| HCM Lane V/C Ratio | 0.026 | - | 0.114 | - | - |
| HCM Ctrl Dly (s/v) | 9 | 0 | 18.5 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.4 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 45 | 105 | 61 | 455 | 458 | 23 |
| Future Volume (vph) | 45 | 105 | 61 | 455 | 458 | 23 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.906 | | | | 0.994 | |
| Flt Protected | 0.985 | | | 0.994 | | |
| Satd. Flow (prot) | 1653 | 0 | 0 | 1881 | 1946 | 0 |
| Flt Permitted | 0.985 | | | 0.994 | | |
| Satd. Flow (perm) | 1653 | 0 | 0 | 1881 | 1946 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 372 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.5 | |
| Confl. Peds. (#/hr) | | | 6 | | | 6 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 1% | 0% |
| Adj. Flow (vph) | 54 | 125 | 73 | 542 | 545 | 27 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 179 | 0 | 0 | 615 | 572 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 105 | 61 | 455 | 458 | 23 |
| Future Vol, veh/h | 45 | 105 | 61 | 455 | 458 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 6 | 0 | 0 | 6 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 54 | 125 | 73 | 542 | 545 | 27 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1253 | 565 | 578 | 0 | - | 0 |
| Stage 1 | 565 | - | - | - | - | - |
| Stage 2 | 688 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 135 | 488 | 1006 | - | - | - |
| Stage 1 | 490 | - | - | - | - | - |
| Stage 2 | 415 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 120 | 485 | 1000 | - | - | - |
| Mov Cap-2 Maneuver | 120 | - | - | - | - | - |
| Stage 1 | 437 | - | - | - | - | - |
| Stage 2 | 415 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 47 | 1.1 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1000 | - | 254 | - | - |
| HCM Lane V/C Ratio | 0.073 | - | 0.703 | - | - |
| HCM Ctrl Dly (s/v) | 8.9 | 0 | 47 | - | - |
| HCM Lane LOS | A | A | E | - | - |
| HCM 95th %tile Q (veh) | 0.2 | - | 4.7 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 45 | 3 | 468 | 32 | 5 | 437 |
| Future Volume (vph) | 45 | 3 | 468 | 32 | 5 | 437 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.991 | | 0.991 | | | |
| Flt Protected | 0.956 | | | | | 0.999 |
| Satd. Flow (prot) | 1800 | 0 | 1831 | 0 | 0 | 1864 |
| Flt Permitted | 0.956 | | | | | 0.999 |
| Satd. Flow (perm) | 1800 | 0 | 1831 | 0 | 0 | 1864 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 709 | | 372 | | | 835 |
| Travel Time (s) | 16.1 | | 8.5 | | | 19.0 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 6% |
| Adj. Flow (vph) | 53 | 4 | 551 | 38 | 6 | 514 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 57 | 0 | 589 | 0 | 0 | 520 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

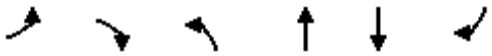
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 3 | 468 | 32 | 5 | 437 |
| Future Vol, veh/h | 45 | 3 | 468 | 32 | 5 | 437 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 53 | 4 | 551 | 38 | 6 | 514 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1096 | 570 | 0 | 0 | 589 | 0 |
| Stage 1 | 570 | - | - | - | - | - |
| Stage 2 | 526 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 238 | 525 | - | - | 996 | - |
| Stage 1 | 570 | - | - | - | - | - |
| Stage 2 | 597 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 236 | 525 | - | - | 996 | - |
| Mov Cap-2 Maneuver | 236 | - | - | - | - | - |
| Stage 1 | 565 | - | - | - | - | - |
| Stage 2 | 597 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 24.1 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 244 | 996 | - |
| HCM Lane V/C Ratio | - | - | 0.231 | 0.006 | - |
| HCM Ctrl Dly (s/v) | - | - | 24.1 | 8.6 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.9 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 91 | 100 | 111 | 340 | 286 | 156 |
| Future Volume (vph) | 91 | 100 | 111 | 340 | 286 | 156 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.929 | | | | 0.952 | |
| Flt Protected | 0.977 | | | 0.988 | | |
| Satd. Flow (prot) | 1514 | 0 | 0 | 1836 | 1789 | 0 |
| Flt Permitted | 0.977 | | | 0.988 | | |
| Satd. Flow (perm) | 1514 | 0 | 0 | 1836 | 1789 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles (%) | 2% | 0% | 1% | 2% | 2% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 106 | 116 | 129 | 395 | 333 | 181 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 222 | 0 | 0 | 524 | 514 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 69.8% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

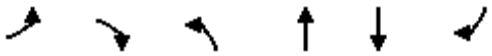
| Intersection | |
|---|---|
| Int Delay, s/veh | 9.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 100 | 111 | 340 | 286 | 156 |
| Future Vol, veh/h | 91 | 100 | 111 | 340 | 286 | 156 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 2 | 0 | 1 | 2 | 2 | 0 |
| Mvmt Flow | 106 | 116 | 129 | 395 | 333 | 181 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1077 | 424 | 514 | 0 | - | 0 |
| Stage 1 | 424 | - | - | - | - | - |
| Stage 2 | 653 | - | - | - | - | - |
| Critical Hdwy | 6.82 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.82 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.82 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 215 | 620 | 1057 | - | - | - |
| Stage 1 | 630 | - | - | - | - | - |
| Stage 2 | 482 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 181 | 620 | 1057 | - | - | - |
| Mov Cap-2 Maneuver | 181 | - | - | - | - | - |
| Stage 1 | 532 | - | - | - | - | - |
| Stage 2 | 482 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 49.6 | 2.2 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1057 | - | 288 | - | - |
| HCM Lane V/C Ratio | 0.122 | - | 0.771 | - | - |
| HCM Control Delay (s) | 8.9 | 0 | 49.6 | - | - |
| HCM Lane LOS | A | A | E | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 5.9 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 14 | 55 | 28 | 403 | 387 | 7 |
| Future Volume (vph) | 14 | 55 | 28 | 403 | 387 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.892 | | | | 0.998 | |
| Flt Protected | 0.990 | | | 0.997 | | |
| Satd. Flow (prot) | 1717 | 0 | 0 | 1828 | 1836 | 0 |
| Flt Permitted | 0.990 | | | 0.997 | | |
| Satd. Flow (perm) | 1717 | 0 | 0 | 1828 | 1836 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 5 | | | 5 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 0% | 6% | 0% | 5% | 3% | 0% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 16 | 63 | 32 | 458 | 440 | 8 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 79 | 0 | 0 | 490 | 448 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 55.0% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

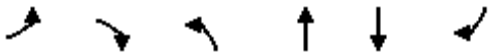
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 55 | 28 | 403 | 387 | 7 |
| Future Vol, veh/h | 14 | 55 | 28 | 403 | 387 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 5 | 0 | 0 | 5 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 6 | 0 | 5 | 3 | 0 |
| Mvmt Flow | 16 | 63 | 32 | 458 | 440 | 8 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 971 | 449 | 453 | 0 | - | 0 |
| Stage 1 | 449 | - | - | - | - | - |
| Stage 2 | 522 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.76 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.354 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 216 | 565 | 1118 | - | - | - |
| Stage 1 | 571 | - | - | - | - | - |
| Stage 2 | 519 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 205 | 562 | 1111 | - | - | - |
| Mov Cap-2 Maneuver | 205 | - | - | - | - | - |
| Stage 1 | 545 | - | - | - | - | - |
| Stage 2 | 516 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.7 | 0.5 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1111 | - | 415 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | 0.189 | - | - |
| HCM Control Delay (s) | 8.3 | 0 | 15.7 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.7 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 3 | 19 | 20 | 397 | 375 | 7 |
| Future Volume (vph) | 3 | 19 | 20 | 397 | 375 | 7 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.885 | | | | 0.997 | |
| Flt Protected | 0.993 | | | 0.998 | | |
| Satd. Flow (prot) | 1628 | 0 | 0 | 1888 | 1896 | 0 |
| Flt Permitted | 0.993 | | | 0.998 | | |
| Satd. Flow (perm) | 1628 | 0 | 0 | 1888 | 1896 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 372 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.5 | |
| Confl. Peds. (#/hr) | | | 2 | | | 2 |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 | 0.81 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 4% | 0% |
| Adj. Flow (vph) | 4 | 23 | 25 | 490 | 463 | 9 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 27 | 0 | 0 | 515 | 472 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 47.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 19 | 20 | 397 | 375 | 7 |
| Future Vol, veh/h | 3 | 19 | 20 | 397 | 375 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 2 | 0 | 0 | 2 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 4 | 0 |
| Mvmt Flow | 4 | 23 | 25 | 490 | 463 | 9 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1010 | 470 | 474 | 0 | - | 0 |
| Stage 1 | 470 | - | - | - | - | - |
| Stage 2 | 540 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 203 | 560 | 1099 | - | - | - |
| Stage 1 | 556 | - | - | - | - | - |
| Stage 2 | 506 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 196 | 559 | 1097 | - | - | - |
| Mov Cap-2 Maneuver | 196 | - | - | - | - | - |
| Stage 1 | 538 | - | - | - | - | - |
| Stage 2 | 505 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.6 | 0.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1097 | - | 446 | - | - |
| HCM Lane V/C Ratio | 0.023 | - | 0.061 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 13.6 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 68 | 4 | 370 | 30 | 1 | 314 |
| Future Volume (vph) | 68 | 4 | 370 | 30 | 1 | 314 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.992 | | 0.990 | | | |
| Flt Protected | 0.955 | | | | | |
| Satd. Flow (prot) | 1767 | 0 | 1751 | 0 | 0 | 1864 |
| Flt Permitted | 0.955 | | | | | |
| Satd. Flow (perm) | 1767 | 0 | 1751 | 0 | 0 | 1864 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 709 | | 372 | | | 835 |
| Travel Time (s) | 16.1 | | 8.5 | | | 19.0 |
| Confl. Peds. (#/hr) | 1 | 1 | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 2% | 0% | 8% | 0% | 0% | 6% |
| Adj. Flow (vph) | 77 | 5 | 420 | 34 | 1 | 357 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 82 | 0 | 454 | 0 | 0 | 358 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 32.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

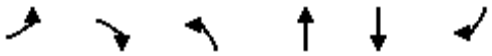
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 68 | 4 | 370 | 30 | 1 | 314 |
| Future Vol, veh/h | 68 | 4 | 370 | 30 | 1 | 314 |
| Conflicting Peds, #/hr | 1 | 1 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 0 | 8 | 0 | 0 | 6 |
| Mvmt Flow | 77 | 5 | 420 | 34 | 1 | 357 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 797 | 438 | 0 | 0 | 454 | 0 |
| Stage 1 | 437 | - | - | - | - | - |
| Stage 2 | 360 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 356 | 623 | - | - | 1117 | - |
| Stage 1 | 651 | - | - | - | - | - |
| Stage 2 | 706 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 355 | 622 | - | - | 1117 | - |
| Mov Cap-2 Maneuver | 355 | - | - | - | - | - |
| Stage 1 | 651 | - | - | - | - | - |
| Stage 2 | 705 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.7 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 364 | 1117 | - |
| HCM Lane V/C Ratio | - | - | 0.225 | 0.001 | - |
| HCM Control Delay (s) | - | - | 17.7 | 8.2 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.8 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 121 | 87 | 114 | 403 | 335 | 142 |
| Future Volume (vph) | 121 | 87 | 114 | 403 | 335 | 142 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.943 | | | | 0.960 | |
| Flt Protected | 0.972 | | | 0.989 | | |
| Satd. Flow (prot) | 1534 | 0 | 0 | 1866 | 1828 | 0 |
| Flt Permitted | 0.972 | | | 0.989 | | |
| Satd. Flow (perm) | 1534 | 0 | 0 | 1866 | 1828 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Confl. Peds. (#/hr) | | | 5 | | | 5 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 0% | 0% | 0% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 130 | 94 | 123 | 433 | 360 | 153 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 224 | 0 | 0 | 556 | 513 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 76.0% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |

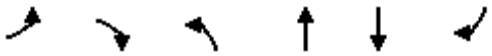
| Intersection | |
|---|---|
| Int Delay, s/veh | 15.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 121 | 87 | 114 | 403 | 335 | 142 |
| Future Vol, veh/h | 121 | 87 | 114 | 403 | 335 | 142 |
| Conflicting Peds, #/hr | 0 | 0 | 5 | 0 | 0 | 5 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 1 | 0 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 130 | 94 | 123 | 433 | 360 | 153 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1121 | 442 | 518 | 0 | - | 0 |
| Stage 1 | 442 | - | - | - | - | - |
| Stage 2 | 679 | - | - | - | - | - |
| Critical Hdwy | 6.81 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.81 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.81 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 202 | 605 | 1053 | - | - | - |
| Stage 1 | 619 | - | - | - | - | - |
| Stage 2 | 469 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 169 | 602 | 1048 | - | - | - |
| Mov Cap-2 Maneuver | 169 | - | - | - | - | - |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 467 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 83.3 | 2 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1048 | - | 242 | - | - |
| HCM Lane V/C Ratio | 0.117 | - | 0.924 | - | - |
| HCM Control Delay (s) | 8.9 | 0 | 83.3 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 8.1 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 15 | 35 | 42 | 482 | 442 | 17 |
| Future Volume (vph) | 15 | 35 | 42 | 482 | 442 | 17 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.906 | | | | 0.995 | |
| Flt Protected | 0.985 | | | 0.996 | | |
| Satd. Flow (prot) | 1819 | 0 | 0 | 1869 | 1850 | 0 |
| Flt Permitted | 0.985 | | | 0.996 | | |
| Satd. Flow (perm) | 1819 | 0 | 0 | 1869 | 1850 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 10 | | | 10 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 5% | 2% | 1% | 25% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 16 | 37 | 45 | 513 | 470 | 18 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 53 | 0 | 0 | 558 | 488 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 65.4% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

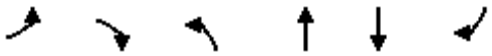
| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 35 | 42 | 482 | 442 | 17 |
| Future Vol, veh/h | 15 | 35 | 42 | 482 | 442 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 10 | 0 | 0 | 10 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 5 | 2 | 1 | 25 |
| Mvmt Flow | 16 | 37 | 45 | 513 | 470 | 18 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1092 | 489 | 498 | 0 | - | 0 |
| Stage 1 | 489 | - | - | - | - | - |
| Stage 2 | 603 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.15 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.245 | - | - | - |
| Pot Cap-1 Maneuver | 177 | 545 | 1051 | - | - | - |
| Stage 1 | 542 | - | - | - | - | - |
| Stage 2 | 465 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 162 | 539 | 1038 | - | - | - |
| Mov Cap-2 Maneuver | 162 | - | - | - | - | - |
| Stage 1 | 503 | - | - | - | - | - |
| Stage 2 | 459 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 18.6 | 0.7 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1038 | - | 317 | - | - |
| HCM Lane V/C Ratio | 0.043 | - | 0.168 | - | - |
| HCM Control Delay (s) | 8.6 | 0 | 18.6 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.6 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 5 | 15 | 29 | 468 | 444 | 9 |
| Future Volume (vph) | 5 | 15 | 29 | 468 | 444 | 9 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.897 | | | | 0.997 | |
| Flt Protected | 0.988 | | | 0.997 | | |
| Satd. Flow (prot) | 1642 | 0 | 0 | 1886 | 1970 | 0 |
| Flt Permitted | 0.988 | | | 0.997 | | |
| Satd. Flow (perm) | 1642 | 0 | 0 | 1886 | 1970 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 360 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.2 | |
| Confl. Peds. (#/hr) | | | 6 | | | 6 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 0% | 0% |
| Adj. Flow (vph) | 5 | 16 | 31 | 503 | 477 | 10 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 21 | 0 | 0 | 534 | 487 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 58.4% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 15 | 29 | 468 | 444 | 9 |
| Future Vol, veh/h | 5 | 15 | 29 | 468 | 444 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 6 | 0 | 0 | 6 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 5 | 16 | 31 | 503 | 477 | 10 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1053 | 488 | 493 | 0 | - | 0 |
| Stage 1 | 488 | - | - | - | - | - |
| Stage 2 | 565 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 189 | 546 | 1081 | - | - | - |
| Stage 1 | 543 | - | - | - | - | - |
| Stage 2 | 490 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 179 | 543 | 1075 | - | - | - |
| Mov Cap-2 Maneuver | 179 | - | - | - | - | - |
| Stage 1 | 518 | - | - | - | - | - |
| Stage 2 | 487 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.6 | 0.5 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1075 | - | 360 | - | - |
| HCM Lane V/C Ratio | 0.029 | - | 0.06 | - | - |
| HCM Control Delay (s) | 8.4 | 0 | 15.6 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.2 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 35 | 2 | 439 | 34 | 3 | 418 |
| Future Volume (vph) | 35 | 2 | 439 | 34 | 3 | 418 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.993 | | 0.990 | | | |
| Flt Protected | 0.955 | | | | | |
| Satd. Flow (prot) | 1802 | 0 | 1830 | 0 | 0 | 1883 |
| Flt Permitted | 0.955 | | | | | |
| Satd. Flow (perm) | 1802 | 0 | 1830 | 0 | 0 | 1883 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 721 | | 360 | | | 818 |
| Travel Time (s) | 16.4 | | 8.2 | | | 18.6 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 5% |
| Adj. Flow (vph) | 37 | 2 | 467 | 36 | 3 | 445 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 0 | 503 | 0 | 0 | 448 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 35.2% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

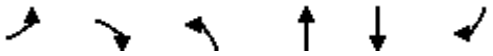
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 35 | 2 | 439 | 34 | 3 | 418 |
| Future Vol, veh/h | 35 | 2 | 439 | 34 | 3 | 418 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 5 |
| Mvmt Flow | 37 | 2 | 467 | 36 | 3 | 445 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 936 | 485 | 0 | 0 | 503 | 0 |
| Stage 1 | 485 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 297 | 586 | - | - | 1072 | - |
| Stage 1 | 623 | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 296 | 586 | - | - | 1072 | - |
| Mov Cap-2 Maneuver | 296 | - | - | - | - | - |
| Stage 1 | 623 | - | - | - | - | - |
| Stage 2 | 643 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 18.6 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 304 | 1072 | - |
| HCM Lane V/C Ratio | - | - | 0.129 | 0.003 | - |
| HCM Control Delay (s) | - | - | 18.6 | 8.4 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 124 | 71 | 123 | 400 | 340 | 166 |
| Future Volume (vph) | 124 | 71 | 123 | 400 | 340 | 166 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 2% | | | 1% | -2% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.951 | | | | 0.956 | |
| Flt Protected | 0.969 | | | 0.988 | | |
| Satd. Flow (prot) | 1542 | 0 | 0 | 1849 | 1778 | 0 |
| Flt Permitted | 0.969 | | | 0.988 | | |
| Satd. Flow (perm) | 1542 | 0 | 0 | 1849 | 1778 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 1007 | | | 765 | 902 | |
| Travel Time (s) | 22.9 | | | 17.4 | 20.5 | |
| Confl. Bikes (#/hr) | | | | | | 4 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 1% | 0% | 1% | 1% | 2% | 3% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 2 | 2 |
| Parking (#/hr) | 1 | 1 | | | | |
| Adj. Flow (vph) | 139 | 80 | 138 | 449 | 382 | 187 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 219 | 0 | 0 | 587 | 569 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.17 | 1.01 | 1.01 | 1.01 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 22.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 124 | 71 | 123 | 400 | 340 | 166 |
| Future Vol, veh/h | 124 | 71 | 123 | 400 | 340 | 166 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 2 | - | - | 1 | -2 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 1 | 0 | 1 | 1 | 2 | 3 |
| Mvmt Flow | 139 | 80 | 138 | 449 | 382 | 187 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1201 | 476 | 569 | 0 | - | 0 |
| Stage 1 | 476 | - | - | - | - | - |
| Stage 2 | 725 | - | - | - | - | - |
| Critical Hdwy | 6.81 | 6.4 | 4.11 | - | - | - |
| Critical Hdwy Stg 1 | 5.81 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.81 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.3 | 2.209 | - | - | - |
| Pot Cap-1 Maneuver | 180 | 578 | 1008 | - | - | - |
| Stage 1 | 595 | - | - | - | - | - |
| Stage 2 | 444 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 147 | 578 | 1008 | - | - | - |
| Mov Cap-2 Maneuver | 147 | - | - | - | - | - |
| Stage 1 | 487 | - | - | - | - | - |
| Stage 2 | 444 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 137.1 | 2.1 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1008 | - | 202 | - | - |
| HCM Lane V/C Ratio | 0.137 | - | 1.085 | - | - |
| HCM Ctrl Dly (s/v) | 9.1 | 0 | 137.1 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q (veh) | 0.5 | - | 10.2 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 14 | 36 | 42 | 480 | 470 | 21 |
| Future Volume (vph) | 14 | 36 | 42 | 480 | 470 | 21 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 15 | 15 | 12 | 12 | 12 | 12 |
| Grade (%) | 5% | | | -2% | -1% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.904 | | | | 0.994 | |
| Flt Protected | 0.986 | | | 0.996 | | |
| Satd. Flow (prot) | 1766 | 0 | 0 | 1869 | 1803 | 0 |
| Flt Permitted | 0.986 | | | 0.996 | | |
| Satd. Flow (perm) | 1766 | 0 | 0 | 1869 | 1803 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 707 | | | 902 | 492 | |
| Travel Time (s) | 16.1 | | | 20.5 | 11.2 | |
| Confl. Peds. (#/hr) | | | 7 | | | 7 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 0% | 4% | 5% | 2% | 4% | 14% |
| Bus Blockages (#/hr) | 0 | 2 | 0 | 0 | 2 | 0 |
| Adj. Flow (vph) | 16 | 40 | 47 | 533 | 522 | 23 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 56 | 0 | 0 | 580 | 545 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 15 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 0.91 | 0.91 | 0.99 | 0.99 | 1.00 | 0.99 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 14 | 36 | 42 | 480 | 470 | 21 |
| Future Vol, veh/h | 14 | 36 | 42 | 480 | 470 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 7 | 0 | 0 | 7 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -2 | -1 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 4 | 5 | 2 | 4 | 14 |
| Mvmt Flow | 16 | 40 | 47 | 533 | 522 | 23 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1168 | 541 | 552 | 0 | - | 0 |
| Stage 1 | 541 | - | - | - | - | - |
| Stage 2 | 627 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.74 | 4.15 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.336 | 2.245 | - | - | - |
| Pot Cap-1 Maneuver | 156 | 498 | 1003 | - | - | - |
| Stage 1 | 506 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 144 | 494 | 995 | - | - | - |
| Mov Cap-2 Maneuver | 144 | - | - | - | - | - |
| Stage 1 | 469 | - | - | - | - | - |
| Stage 2 | 451 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.1 | 0.7 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 995 | - | 294 | - | - |
| HCM Lane V/C Ratio | 0.047 | - | 0.189 | - | - |
| HCM Ctrl Dly (s/v) | 8.8 | 0 | 20.1 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.7 | - | - |



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 9 | 20 | 31 | 463 | 472 | 10 |
| Future Volume (vph) | 9 | 20 | 31 | 463 | 472 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 5% | | | -1% | -8% | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | | | | | |
| Frt | 0.907 | | | | 0.997 | |
| Flt Protected | 0.985 | | | 0.997 | | |
| Satd. Flow (prot) | 1655 | 0 | 0 | 1886 | 1951 | 0 |
| Flt Permitted | 0.985 | | | 0.997 | | |
| Satd. Flow (perm) | 1655 | 0 | 0 | 1886 | 1951 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 652 | | | 492 | 372 | |
| Travel Time (s) | 14.8 | | | 11.2 | 8.5 | |
| Confl. Peds. (#/hr) | | | 6 | | | 6 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Heavy Vehicles (%) | 0% | 0% | 0% | 1% | 1% | 0% |
| Adj. Flow (vph) | 11 | 24 | 37 | 551 | 562 | 12 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 35 | 0 | 0 | 588 | 574 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.03 | 1.03 | 0.99 | 0.99 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

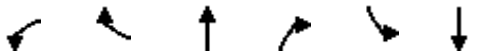
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 20 | 31 | 463 | 472 | 10 |
| Future Vol, veh/h | 9 | 20 | 31 | 463 | 472 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 6 | 0 | 0 | 6 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 5 | - | - | -1 | -8 | - |
| Peak Hour Factor | 84 | 84 | 84 | 84 | 84 | 84 |
| Heavy Vehicles, % | 0 | 0 | 0 | 1 | 1 | 0 |
| Mvmt Flow | 11 | 24 | 37 | 551 | 562 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1199 | 574 | 580 | 0 | - | 0 |
| Stage 1 | 574 | - | - | - | - | - |
| Stage 2 | 625 | - | - | - | - | - |
| Critical Hdwy | 7.4 | 6.7 | 4.1 | - | - | - |
| Critical Hdwy Stg 1 | 6.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | 2.2 | - | - | - |
| Pot Cap-1 Maneuver | 148 | 482 | 1004 | - | - | - |
| Stage 1 | 484 | - | - | - | - | - |
| Stage 2 | 452 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 139 | 479 | 998 | - | - | - |
| Mov Cap-2 Maneuver | 139 | - | - | - | - | - |
| Stage 1 | 455 | - | - | - | - | - |
| Stage 2 | 452 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 20.2 | 0.5 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 998 | - | 272 | - | - |
| HCM Lane V/C Ratio | 0.037 | - | 0.127 | - | - |
| HCM Ctrl Dly (s/v) | 8.7 | 0 | 20.2 | - | - |
| HCM Lane LOS | A | A | C | - | - |
| HCM 95th %tile Q (veh) | 0.1 | - | 0.4 | - | - |



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 45 | 3 | 440 | 32 | 5 | 438 |
| Future Volume (vph) | 45 | 3 | 440 | 32 | 5 | 438 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Grade (%) | 0% | | 0% | | | -8% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.991 | | 0.991 | | | |
| Flt Protected | 0.956 | | | | | 0.999 |
| Satd. Flow (prot) | 1800 | 0 | 1832 | 0 | 0 | 1864 |
| Flt Permitted | 0.956 | | | | | 0.999 |
| Satd. Flow (perm) | 1800 | 0 | 1832 | 0 | 0 | 1864 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 709 | | 372 | | | 835 |
| Travel Time (s) | 16.1 | | 8.5 | | | 19.0 |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles (%) | 0% | 0% | 3% | 0% | 0% | 6% |
| Adj. Flow (vph) | 53 | 4 | 518 | 38 | 6 | 515 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 57 | 0 | 556 | 0 | 0 | 521 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| 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 | 0.95 | 0.95 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | |
|---|---|
| Area Type: | Other |

Control Type: Unsignalized

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 3 | 440 | 32 | 5 | 438 |
| Future Vol, veh/h | 45 | 3 | 440 | 32 | 5 | 438 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | -8 |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 0 | 0 | 3 | 0 | 0 | 6 |
| Mvmt Flow | 53 | 4 | 518 | 38 | 6 | 515 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1064 | 537 | 0 | 0 | 556 | 0 |
| Stage 1 | 537 | - | - | - | - | - |
| Stage 2 | 527 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 249 | 548 | - | - | 1025 | - |
| Stage 1 | 590 | - | - | - | - | - |
| Stage 2 | 596 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 247 | 548 | - | - | 1025 | - |
| Mov Cap-2 Maneuver | 247 | - | - | - | - | - |
| Stage 1 | 585 | - | - | - | - | - |
| Stage 2 | 596 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 23 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 256 | 1025 | - |
| HCM Lane V/C Ratio | - | - | 0.221 | 0.006 | - |
| HCM Ctrl Dly (s/v) | - | - | 23 | 8.5 | 0 |
| HCM Lane LOS | - | - | C | A | A |
| HCM 95th %tile Q (veh) | - | - | 0.8 | 0 | - |

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October 16, 2026

**VIA ELECTRONIC AND HAND DELIVERY**
Mayor Peter Scherer
and Honorable Members of the Village Board of Trustees
Village of Pleasantville
80 Wheeler Avenue
Pleasantville, NY 10570

Re: US Home, LLC (d/b/a Lennar)
Petition for Zoning Map Amendments
Premises: 1 Campus Drive (SBLs: 99.14-1-77 & 99.15-1-3 & 4)
3 Campus Drive (SBL: 99.14-1-78)
8 Carey Court (SBL: 99.15-1-12)

Dear Mayor Scherer and Members of the Board of Trustees:

On behalf of US Home, LLC (d/b/a Lennar) (the "Petitioner" or "Lennar"), we respectfully submit this letter in furtherance of the Petition (the "Petition") to amend the Official Zoning Map of the Village of Pleasantville ("Zoning Map") submitted on September 26, 2025 and the proposal to redevelop the Premises with a new 102-unit multi-family townhouse development. We submit the enclosed materials in response to questions and comments from the Board of Trustees during past appearances, and in advance of the public hearing scheduled for this matter to be held on October 26, 2026.

Included with this filing are the following items and information:

- Campus Drive FAQs Sheet dated October 1, 2026 (**Attachment A**) summarizing the analyses performed to date and conclusions reached regarding the potential benefits, impacts, and mitigation associated with the proposed redevelopment.
- Lennar Letter dated October 7, 2026 (**Attachment B**) summarizing the Petitioner's commitment to several public recreational improvements benefitting the Village and its residents. These commitments are proposed to be executed prior to the issuance of any certificate of occupancy for the proposed 102-unit multi-family townhouse development. These commitments are in addition to the anticipated recreation fee contribution of $1,275,000 ($12,500 per unit) that the Petitioner anticipates paying as a condition of site plan approval pursuant to Village Code § 185-50G.
- Lennar – Foxwoods Working Understanding summary dated October 7, 2026 (**Attachment C**) detailing the current discussions between the Petitioner and nearby

Foxwoods Condominium detailing the Petitioner's commitments for further mitigation and benefits associated with the proposed redevelopment.

- Updated Campus Drive Redevelopment Traffic Study prepared by JMC dated October 6, 2026 (**Attachment D**) which includes the 2-week, 24-hour traffic count requested by the Board of Trustees. This additional data confirms that the roadway volumes used in the initial Traffic Impact Statement are accurate and consistent with the actual roadway conditions.
- Site Plan Aerial Overlay (Sheet A-1) prepared by JMC (**Attachment E**) showing the proposed area of disturbance as it relates to the previously developed areas, as well as the proposed 4.11-acre area of non-disturbance.
- Alternative Preliminary Site Layout Plan (Sheets C-100A & R-1A) prepared by JMC (**Attachment F**) which details the site layout and provides a detailed color rendering of the site. These plans reflect several of the proposed recreational improvements, including the offers to renovate the sport courts, locate a new nature trail within the non-disturbance area, and dedicate the approximately 1.11-acre area of land near Washington Avenue to the Village. This Alternative Preliminary Site Layout Plan also reflects the 2 units closest to Manville Lane being relocated away from the Foxwoods Condominium to the western portion of the proposed development.

We look forward to appearing before the Board of Trustees on October 26, 2026 for the public hearing on this matter. In the interim, should the Board of Trustees or Village Staff have any questions or comments, please feel free to contact the undersigned. Thank you in advance for your time and consideration in this matter.

Very truly yours,

*Anthony B. Gioffre III*

Anthony B. Gioffre III

Enclosures

cc: BFJ Planning
Keane and Beane P.C.
Client
JMC
AKRF
Daniel Patrick, Esq., Cuddy & Feder LLP

LENNAR

October 7, 2026

Peter Scherer, Mayor
Village of Pleasantville
80 Wheeler Avenue
Pleasantville, NY 10570

**RE: 1 & 3 Campus Drive Redevelopment**
**Village of Pleasantville**
**Westchester County, NY**

Dear Mayor Scherer,

As you know, US Home, LLC (d/b/a Lennar) proposes to redevelop 1 Campus Drive, 3 Campus Drive, and 8 Carey Court with a new 102-unit townhome development. In response to comments from the Village Board of Trustees, Village Planning Board, and the public, Lennar has proposed several recreation improvements that would benefit the new residents, neighboring Foxwoods community, and the Village as a whole. The improvements we are proposing are summarized below.

**Tennis Court:**

Lennar is proposing to rehabilitate the existing 1+/- acre Tennis Park located at Campus Drive. The site is constrained by a stream and wetland area to the west, and existing roads and driveways to the north, east, and south. As such, there is no room for expansion of the developable area.

The tennis courts have been in existence for approximately 40 years and provide a neighborhood benefit to the Foxwoods community, nearby single-family neighborhoods, and the Village as a whole. This proposal would maintain the existing racquet sport use as a Village amenity, and would not affect existing traffic patterns or parking demand. The proposal does not include lighting and would maintain the current hours of operation that the community is accustomed to.

The full proposal includes the following improvements:

1. Mill and resurface existing asphalt parking lot.
2. Remove existing concrete curbing and replace with new Belgium block curbing.
3. Remove and replace the existing asphalt sidewalk and replace with 6’ wide concrete sidewalk.
4. Replace the existing 10’ high sport fence in kind.
5. Add a 10’x10’ covered pavilion on a concrete pad with a community information board to a location as directed by the Village.
6. Remove and replace existing benches and add picnic tables as directed.
7. Add a new entrance sign as directed.

8. Connect the park to existing sidewalk along Campus Drive and Bedford Road.

Lennar is happy to discuss resurfacing options with the Village Board of Trustees as there are opportunities to convert one tennis court to 3 pickleball courts, and the existing half court with wall could be repurposed to another racquet sport. The proposed improvements as outlined herein represents the full proposal by Lennar.

**Conservation Area:**

To further protect existing wooded areas, Lennar will create a non-disturbance area in the southern portion of the Site totaling 4.11 acres. This area will remain undisturbed through construction and will be deed restricted to conserve the area from any future development disturbance. The deed restriction can be directed by the Village to allow for passive recreation such as trails and overlook areas, provided they do not include lighting, parking or large dedicated gathering areas. Lennar or any future HOA, or private homeowner will not be responsible for maintenance or liability regarding any trails or public access to this area.

**Washington Avenue Parcel dedication:**

Lennar will offer a 1.11 acre parcel of land for dedication to the Village. Lennar is requesting that it will not contain any lighted facilities. Lennar will also allow for any trail connection easements from this parcel to the Conservation Parcel with associated buffering from any new homes.

**Foxwoods Garden Parcel:**

If the Foxwoods HOA decides to sell the Garden area as previously discussed, then Lennar will clear the current overgrowth, stabilize existing walls as feasible and regrade the area to be used as a large, level, open, passive recreation/sitting area. Use of this area would be for the Lennar community and/or the Foxwood Condominiums only with no additional parking areas.

Thank you for the opportunity to present our proposal for recreational amenities. We hope that this clarifies our intended improvements. We look forward to discussing these improvements with you at the next Village Board of Trustees meeting.

Respectfully,

**U.S. HOME, LLC**

**Campus Drive FAQs**

**10/1/2026**

1. **Traffic and Transportation.**

   The Applicant conducted a detailed Traffic Impact Study (TIS) using industry standard methodology and software that was reviewed independently and accepted by the Village's independent consultant. The TIS analyzed four intersections: Broadway (NY 141) / Bedford Road (NY 117) & Manville Road; Bedford Road & Campus Drive; Bedford Road & Manville Lane; and Bedford Road & Highview Terrace; included traffic counts from May and December of 2025, and May of 2026; analyzed potential impacts during the morning, school pick-up, evening, and Saturday peak hours, and found that the project would not result in any significant adverse impacts. A two-week 24-hour count requested by the Village Board was conducted along Bedford Road in September 2026 which confirmed that the roadway volumes in the TIS are consistent with actual roadway conditions and the parameters under which the traffic study was conducted.

2. **Parking.**

   The project proposes 242 off-street spaces for 102 townhomes, replacing the existing 429-space office parking supply. The provided parking will meet onsite demand and not rely on public parking resources.

3. **Infrastructure. - water, sewer, stormwater, and roadway infrastructure.**

   Water and sewer demand is estimated at 33,660 gallons per day, and the existing public systems have adequate capacity to serve the project. Any necessary upgrades to facilitate the connection would be the applicant's responsibility.

   The proposed project has been carefully designed to improve existing stormwater conditions through a combination of reduced impervious coverage, upgraded infrastructure, enhanced detention capacity, and the use of a subsurface infiltration system to manage a portion of the site runoff. These improvements directly reduce the volume of stormwater runoff generated during precipitation events while promoting groundwater recharge.

   Lastly, the Applicant would improve Campus Drive to Village Road standards, part of which would be offered to the Village for dedication. The remainder of the onsite roads would be maintained as private by the HOA.

4. **Village Staffing and Operations.**

   The Technical Memorandum analyzed potential demands on recreation, sanitation, and road maintenance using Village data provided by Village staff, and assessment of comparable developments. Based on this analysis, incremental demands associated with the estimated 306 residents could be accommodated by current staffing and additional costs would be offset by the tax revenue generated by the project. The DPW estimated approximately 160 tons of annual waste, with total sanitation costs of about $37,260, compared with approximately $51,102 in annual garbage-district revenue. The Recreation Department reported that athletic fields and the Panther Club are already at or near capacity, and the Applicant's contribution of $1,275,000 in recreation fees could be utilized to address these concerns. Additionally, the project would provide on-site passive open space, rehabilitation of the Manville Road tennis courts, and preserved forested land.

**5. Police, Fire, and EMS.**

The project is estimated to generate approximately 7 to 55 net new police calls, 4 to 16 fire calls, and 5 to 15 EMS calls annually, based principally on historical call data and comparable Pleasantville townhome developments. The Applicant consulted directly with the Police and Fire Departments and provided copies of that correspondence in the Technical Memorandum. The Police Department reported no concerns, and the Fire Department reported no staffing concerns and will coordinate with the applicant on fire-related utility, hydrant, and access details during site plan approval.

**6. School Age Children Generation.**

The project is expected to generate 41 to 52 public-school students, based on Rutgers demographic multipliers and enrollment data from comparable Pleasantville developments, provided by the Pleasantville Union Free School District. Estimated annual instructional costs of approximately $898,310 to $1,139,320 are compared with approximately $1,696,220 in projected school-tax revenue, and the analysis concludes that declining district enrollment should allow the students to be accommodated.

**7. Woodland and Tree Preservation.**

The project was designed largely within previously disturbed areas to avoid steep slopes, rock outcrops, foundation ruins, and forested areas; the revised layout preserves approximately 4.11 acres of contiguous forested open space. In response to comments from the Village and the public, buildings and stormwater facilities were relocated, paved areas reduced, and approximately 8,000 square feet of former parking area was designated for reforestation.

**8. Development Density.**

The proposed 102 units equal approximately 4.97 units per acre across the 20.53-acre site, which is within the PUD maximum of five units per acre. The buildings are proposed to be clustered on previously developed portions of the site and that the resulting layout and density are comparable to nearby townhome developments.

**9. Alternative Development Scenarios.**

The Technical Memorandum evaluated office re-occupancy, mixed office/medical-office re-occupancy, and redevelopment with a new medical-office building. The analysis found that these alternatives would generate fewer school and recreation demands, but more traffic and parking needs, less tax revenue, and the allowable redevelopment in these scenarios would have greater disturbance than the proposed residential project.

**10. 8 Carey Court.**

The Applicant proposes to rezone 8 Carey Court to the Campus Office (C-O) District so that it can be incorporated into the overall Planned Unit Development (PUD). The 8 Carey Court property was historically part of the Manville property and its incorporation reflects that precedent. This is the first step in creating a single unified development site that would subsequently be rezoned to PUD. The Campus Drive properties would still be eligible for a PUD designation without 8 Carey Court.

**11. Full EAF (D.2. Project Operations) - Excavation.**

- Consistent with the intent of the question per the NYSDEC EAF Workbook and SEQRA Handbook, as a redevelopment site involving routine grading and site preparation, this answer to this question in the EAF was checked “no.”

Importantly, NYSDEC notes that routine grading and site preparation alone are not considered excavation activities for purposes of this question, which is the case in this instance. Furthermore, as a project that meets the SEQRA exemption criteria, an EAF is not required for this project.

LENNAR

October 7, 2026

**Lennar – Foxwoods Working Understanding**

**Note: Lennar Campus is the proposed HOA name during the construction period.**

- Lennar will not utilize Manville Lane for vehicular traffic. It will be designed as a locked emergency access point to be used by first responders and emergency personnel as needed.

- Lennar will buffer the area near Manville Lane as shown on the latest rendered plan, including but not limited to dense evergreen trees and berms.
- Lennar will revegetate the existing parking lot area in the northeast corner of the Site as directed by the Village, with either a dense berm or reforestation.

- Lennar agrees to limit the number of Townhome units per building along Manville Lane to six (6) townhomes in Building 19 & five (5) Townhomes in Building 22, as shown on the latest layout. Lennar will maintain a 50' buffer from the Manville Lane property line to the nearest townhome building.

- Campus Drive is currently owned by Foxwoods with an easement in favor of the Lennar Campus site. Lennar will create a ROW that will allow for road widening and a sidewalk. Foxwoods Condominium will transfer the ROW Deed to Lennar Campus, such that the maintenance and repair of the new ROW will become Lennar's responsibility. This will ultimately be transferred to the New Campus Drive Homeowners (New Campus HOA) association to be created. Lennar & Campus HOA will be fully responsible for the new ROW at their sole cost and expense. Foxwoods Condominium will not have any maintenance or repair obligations; nor have any initial, or on-going financial contributions to the new ROW. Foxwoods Condominium shall be granted an easement from Bedford Road to the current "triangle" entrance to Foxwood drive at Campus Drive. Lennar will offer this Proposed ROW for dedication to the Village.

- Lennar Campus will create a new intersection in the vicinity of the current Foxwoods access point at Lennar's sole expense. This new alignment is depicted on the current Layout. Foxwoods Condominium will own this new section of Foxwoods Drive and have full easement rights on the New Campus HOA ROW. Lennar will be responsible for all signage, including a new monument sign, as directed by Foxwoods HOA.

- The access easement from 3 Campus Drive to Manville Lane will be extinguished as a full access point. Lennar Campus will reserve the right to use it as emergency access only (if needed). Lennar will be responsible to maintain this easement if mandated by law to leave the easement in existence.

- Foxwoods Condominium may transfer ownership of the “Garden” to Lennar Campus. The purpose of this transfer is solely to renovate the Garden and leave as passive open space. Lennar Campus will own and maintain the Garden. Lennar will grant an easement to Foxwoods Condominium for pedestrian access to the Garden if their association desires access.

# SITE PLAN AERIAL
## OVERLAY

**CAMPUS DRIVE REDEVELOPMENT**

1 CAMPUS DRIVE, 8 CAREY COURT, 3 CAMPUS DRIVE
VILLAGE OF PLEASANTVILLE, NEW YORK

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND OR PLANS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR EXCEPT AS PROVIDED BY ARTICLE 145 OF THE NEW YORK STATE EDUCATION LAW, SECTION 7209 SUBSECTION 2.

Drawn: DV | Approved:
Scale: 1" = 40'
Date: 10/16/2026
Project No: 24096
Drawing No: A-1 (ARRAY) | DEP.dwr

# A–1

JMC

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ARCHITECT:
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MEDFORD, NJ 08055

| No. | Revision | Date | By |
|---|---|---|---|
| | | | |

Physical Address Database

PROPOSED
NON-DISTURBANCE AREA
(179,212 S.F./4.11 AC.)

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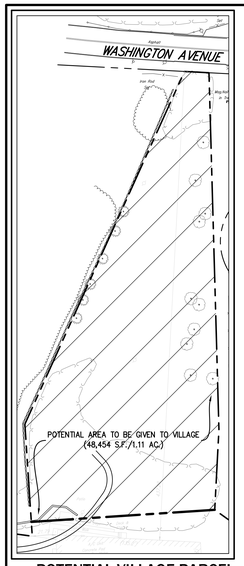



**POTENTIAL VILLAGE PARCEL AREA INSET**
SCALE: 1" = 50'

SEE POTENTIAL VILLAGE PARCEL AREA INSET

POTENTIAL AREA TO BE GIVEN TO VILLAGE (48,454 S.F./1.11 AC.)

ROAD "C"

BUILDING #1 5-UNIT SHAFFER
BUILDING #2 5-UNIT SHAFFER
BUILDING #3 5-UNIT SHAFFER
BUILDING #4 6-UNIT SHAFFER
BUILDING #5 6-UNIT PERSHING
BUILDING #6 5-UNIT CHASE
BUILDING #7 4-UNIT SHAFFER
BUILDING #8 6-UNIT CHASE

POTENTIAL PASSIVE AMENITY AREA
POTENTIAL STORMWATER MANAGEMENT AREA
POTENTIAL PASSIVE AMENITY AREA

PROPOSED RETAINING WALL WITH 4' HIGH SAFETY FENCE (TYP.)(DESIGN BY OTHERS)
PROPOSED 5' WIDE MONOLITHIC CURB AND SIDEWALK
EXISTING ROCK OUTCROPS TO REMAIN

PROPOSED NON-DISTURBANCE AREA (179,212 S.F./4.11 AC.)
POTENTIAL NATURE TRAIL (TYP.)

BUILDING #9 4-UNIT PERSHING
BUILDING #10 5-UNIT PERSHING
BUILDING #11 5-UNIT PERSHING
BUILDING #12 5-UNIT CHASE

CAMPUS DRIVE

ROAD "A"

BUILDING #13 4-UNIT SHAFFER
BUILDING #14 4-UNIT SHAFFER
BUILDING #15 3-UNIT SHAFFER

EXISTING ROCK OUTCROPS TO REMAIN
POTENTIAL PASSIVE AMENITY AREA
EXISTING FOUNDATION RUINS TO REMAIN

POTENTIAL SUBSURFACE INFILTRATION STORMWATER MANAGEMENT AREA

BUILDING #16 4-UNIT SHAFFER
BUILDING #17 7-UNIT CHASE
BUILDING #18 6-UNIT CHASE

ROAD "B"

BUILDING #19 3-UNIT SHAFFER
BUILDING #20 4-UNIT SHAFFER
BUILDING #21 5-UNIT SHAFFER

PROPOSED MONUMENT SIGN
POTENTIAL LAND ACQUISITION FOR GARDEN AREA FROM FOXWOOD CONDOMINIUMS (27,608 SF/0.63 AC)
POTENTIAL PASSIVE AMENITY AREA
PROPOSED LANDSCAPE BUFFER AND REFORESTATION AREA

PROPOSED EMERGENCY ACCESS GATE WITH KNOX BOX (DESIGN BY OTHERS)

MANVILLE LANE

PROPOSED RETAINING WALLS WITH 4' HIGH SAFETY FENCE (TYP.)(DESIGN BY OTHERS)

PROPOSED CONCRETE SIDEWALK
FOXWOOD DRIVE
CAREY COURT
SEE TENNIS COURT AREA INSET

## SIGN TABLE

| DESIGNATION NUMBER | SIGN | SIZE | DESCRIPTION | MOUNTING TYPE | MOUNTING HEIGHT | REGULATORY | REFLECTORIZED |
|---|---|---|---|---|---|---|---|
| A | STOP | 30"X30" | WHITE ON RED | STEEL CHANNEL | 7'-0" | R1-1 | X |

## LEGEND

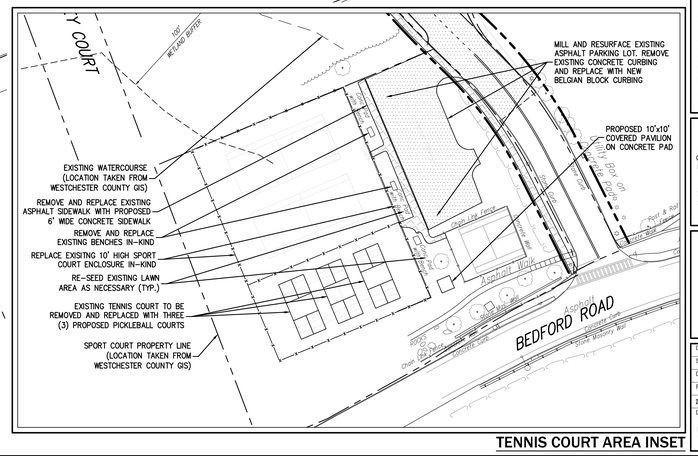
- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS) (5V)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED MONOLITHIC CONCRETE SIDEWALK & CURB
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED 12" WIDE WHITE STOP LINE
- PROPOSED STOP SIGN

**NOTES:**

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "ALTA/NSPS LAND TITLE SURVEY," PREPARED BY WARD CARPENTER ENGINEERS, INC., DATED 08/04/2025.

## DEVELOPMENT SUMMARY TABLE

| UNIT MODEL | ON GRADE | TUCK UNDER | WALK OUT | TOTAL |
|---|---|---|---|---|
| SHAFFER | 20 | 0 | 32 | 52 |
| PERSHING | 0 | 20 | 0 | 20 |
| CHASE | 0 | 19 | 0 | 19 |
| MANDATORY AFFORDABLE | 0 | 11 | 0 | 11 |
| TOTAL | 20 | 50 | 32 | 102 |




**TENNIS COURT AREA INSET**

| No. | Revision | Date | By |
|---|---|---|---|
| 1. | REVISED PER VILLAGE COMMENTS | 08/05/2026 | NC |
| 2. | REVISED PER VILLAGE COMMENTS | 10/16/2026 | NC |

Previous Editions Obsolete

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ALTERNATIVE PRELIMINARY SITE LAYOUT PLAN

CAMPUS DRIVE REDEVELOPMENT
1 CAMPUS DRIVE, 81 CAREY COURT & 5 MANVILLE LANE
VILLAGE OF PLEASANTVILLE, NEW YORK

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| Drawn: | NC |
| Approved: | DV |
| Scale: | 1" = 40' |
| Date: | 05/13/2026 |
| Project No: | 24096 |
| 24096-LAYOUT | C-100A-LAY-ALT LAY.tar |
| Drawing No: | C-100A |

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# ALTERNATIVE PRELIMINARY SITE PLAN RENDERING

## CAMPUS DRIVE REDEVELOPMENT

1 CAMPUS DRIVE, 8 CAREY COURT, 3 CAMPUS DRIVE
VILLAGE OF PLEASANTVILLE, NEW YORK

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| Drawn: | DV |
| Approved: | NC |
| Scale: | 1" = 40' |
| Date: | 10/27/2025 |
| Project No: | 24056 |
| Drawing No: | R-1A |

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MEDFORD, NJ 08055

| No. | Revision | Date | By |
|---|---|---|---|
| 1. | REVISED PER VILLAGE COMMENTS | 08/05/2026 | NC |
| 2. | REVISED PER VILLAGE COMMENTS | 10/16/2026 | NC |

*Physical Address Disclosure*

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BFJ Planning

MEMORANDUM

| | |
|---|---|
| To: | Village of Pleasantville Board of Trustees |
| From: | Susan Favate, AICP, PP, Principal, BFJ Planning |
| Subject: | Lennar PUD Rezoning Petition<br>1/3 Campus Drive and 8 Carey Court, Village of Pleasantville<br>BFJ Project #3068.13 |
| Applicant: | US Home, LLC, dba Lennar |
| Date: | October 22, 2026 |

## Introduction

In preparation for the public hearing on October 26, 2026, this memo presents our review of the latest materials submitted by Lennar on October 16, 2026, as well as the record of public comments submitted through September 26, 2026, and identifies key areas that the Applicant should address at the hearing or in future submissions. We are in receipt of the following supplemental materials:

1. Summary letter from Cuddy & Feder, dated October 16, 2026.
2. *Campus Drive FAQs*, dated October 1, 2026, also referenced as Attachment A in the Applicant's submission set.
3. Letter from US Home, LLC, dated, dated October 7, 2026, detailing proposed recreational improvements to be implemented by Lennar on the subject site, also referenced as Attachment B in the Applicant's submission set.
4. Summary from Lennar, dated October 7, 2026, outlining its working agreement with Foxwood Condominiums, also referenced as Attachment C in the Applicant's submission set.
5. Campus Drive Redevelopment Traffic Study, dated January 8, 2026, last revised October 16, 2026, prepared by JMC, also referenced as Attachment D in the Applicant's submission set.
6. Sheet A-1, Site Plan Aerial Overlay, prepared by JMC, dated October 16, 2026, also referenced as Attachment E in the Applicant's submission set.
7. Sheet C-100A, Alternative Preliminary Site Layout Plan, prepared by JMC, dated May 13, 2026, last revised October 16, 2026.
8. Sheet R-1A, Alternative Preliminary Site Layout Plan, prepared by JMC, dated October 27, 2025, last revised October 16, 2026. Sheets C-100A and R-1A are also referenced as Attachment F in the Applicant's submission set.

Most of the materials contain additional information to address comments raised during previous meetings. The key changes since the August 5, 2026, submission and September 14, 2026, Village Board meeting are the relocation of the two units closest to Manville Lane away from the Foxwood development, and the incorporation of proposed recreational amenities and deed-restricted areas onto the site plans.

This updated information and plan changes are positive and are typical of the iterative process that occurs when a municipal board considers a major project. Moving to the public hearing stage of this zoning petition, it is important to remind the Village Board and the public about the distinction between the rezoning process and subdivision/site plan process. A rezoning petition, because it generates a change to land use regulation, is in the jurisdiction of the governing body. In this case, rezoning the subject properties into the Village's existing Planned Unit Development (PUD) district

would establish the maximum density of the potential project. A conceptual design has been developed to a level that allows the Village and public to understand the project scope and whether it can work from a basic infrastructure perspective. If the project proceeds to the site planning process before the Planning Commission, much more detailed plans would be engineered and presented. Additional documentation would be provided on stormwater management, architecture, internal road circulation, landscaping, and other factors that would be part of the Planning Commission's decision-making. Deliberation during that process could affect the placement of buildings, roads, and other components that may affect the overall scale of the project. Thus, while a successful zoning petition would establish the maximum permitted density, whether and how the Applicant achieves that density is a function of the site planning details that would be reviewed by the Planning Commission. This distinction is important to understand in the Village Board's consideration of the project and the public comments it has received.

## Public Comments

As you are aware, this project has generated a substantial record of written public comments. BFJ has fully reviewed these and categorized them into the following broad topic areas:

- Traffic impacts (volume and safety)
- Generation of school-aged children
- Utility infrastructure, especially stormwater
- Tree conservation
- Impacts on Village services (police, fire, EMS, recreation)
- Fiscal impacts
- Scale of development and Comprehensive Plan consistency
- Affordability of the proposed units
- Two-phase rezoning and review process/public role

These concerns have been raised throughout the review process since late 2025. During this process, the Village has requested additional information, analysis, and project changes, which the Applicant has responded to in supplemental submissions. Based on our review of the public comments and the Applicant's submissions to-date, we suggest the following as outstanding items that the Applicant should address:

- **Traffic:** In response to requests from the Village, the Applicant has revised its traffic study to include additional traffic data from a two-week ATR (Automatic Traffic Recorder) count taken from September 10, 2026 to September 24, 2026 on Bedford Road just south of Campus Drive. These counts are shown in Appendix C of the revised traffic study in tabular and graphic forms. The following conclusions are drawn from these counts:

    - The traffic counts that were taken in 2025 and May 2026 were taken during the peak hours identified by the additional ATR counts. As expected, there were no additional time periods that showed higher traffic volumes.

    - The average weekday counts undertaken in September of 2026 were slightly lower than the 2025 and May 2026 counts used in the traffic impact analysis.

    BFJ has reviewed the latest traffic study revisions and, as with the previous study iterations, concurs with the methodology and the findings. These additional data supplement the original peak-hour analysis as well as the additional school PM peak hour and Saturday counts that the Applicant provided in response to comments.

We find that the Applicant's traffic consultant has been responsive to the Village's requests, and presented its findings consistent with standard, accepted methodology, However, members of the public have raised the following specific questions and concerns:

*Conor Anderson, September 18, 2026:*

- ***The Mathematical Fabrication:*** *On Question D.2.j, the developer checked* ***"No"*** *to generating a traffic increase, claiming a "net decrease" of 180 morning trips. This was calculated by comparing 102 townhomes against a hypothetical, 100% fully occupied office building that has been* ***completely vacant for years*** *(where real-world baseline traffic today is zero).*

- ***NYS DOT Baseline & 13% Weekday Volume Surge****: Official NYS DOT traffic count data (NYS DOT Site Dashboard 870403) confirms that Bedford Road (Route 117) currently carries 6,728 daily vehicles. Under standard Institute of Transportation Engineers guidelines [See attached ITE Trip Generation Manual Guidelines], 102 townhomes will generate 745 daily resident trips plus 150 daily e-commerce/gig delivery trips, totaling ~895 new daily vehicle trips during weekdays, and 894 daily resident trips plus 150 daily e-commerce/gig delivery trips, totaling ~1044 on Saturdays. Creating a 13% traffic volume surge on Bedford Road during the week and a 16% traffic volume surge on Saturday.*

- ***Flawed Methodology & Omitted Intersections****: The developer's traffic study isolated a narrow 60-minute window on a single Friday (May 9, 2025), a day distorted by hybrid work-from-home travel patterns, and completely omitted the signalized intersection of Broadway (NY 141) and Bedford Road. The Village must demand continuous 24-hour Automatic Traffic Recorder (ATR) tube counts over a full 7-day week, and review these results before any further decisions are made.*

- ***Campus Drive Chokepoint & NYS DOT K-Factor****: Restricting Manville Lane to emergency access funnels all 895 daily trips out of a single exit at Campus Drive. NYS DOT K-Factor data (8%) shows 532 vehicles pass Campus Drive during peak hours (1 car every 6.8 seconds), creating severe left-turn collision hazards and long queue delays.*

BFJ has reviewed these comments on behalf of the Village. Regarding the comparison of existing conditions to the future conditions with the proposed project, the traffic study does analyze existing traffic conditions (2025/2026) and two future no-build scenarios: one with only 1% annual background growth (very similar to the existing conditions) and one with full office re-occupancy, and then a future build scenario. These four scenarios are summarized in Tables 3, 4, and 5 of the study.

BFJ also notes that adding 150 daily e-commerce/gig delivery trips would be incorrect. These delivery trips are included in the ITE numbers. In addition, the comparison of the total trip generation to NYSDOT's AADT number should remove the current generation of the small existing office building. The statement that the analysis isolated a narrow 60-minute window on a single Friday is also incorrect. The analysis counted for 2 hours in the AM and PM peak periods and selected the highest four consecutive 15-minute counts to determine the peak hour, consistent with standard methodology. The Applicant also undertook additional counts on Thursday, May 27, 2026, as well as the 24-hour counts in September 2026 discussed above. Finally, the statement that the traffic generation translates into 532 vehicles during peak hours (1 car every 6.8 seconds) is wrong due to an incorrect use of the 8% K factor. The

peak hour traffic generation of 102 townhomes is 47 vehicle trips in the AM peak hour and 58 vehicle trips in the PM peak hour, as per the ITE data. This translates into 1 vehicle every 77 seconds in the AM peak hour and 1 vehicle every 62 seconds in the PM peak hour. These represent vehicle trips in both directions (inbound and outbound).

In addition to the above comments, multiple members of the public have questioned how the traffic study accounts for cumulative traffic growth in Pleasantville, as well as how the closure of Route 117 in Chappaqua from late June to early September 2026 affected traffic counts.

***Recommendation: Although much of this discourse has been discussed at prior meetings, the Applicant should address the above comments in its next submission, to provide a single response for the record. In addition, we suggest that the Applicant consider summarizing the anticipated traffic generation impacts geared toward the layperson. While we concur with the conclusions of the traffic study, its technical nature may make it difficult for review by the public.***

- Stormwater Management:

*Melissa DePasquale, February 11, 2026:*

- *Section V of the report indicates that Drainage Area PDA-1A-2 is proposed to drain towards a proposed infiltration basin. An assumed infiltration rate of 1.45 inches per hour was used for design purposes. This is a violation of the 2024 DEC Stormwater Design Manual, which requires testing in areas proposed for infiltration.*

- *Additionally, the 2024 DEC Stormwater Design Manual requires a 2 foot vertical separation distance between groundwater and basin bottom. Without soil testing, it cannot be assessed whether this site is appropriate for an infiltration basin.*

- *The HydroCAD summary sheet for pond 1P (the infiltration basin) for the 1-year, 24-hour storm, the entire WQv is does not exfiltrate through the basin bottom. In accordance with the 2024 DM, in order to meet water quality goals, the entire WQv must be captured and treated by the infiltration practice. The SWPPP should provide sizing calculations to demonstrate that the practice was sized to capture and treat 100% WQv from all new impervious surfaces and 100% WQv from a minimum 25% redeveloped impervious surfaces.*

- *The HydroCAD hydrographs should show the entire 72 hours for the infiltration basin to demonstrate exfiltration within 48 hours of the 1-year 24-hour storm.*

- *The HydroCAD summary sheet for the infiltration practice (Pond 1P), shows that only a fraction of the inflow during the 1-year, 24-hour storm is infiltrated, with the remaining volume retained in the pond. The infiltration basin should not be used as an attenuation practice, it is designed to infiltrate runoff into the ground. By storing excess runoff in the infiltration practice, it can lead to failure due to clogging and may not be accommodate flows during back to back storms, which would lead to flooding events.*

- *The infiltration basin should be equipped with a safety device to allow for drawdown during failures. Additionally, the 2024 DEC Stormwater Design Manual requires an emergency spillway is provided.*

- *The routing diagram shows that only drainage area PDA-1A-2 is being captured and treated by the infiltration basin. Please clarify how the runoff from the impervious surface area from other drainage areas are being captured and treated. In accordance with the 2024 DEC Stormwater Design Manual, and as indicated in the SWPPP narrative, 100% of the new impervious surface and either 25% or 75% of the redeveloped impervious surfaces are to be treated by a standard practice or manufactured treatment device. If the other drainage areas are to be treated by an MTD, it must be indicated in the SWPPP and on the plans and sizing calculations should demonstrate that the proposed device can manage the WQv peak flow.*

- *RRv goals must be met for new impervious surfaces. The SWPPP indicates that RRv was not applied due to it being a redevelopment project, which is not entirely true as there are new impervious surface areas.*

Both BFJ and the Village Engineer have reviewed these comments and noted that the stormwater management plan for the project, at this rezoning stage, is preliminary and would be further developed as part of the site plan process.

In addition to these comments, given the Applicant's removal of a previously proposed stormwater basin in the natural wooded area of the property, several members of the public asked if the stormwater calculations and infrastructure had been re-analyzed for this change.

***Recommendation: While these comments have been previously reviewed and discussed in prior meetings, the Applicant should respond in writing in their next submission, for the record.***

- Trees:

  *Conservation Advisory Committee, September 2026:*
  *The CAC has raised concerns in multiple letters, most recently on September 23, 2026, requesting that additional wooded areas of the site be preserved, totaling approximately 7.5 acres of contiguous mature woodland. In addition, the CAC has requested removal of the RRR-zoned 8 Carey Court parcel from the project and a corresponding reduction in total density of the project.*

  ***Recommendation: While these comments have been previously reviewed and discussed in prior meetings and the most recent submission, the Applicant should respond in writing specifically to the CAC's comments in their next submission.***

- Relationship of 8 Carey Court Property to the Project:
  *Various commenters have questioned the two-step rezoning process and noted that the RRR-zoned 8 Carey Court property is not necessary to meet the minimum acreage requirement for the PUD zone.*

  ***Recommendation: The Applicant addresses the Carey Court property in its latest submission, arguing that its inclusion makes for a "single unified development" consistent with historical precedent. However, the Applicant should clarify how the project would be affected if this property were to be removed. Would it still be a feasible project?***

- Fiscal Impacts:

  *Julie Edwards, June 22, 2026:*
  *Additionally, there is much discussion about the development's overall potential tax implications and benefits. It would be helpful to have these claimed benefits laid out to clarify which are one-time (e.g., Rec Center fees), what benefits us overall, where costs could increase as a result of this development, and how they compare to doing nothing/waiting for a better proposal or developer.*

  ***Recommendation: The Applicant should respond to this comment and identify one-time costs and benefits vs. ongoing costs and benefits.***

- Internal Roads and Infrastructure:
  *Several commenters have requested clarity on the current ownership of the internal roads and stormwater infrastructure, as well as any plans for future transferal of this infrastructure to the Village, and what fiscal impacts that might have.*

  ***Recommendation: The Applicant should respond to this comment and indicate whether future Village ownership of internal roads and stormwater infrastructure has been incorporated into the fiscal analysis.***

This review is based upon the information submitted; we reserve the opportunity to provide additional comments upon the receipt of revised materials. If you have any further questions or require additional information, please contact our office.

cc: Robert Hughes, Building Inspector
Eric Morrissey, Village Administrator
Jennifer Gray, Keane & Beane

LOCAL LAW NO. __ of 2026
BOARD OF TRUSTEES
VILLAGE OF PLEASANTVILLE
A LOCAL LAW TO AMEND THE ZONING MAP OF THE VILLAGE OF PLEASANTVILLE PURSUANT TO SECTION 185-58

**BE IT ENACTED** by the Village Board of Trustees of the Village of Pleasantville as follows:

**Section 1.** Intent. The Board of Trustees finds that it is in the interest of the health, safety, and welfare of the Village to amend the Zoning Map to reclassify the lot known as

- 8 Carey Court (SBL: 99.15-1-12)

from the One-Family Residence (RRR) Zoning District to the Campus Office (C-O) Zoning District, as described more fully in Figure 1 – Rezoning 1 annexed hereto.

**Section 2.** Severability. If any clause, sentence, paragraph, subdivision, section, or part of this Local Law or the application thereof to any person, individual, corporation, firm, partnership, entity, or circumstance shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair, or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section, or part of this chapter, or in its application to the person, individual, corporation, firm, partnership, entity, or circumstance directly involved in the controversy in which such order or judgment shall be rendered.

**Section 3.** Effective Date. This Chapter shall take effect immediately upon filing with the Office of the Secretary of State of the State of New York.

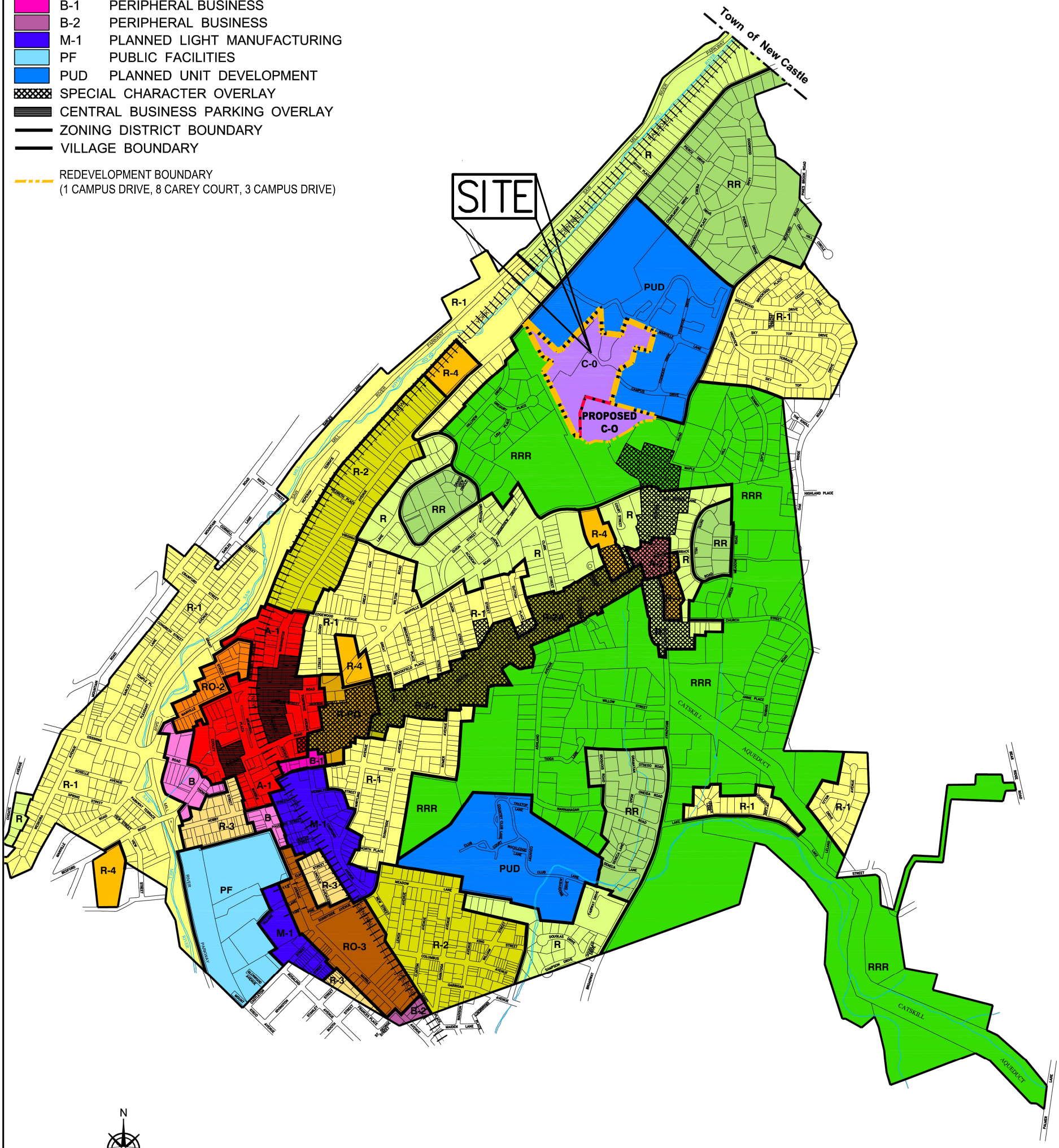
Attachments: Figure 1 – Rezoning 1

DRAFT

SOURCE: VILLAGE OF PLEASANTVILLE, NEW YORK,
LAST REVISED MAY 18, 2021.

## ZONING DISTRICTS

- RRR ONE - FAMILY RESIDENCE
- RR ONE - FAMILY RESIDENCE
- R ONE - FAMILY RESIDENCE
- R-1 ONE - FAMILY RESIDENCE
- R-2 TWO - FAMILY RESIDENCE
- R-2A TWO - FAMILY RESIDENCE
- R-3 MULTIPLE DWELLING THREE - FAMILY RESIDENCE
- R-4 MULTIPLE DWELLING FAMILY RESIDENCE
- R-PO RESIDENCE - PROFESSIONAL OFFICE
- RO-2 MEDIUM DENSITY RESIDENCE / OFFICE
- RO-3 MEDIUM DENSITY RESIDENCE / OFFICE
- C-O CAMPUS OFFICE
- A-1 CENTRAL BUSINESS
- A-2 CENTRAL BUSINESS
- B PERIPHERAL BUSINESS
- B-1 PERIPHERAL BUSINESS
- B-2 PERIPHERAL BUSINESS
- M-1 PLANNED LIGHT MANUFACTURING
- PF PUBLIC FACILITIES
- PUD PLANNED UNIT DEVELOPMENT
- SPECIAL CHARACTER OVERLAY
- CENTRAL BUSINESS PARKING OVERLAY
- ZONING DISTRICT BOUNDARY
- VILLAGE BOUNDARY
- REDEVELOPMENT BOUNDARY
  (1 CAMPUS DRIVE, 8 CAREY COURT, 3 CAMPUS DRIVE)




N

Scale in Feet
1000 750 500 250 0 1000

FOR GENERAL INFORMATION ONLY
NOT OFFICIAL ZONING MAP

Hardesty & Hanover
Last Revised on May 18, 2021

# CAMPUS DRIVE REDEVELOPMENT

1 CAMPUS DRIVE, 8 CAREY COURT, 3 CAMPUS DRIVE — VILLAGE OF PLEASANTVILLE, NEW YORK

# REZONING 1

DATE: 09/26/2025 — JMC PROJECT: 24096

FIGURE: Z-1 — SCALE: 1" = 1000'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCPLLC.COM

JMC

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LOCAL LAW NO. ___ of 2026
BOARD OF TRUSTEES
VILLAGE OF PLEASANTVILLE
A LOCAL LAW TO AMEND THE ZONING MAP OF THE VILLAGE OF PLEASANTVILLE PURSUANT TO SECTION 185-58

**BE IT ENACTED** by the Village Board of Trustees of the Village of Pleasantville as follows:

**Section 1.** Intent. The Board of Trustees finds that it is in the interest of the health, safety, and welfare of the Village to amend the Zoning Map to reclassify the lots known as:

- 8 Carey Court (SBL: 99.15-1-12)
- 1 Campus Drive (SBL: 99.14-1-77)
- 1 Campus Drive (SBL: 99.15-1-3)
- 1 Campus Drive (SBL: 99.15-1-4)
- 3 Campus Drive (SBL: 99.14-1-78)

from the Campus Office (C-O) Zoning District to the Planned Unit Development (PUD) Zoning District, as described more fully in Figure 2 – Rezoning 2 annexed hereto.

**Section 2.** Severability. If any clause, sentence, paragraph, subdivision, section, or part of this Local Law or the application thereof to any person, individual, corporation, firm, partnership, entity, or circumstance shall be adjudged by any court of competent jurisdiction to be invalid or unconstitutional, such order or judgment shall not affect, impair, or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section, or part of this chapter, or in its application to the person, individual, corporation, firm, partnership, entity, or circumstance directly involved in the controversy in which such order or judgment shall be rendered.

**Section 3.** Effective Date. This Chapter shall take effect immediately upon filing with the Office of the Secretary of State of the State of New York.

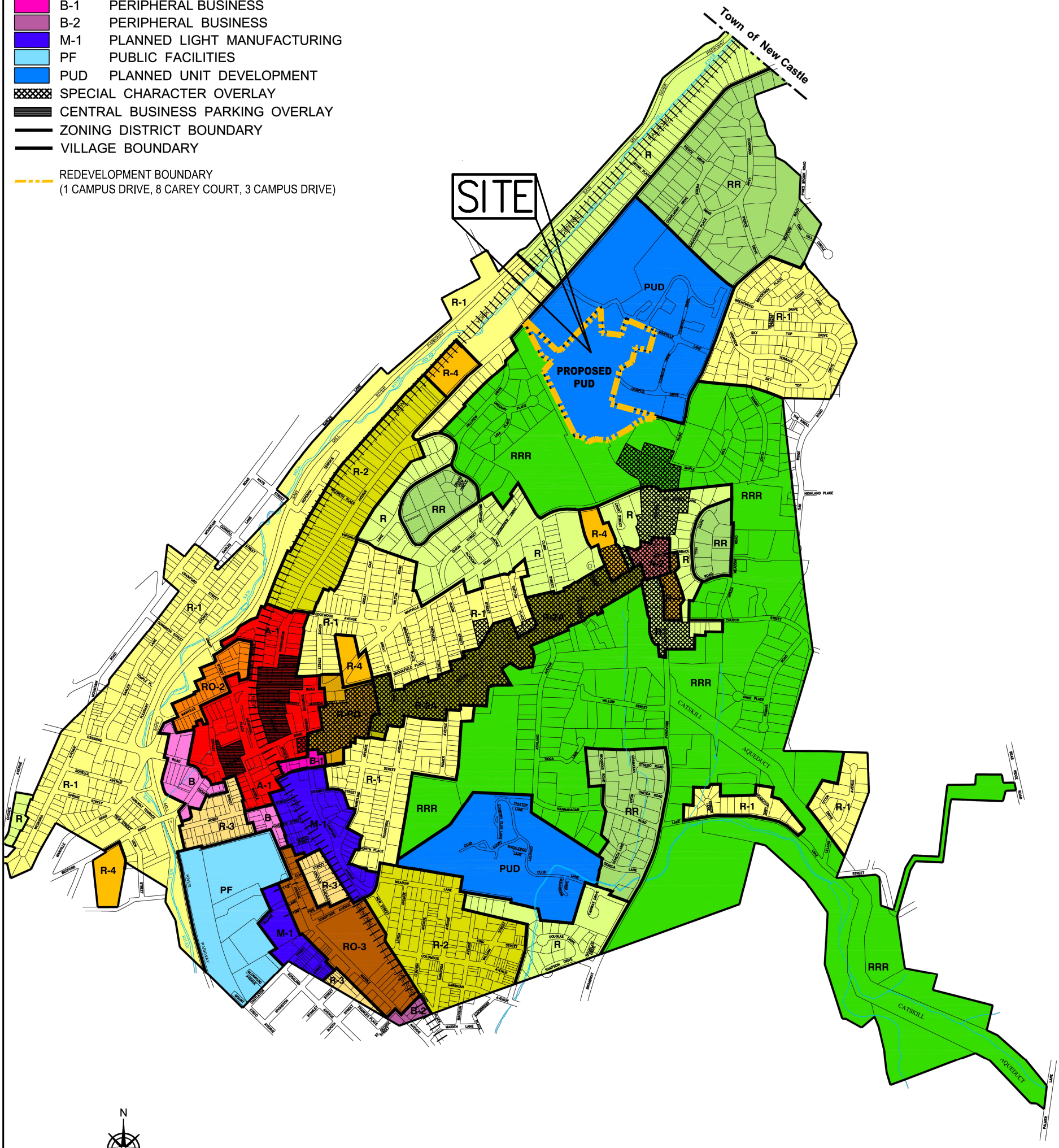
Attachments: Figure 2 – Rezoning 2

DRAFT

SOURCE: VILLAGE OF PLEASANTVILLE, NEW YORK, LAST REVISED MAY 18, 2021.

## ZONING DISTRICTS

- RRR ONE - FAMILY RESIDENCE
- RR ONE - FAMILY RESIDENCE
- R ONE - FAMILY RESIDENCE
- R-1 ONE - FAMILY RESIDENCE
- R-2 TWO - FAMILY RESIDENCE
- R-2A TWO - FAMILY RESIDENCE
- R-3 MULTIPLE DWELLING THREE - FAMILY RESIDENCE
- R-4 MULTIPLE DWELLING FAMILY RESIDENCE
- R-PO RESIDENCE - PROFESSIONAL OFFICE
- RO-2 MEDIUM DENSITY RESIDENCE / OFFICE
- RO-3 MEDIUM DENSITY RESIDENCE / OFFICE
- C-O CAMPUS OFFICE
- A-1 CENTRAL BUSINESS
- A-2 CENTRAL BUSINESS
- B PERIPHERAL BUSINESS
- B-1 PERIPHERAL BUSINESS
- B-2 PERIPHERAL BUSINESS
- M-1 PLANNED LIGHT MANUFACTURING
- PF PUBLIC FACILITIES
- PUD PLANNED UNIT DEVELOPMENT
- SPECIAL CHARACTER OVERLAY
- CENTRAL BUSINESS PARKING OVERLAY
- ZONING DISTRICT BOUNDARY
- VILLAGE BOUNDARY
- REDEVELOPMENT BOUNDARY (1 CAMPUS DRIVE, 8 CAREY COURT, 3 CAMPUS DRIVE)




FOR GENERAL INFORMATION ONLY
NOT OFFICIAL ZONING MAP

Hardesty & Hanover
Last Revised on May 18, 2021

# CAMPUS DRIVE REDEVELOPMENT

1 CAMPUS DRIVE, 8 CAREY COURT, 3 CAMPUS DRIVE, 8 CAREY COURT, 3 CAMPUS DRIVE VILLAGE OF PLEASANTVILLE, NEW YORK

# REZONING 2

DATE: 09/26/2025 JMC PROJECT: 24096

FIGURE: Z-2 SCALE: 1" = 1000'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

JMCPLLC.COM

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**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-354 Consider authorizing the minutes of the October 13, 2026 Board of Trustees meeting**

RESOLVED: that the Board of Trustees hereby authorize the minutes of the October 26, 2026 Board of Trustees meeting.

**ATTACHMENTS:**
Minutes 10-13-26

Minutes of the Village Board of Trustees Regular of the Village of Pleasantville held on October 13, 2026 at 8:00 PM at Village Hall 80 Wheeler Ave, 2nd Floor Pleasantville, NY 10570 and via teleconference:

| | Present | Absent |
|---|---|---|
| Peter Scherer, Mayor | X | |
| W. Paul Alvarez, Trustee | X | |
| Yemi Healy, Trustee | X | |
| Nicole Asquith, Trustee | X | |
| David Vinjamuri, Trustee | X | |

All agendas for Village Board meetings with back up materials and recordings are available on the Village website at www.pleasantville-ny.gov.

**ANNOUNCEMENTS**

Mayor Peter Scherer advised that the Lennar Public Hearing will be held on October 26th at 7:00 PM at the Pleasantville High School Auditorium, located at 60 Romer Avenue, Pleasantville, NY 10570. The venue has changed to accommodate anticipated attendance. There will be a sign in sheet, and a likely 3 minute time limit for speaking.

The Annual Hydrant Flushing has begun with the final overnight session scheduled for Thursday, October, 22nd into Friday, October 23rd from midnight to 7:00 AM.

There is an anticipated Safe Streets for All update scheduled for late November, including priorities and next steps based on the review and public comments.

The County reported that they selected a vendor for the red-light camera at Grant Street, but no installation date was available.

There will be a Halloween Swap at the Recreation Department on October 16th and additional drop off hours on October 17th and October 18th.

The Rag-a-Muffin Parade is schedule for October 25th.

The Village has some School Crossing Guard positions available. Please contact Eric Byrwa at ebyrwa@pleasantville-ny.gov

The Pleasantville Chamber of Commerce is scheduled to host the Live Well Pleasantville Community Celebration of Health and Wellness on Saturday, October 17th from 8:00 AM to 1:30 PM in the Civic Space in Memorial Plaza.

A free move screening of Hocus Pocus will be shown on October 17th beginning at 7:00 PM at Parkway Field.

Paving work is underway on portions of Bedford Road, Congress Street, Cornell Street, Crawford Street, Hobby Street, and Temple Place, with completion anticipated by Friday, weather permitting.

Window painting also took place on October 18th.

**PUBLIC HEARING**

**Public Hearing to consider Intro. Local Law 6 of 2026 to amend Chapter 21 of the Village Code to provide that the Village's official year shall begin at 12:00 noon on January 1, and that the terms of office of the Mayor, Trustees and other elected Village officials shall commence at 12:00 noon on January 1 following their election**

**RESOLUTIONS**

**Res. No. 2026 -338 Consider the adoption of Introductory Local Law No. 6 to amend Chapter 21 of the Village of Pleasantville Code to add subsections to Article I and Article II regarding Elected Officials' Terms of office and add Article VII regarding Elections and Official Year**

Motion made by Trustee Asquith and duly seconded by Trustee Healy that the following resolution is put forth for adoption:

WHEREAS; the Village Board of Trustees introduced Introductory Local Law 6 of 2026 to amend Chapter 21 of the Village of Pleasantville Code to add subsections to Article I and Article II regarding Elected Officials' Terms of office and add Article VII regarding Elections and Official Year and

WHEREAS; a Public Hearing concerning Introductory Local Law 6 of 2026 was held at the Regular Board Meeting on September 28, 2026 and October 13, 2026 to take comment on the matter from members of the public, and

NOW, THEREFORE, BE IT RESOLVED; that the Board of Trustees hereby adopts Introductory Local Law 6 of 2026 which shall become Local Law 6 of 2026 upon its passage to amend Chapter 21 of the Village of Pleasantville Code to add subsections to Article I and Article II regarding Elected Officials' Terms of office and add Article VII regarding Elections and Official Year

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-339 Consider authorizing the closure of Police Department Capital Account H3197.201.25831**

Motion made by Trustee Vinjamuri and duly seconded by Trustee W. Paul Alvarez that the following resolution is put forth for adoption:

RESOLVED; that the Board of Trustees hereby authorizes the Village Treasurer to close Police Department Capital Account H3197.201.25831 due to project completion, and

FURTHER RESOLVED; that the Board of Trustees hereby authorizes the remaining balance of $9,115.63 to be transferred from said capital account to A3120.488 Police Software to fund a contract with Urban SDK in the amount of $9,100.

PASSED:

| | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-340 Consider approval of Budget Amendments FYE 2027**

Motion made by Trustee Healy and duly seconded by Trustee W. Paul Alvarez that the following resolution is put forth for adoption:

RESOLVED; that the Board of Trustees hereby approves the following budget amendments for FYE 2027 as listed below:

Appropriate Fund Balance: General Fund

| Amount | For Account | To Account |
|---|---|---|
| 34,200.00 | A9950.901 Transfer to Capital | Fund New Capital Project Server Village Hall (H1620.201.27201) |
| 34,200.00 | | |

Increase Revenue & Expense: General Fund

| Amount | Revenue | Expense |
|---|---|---|
| 9,115.63 | A050.5034 Transfer in from Capital Fund | A3120.488 Police Software |
| 9,115.63 | | |

Appropriate Fund Balance: Water Fund

| Amount | For Account | Description |
|---|---|---|
| 17,100 | F9950.901 Transfer to Capital | Fund New Capital Project – Server Village Hall (H1620.201.27201) |
| 17,100 | | |

Appropriate Fund Balance: Refuse Fund

| Amount | For Account | Description |
|---|---|---|
| 5,700 | P9950.901 Transfer to Capital Account | Fund New Capital Project Server Village Hall (H1620.201.27201) |
| 5,700 | | |

Increase Revenue & Expense: Capital Fund

| Amount | Revenue | Expense |
|---|---|---|

| | | |
|---|---|---|
| 94,215.22 | H045.4597/SSA24 | H5197.201.26494 Safe Streets for All (SS4A) |
| 34,200.00 | H050.5031 Transfer from General Fund | H1620.201.27201 Server Village Hall |
| 17,100.00 | H050.5031 Transfer from Water Fund | H1620.201.27201 Server Village Hall |
| 5,700.00 | H050.5031 Transfer from Refuse Fund | H1620.201.27201 Server Village Hall |
| 151,215.22 | | |

Decrease Revenue & Expense: Capital Fund

| Amount | Revenue | Expense |
|---|---|---|
| 9,115.63 | H9901.902 Transfer to General Fund | H3197.201.25381 PD License Plate Readers |
| 9,115.63 | | |

PASSED:

| | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-341 Consider authorizing the minutes of the September 28, 2026 Board of Trustees meeting**

Motion made by Trustee W. Paul Alvarez and duly seconded by Trustee Vinjamuri that the following resolution is put forth for adoption:

RESOLVED: that the Board of Trustees hereby authorize the minutes of the September 28, 2026 Board of Trustees meeting.

PASSED:

| | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-342 Consider authorizing the Village to pay reasonable and necessary expenses associated with the dissolution of PCTV, in an aggregate amount not to exceed $10,000**

Motion made by Trustee Asquith and duly seconded by Trustee Healy that the following resolution is put forth for adoption:

WHEREAS, Pleasantville Community Television, Inc. (“PCTV”) is in the process of dissolution and may incur certain remaining expenses associated with completing the dissolution process; and

WHEREAS, the Village Board of Trustees desires to provide for the payment of reasonable and necessary expenses incurred in connection with the dissolution of PCTV;

NOW, THEREFORE, BE IT RESOLVED, that the Village Board of Trustees hereby authorizes the Village to pay reasonable and necessary expenses associated with the dissolution of PCTV, in an aggregate amount not to exceed $10,000, subject to review and approval by the Village Administrator.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-343 Approval of Payment of Claims FYE 2027**

Motion made by Trustee Vinjamuri and duly seconded by Trustee Asquith that the following resolution is put forth for adoption:

RESOLVED; that the Board of Trustees hereby approves the abstract for payment of claims dated October 13, 2026 for FYE 2027:

| | |
|---|---|
| General Fund | $420,448.92 |
| Water Fund | $33,542.46 |
| Capital Fund | $27,480.31 |
| Refuse Fund | $31,562.37 |
| Total | $508,370.06 |

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-344 Consider authorizing the First Amendment to Metropolitan Regional Radio System Access and Site Access Agreement and Determining Type II Action Under SEQRA**

Motion made by Trustee Healy and duly seconded by Trustee Asquith that the following resolution is put forth for adoption:

WHEREAS; the Village of Pleasantville (Village) and the Metropolitan Transportation Authority ("MTA"), acting through and by the MTA Police Department ("MTAPD") entered into a Metropolitan Regional Radio System Access and Site Access Agreement on April 25, 2024 related to telecommunications located at 89 Ridgeview Drive, Pleasantville, New York (Property), and

WHEREAS; the Village proposes to install radio transmitter equipment on the existing monopole tower at the Property, including supporting ground and mounting equipment in an existing equipment shed which will provide a licensed radio communications system for the Village Department of Public Works, and

WHEREAS; the Village and the MTA have agreed to the terms and conditions set forth in the proposed First Amendment to the Agreement, and

WHEREAS; the Project involves the installation of radio transmitter equipment on the existing monopole tower at the Property and using an existing equipment shed, and the Board finds the Project is an installation of an aerial placement on existing poles which is considered a Type II action under 6 NYCRR 614.5(7) and are not subject to further review under the State Environmental Quality Review Act, and

NOW, THEREFORE, BE IT RESOLVED, that the Village Board of Trustees hereby approves the First Amendment to the Metropolitan Regional Radio System Access and Site Access Agreement and Authorizes the Village Administrator to execute this agreement.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-345 Consider authorizing the acceptance of the U.S. Department of Transportation, Federal Highway Administration, Office of Safety grant through the Safe Streets and Roads for All (SS4A) grant**

Motion made by Trustee W. Paul Alvarez and duly seconded by Trustee Vinjamuri that the following resolution is put forth for adoption:

WHEREAS, the Village of Pleasantville (the "Village") previously submitted an application to U.S. Department of Transportation, Federal Highway Administration, Office of Safety for funding through the Safe Streets and Roads for All (SS4A) for the purpose of creating Pleasantville Vision-Zero Action Plan; and

WHEREAS, the Village has been notified that it has been awarded grant funding in the amount of $160,000 for that purpose; and

WHEREAS, the Village accepts and acknowledges certain terms, conditions, and reporting requirements, financial commitments, and other requirements established by the granting agency; and

NOW, THEREFORE, BE IT RESOLVED, that the Board of Trustees of the Village of Pleasantville hereby accepts the grant award from U.S. Department of Transportation, Federal Highway Administration, Office of Safety through the Safe Streets and Roads for All (SS4A) in the amount of $160,000 for the purpose of Pleasantville Vision-Zero Action Plan; and

BE IT FURTHER RESOLVED, that the grant funds shall be used solely for the authorized purposes set forth in the grant award and shall be administered in accordance with all applicable grant requirements and Village financial procedures; and

BE IT FURTHER RESOLVED, that the Village Administrator is hereby authorized to execute any necessary grant acceptance documents, agreements, certifications, assurances, and other instruments required to effectuate the acceptance and administration of the grant award, subject to applicable law and any required approvals.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-346 Consider accepting new part-time available hire, Recreation Assistant, Panther Club**

Motion made by Trustee Asquith and duly seconded by Trustee Vinjamuri that the following resolution is put forth for adoption:

RESOLVED: that the Board of Trustees hereby authorizes the hiring of Elizabeth McDonough, Recreation Assistant, Panther Club, job class code 0269, at an hourly rate of $22.00 effective, October 13, 2026.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-347 Consider awarding bid 2026-06 Downtown Holiday Lighting**

Motion made by Trustee Vinjamuri and duly seconded by Trustee Asquith that the following resolution is put forth for adoption:

WHEREAS; sealed bids were advertised in the official Village newspaper and received on October 2, 2026 for the 2026-06 Downtown Holiday Lighting Install and Removal; and

WHEREAS; bids were received per the following:

| Vendor | Year 1 (2026-2027) | Year 2 (2027-2028) | Year 3 (2028-2029) |
|---|---|---|---|
| Neave Decor | $61,750 | $61,750 | $61,750 |

NOW, THEREFORE, BE IT RESOLVED; that the Board of Trustees hereby awards the bid 2026-06 to Neave Decor and authorizes the Village Administrator to execute all necessary agreements.

PASSED: Aye

| | |
|---|---|
| Peter Scherer, Mayor | |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-348 Consider authorizing the Pleasantville Police Department to apply for the Patrick Leahy Bulletproof Vest Partnership (BVP) Grant through the United States Department of Justice**

Motion made by Trustee Healy and duly seconded by Trustee Asquith that the following resolution is put forth for adoption:

RESOLVED; that the Board of Trustees hereby authorizes the Pleasantville Police Department to apply for grant funding through the Patrick Leahy Bulletproof Vest Partnership (BVP) in the amount of $10,255 to purchase six replacement bulletproof vests.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-349 Consider accepting the resignation of Anthony J. Tufo, III**

Motion made by Trustee W. Paul Alvarez and duly seconded by Trustee Vinjamuri that the following resolution is put forth for adoption:

RESOLVED; that the Board of Trustees hereby accepts the resignation of Anthony J. Tufo, III, Laborer, effective October 22, 2026.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026- 350 Consider authorizing the Police Department to apply for New York State and Municipal Facilities Capital grant program to motorcycle replacement**

Motion made by Trustee Asquith and duly seconded by Trustee Vinjamuri that the following resolution is put forth for adoption:

WHEREAS, the Pleasantville Police Department has identified a need to replace its existing police motorcycle, which is more than 19 years old; and

WHEREAS, grant funding may be available through the New York State and Municipal Facilities Capital Program (SAMS) to support the purchase of a replacement police motorcycle and related equipment and facilities;

NOW THEREFORE BE IT RESOLVED; that the Village Board of Trustees hereby authorizes the Pleasantville Police Department to apply for grant funding through the New York State and Municipal Facilities Capital Program (SAMS) for the purchase of a replacement police motorcycle and related equipment and facilities.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026 -351 Consider authorizing the Block Party and Road Closure Request / Sarles Lane, Saturday, October 17, 2026 with a rain date of October 24, 2026**

Motion made by Trustee Vinjamuri and duly seconded by Trustee Healy that the following resolution is put forth for adoption:

RESOLVED; that the Board of Trustees hereby approves the request from Jack Tobin, 108 Sarles Lane, to hold a block party and thereby close Sarles Lane at 108 Sarles Lane from Congress Street to Crawford Street on Saturday, October 17, 2026 with a rain date of Saturday, October 24, 2026 from 12:00 PM to 10:00 PM.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026 -352 Mayoral Appointment of Alex Shukhman to the Pleasantville Zoning Board of Appeals**

Motion made by Trustee W. Paul Alvarez and duly seconded by Trustee Vinjamuri that the following resolution is put forth for adoption:
RESOLVED; that the Board of Trustees hereby approves the Mayor's appointment of Alex Shukhman to the Pleasantville Zoning Board of Appeals with a term of 5 years, to begin October 13, 2026 and run until April 1, 2031.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

**Res. No. 2026-253 Consider authorizing the closure of Memorial Plaza for the Ragamuffin Parade and Fall Festival on Sunday, October 25, 2026 from 7:00AM to 3:00PM**

Motion made by Trustee Healy and duly seconded by Trustee Asquith that the following resolution is put forth for adoption:

RESOLVED; that the Board of Trustees of the Village of Pleasantville hereby authorizes the closure of Memorial Plaza on Sunday, October 25, 2026, from 7:00AM to 3:00PM, including the roadway portion, to accommodate the annual Ragamuffin Parade and Fall Festival, with parking prohibited during this period and the roadway portion to be reopened at the discretion of the Pleasantville Police Department when deemed safe.

| PASSED: | |
|---|---|
| Peter Scherer, Mayor | Aye |
| W. Paul Alvarez, Trustee | Aye |
| Yemi Healy, Trustee | Aye |
| Nicole Asquith, Trustee | Aye |
| David Vinjamuri, Trustee | Aye |

Alyssa Hochstein

_____

Alyssa Hochstein, Village Clerk

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-355 Consider awarding bid 2026-08 Pleasantville Field Restoration (Various Fields)**

WHEREAS; sealed bids were advertised in the official Village newspaper and received on October 16, 2026 for the Pleasantville Field Restoration (Various Fields) bid, and

WHEREAS; bids were received per the following and reviewed by the Recreation Superintendent:

| Bidder | Cost | Additional Alternative |
|---|---|---|
| Greenway Property Services, Inc | $161,500.00 | $59,000.00 |

NOW, THEREFORE, BE IT RESOLVED, that the Board of Trustees of the Village of Pleasantville hereby awards the Base Bid only for the Pleasantville Field Restoration (Various Fields) project to Greenway Property Services, Inc., in the amount of $161,500.00, for work scheduled to commence November 1, 2026, and conclude March 30, 2027; and

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-356 Consider authorizing the creation of a capital account and the appropriation of General Fund - Fund Balance for the purposes of Pleasantville Field Restoration (Various Fields)**

RESOLVED: that the Board of Trustees hereby authorizes the create of a capital in the amount of $161,500 for the purposes of Pleasantville Field Restoration (Various Fields); and

BE, IT FURTHER RESOLVED; that the Board of Trustees hereby authorizes the appropriation of $161,500 from the General Fund - Fund Balance to fund the Pleasantville Field Restoration (Various Fields).

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-357 Consider approval of Budget Amendments FYE 2027**

RESOLVED; that the Board of Trustees hereby approves the following budget amendments for FYE 2027 as listed below:

Budget Transfer: General Fund

| Amount | From Account | To Account |
|---|---|---|
| 7,450.00 | A1990.400 Contingency | A5110.425 Highway - Outside Service (Church St retaining wall) |
| 2,000 | A1990.400 Contingency | A6771.417 Senior Center - Repairs (HVAC) |
| 9,450 | | |

Appropriate Fund Balance: General Fund

| Amount | For Account | Description |
|---|---|---|
| 161,500.00 | A9950.901 Transfer to Capital | New Capital Project Park Fields Restoration H7110.201.27180 |
| 161,500.00 | | |

Increase Revenue & Expense: Capital Fund

| Amount | Revenue | Expense |
|---|---|---|
| 161,500.00 | H050.5030 Transfer from General Fund | H7110.201.27180 Park Fields Restoration |
| 161,500.00 | | |

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-358 Consider authorizing the Village Administrator to sign an agreement with NV5**

RESOLVED; that the Board of Trustees hereby authorizes the Village Administrator to sign an agreement with NV5 $27,939.00 for the purposes of traffic engineering Services associated Manville Road Traffic Signals and Peer Review of the Nannahagan Road Traffic Calming Study.

**ATTACHMENTS:**
2026-10-06 NV5-VoP Agreement - Manville Rd Traffic Analysis & Nannahagan....pdf

October 6, 2026

Mr. Anthony R. Carr, PE, CFM
Superintendent of Public Work/Village Engineer
Village of Pleasantville
80 Wheeler Avenue
Pleasantville, NY 10570

**Re:** **Proposal for Traffic Engineering Services Associated with Manville Road Traffic Signals & Peer Review of Nannahagan Road Traffic Calming Study**

Dear Mr. Carr:

NV5 is pleased to present the following proposal to provide the Village with transportation planning and engineering services for the following two (2) tasks:

> ***Task 1:*** *Traffic Engineering Services for Evaluation of Manville Road Traffic Signals at Washington Avenue/Wheeler Avenue/Parking Lot Driveway, and Grant Street/Memorial Plaza*
>
> ***Task 2:*** *Peer review of a Traffic Calming Study for Nannahagan Road and Ashland Avenue near Pleasantville Middle School and Pleasantville High School*

## Scope of Work

### Task 1 – Traffic Engineering Services for Evaluation of Manville Road Traffic Signals

The following two (2) signalized intersections along Manville Road (NY-117) are subject to data collection, operational analysis, documentation, and development of appropriate mitigation measures:

1. Manville Road & Washington Avenue/Wheeler Avenue/Parking Lot Driveway
2. Manville Road & Grant Street/Memorial Plaza

NV5 will evaluate existing traffic operations and identify potential signal optimization, lane-use modifications, and other improvements to reduce delay, improve traffic flow, and enhance safety. The traffic analysis will comply with applicable NYSDOT and Village of Pleasantville requirements and will include data collection, operational analysis, documentation, and development of appropriate mitigation measures.

1.1. Data Collection

NV5 will conduct a traffic data collection program to establish existing conditions at the study intersections. Intersection Turning Movement Counts (TMCs) will be collected using Miovision cameras during the following weekday and Saturday peak periods:

Weekday AM: 7:00 AM–10:00 AM
Weekday Midday: 11:00 AM–2:00 PM
Weekday PM: 4:00 PM–7:00 PM
Saturday Midday: 11:00 AM–2:00 PM

Vehicle classification, bicycle, and pedestrian crossing volumes will be collected concurrently with the TMCs. Traffic count data will be summarized in 15-minute intervals.

1.2. Field Observations

NV5 shall conduct on-site field observations during the analysis periods to document existing conditions and identify factors that may affect traffic operations. Observations will include queue lengths and duration, queue spillback, parking activity and turnover, as well as other activities that could impact traffic operations. NV5 will also observe vehicle detection and signal operations,

including whether vehicles appear to be consistently detected by the existing pavement loop detectors and whether any apparent detection issues may be contributing to delays or inefficient signal operations.

1.3. Existing Records Request
Signal phasing and timing data for each study intersection will be requested of NYSDOT via a FOIL request by NV5's project team. The existing records will be reviewed to confirm accuracy with existing conditions.

1.4. Traffic Capacity Analysis
NV5 will prepare balanced traffic volume flow maps and evaluate existing traffic operating characteristics at each traffic analysis location. The analysis will include volume-to-capacity (v/c) ratios, average delay per vehicle, level of service (LOS) per lane group and for the overall intersection, as well as average and 95th percentile queue lengths. This analysis will be conducted with Synchro 12 traffic analysis software using the Highway Capacity Manual (HCM) methodology.

1.5. Identification of Improvements
NV5 will identify and evaluate potential signal optimization, geometric, and lane-use improvements under the Build Condition, that could improve operations at the study intersections without significantly degrading the operations of individual lane groups. Lane groups where it is not feasible to improve traffic conditions better than Level of Service (LOS) E will be identified. For each Build alternative, NV5 will evaluate v/c ratios, vehicle delay, LOS, and queue lengths at the study intersections. Up to two (2) Build alternatives will be analyzed.

1.6. Deliverables
NV5 will prepare a Traffic Study Memorandum documenting the Existing and Build traffic conditions, traffic analysis methodology, analysis results, and recommended physical and operational improvements at the study intersections.

1.7. Meetings
This task includes up to two (2) meetings to discuss the traffic analysis, findings, and proposed improvements. It is anticipated that one meeting will be required with the Village and one meeting will take place with NYSDOT.

## Task 2 – Peer Review of a Traffic Calming Study for Nannahagan Road and Ashland Avenue

NV5 will conduct a peer review of the Traffic Calming Study recently completed for Nannahagan Road and Ashland Avenue in the Village.

2.1 Peer Review
NV5 will review the study and evaluate the indicated measures intended to improve vehicular and pedestrian safety. The traffic calming study and associated Memorandum 1A prepared by DTS Provident Design Engineering, LLP (DTS Provident) will be reviewed.

The technical approach will include primarily two portions: (1) a cursory review of the traffic analysis and methodology and (2) a review of the concept plans.

(1) The first portion includes an assessment of the traffic analysis methodology and cursory review of the traffic data such as traffic volumes, vehicular speeds, and geometric features. This review will help inform the review of the concept plans.

(2) In addition to a quality assurance check, the concept plans proposed in the traffic calming study will be reviewed with respect to expected effectiveness, roadway operations, vehicular safety, pedestrian and bicycle accommodations, emergency vehicle access,

maintenance considerations, and consistency with accepted transportation engineering practices. If deficiencies in proposed safety improvements are discovered, alternative recommendations will be developed and documented.

2.2 Deliverables
NV5 will prepare a technical memorandum summarizing findings and recommendations, including any alternative traffic calming measures that may be identified to enhance vehicular/pedestrian safety. Presentation materials will be prepared as needed to convey findings and recommendations during project meetings.

2.3 Meetings
This task includes one (1) project meeting to discuss the findings of this review.

## Fee Proposal

The fee for the work described above shall be billed monthly on a percent complete basis with a breakdown for each task as shown on the attached ***Cost Proposal***.

Thank you for the opportunity to submit this proposal. We appreciate the Village considering us as part of your team and look forward to advancing this important project. Feel free to call me at (631) 891-3202 or our Project Manager, Bill Nicolle, at 631.891-3220 if you have any questions.

Very truly yours,
**NV5 New York – Engineers, Architects, Landscape Architects and Surveyors**



Stephen Normandin, P.E.
Managing Director – Long Island
Stephen.Normandin@NV5.com

**VILLAGE OF PLEASANTVILLE**

**Manville Rd Traffic Signal Analysis and Nannahagan Rd Traffic Calming Study Peer Review**

**COST PROPOSAL**

10/6/26

***NV5***

| JOB TITLE | SCOPE OF WORK TASK NUMBERS<br>Tasks and Hours | | | | | | | | | | | TOTAL | HOURLY RATE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1.1 | 1.2 | 1.3 | 1.4 | 1.5 | 1.6 | 1.7 | 2.1 | 2.2 | 2.3 | | | | |
| Project Director / QA-QC | | | | | 1 | 1 | 1 | 1 | 1 | 1 | | 6 | $90.00 | $540.00 |
| Project Manager / Sr. Transp. Engr | 2 | 2 | 1 | 2 | 2 | 2 | 3 | 3 | 4 | 2 | | 23 | $70.00 | $1,610.00 |
| Senior Traffic Engineer | | 2 | | 10 | 8 | 8 | 3 | 6 | 4 | 3 | | 44 | $66.00 | $2,904.00 |
| Asst Civil / Traffic Engineer | | 16 | | 24 | 16 | 20 | | 24 | 10 | | | 110 | $43.00 | $4,730.00 |
| | | | | | | | | | | | | 0 | | $0.00 |
| | | | | | | | | | | | | 0 | | $0.00 |
| | | | | | | | | | | | | | | |
| SUBTOTALS | 2 | 20 | 1 | 36 | 27 | 31 | 7 | 34 | 19 | 6 | 0 | 183 | | $9,784.00 |
| **Labor** | $140.00 | $960.00 | $70.00 | $1,832.00 | $1,446.00 | $1,618.00 | $498.00 | $1,728.00 | $1,064.00 | $428.00 | $0.00 | | | $9,784.00 |
| **Total with OH & Profit (2.6 mult)** | $364.00 | $2,496.00 | $182.00 | $4,763.20 | $3,759.60 | $4,206.80 | $1,294.80 | $4,492.80 | $2,766.40 | $1,112.80 | $0.00 | | | $25,438.40 |

Multiplier 2.6

**Labor Total** **$25,438.40**

| **TASKS** | | | |
|---|---|---|---|
| | **TASK 1** | **TASK 2** | **TOTAL** |
| **1.1 Data Collection** | **$364.00** | | **$364.00** |
| **1.2 Field Observations** | **$2,496.00** | | **$2,496.00** |
| **1.3 Existing Records Request** | **$182.00** | | **$182.00** |
| **1.4 Traffic Capacity Analysis** | **$4,763.20** | | **$4,763.20** |
| **1.5 Identification of Improvements** | **$3,759.60** | | **$3,759.60** |
| **1.6 Traffic Study Memorandum (Deliverable)** | **$4,206.80** | | **$4,206.80** |
| **1.7 Meetings (2)** | **$1,294.80** | | **$1,294.80** |
| **2.1 Peer Review** | | **$4,492.80** | **$4,492.80** |
| **2.2 Technical Memorandum (Deliverable)** | | **$2,766.40** | **$2,766.40** |
| **2.3 Meetings (1)** | | **$1,112.80** | **$1,112.80** |
| **Out-of Pocket Expenses (Traffic Counts)** | **$2,500.00** | | **$2,500.00** |
| **TOTAL** | **$19,566.40** | **$8,372.00** | **$27,938.40** |
| | | | |
| **ROUNDED TOTAL** | | | **$27,939.00** |

40 Marcus Drive
Suite 201
Melville, NY 11747

# Agreement Between Consultant & Client

**Client:** Village of Pleasantville

**Address:** 80 Wheeler Avenue, Pleasantville, NY 11570

**Agreement Date:** 10/6/26

**Project**: **Traffic Engineering Services Associated with Manville Road Traffic Signals & Peer Review of Nannahagan Road Traffic Calming Study**

**Location:** Village of Pleasantville

**Project No.:** 2850725-0011255.01

The Consultant shall provide Professional Engineering services to the Client consisting of the following scope and in accordance with the terms and conditions set forth herein.

## SCOPE OF SERVICES

The scope of work shall be as detailed in NV5's ***"Proposal for Traffic Engineering Services Associated with Manville Road Traffic Signals & Peer Review of Nannahagan Road Traffic Calming Study"*** dated October 6, 2025.

## COMPENSATION AND PAYMENT

Consultant shall be compensated and paid for all services described herein in a not to exceed total of **$27,939.00** based on NV5's ***"Proposal for Traffic Engineering Services Associated with Manville Road Traffic Signals & Peer Review of Nannahagan Road Traffic Calming Study"*** dated October 6, 2025. Work shall be invoiced monthly on a percent complete basis for each of the two (2) lump sum tasks as approved by the Village based on completed work. In the event the Consultant believes that he/she will incur labor and/or reimbursable expenses beyond the scope, the Consultant shall immediately notify the Client in writing. The Consultant shall not receive any increase in the above amount absent a written contract modification issued by the Client.

Consultant shall submit invoices on a monthly basis in accordance with percentage of services rendered during the period being invoiced. Payment shall be due and payable within thirty (30) days of date of invoice. Any such obligation of client not paid within (45) days of date of invoice shall be subject to interest at (1%) one percent per month until paid in full. In the event legal action is necessary to enforce the payment provisions of this Agreement, the Consultant shall be entitled to collect from the Client any judgment or settlement sums due, reasonable attorneys' fees, court costs and expenses incurred by the Consultant in connection therewith.

**TERMS AND CONDITIONS**

**1.0 Termination**: This agreement can be terminated by either party only upon written notice of seven (7) calendar days. In the event of termination of this contract, the Consultant shall be paid for all services rendered to the effective date of written notice of termination, at contract rates plus other applicable expenses. CLIENT shall be entitled to copies of all design documents, to the extent completed at the effective date of termination.

**2.0 Ownership of Documents**: All documents prepared by the Consultant pursuant to this agreement, including sketches, design reports, drawings, CADD and/or computer design files and specifications are instruments of service in respect to the subject project. As such, the originals of all such documents shall be retained by and remain the property of the CONSULTANT. The CLIENT shall be entitled to copies of all such documents produced by the CONSULTANT for the subject project. It is understood and the parties agree that the CLIENT shall not use or reuse said documents or information contained therein for additions or modifications to the subject project, for other projects, or for completion of this project by another design professional, except by prior written agreement between the parties hereto and with appropriate compensation to the CONSULTANT for such use or reuse. Any such use or reuse by the CLIENT shall be at the CLIENT's sole risk and without liability or legal exposure to the CONSULTANT. Further, the CLIENT shall defend, indemnify and hold harmless the CONSULTANT, its officers, associates, servants, employees, consultants and agents, from and against any and all claims, demands, damages, losses or expenses of whatever kind or nature, including attorney's fees, arising out of/or claimed to arise out of any such unauthorized use or reuse of said documents or information.

**3.0 Insurance**: At all times during the terms of this Agreement the CONSULTANT shall maintain, at its own cost and expense, insurance coverage as protection from claims filed against CONSULTANT as follows:

- Workers Compensation (as required by law)
- General Liability (to person or property)
- Automobile Liability (to person or property)
- Professional Liability (errors and omissions)

Insurance shall be written by a company or companies licensed to do business in the State of New York. At the request of the CLIENT, CONSULTANT shall provide appropriate certificates thereof. In the event a claim against the CONSULTANT is brought, alleging errors or omissions by the CONSULTANT and CONSULTANT is found NOT to be legally liable, then CLIENT shall pay all costs incurred by CONSULTANT in defending itself against such claim.

**4.0 Standard of Care:** The Services shall be performed in a manner consistent with the level of care and skill ordinarily exercised by members of Consultant's profession currently practicing under similar conditions and in the same locality as the Project. Data, interpretations and recommendations by Consultant will be based solely on information discovered by, or made available to, consultant during the course of the engagement. In connection with such information, Consultant shall not be responsible for the use or interpretation of such information by non-parties to this Agreement. Consultant shall not be held liable for problems that may occur if Consultant's recommendations are not followed.

**4.1** It is understood and agreed that the CONSULTANT shall not be held responsible for any inaccuracies in any materials, data or records as provided to the CONSULTANT by the CLIENT, which have been prepared by any other person, firm or agency and on which CONSULTANT in its professional judgement has relied and/or utilized in the performance of the CONSULTANT's services. Client agrees that Consultant shall not be responsible for the means, methods, procedures performance, site safety of the construction contractors or subcontractors, or for their errors or omissions. Client agrees that the work created pursuant to this Agreement is for the sole and exclusive use of Client and is not for the benefit of any third parties. This Agreement and the Services to be performed hereunder shall in no way be construed as a guarantee of deficient-free construction.

**5.0 Accuracy:** The Consultant shall be entitled to rely upon the accuracy of information, documents and survey supplied by the Owner.

**6.0 Intellectual Property:** All designs remain the intellectual property of the Consultant with license granted to Client for use under this Agreement and Project. All documents produced by the Consultant under this agreement shall remain the property of the Consultant and may not be used by this Client for any endeavor without the written consent of the Consultant.

**7.0 Billing and Payment**: Client shall pay Consultant in accordance with the schedule of fees or charges as shown in the Proposal or fee schedule. Backup data on billing will not be available unless prior arrangements have been made. Prior to initiation of the Services, Client is required to remit any retainer specified in the Proposal. Thereafter, Consultant will submit to Client invoices for the balance due, which shall be due and payable immediately upon submission. If Client objects to all or any portion of any invoice, Client will so notify Consultant in writing within ten (10) calendar days of the invoice date, identify the cause of disagreement, and immediately pay that portion of the invoice not in dispute. In the absence of written notification described above, the balance as stated on the invoice shall be deemed accepted. Invoices are delinquent if payment has not been received within thirty (30) days from date of invoice. In such event, Client shall pay an additional charge of one and one-half (1.5) percent per month (or the maximum percentage allowed by law, whichever is lower) on any delinquent amount. Payment thereafter will first be applied to accrued interest and then to the principal unpaid amount. Consultant shall be entitled to recover for all costs and expenses incurred (including any attorney's fees) in connection with collection of any delinquent amount. Fee schedules are periodically revised. Unless otherwise agreed, new rates apply to ongoing work as such rates are issued.

**8.0 Limitation of Liability**. To the fullest extent permitted by law, and not withstanding any other provision of this Agreement, the total liability, in the aggregate, of the Consultant, and its officers, directors, partners, employees, agents and sub-consultants, and any of them, to the Client and anyone claiming by, through or under the Client, for any and all claims, losses, costs or damages of any nature whatsoever arising out of, resulting from or in any way related to the Project or the agreement from any cause or causes, including but not limited to the negligence, professional errors or omissions, strict liability, breach of contract or warranty, express or implied, of the Consultant, and its officers, directors, employees, agents or sub-consultants, or any of them, shall not exceed the total compensation received by the Consultant, for Services provided under this Agreement or $50,000 whichever is more.

**9.0 Dispute Resolution**: Disagreement(s) between the parties to this Agreement concerning disputes, questions, or other matters relating to and resulting from the terms and conditions of this Agreement shall be submitted to nonbinding mediation if both parties consent. In the event the parties do not consent to mediation, they may pursue a resolution of the disagreement(s) through any available legal recourse. A written request for mediation shall be made to the other party within a reasonable time after the occurrence causing the disagreement(s) between the parties.

**10.0 Delay**: The CONSULTANT shall not be liable for any delay in the performance of its obligations hereunder or of any damages suffered by reason of such delay, when such delay is directly or indirectly caused by, or in any manner arises from fires, floods, accidents, riots, acts of God, war, governmental interferences or embargoes, strikes, labor difficulties, shortage of labor, fuel, power, materials or supplies, transportation delays, or any other causes beyond its control.

**11.0 Successors and Assigns**: Each party to this Agreement binds themselves, their partners, successors, heirs and assigns to the terms of this Agreement. This Agreement cannot be assigned by either party without the prior written consent of the other party.

**12.0 No Third Party Beneficiaries**: The Agreement gives no rights or benefits to anyone other than Client and Consultant and does not create any third party beneficiaries to the Agreement.

**13.0 Mutual Negotiation**: Client expressly agrees that all provisions of the Agreement, including the clause limiting the liability of Consultant, were mutually negotiated. But for the inclusion of the limitation of liability clause in the Agreement, the Consultant's compensation for services would otherwise be greater and/or the Consultant would not have entered into the Agreement.

**14.0 The Agreement**: This Agreement constitutes the entire Agreement between CONSULTANT and CLIENT and supersedes all prior written or oral understandings. This Agreement may only be amended, supplemented, modified, or canceled by a duly executed written instrument. The failure of either party to insist upon strict adherence to any term of this Agreement on any occasion shall not operate or be construed as a waiver of the right to insist upon strict adherence to that term or any other term of this Agreement on any other occasion. This Agreement shall be governed and construed and obligations of the parties hereto shall be determined in accordance with the Laws of the State of New York.

.

The signators below hereby certify that they are duly authorized to bind their respective firms to the terms hereof.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement as the day and year first above written.

Agreed and Accepted:

| | |
|---|---|
| Village of Pleasantville, NY | NV5 New York—Engineers, Architects, Landscape Architects and Surveyors |
| (CLIENT) | (CONSULTANT) |
| **Sign:** Anthony R. Carr, PE, CFM Digitally signed by Anthony R. Carr, PE, CFM Date: 2026.10.07 09:02:38 -04'00' | **Sign:** |
| **Print:** Anthony R. Carr, PE, CFM | **Print:** Stephen Normandin, PE |
| **Title:** Superintendent of Public Works / Village Engineer | **Title:** Managing Director |

**EXECUTED BY:**

VILLAGE OF PLEASANTVILLE, NY

**Sign:**

**Print:** Eric S. Morrissey

**Title:** Village Administrator

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-359 Consider authorizing the Village Administrator to sign an agreement with Catalis for the purposes of the conversion to a cloud-based system for the Village'sProperty Assessment Software**

RESOLVED: that the Board of Trustees hereby authorize the Village Administrator to sign an agreement with Catalis, for the purposes of the conversion to a cloud-based system for the Village's Property Assessment Software in the amount of $6,760.

**ATTACHMENTS:**
Village of Pleasantville_769790.pdf

Catalis
3025 Windward Plaza, Suite 200
Alpharetta, GA 30005

No.: 006Ph000015erAJIAY
Date: October 16, 2026

# PROFESSIONAL SERVICES WORK ORDER

This Statement of Work ("Work Order") is entered into by and between Catalis and the Customer. This SOW becomes effective on the date it is executed by both parties ("Effective Date") and is governed by, and incorporated into, the Master Services Agreement between Catalis and the Customer (the "Agreement") for the Software Service noted on this Work Order. Capitalized terms used but not otherwise defined in this Work Order shall have the meanings set forth in the Agreement.

## CUSTOMER INFORMATION

**Customer:** Village of Pleasantville
**System Administrator: Alyssa Hochstein ahochstein@pleasantville-ny.gov**
**Billing Contact:** Alyssa Hochstein

**Phone: 914-769-1975**
**Address:** 80 Wheeler Avenue
Pleasantville, NY 10570

**Catalis Representative:** Lori Bush | lori.bush@catalisgov.com | (863) 258-3178
Contract requests or questions can be directed to contracts@catalisgov.com.
Any payment or remittance questions can be directed to receivable@catalisgov.com.

## PROFESSIONAL SERVICES

**Software Service:** CAMA PAS
**Project Name:** Cloud Convert 769790
Project description provided in the attached Professional Services Scope of Work.

**1. Professional Services Fees**

| Description | Amount |
|---|---|
| **Professional Services – Fixed Fee (T&C)**<br>Conversion to CAMA Cloud | $ 5,000 |
| **Professional Services – Fixed Fee (T&C)**<br>**License for Cloud 4 users @$55.00 per month per user**<br>**March 1, 2027 – October 31, 2027** | $ 1,760 |
| **Total Services Fees** | **USD $ 6,760.00** |

**Total Maximum Professional Services Hours:** Fixed Fee

**2. Annual Subscription Fee Increase(s)**

| | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 | Total |
|---|---|---|---|---|---|---|
| **N/A** | USD $ | USD $ | USD $ | USD $ | USD $ | **USD $** |
| **Total Annual Recurring Fees** | **USD $** | **USD $** | **USD $** | **USD $** | **USD $** | **USD $** |

## WORK ORDER TERMS AND CONDITIONS

1. Pricing/terms are subject to change if the Work Order is not signed within sixty (60) days of the Order Date.
2. Any delivery date commitment in the Schedule above is contingent upon the timely execution of this change request, as any delays may impact the final delivery timeline.
3. Delivery schedule, if applicable, assumes Customer can deliver data in the required format.
4. Any ancillary charges or out-of-pocket expenses (e.g., travel), if applicable, are payable by Customer within thirty (30) days following invoice by Catalis.

5. The fees listed on this Work Order are estimated based on the information available to Catalis at the time of the making of this Work Order. Following adoption of this Scope of Work, any changes must be memorialized with a written Addendum or Work Order, without regard to whether the change affects costs, and must be approved in writing by Catalis and the Customer. If the changes impact cost, an estimate of the cost impact shall be included.
6. Billing Summary:
   - Professional Services Fees shall be billed upon the execution of this Work Order or, where a Milestone Billing Schedule is included in the Scope of Work, upon Catalis' notice to the Customer of milestone completion.
   - If Catalis anticipates any aspect of the in-scope Professional Services to exceed the level(s) of effort by ten percent (10%) or more, Catalis will advise Customer, and secure a written agreement to proceed with said overage.
   - Year 1 Annual Subscription Fee Increase(s) shall be billed upon Execution of this Work Order. Subsequent years are billed annually in advance thereafter. Recurring Fees for renewals after the years stated above will increase annually by the greater of six percent (6%) or by the increase in the Consumer Price Index ("CPI") for the prior calendar year, unless stated otherwise in the Agreement for the Software Service.
   - Invoices shall be due and payable within thirty (30) calendar days following invoice by Catalis.

## ACCEPTANCE

**By signing below, signatories represent that they are validly authorized to enter into this Work Order and accept their terms and conditions.**

| **Village of Pleasantville** | | **CATALIS Tax & CAMA** | |
|---|---|---|---|
| **By:** | _____ | **By:** | _____ |
| **Name:** | _____ | **Name:** | _____ |
| **Title:** | _____ | **Title:** | _____ |
| **Date:** | _____ | **Date:** | _____ |

Catalis
3025 Windward Plaza, Suite 200
Alpharetta, GA 30005

No.: 006Ph000015erAJIAY
Date: October 16, 2026

# PROFESSIONAL SERVICES SCOPE OF WORK

**Project Name:** Cloud Convert 769790

**Description of Services:**
Conversion Fee to Cloud CAMA

**Milestone Billing Schedule:**

| Milestone Description | Amount |
|---|---|
| Delivery to TEST environment | $ 5,000 |
| | |
| | |

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-360 Consider authorizing the Village Administrator to sign Amendment No. 1 to professional services agreement with 929 Construction Services, LLC**

RESOLVED; that the Board of Trustees hereby authorizes the Village Administrator to sign Amendment No. 1 to the professional services agreement with 929 Construction Services, LLC in an amount no to exceed $3,000 for the purposes of construction administration and inspection services related to concrete sidewalks, handicap ramps, and drainage structures associated with the Roadway Pavement Management Program, Contract No. 2026-03, increasing the total project from $378,672 to $381,672.

**ATTACHMENTS:**
amended agreement.docx

# AMENDMENT NO. 1 TO PROFESSIONAL SERVICES AGREEMENT

**Roadway Pavement Management Program**
**Contract No. 2026-03**

This Amendment No. 1 ("Amendment") is made by and between **929 Construction Services, LLC**, 74 Greenwood Drive, Beacon, New York 12508 ("Consultant"), and the **Village of Pleasantville**, 1 Village Lane, Pleasantville, New York 10570 ("Village").

## RECITALS

WHEREAS, Consultant and the Village entered into an agreement dated **May 28, 2026** (the "Agreement") for construction administration and inspection services in connection with the Village's **Roadway Pavement Management Program, Contract No. 2026-03**; and

WHEREAS, the Agreement established a not-to-exceed amount of **$10,000.00**; and

WHEREAS, the Village has requested additional construction administration and inspection services associated with **concrete sidewalks, handicap ramps, and drainage structures**; and

WHEREAS, the parties desire to amend the Agreement to incorporate these additional services and increase the not-to-exceed amount accordingly;

NOW, THEREFORE, the parties agree as follows:

## 1. Additional Scope of Services

The scope of services under the Agreement is hereby expanded to include **construction administration and inspection services related to concrete sidewalks, handicap ramps, and drainage structures** associated with the Roadway Pavement Management Program, Contract No. 2026-03.

These additional services shall be performed on an **as-needed basis and as authorized by the Village**, consistent with the terms and conditions of the Agreement.

## 2. Increase in Not-to-Exceed Amount

In consideration of the additional services described above, the not-to-exceed amount under the Agreement is hereby increased by **Three Thousand Dollars ($3,000.00)**, from **Ten Thousand**

**Dollars ($10,000.00)** to a revised total not-to-exceed amount of **Thirteen Thousand Dollars ($13,000.00)**.

The revised not-to-exceed amount does not constitute a guarantee of any minimum amount of work or payment.

## 3. Hourly Rates

The hourly rates established in the Agreement shall remain unchanged, including the standard hourly rate of **$145.00 per hour** and the rate of **$215.50 per hour** for services required beyond the normal forty-hour Monday-Friday work week.

## 4. Remaining Terms

Except as expressly modified by this Amendment, all other terms and conditions of the Agreement dated May 28, 2026 shall remain unchanged and in full force and effect.

In the event of any conflict between this Amendment and the Agreement, the terms of this Amendment shall control.

## 5. Effective Date

This Amendment shall become effective upon execution by both parties and any required approval by the Village.

**VILLAGE OF PLEASANTVILLE**

By: _____
**Anthony R. Carr, P.E., CFM**
Superintendent of Public Works/Village Engineer

Date: _____

**929 CONSTRUCTION SERVICES, LLC**

By: ___James Statini_____
**James Statini, President**

Date: _____

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-361 Consider waiving the thirty-day requirement liquor license/ Second Mouse Cheese**

RESOLVED; that the Board of Trustees hereby waives the thirty-day requirement for a liquor license for Saltandpepper LLC (d/b/a Second Mouse Cheese).

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-362 Approval of Payment of Claims FYE 2027**

RESOLVED; that the Board of Trustees hereby approves the abstract for payment of claims dated October 26, 2026 for FYE 2027:

| | |
|---|---|
| General Fund | $132,913.75 |
| Water Fund | $22,923.47 |
| Capital Fund | $164,188.82 |
| Refuse Fund | $13,628.69 |
| Total | $333,654.73 |

**ATTACHMENTS:**
102626 Invoice Entry Proof List.pdf

WARRANT: 102626

| PO | LN | VENDOR | QUANTITY ORDERED | PREVIOUS RECVD/CANC | CURRENT RECEIVED | REMAINING PO QTY | STA CD | DESCRIPTION |
|---|---|---|---|---|---|---|---|---|
| 2025242 | 001 | WOODARD & CURRAN | 1.00 | 0.00 | 0.00 | 1.00 | 9 | Nannahagan Wall engineering services |
| | | ENTRY DATE 05/22/2025 | | | | | | |
| 2026134 | 001 | WOODARD & CURRAN | 1.00 | 0.00 | 0.00 | 1.00 | 8 | Lead Service Line Inventory & Replac |
| | | ENTRY DATE 11/24/2025 | | | | | | |
| 2027085 | 001 | WOODARD & CURRAN | 1.00 | 0.00 | 0.00 | 1.00 | 8 | Engineering Services: USEPA Communit |
| | | ENTRY DATE 07/10/2026 | | | | | | |
| 2027086 | 001 | WOODARD & CURRAN | 1.00 | 0.00 | 0.00 | 1.00 | 8 | Engineering Services: Water Distrib |
| | 001 | WOODARD & CURRAN | 1.00 | 0.00 | 0.00 | 1.00 | | Engineering Services: Water Distrib |
| | | ENTRY DATE 07/10/2026 | | | | | | |
| 2027091 | 001 | PLEASANTVILLE UNION | 1.00 | 0.00 | 0.00 | 1.00 | 8 | Monthly custodial fees Panther Club |
| | | ENTRY DATE 07/16/2026 | | | | | | |
| 2027107 | 001 | ISLAND WIDE BUILDING | 1.00 | 0.00 | 0.00 | 1.00 | 8 | Cleaning Contract June 1, 2026-Decem |
| | | ENTRY DATE 08/17/2026 | | | | | | |
| 2027111 | 001 | SPORT-TECH CONSTRUCT | 1.00 | 0.00 | 0.00 | 1.00 | 8 | Nannahagan Basktball Courts Remove & |
| | | ENTRY DATE 08/26/2026 | | | | | | |
| 2027127 | 001 | NAF AQUATICS ENTERPR | 1.00 | 0.00 | 1.00 | 0.00 | 0 | Extra pool Cleaning |
| | | ENTRY DATE 10/01/2026 | | | | | | |
| 2027130 | 001 | PKF O'CONNOR DAVIES, | 1.00 | 0.00 | 0.00 | 1.00 | 8 | FYE 2026 Audit |
| | | ENTRY DATE 10/13/2026 | | | | | | |
| 2027132 | 001 | GABRIELLI TRUCK SALE | 1.00 | 0.00 | 1.00 | 0.00 | 0 | Veh #10 Refuse: Drum, Shoes, Camshaf |
| | | ENTRY DATE 10/19/2026 | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| APPROVED UNPAID INVOICES TO BE POSTED | | | | | | | | | | |
| 997 | 00000 | A1 COMPUTER SERV | 100699 1026100 | | 142928 | 102626 | 1,007.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/01/2026 | SEP-CHK: N | DISC: .00 | | | A1681 485 | | 704.90 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Oct 26 Mon IT Network Supp Svc, AEM/ Dis | | | | F1681 485 | | 302.10 1099: |
| 997 | 00000 | A1 COMPUTER SERV | 100700 1026118 | | 142929 | 102626 | 7,125.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/01/2026 | SEP-CHK: N | DISC: .00 | | | A1681 485 | | 7,057.50 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Sept 2026 Monthly Site Maintenance | | | | F1681 485 | | 67.50 1099: |
| 1020 | 00000 | AAA EMERGENCY SU | 100588 0077565-IN | | 142813 | 102626 | 290.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/05/2026 | SEP-CHK: N | DISC: .00 | | | A5132 425 | | 145.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:10/2/26 Hwy/Water: Air Quality Tests | | | | F8340 425 | | 145.00 1099: |
| 1209 | 00000 | ADVANCE AUTO PAR | 100569 4507627528943 | | 142794 | 102626 | 77.56 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A6771 420 | | 77.56 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Veh#39 Sr: Mobil Oil 5W20 5 Qt Qty-2 | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100570 4507627528940 | | 142795 | 102626 | 77.94 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A6771 420 | | 77.94 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Veh#39 Sr: Mobil Oil 5W30 5 Qt Qty-2 | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100581 4507627932645 | | 142796 | 102626 | 7.46 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: N | DISC: .00 | | | A5132 406 | | 7.46 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Shop: Battery for Oil Delivery Dispenser | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100572 4507627528942 | | 142798 | 102626 | -77.94 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A6771 420 | | -77.94 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Veh#39 Sr: Cr Memo Mobil Oil 5W30 5 Qt Qty-2 | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100586 4507628045535 | | 142811 | 102626 | 26.36 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/07/2026 | SEP-CHK: N | DISC: .00 | | | P8160 420 | | 26.36 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #9 Refuse: Wiper Blades | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 1209 | 00000 | ADVANCE AUTO PAR | 100587 4507628119184 | | 142812 | 102626 | 85.95 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/08/2026 | SEP-CHK: N | DISC: .00 | | | A5132 420 | | 85.95 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #2 DPW: Oil 5W-20 | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100626 4507628119186 | | 142852 | 102626 | 6.78 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/08/2026 | SEP-CHK: N | DISC: .00 | | | A3120 420 | | 6.78 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Veh#52 PD: Oil Filter Qty-1 | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100627 4507628119185 | | 142853 | 102626 | 77.56 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/08/2026 | SEP-CHK: N | DISC: .00 | | | A3120 420 | | 77.56 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Veh#52 PD: Mobil 1 5W20 Oil 5Qt- Qty 2 | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100671 4507628629222 | | 142897 | 102626 | 115.53 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/13/2026 | SEP-CHK: N | DISC: .00 | | | F8340 420 | | 115.53 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #3 & 5 Water:Engine Oil 0W20 Syn | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100672 4507628629223 | | 142898 | 102626 | 41.94 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/13/2026 | SEP-CHK: N | DISC: .00 | | | A5132 406 | | 41.94 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Shop: Washer Fluid | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100673 4507628833084 | | 142899 | 102626 | 29.80 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: N | DISC: .00 | | | F8340 420 | | 29.80 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #3 Water: Wiper Blades | | | | | | |
| 1209 | 00000 | ADVANCE AUTO PAR | 100693 4507628629234 | | 142922 | 102626 | 41.94 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/13/2026 | SEP-CHK: N | DISC: .00 | | | F8340 420 | | 41.94 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #5 Water: Key Fob Batteries, Wiper Blades 4507 | | | | | | |
| 1600 | 00000 | ALL WELD PRODUCT | 100590 0000621592 | | 142815 | 102626 | 45.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/30/2026 | SEP-CHK: N | DISC: .00 | | | A5132 406 | | 45.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:September 2026 Tank Rental | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 803 | 00000 | AMAZON CAPITAL S | 100573<br>17TH-X3JM-3TKJ | | 142799 | 102626 | 388.33 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/29/2026 | SEP-CHK: N | DISC: .00 | | | A7313 406 | | 28.78 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Panther Supp- Paper, Latching Boxes,Scra | | | | A7330 406 | | 359.55 1099: |
| 803 | 00000 | AMAZON CAPITAL S | 100574<br>1XX4-TDGN-XJ1K | | 142800 | 102626 | 30.70 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/05/2026 | SEP-CHK: N | DISC: .00 | | | A3120 406 | | 30.70 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:PD: Crossing Guard Vests Qty 2 | | | | | | |
| 803 | 00000 | AMAZON CAPITAL S | 100628<br>1XN-16K6-9HKL | | 142854 | 102626 | -48.99 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/08/2026 | SEP-CHK: N | DISC: .00 | | | A3120 406 | | -48.99 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:PD: Credit Memo for Stop Signs | | | | | | |
| 803 | 00000 | AMAZON CAPITAL S | 100640<br>1MKV-HHL7-P4NC | | 142866 | 102626 | 199.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/13/2026 | SEP-CHK: N | DISC: .00 | | | A5132 406 | | 199.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Shop: Cordless Rachet | | | | | | |
| 803 | 00000 | AMAZON CAPITAL S | 100701<br>1XPX-QVKN-XQFM | | 142930 | 102626 | 286.45 | .00 | .00 | |
| CASH A | | 2027/05 | INV 07/02/2026 | SEP-CHK: N | DISC: .00 | | | A5132 420 | | 125.99 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Veh#47 Prks:LED Light Pods, Veh#14 DPW:G | | | | A7110 420 | | 160.46 1099: |
| 803 | 00000 | AMAZON CAPITAL S | 100743<br>11N1-XNPP-J4TL | | 142973 | 102626 | 197.12 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/19/2026 | SEP-CHK: N | DISC: .00 | | | A6771 455 | | 197.12 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Sr:Prog Supp: Beads,Pipe Cleaners, Chocolate,Paint | | | | | | |
| 2897 | 00000 | AQUA COOLERS LLC | 100591<br>21032568 | | 142816 | 102626 | 149.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/05/2026 | SEP-CHK: N | DISC: .00 | | | A5010 406 | | 149.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:DPW:Oct 2026 Water Dispenser Rental 100-9744771001 | | | | | | |
| 3378 | 00000 | ASSEMBLY FILMS | 100704<br>2026-05-1-Bond | | 142933 | 102626 | 2,500.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 05/12/2026 | SEP-CHK: N | DISC: .00 | | | A 0030 | | 2,500.00 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Refund Film Permit Surety Bond | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 2697 | 00000 | AT&T MOBILITY LL | 100629 287339287101X1012226 | | 142855 | 102626 | 303.01 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/04/2026 | SEP-CHK: N | DISC: .00 | | | A3120 421 | | | 303.01 1099:7 |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:9/5/26-10/4/26 AT&T First Net Svcs Portable Radios | | | | | | | |
| 2442 | 00000 | HERITAGE POOL SU | 100630 0028939432-002 | | 142856 | 102626 | 337.11 | .00 | .00 | |
| CASH A | | 2027/05 INV 08/12/2026 | SEP-CHK: N | DISC: .00 | | | A7220 406 | | | 337.11 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Rec: Ladder Tread, Test Tubes | | | | | | | |
| 3660 | 00000 | BERGER HARDWARE | 100575 650845 | | 142801 | 102626 | 31.81 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A6771 420 | | | 31.81 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Bus 39 Sr: Mouse Traps and Bait for Bus | | | | | | | |
| 3660 | 00000 | BERGER HARDWARE | 100631 650920 | | 142857 | 102626 | 107.99 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/06/2026 | SEP-CHK: N | DISC: .00 | | | A7110 406 | | | 107.99 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Prks: Paint Supplies | | | | | | | |
| 2345 | 00000 | JIM REED'S EQUIP | 100641 W04632 | | 142867 | 102626 | 544.89 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/14/2026 | SEP-CHK: N | DISC: .00 | | | A5132 420 | | | 544.89 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #66 Hwy: Cylinder Resealed | | | | | | | |
| 710 | 00000 | BROADCAST MUSIC, | 100705 500004225930 | | 142934 | 102626 | 12.00 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A7550 400 Fstvl | | | 12.00 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:2026 Licensing Fee | | | | | | | |
| 2726 | 00000 | BRYAN C. LTD PAR | 100706 289 | | 142935 | 102626 | 74.88 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/16/2026 | SEP-CHK: N | DISC: .00 | | | A7324 406 | | | 74.88 1099:7 |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Yth Prog Bingo 3rd & 4th Happy Meals qty 12 | | | | | | | |
| 4739 | 00000 | BUCKHURST FISH J | 100707 0026875.03.B-1 | | 142936 | 102626 | 526.92 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/09/2026 | SEP-CHK: N | DISC: .00 | | | A 0033 T0977 | | | 526.92 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:9/1-9/30/26 Prf. Svcs 147 Bedford Rd-T0977 | | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 4739 | 00000 | BUCKHURST FISH J | 100708 0026875.01.B-4 | | 142937 | 102626 | 581.92 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/09/2026 | SEP-CHK: N | DISC: .00 | | | A 0033 T0975 | | 581.92 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/1-9/30/26 Prf. Svcs Cafe Nero T0975 | | | | | | |
| 4739 | 00000 | BUCKHURST FISH J | 100710 0026875.02.B-3 | | 142939 | 102626 | 1,241.92 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/09/2026 | SEP-CHK: N | DISC: .00 | | | A 0033 T0976 | | 1,241.92 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/1-9/30/26 Prf. Svcs. 35 Pleasantville Rd T0976 | | | | | | |
| 4739 | 00000 | BUCKHURST FISH J | 100712 0003068.13.B-12 | | 142941 | 102626 | 6,148.53 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/08/2026 | SEP-CHK: N | DISC: .00 | | | A 0033 T0972 | | 6,148.53 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/1-9/30/2026-Prf. Svcs. Plea Lennar/Campus Dr | | | | | | |
| 499 | 00000 | CINTAS CORPORATI | 100720 4281653534 | | 142950 | 102626 | 279.83 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/08/2026 | SEP-CHK: N | DISC: .00 | | | A5110 444 | | 104.04 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:9/8/26 Uniforms and Shop Towels | | | | A5132 425 | | 3.80 1099: |
| | | | | | | | | A5132 444 | | 27.03 1099: |
| | | | | | | | | A7110 444 | | 47.17 1099: |
| | | | | | | | | F8340 444 | | 66.94 1099: |
| | | | | | | | | P8160 444 | | 30.85 1099: |
| 499 | 00000 | CINTAS CORPORATI | 100721 4286133132 | | 142951 | 102626 | 273.28 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/19/2026 | SEP-CHK: N | DISC: .00 | | | A5110 444 | | 97.11 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:10/19/26 Uniforms and Shop Towels | | | | A5132 425 | | 3.80 1099: |
| | | | | | | | | A5132 444 | | 27.03 1099: |
| | | | | | | | | A7110 444 | | 47.17 1099: |
| | | | | | | | | F8340 444 | | 67.32 1099: |
| | | | | | | | | P8160 444 | | 30.85 1099: |
| 3302 | 00000 | CMC LANGUAGE SER | 100576 26-048 | | 142802 | 102626 | 750.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/01/2026 | SEP-CHK: N | DISC: .00 | | | A1110 477 | | 750.00 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Ct: Spanish Interpreter Services 3 Sessions-250 Ea | | | | | | |
| 6720 | 00000 | CON EDISON OF NE | 100614 33354120009-1026 | | 142840 | 102626 | 62.56 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: Y | DISC: .00 | | | A6771 416 | | 62.56 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/3/26-10/5/26 Sr. Ctr. Generator Gas Acct#33354- | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 6720 | 00000 | CON EDISON OF NE | 100615 31112640003-1026 | | 142841 | 102626 | 70.64 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: Y | DISC: .00 | | F8320 416 | | 70.64 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/3/26-10/5/26 Brentwood Gen Gas Acct# 31112640003 | | | | | | |
| 6720 | 00000 | CON EDISON OF NE | 100616 31050140008-1026 | | 142842 | 102626 | 79.39 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: Y | DISC: .00 | | A5132 415 | | 79.39 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/3/25-10/5/26 Garage Gas # 31050-14000-8 | | | | | | |
| 6720 | 00000 | CON EDISON OF NE | 100617 24558100004-1026 | | 142843 | 102626 | 132.29 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: Y | DISC: .00 | | A7142 415 | | 132.29 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/3/26-10/5/26 Lake Street Ctr Gas #24558-10000-4 | | | | | | |
| 6720 | 00000 | CON EDISON OF NE | 100618 05599950002-1026 | | 142844 | 102626 | 135.40 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: Y | DISC: .00 | | A7220 415 | | 135.40 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/3/26-10/5/26 Pool Gas # 05599-95000-2 | | | | | | |
| 6720 | 00000 | CON EDISON OF NE | 100619 74589720007-1026 | | 142845 | 102626 | 150.87 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: Y | DISC: .00 | | A1620 416 | | 150.87 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/3/26-10/5/26 VH Gas # 74589-72000-7 | | | | | | |
| 6720 | 00000 | CON EDISON OF NE | 100632 08715740000-1026 | | 142858 | 102626 | 1,909.79 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: Y | DISC: .00 | | A7110 415 | | 580.27 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9/3/26-10/5/26 Mem Plz Acct #08715-74000 | | | A8410 415 | | 1,329.52 | 1099: |
| 7160 | 00000 | CORSI TIRE | 100592 AZ6271 | | 142817 | 102626 | 836.81 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | A5132 420 | | 836.81 | 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh#20 Hwy:2 Tires 225/70R19; Dispose 11 Hwy Tires | | | | | | |
| 7160 | 00000 | CORSI TIRE | 100642 AZ8021 | | 142868 | 102626 | 377.95 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: N | DISC: .00 | | P8160 420 | | 377.95 | 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #10 Refuse: 12R24.5 Recap-L/R Outer Front Axle | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 7560 | 00000 | CSEA EMPLOYEE BE | 100714 CSEAEBF-2026-Nov | | 142943 | 102626 | 17,635.18 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/16/2026 | SEP-CHK: N | DISC: .00 | | | A9065 800 | 15,416.35 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:11/1-11/30/26 Dental & Vision Coverage | | | | F9065 800 | 1,208.53 | 1099: |
| | | | | | | | | P9065 800 | 1,010.30 | 1099: |
| 3373 | 00000 | MICHAEL DEGIGLIO | 100610 StOpening-11-2026 | | 142836 | 102626 | 3,000.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 05/11/2026 | SEP-CHK: Y | DISC: .00 | | | A 0031 | 3,000.00 | 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Refund Escrow on Permit #11-2026 | | | | | | |
| 1533 | 00000 | SAVERIO DEGIORGI | 100662 2026-09-29 | | 142883 | 102626 | 200.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/29/2026 | SEP-CHK: N | DISC: .00 | | | A8560 400 | 200.00 | 1099:7 |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:9-29-Shade Tree:Tr Consult Great Oak Cir S&S Arbor | | | | | | |
| 1533 | 00000 | SAVERIO DEGIORGI | 100663 2026-10-06 | | 142889 | 102626 | 150.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: N | DISC: .00 | | | A8560 400 | 150.00 | 1099:7 |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:10-6-26 Shade Tree:Tr Consult Tompkins Ave | | | | | | |
| 712 | 00000 | FUNDAMENTAL BUSI | 100578 260831 | | 142804 | 102626 | 1,252.50 | .00 | .00 | |
| CASH A | | 2027/05 | INV 08/31/2026 | SEP-CHK: N | DISC: .00 | | | A3320 400 | 1,252.50 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Ct: August 2026 Parking Receipts | | | | | | |
| 712 | 00000 | FUNDAMENTAL BUSI | 100579 260930 | | 142805 | 102626 | 1,512.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/30/2026 | SEP-CHK: N | DISC: .00 | | | A3320 400 | 1,512.00 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Ct: September 2026 Parking Receipts | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100594 CM203176BP | | 142819 | 102626 | -1,600.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | P8160 420 | -1,600.00 | 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #10 Refuse: Core Credit | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100595 CM203176BPA | | 142820 | 102626 | -454.64 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | P8160 420 | -454.64 | 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #10 Refuse: Camshaft, Oil Bath Seals Returned | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 11010 | 00000 | GABRIELLI TRUCK | 100674 203562BP | | 142900 | 102626 | 74.69 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/24/2026 | SEP-CHK: N | DISC: .00 | | | | P8160 420 | | 74.69 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #10 Refuse: Lock Handle | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100675 203887BP | | 142902 | 102626 | 70.89 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/28/2026 | SEP-CHK: N | DISC: .00 | | | | P8160 420 | | 70.89 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #9 Refuse: Manifold | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100676 204047BP | | 142903 | 102626 | 318.06 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/29/2026 | SEP-CHK: N | DISC: .00 | | | | P8160 420 | | 318.06 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh#9 Refuse: Front Brake Chambers,Slack Adjusters | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100677 204365BP | | 142904 | 102626 | 71.70 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | | A5132 420 | | 35.85 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Hwy/Refuse: Diesel Exhaust Fluid | | | | | P8160 420 | | 35.85 1099: |
| 11010 | 00000 | GABRIELLI TRUCK | 100678 204456BP | | 142905 | 102626 | 145.51 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | | P8160 420 | | 145.51 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #9 Refuse: Turn Signal | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100679 204786BP | | 142906 | 102626 | 158.85 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/06/2026 | SEP-CHK: N | DISC: .00 | | | | P8160 420 | | 158.85 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #9 Refuse: Battery Interconnecting Cables | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100680 204786BPX1 | | 142907 | 102626 | 20.52 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/08/2026 | SEP-CHK: N | DISC: .00 | | | | P8160 420 | | 20.52 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #9 Refuse: Jump Start Bracket | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100681 204907BP | | 142908 | 102626 | 104.76 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/07/2026 | SEP-CHK: N | DISC: .00 | | | | P8160 420 | | 104.76 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #9 Refuse: Air Compressor Output Hose | | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 11010 | 00000 | GABRIELLI TRUCK | 100682 CM202392BP | | 142909 | 102626 | -721.72 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/22/2026 | SEP-CHK: N DISC: .00 | | | | | P8160 420 | | -721.72 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #10 Refuse: Chamber Bracket returned | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100683 CM202392BPA | | 142910 | 102626 | -116.70 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N DISC: .00 | | | | | P8160 420 | | -116.70 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #10 Refuse: Camshafts Returned | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100684 CM203097BP | | 142911 | 102626 | -120.04 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N DISC: .00 | | | | | P8160 420 | | -120.04 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #10 Refuse: Slack Adjuster Returned | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100685 CM204047BP | | 142912 | 102626 | -164.00 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/07/2026 | SEP-CHK: N DISC: .00 | | | | | P8160 420 | | -164.00 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #9 Refuse: Front Brake Chamber Returned | | | | | | | |
| 11010 | 00000 | GABRIELLI TRUCK | 100686 205538BP | | 142913 | 102626 | 143.40 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/13/2026 | SEP-CHK: N DISC: .00 | | | | | A5132 420 | | 71.70 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Hwy/Refuse: Diesel Exhaust Fluid | | | | | P8160 420 | | 71.70 1099: |
| 11010 | 00000 | GABRIELLI TRUCK | 100737 203176BP | 2027132 | 142966 | 102626 | 5,048.75 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/22/2026 | SEP-CHK: N DISC: .00 | | | | | P8160 420 | | 5,048.75 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh#10 Refuse: Drum, Shoes, Camshaft, Core Deposit | | | | | | | |
| 2147 | 00000 | GAGA RENTALS, LL | 100634 422 | | 142860 | 102626 | 945.00 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/15/2026 | SEP-CHK: N DISC: .00 | | | | | A7622 425 | | 945.00 1099:7 |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Rec: Adult Cornhole League 9 Teams | | | | | | | |
| 2709 | 00000 | GALLS PARENT HOL | 100636 036457457 | | 142862 | 102626 | 69.97 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/08/2026 | SEP-CHK: N DISC: .00 | | | | | A3120 406 | | 69.97 1099:7 |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:PD: Crossing Guard Stop Signs qty 2 | | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR REMIT NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|
| 11929 00000 GOT TO GO INC | 100637 0000836086 | | 142863 | 102626 | 112.50 | .00 | .00 | |
| CASH A 2027/05 INV 09/30/2026 SEP-CHK: N DISC: .00 | | | | | | A7110 425 | | 112.50 1099: |
| ACCT 0200 DEPT 1325 DUE 10/26/2026 DESC:9/30/26 Portable Restroom Srvc- School | | | | | | | | |
| 11929 00000 GOT TO GO INC | 100638 0000836085 | | 142864 | 102626 | 112.50 | .00 | .00 | |
| CASH A 2027/05 INV 09/30/2026 SEP-CHK: N DISC: .00 | | | | | | A7110 425 | | 112.50 1099: |
| ACCT 0200 DEPT 1325 DUE 10/26/2026 DESC:9-30-26 Portable Restroom Srvc-Roselle | | | | | | | | |
| 11929 00000 GOT TO GO INC | 100639 0000836084 | | 142865 | 102626 | 112.50 | .00 | .00 | |
| CASH A 2027/05 INV 09/30/2026 SEP-CHK: N DISC: .00 | | | | | | A7110 425 | | 112.50 1099: |
| ACCT 0200 DEPT 1325 DUE 10/26/2026 DESC:9/30/26 Portable Restroom Srvc- Nannahagan | | | | | | | | |
| 12030 00000 GRAINGER INC | 100689 9101253335 | | | 102626 | 155.29 | .00 | .00 | |
| CASH A 2027/05 INV 10/01/2026 SEP-CHK: N DISC: .00 | | | | | | A5132 417 | | 155.29 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:Shop: Overhead LED Light Highbay 2INL,151/4INWS | | | | | | | | |
| 12030 00000 GRAINGER INC | 100643 9092184689 | | 142869 | 102626 | 53.75 | .00 | .00 | |
| CASH A 2027/05 INV 09/24/2026 SEP-CHK: N DISC: .00 | | | | | | F8340 406 | | 53.75 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:Water: Rubber Boots | | | | | | | | |
| 12030 00000 GRAINGER INC | 100644 9106347116 | | 142870 | 102626 | 580.80 | .00 | .00 | |
| CASH A 2027/05 INV 10/06/2026 SEP-CHK: N DISC: .00 | | | | | | A5010 406 | | 348.48 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:DPW: Standby Backup Batteries | | | | | | F8310 406 | | 174.24 1099: |
| | | | | | | P8160 406 | | 58.08 1099: |
| 12030 00000 GRAINGER INC | 100688 9093440866 | | 142915 | 102626 | 231.48 | .00 | .00 | |
| CASH A 2027/05 INV 09/24/2026 SEP-CHK: N DISC: .00 | | | | | | A5132 406 | | 154.30 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:Hwy/Refuse: Leather Gloves | | | | | | P8160 406 | | 77.18 1099: |
| 12430 00000 HACH CO | 100646 15195675 | | 142872 | 102626 | 4,526.00 | .00 | .00 | |
| CASH A 2027/05 INV 10/01/2026 SEP-CHK: N DISC: .00 | | | | | | F8330 407 | | 4,526.00 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:10/1/26 to 9/30/27 Maint Contract/Cert BoosterStat | | | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 3377 | 00000 | GRACE LIU HAPP | 100698 StOpening-22-2026 | | 142927 | 102626 | 3,400.00 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/28/2026 | SEP-CHK: N DISC: .00 | | | | | A 0031 | | 3,400.00 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Refund Escrow on Permit #22-2026 | | | | | | | |
| 558 | 00000 | HELM, LLC | 100611 INVH69785 | | 142837 | 102626 | 880.00 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/05/2026 | SEP-CHK: N DISC: .00 | | | | | A5132 488 | | 880.00 1099:7 |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:IDS Software License Renewal thru 6/4/27 | | | | | | | |
| 12884 | 00000 | HENDERSON PRODUC | 100649 458174 | | 142873 | 102626 | 116.63 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/09/2026 | SEP-CHK: N DISC: .00 | | | | | A5132 420 | | 116.63 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #23 Hwy: Couplers, Adapter | | | | | | | |
| 13193 | 00000 | HOME DEPOT CREDI | 100647 8010670 | | 142874 | 102626 | 186.05 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/05/2026 | SEP-CHK: N DISC: .00 | | | | | A7110 406 | | 186.05 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Prks:Pruning Tools, Lag Shield, Lag Screws&Washers | | | | | | | |
| 3335 | 00000 | DANA SHAY IPRI | 100716 2 | | 142945 | 102626 | 400.00 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/30/2026 | SEP-CHK: N DISC: .00 | | | | | A1410 425 | | 400.00 1099:7 |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:August & Sept 2026 Communication Services Hrs | | | | | | | |
| 3191 | 00000 | ISLAND WIDE BUIL | 100715 43694 | 2027107 | 142944 | 102626 | 8,507.90 | .00 | 31,155.98 | |
| CASH A | | 2027/05 INV 09/30/2026 | SEP-CHK: N DISC: .00 | | | | | A1620 429 | | 8,507.90 1099: |
| ACCT 0200 | | DEPT 1410 DUE 10/26/2026 | DESC:Sept 26 Cleaning Contract & Extra Cleaning | | | | | | | |
| 13946 | 00000 | JAMAC FROZEN FOO | 100717 728811 | | 142946 | 102626 | 59.50 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/15/2026 | SEP-CHK: N DISC: .00 | | | | | A6773 455 | | 59.50 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Sr: Nutrition Supplies Program | | | | | | | |
| 13946 | 00000 | JAMAC FROZEN FOO | 100718 728878 | | 142947 | 102626 | 767.92 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/15/2026 | SEP-CHK: N DISC: .00 | | | | | A6773 455 | | 767.92 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Sr: Nutrition Supplies Program | | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 192 | 00000 | JESCO INC. | 100652 01 024848 | | 142878 | 102626 | 165.92 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/17/2026 | SEP-CHK: N | DISC: .00 | | | A5132 406 | 165.92 | 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Hwy Tamper: Water Manifold, Plugs | | | | | | |
| 192 | 00000 | JESCO INC. | 100653 WH0053 | | 142879 | 102626 | 186.92 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/22/2026 | SEP-CHK: N | DISC: .00 | | | A5132 406 | 186.92 | 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Hwy Tamper: Water Manifold, Plugs | | | | | | |
| 14457 | 00000 | JP MCHALE PEST M | 100596 11749331 | | 142822 | 102626 | 99.75 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/01/2026 | SEP-CHK: N | DISC: .00 | | | A5132 425 | 99.75 | 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:DPW: October Pest Control Svc Loc 130500 | | | | | | |
| 1334 | 00000 | JP MORGAN CHASE | 100580 08200000002345800 | | 142806 | 102626 | 212.52 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/30/2026 | SEP-CHK: N | DISC: .00 | | | A1110 490 | 212.52 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Ct: September 2026 Bank Fees | | | | | | |
| 14632 | 00000 | KEANE & BEANE PC | 100635 140978-2 | | 142861 | 102626 | 4,664.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/21/2026 | SEP-CHK: N | DISC: .00 | | | A1420 400 | 4,664.00 | 1099:7 |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:August PCTV Dissolution | | | | | | |
| 1079 | 00000 | LANGUAGE LINE SE | 100582 12046081 | | 142807 | 102626 | 21.12 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/30/2026 | SEP-CHK: N | DISC: .00 | | | A1110 477 | 21.12 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Ct: September 2026 Over the Phone Interpretation | | | | | | |
| 3308 | 00000 | LIGHTPATH FIBER | 100583 44834-261001 | | 142808 | 102626 | 2,342.56 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/01/2026 | SEP-CHK: N | DISC: .00 | | | A1681 405 | 1,792.56 | 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Oct 2026 Telephone Svc #44834 | | | | A3120 405 | 510.00 | 1099: |
| | | | | | | | | F8320 405 | 40.00 | 1099: |
| 1949 | 00000 | MARIA ILARDI DES | 100719 1918 | | 142948 | 102626 | 700.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/07/2026 | SEP-CHK: N | DISC: .00 | | | A1410 425 | 700.00 | 1099:7 |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Pleasantville Newsletter Fall 2026 | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 1962 | 00000 | MARSHALL ALARM S | 100597 R108224 | | 142823 | 102626 | 52.95 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A5132 425 | | | 52.95 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Nov 2026 Burglar Alarm Monitoring, Daily Test-DPW | | | | | | | |
| 1962 | 00000 | MARSHALL ALARM S | 100598 R108225 | | 142824 | 102626 | 59.95 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A5132 425 | | | 59.95 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Nov 2026 Fire Alarm Monitoring, Daily Test - DPW | | | | | | | |
| 1962 | 00000 | MARSHALL ALARM S | 100648 R108226 | | 142875 | 102626 | 52.95 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A7220 425 | | | 52.95 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:November 2026 Pool Alarm Monitoring | | | | | | | |
| 1962 | 00000 | MARSHALL ALARM S | 100650 R108228 | | 142876 | 102626 | 59.95 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A7141 425 | | | 59.95 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Nov 2026 Rec Off Fire Alarm Monitoring w/Daily Tst | | | | | | | |
| 1962 | 00000 | MARSHALL ALARM S | 100651 R108227 | | 142877 | 102626 | 82.90 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A7141 425 | | | 82.90 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Nov 26 Rec Ofc Burglar Alarm Open/Close Reports | | | | | | | |
| 16922 | 00000 | MATTHEW BENDER & | 100584 50574221 | | 142809 | 102626 | 68.00 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/23/2026 | SEP-CHK: N | DISC: .00 | | | A1110 473 | | | 68.00 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Ct: NY CRIM Proc Law 2027 | | | | | | | |
| 247 | 00000 | MIVILA CORP. | 100749 848044-2 | | 142979 | 102626 | 45.85 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/02/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | | 45.85 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Replaces EFT#119841 dtd 10/14/26 Sr Nutri Supplies | | | | | | | |
| 247 | 00000 | MIVILA CORP. | 100750 847997-2 | | 142980 | 102626 | 363.15 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/02/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | | 363.15 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Replaces EFT#119841 dtd 10/14/26 Sr Nutri Supplies | | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 247 | 00000 | MIVILA CORP. | 100751 848995-2 | | 142981 | 102626 | 498.80 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/14/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | 498.80 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Replaces EFT#119841 dtd 10/14/26 Sr Nutri Supplies | | | | | | |
| 247 | 00000 | MIVILA CORP. | 100752 850246-2 | | 142982 | 102626 | 277.15 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/23/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | 277.15 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Replaces EFT#119841 dtd 10/14/26 Sr Nutri Supplies | | | | | | |
| 247 | 00000 | MIVILA CORP. | 100753 850375-2 | | 142983 | 102626 | 67.40 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/24/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | 67.40 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Replaces EFT#119841 dtd 10/14/26 Sr Nutri Supplies | | | | | | |
| 18390 | 00000 | MOUNT KISCO TRUC | 100599 812307 | | 142825 | 102626 | 161.52 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: N | DISC: .00 | | | P8160 420 | | 161.52 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #9 Refuse: Battery Cable Harness & Clips | | | | | | |
| 19800 | 00000 | NIC SYSTEMS CORP | 100600 I26-482 | | 142826 | 102626 | 114.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: N | DISC: .00 | | | F8340 481 | | 114.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Oct-Dec 2026 Verizon Wireless Pville Pit-Millwood | | | | | | |
| 2344 | 00000 | NIELSEN FORD OF | 100601 548691 FOW | | 142827 | 102626 | 1,164.94 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/01/2026 | SEP-CHK: N | DISC: .00 | | | A5132 406 | | 1,164.94 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Shop: Interface for Ford Diagnostic Software | | | | | | |
| 2344 | 00000 | NIELSEN FORD OF | 100744 549718 FOW | | 142974 | 102626 | 242.52 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/10/2026 | SEP-CHK: N | DISC: .00 | | | A3120 420 | | 242.52 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:PD: Engine Oil Filters and Wiper Blades Stock | | | | | | |
| 19894 | 00000 | NJ E-Z PASS VIOL | 100656 T132686317050 | | 142882 | 102626 | 54.10 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/05/2026 | SEP-CHK: N | DISC: .00 | | | A8140 406 | | 54.10 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:9/23/26 Veh#18 pickup Catch Basins for Storm Sewer | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 2437 | 00000 | BRUCE DUBOIS | 100602 8898 | | 142828 | 102626 | 134.67 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/06/2026 | SEP-CHK: N | DISC: .00 | | | A5132 406 | | 134.67 1099:7 |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Shop: Nitrile Gloves, Grip Gloves, Blue Towels | | | | | | |
| 1890 | 00000 | OPTIMUM | 100722 07882381177010-1126 | | 142949 | 102626 | 23.18 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: Y | DISC: .00 | | | A1681 481 | | 23.18 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:10/16-11/15/26 DPW Cable Boxes (2) #07882381177010 | | | | | | |
| 1890 | 00000 | OPTIMUM | 100723 07882418589013-1026 | | 142952 | 102626 | 112.66 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: Y | DISC: .00 | | | F8340 481 | | 112.66 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC: | | | | | | |
| 1890 | 00000 | OPTIMUM | 100724 07882407223010-1026 | | 142953 | 102626 | 126.16 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: Y | DISC: .00 | | | F8340 481 | | 126.16 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:10/16/25-11/15/26 327 S. Bedford Rd Internet-07882 | | | | | | |
| 1890 | 00000 | OPTIMUM | 100725 07882008175024-1026 | | 142954 | 102626 | 176.71 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: Y | DISC: .00 | | | A7220 415 | | 176.71 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:10/16/26-11/15/26 Pool Wi-Fi & Phone 0788200817502 | | | | | | |
| 1890 | 00000 | OPTIMUM | 100727 07882392898019-1026 | | 142956 | 102626 | 178.03 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: Y | DISC: .00 | | | A1681 405 | | 41.19 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:10/16/26-11/15/26 DPW Modem 078823928980 | | | | A1681 481 | | 47.83 1099: |
| | | | | | | | | F8320 405 | | 41.19 1099: |
| | | | | | | | | F8340 481 | | 47.82 1099: |
| 1890 | 00000 | OPTIMUM | 100729 07882407219019-1026 | | 142958 | 102626 | 184.95 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: Y | DISC: .00 | | | A1681 481 | | 110.97 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:10/16/26-11/15/26 VH DSL 07882407219019 | | | | F1681 481 | | 55.49 1099: |
| | | | | | | | | P1681 481 | | 18.49 1099: |
| 21530 | 00000 | PECKHAM INDUSTRI | 100654 1314689 | | 142880 | 102626 | 856.98 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/30/2026 | SEP-CHK: N | DISC: .00 | | | A5110 430 | | 856.98 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:9/30/26 Type 3 Binder 6.91 tons-Hobby Street | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 21530 | 00000 | PECKHAM INDUSTRI | 100655 1317218 | | 142881 | 102626 | 415.16 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/07/2026 | SEP-CHK: N DISC: .00 | | | | | A5110 430 | | 207.58 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:10/7/26 Type 7F3 2.99tons-Weskora,King,L | | | | | F8340 430 | | 207.58 1099: |
| 3560 | 00000 | PKF O'CONNOR DAV | 100748 1099479 | 2027130 | 142978 | 102626 | 34,725.00 | .00 | 11,575.00 | |
| CASH A | | 2027/05 INV 09/30/2026 | SEP-CHK: N DISC: .00 | | | | | A1110 419 | | 2,604.37 1099:7 |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:FYE 2026 Audit Fee 75% | | | | | A1320 419 | | 19,272.38 1099:7 |
| | | | | | | | | F8310 419 | | 9,636.19 1099:7 |
| | | | | | | | | P8160 419 | | 3,212.06 1099:7 |
| 22670 | 00000 | PLEASANTVILLE UN | 100585 2627103 | 2027091 | 142810 | 102626 | 2,800.00 | .00 | 19,680.00 | |
| CASH A | | 2027/05 INV 10/01/2026 | SEP-CHK: N DISC: .00 | | | | | A7330 456 | | 2,800.00 1099: |
| ACCT 0200 | | DEPT 7020 DUE 10/26/2026 | DESC:Sept 26 Monthly Custodial Fees for Panther Club | | | | | | | |
| 673 | 00000 | POWERPAK CIVIL & | 100603 566359 | | 142829 | 102626 | 320.40 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/24/2026 | SEP-CHK: N DISC: .00 | | | | | A5110 406 | | 320.40 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Hwy: Orange Winter Gloves, Gloves with PU Palm | | | | | | | |
| 673 | 00000 | POWERPAK CIVIL & | 100690 565212 | | 142917 | 102626 | 370.80 | .00 | .00 | |
| CASH A | | 2027/05 INV 09/17/2026 | SEP-CHK: N DISC: .00 | | | | | F8340 406 | | 370.80 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Water: Green & Blue Marking Paint, Nitrile Gloves | | | | | | | |
| 2515 | 00000 | BLUETRITON BRAND | 100589 16J0442180030 | | 142814 | 102626 | 62.94 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/06/2026 | SEP-CHK: Y DISC: .00 | | | | | A7020 406 | | 62.94 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Rec:GalWater(4),ColdCups(1),Delvry Fee-Sept 26 | | | | | | | |
| 24112 | 00000 | RESCUESTUFF INC | 100745 43345 | | 142975 | 102626 | 545.00 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/15/2026 | SEP-CHK: N DISC: .00 | | | | | A3120 444 | | 545.00 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:PD: Sergeants, Lieutenant, & Chief Shields-Qty 4 | | | | | | | |
| 24550 | 00000 | ROTARY CLUB OF P | 100730 2026-05-20-Alvarez | | 142959 | 102626 | 225.00 | .00 | .00 | |
| CASH A | | 2027/05 INV 05/20/2026 | SEP-CHK: N DISC: .00 | | | | | A1010 411 | | 225.00 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:7/1/26-6/30/27 Member Dues - Alvarez | | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 24954 | 00000 | SAL'S PIZZA & PA | 100620 106281 | | 142846 | 102626 | 52.60 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/09/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | | 52.60 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Sr:10/9/26 Lunch- 1 Sm, 1Lg Pizza- 2 Lg Salads | | | | | | | |
| 24954 | 00000 | SAL'S PIZZA & PA | 100731 106950 | | 142960 | 102626 | 40.70 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/16/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | | 40.70 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Sr:10/16/26 Lunch-2 Sm Pizza, 1Lg Salad | | | | | | | |
| 25056 | 00000 | SANITATION EQUIP | 100691 70472 | | 142919 | 102626 | 179.91 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/01/2026 | SEP-CHK: N | DISC: .00 | | | P8160 420 | | | 179.91 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Veh #9 Refuse: PTO Pancake Valve | | | | | | | |
| 3977 | 00000 | SHOPRITE SUPERMA | 100604 01990779261 | | 142830 | 102626 | 2.99 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/04/2026 | SEP-CHK: N | DISC: .00 | | | A5110 406 | | | 2.99 1099: |
| ACCT 0200 | | DEPT 5010 DUE 10/26/2026 | DESC:Hwy: Degreaser Dish Soap | | | | | | | |
| 3977 | 00000 | SHOPRITE SUPERMA | 100621 02760208625 | | 142847 | 102626 | 59.43 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/06/2026 | SEP-CHK: N | DISC: .00 | | | A7330 406 | | | 59.43 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Panther Club- Halloween Crafts | | | | | | | |
| 3977 | 00000 | SHOPRITE SUPERMA | 100622 02760449892 | | 142848 | 102626 | 4.41 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/08/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | | 4.41 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Sr: Nutrition Supplies Program | | | | | | | |
| 3977 | 00000 | SHOPRITE SUPERMA | 100623 02760199068 | | 142849 | 102626 | 15.66 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/12/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | | 15.66 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Sr: Nutrition Supplies Program | | | | | | | |
| 3977 | 00000 | SHOPRITE SUPERMA | 100624 02760215346 | | 142850 | 102626 | 17.52 | .00 | .00 | |
| CASH A | | 2027/05 INV 10/13/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | | 17.52 1099: |
| ACCT 0200 | | DEPT 1325 DUE 10/26/2026 | DESC:Sr: Nutrition Supplies Program | | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 3977 | 00000 | SHOPRITE SUPERMA | 100664 02760329608 | | 142890 | 102626 | 46.44 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/14/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | 46.44 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Sr: Nutrition Supplies Program | | | | | | |
| 3977 | 00000 | SHOPRITE SUPERMA | 100665 02760443269 | | 142891 | 102626 | 26.77 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | 26.77 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Sr: Nutrition Supplies Program | | | | | | |
| 3977 | 00000 | SHOPRITE SUPERMA | 100732 02760193910 | | 142961 | 102626 | 18.96 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/19/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | 18.96 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Sr: Nutrition Supplies Program | | | | | | |
| 3977 | 00000 | SHOPRITE SUPERMA | 100746 02760210985 | | 142976 | 102626 | 36.91 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/20/2026 | SEP-CHK: N | DISC: .00 | | | A6773 455 | | 36.91 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Sr: Nutrition Supplies Program | | | | | | |
| 26090 | 00000 | SIR SPEEDY PRINT | 100733 20544 | | 142962 | 102626 | 200.21 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/05/2026 | SEP-CHK: N | DISC: .00 | | | A1010 411 | | 200.21 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Newsletter printing 18th Edition Fall 2026 | | | | | | |
| 425 | 00000 | SITEONE LANDSCAP | 100666 171681400-001 | | 142892 | 102626 | 1,315.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/02/2026 | SEP-CHK: N | DISC: .00 | | | A7110 406 | | 1,315.00 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Prk: Parkway Field Grass Mix 50 lb Bag-Qty 10 | | | | | | |
| 157 | 00000 | SPORT-TECH CONST | 100667 2026-57 | 2027111 | 142893 | 102626 | 52,064.25 | .00 | 96,690.75 | |
| CASH A | | 2027/05 | INV 10/09/2026 | SEP-CHK: Y | DISC: .00 | | | H7180 201 27790 | | 52,064.25 1099: |
| ACCT 0200 | | DEPT 7020 | DUE 10/26/2026 | DESC:Nannahagan Basktball Courts Demo 35% | | | | | | |
| 23590 | 00000 | SPRAGUE OPERATIN | 100713 26460001 | | 142942 | 102626 | 10,565.10 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/30/2026 | SEP-CHK: Y | DISC: .00 | | | A5132 422 Fire | | 673.15 1099:7 |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:9/29/26 BioDiesel (B5) 2,100 gal @ $5.03 | | | | A5132 422 | | 3,956.78 1099:7 |
| | | | | | | | | A7110 422 | | 524.27 1099:7 |
| | | | | | | | | P8160 422 | | 5,410.90 1099:7 |

WARRANT: 102626 NEW INVOICES

| VENDOR REMIT NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|
| 26902 00000 STAPLES ADVANTAG | 100625 6076451001 | | 142851 | 102626 | 5.14 | .00 | .00 | |
| CASH A 2027/05 INV 10/07/2026 SEP-CHK: N DISC: .00 | | | | | | A1110 406 | | 5.14 1099: |
| ACCT 0200 DEPT 1325 DUE 10/26/2026 DESC:Ct: Office Supplies-Ethernet Cable | | | | | | | | |
| 26902 00000 STAPLES ADVANTAG | 100734 6076592268 | | 142963 | 102626 | 4.54 | .00 | .00 | |
| CASH A 2027/05 INV 10/09/2026 SEP-CHK: N DISC: .00 | | | | | | A1410 406 | | 4.54 1099: |
| ACCT 0200 DEPT 1325 DUE 10/26/2026 DESC:VC: Highlighters Asst 24pk | | | | | | | | |
| 26902 00000 STAPLES ADVANTAG | 100735 6076592270 | | 142964 | 102626 | 201.49 | .00 | .00 | |
| CASH A 2027/05 INV 10/09/2026 SEP-CHK: N DISC: .00 | | | | | | A1620 406 | | 156.39 1099: |
| ACCT 0200 DEPT 1325 DUE 10/26/2026 DESC:VH: Paper, PpTowels,Labels, PH Notice Le | | | | | | A1410 406 | | 28.34 1099: |
| | | | | | | P8160 406 | | 16.76 1099: |
| 1628 00000 TEAM EJP ROUND L | 100657 6701962 | | 142884 | 102626 | 1,384.67 | .00 | .00 | |
| CASH A 2027/05 INV 10/05/2026 SEP-CHK: N DISC: .00 | | | | | | F8340 406 | | 1,384.67 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:Water: Abandoned Corp Fitting 12"x4" | | | | | | | | |
| 28056 00000 THALLE IND INC | 100658 236618 | | 142885 | 102626 | 520.80 | .00 | .00 | |
| CASH A 2027/05 INV 10/10/2026 SEP-CHK: N DISC: .00 | | | | | | F8340 430 | | 520.80 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:10/6/26 3/4" Stone - Weskora Water Leak | | | | | | | | |
| 3375 00000 THOMAS ENGLISH & | 100612 IO 080526-2171-A | | 142838 | 102626 | 3,386.82 | .00 | .00 | |
| CASH A 2027/05 INV 09/22/2026 SEP-CHK: N DISC: .00 | | | | | | F8330 417 | | 3,386.82 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:8/4,5,7,11,12/26 Water Tanks:Motor,Pump,Floats | | | | | | | | |
| 581 00000 TOLLS BY MAIL | 100692 20103850909 | | 142921 | 102626 | 14.69 | .00 | .00 | |
| CASH A 2027/05 INV 10/06/2026 SEP-CHK: N DISC: .00 | | | | | | A8140 406 | | 14.69 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:Veh #18 pickup Storm Sewer Catch Basins | | | | | | | | |
| 28450 00000 TOWN OF MT PLEAS | 100605 IN: 0059500206-42 | | 142831 | 102626 | 45.00 | .00 | .00 | |
| CASH A 2027/05 INV 10/05/2026 SEP-CHK: N DISC: .00 | | | | | | P8160 420 | | 45.00 1099: |
| ACCT 0200 DEPT 5010 DUE 10/26/2026 DESC:Veh #8 Refuse: NYS Inspection | | | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 28450 | 00000 | TOWN OF MT PLEAS | 100606 IN: 0059500208-44 | | 142832 | 102626 | 45.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/08/2026 | SEP-CHK: N | DISC: .00 | | | A5132 420 | | 45.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #15 Hwy: NYS Inspection | | | | | | |
| 28450 | 00000 | TOWN OF MT PLEAS | 100607 IN: 0059500209-45 | | 142833 | 102626 | 45.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/08/2026 | SEP-CHK: N | DISC: .00 | | | P8160 420 | | 45.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #9 Refuse: NYS Inspection | | | | | | |
| 28450 | 00000 | TOWN OF MT PLEAS | 100659 IN: 0059500202-38 | | 142886 | 102626 | 45.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/25/2026 | SEP-CHK: N | DISC: .00 | | | P8160 420 | | 45.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #10 Refuse: NYS Inspection | | | | | | |
| 28450 | 00000 | TOWN OF MT PLEAS | 100660 IN: 0059500210-46 | | 142887 | 102626 | 20.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: N | DISC: .00 | | | A5132 420 | | 20.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #18 Hwy: NYS Inspection | | | | | | |
| 28450 | 00000 | TOWN OF MT PLEAS | 100661 IN: 0059500211-47 | | 142888 | 102626 | 10.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/15/2026 | SEP-CHK: N | DISC: .00 | | | F8340 420 | | 10.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:Veh #4 Water: NYS Inspection | | | | | | |
| 28450 | 00000 | TOWN OF MT PLEAS | 100668 IN: 0059500207-43 | | 142894 | 102626 | 45.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 10/05/2026 | SEP-CHK: N | DISC: .00 | | | A7110 420 | | 45.00 1099: |
| ACCT 0200 | | DEPT 1325 | DUE 10/26/2026 | DESC:Veh#47 Prks: NYS Annual Inspection | | | | | | |
| 3067 | 00000 | NAF AQUATICS ENT | 100669 1032395 | 2027127 | 142895 | 102626 | 10,850.40 | .00 | .00 | |
| CASH A | | 2027/05 | INV 07/10/2026 | SEP-CHK: N | DISC: .00 | | | A7220 425 | | 10,850.40 1099: |
| ACCT 0200 | | DEPT 7020 | DUE 10/26/2026 | DESC:Extra Main Pool Cleaning-Trah Pump & Powerwash | | | | | | |
| 2197 | 00000 | UDIG NY, INC. | 100608 26091049 | | 142834 | 102626 | 64.00 | .00 | .00 | |
| CASH A | | 2027/05 | INV 09/30/2026 | SEP-CHK: N | DISC: .00 | | | A5110 425 | | 64.00 1099: |
| ACCT 0200 | | DEPT 5010 | DUE 10/26/2026 | DESC:July thru Sept 2026 Late Service Calls | | | | | | |

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT | NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|---|
| 3379 | 00000 | UNIVERSAL TELEVI | 100736 2026-09-18-Bond | | 142965 | 102626 | 2,500.00 | .00 | .00 | |
| CASH A ACCT 0200 | | 2027/05 DEPT 1325 | INV 09/18/2026 DUE 10/26/2026 | SEP-CHK: N DESC:Refund Surety Bond Film Permit | DISC: .00 | | | A 0030 | | 2,500.00 1099: |
| 29664 | 00000 | WALLAUER'S | 100609 209199/1 | | 142835 | 102626 | 656.04 | .00 | .00 | |
| CASH A ACCT 0200 | | 2027/05 DEPT 5010 | INV 10/02/2026 DUE 10/26/2026 | SEP-CHK: N DESC:Hwy Painting Machine: Cable Kit, Pump, Handle Kit | DISC: .00 | | | A5110 406 | | 656.04 1099: |
| 401 | 00000 | WOODARD & CURRAN | 100694 ARIV1000990 | 2027086 | 142923 | 102626 | 37,671.00 | .00 | 523,664.00 | |
| CASH A ACCT 0200 | | 2027/05 DEPT 5010 | INV 10/08/2026 DUE 10/26/2026 | SEP-CHK: Y DESC:Water Distribution System Monitoring p/e 9/12/26 | DISC: .00 | | | H8397 201 27500 | | 37,671.00 1099: |
| 401 | 00000 | WOODARD & CURRAN | 100695 ARIV1001045 | 2026134 | 142924 | 102626 | 9,896.07 | .00 | 143,387.95 | |
| CASH A ACCT 0200 | | 2027/05 DEPT 5010 | INV 10/09/2026 DUE 10/26/2026 | SEP-CHK: Y DESC:Svc Line Inventory & Replacement Plan p/e 9/12/26 | DISC: .00 | | | H8397 201 25580 | | 9,896.07 1099: |
| 401 | 00000 | WOODARD & CURRAN | 100696 ARIV1001266 | 2027085 | 142925 | 102626 | 7,720.00 | .00 | 2,280.00 | |
| CASH A ACCT 0200 | | 2027/05 DEPT 5010 | INV 10/16/2026 DUE 10/26/2026 | SEP-CHK: Y DESC:Engineering Svc:USEPA Community Grant p/e 10/10/26 | DISC: .00 | | | H8397 201 27500 | | 7,720.00 1099: |
| 401 | 00000 | WOODARD & CURRAN | 100697 ARIV1001159 | 2025242 | 142926 | 102626 | 13,474.50 | .00 | 33,318.81 | |
| CASH A ACCT 0200 | | 2027/05 DEPT 5010 | INV 10/13/2026 DUE 10/26/2026 | SEP-CHK: Y DESC:Nannahagan Wall Engineering Services p/e 9/12/26 | DISC: .00 | | | H8140 201 23800 | | 13,474.50 1099: |
| 401 | 00000 | WOODARD & CURRAN | 100728 ARIV1001372 | 2027086 | 142957 | 102626 | 43,363.00 | .00 | 523,664.00 | |
| CASH A ACCT 0200 | | 2027/05 DEPT 5010 | INV 10/20/2026 DUE 10/26/2026 | SEP-CHK: Y DESC:Water Distribution System Modeling p/e 10/10/26 | DISC: .00 | | | H8397 201 27500 | | 43,363.00 1099: |
| 851 | 00000 | ZWILLING J.A. HE | 100613 StOpening-18-2026 | | 142839 | 102626 | 3,750.00 | .00 | .00 | |
| CASH A ACCT 0200 | | 2027/05 DEPT 5010 | INV 08/10/2026 DUE 10/26/2026 | SEP-CHK: Y DESC:Refund Escrow on Permit #18-2026 | DISC: .00 | | | A 0031 | | 3,750.00 1099: |

167 APPROVED UNPAID INVOICES TOTAL 328,978.36

WARRANT: 102626 NEW INVOICES

| VENDOR | REMIT NAME | DOCUMENT INVOICE | PO | VOUCHER | WARRANT | NET AMOUNT | EXCEEDS PO BY | PO BALANCE | CHK/WIRE |
|---|---|---|---|---|---|---|---|---|---|
| APPROVED PAID INVOICES | | | | | | | | | |
| 14459 | 00000 JP MORGAN CHASE | 100738 CC-2026-10-05-0071 | | 142968 | 102626 | 51.64 | .00 | .00 | 119865 |
| CASH A | 2027/05 INV 10/05/2026 | SEP-CHK: N DISC: .00 | | | | | A3620 422 | | 51.64 1099: |
| ACCT 0200 | DEPT 1325 DUE 10/26/2026 | DESC:Bldg:Code Enfmt EvCharge- AMPUP EV Charging Leaf | | | | | | | |
| 14459 | 00000 JP MORGAN CHASE | 100739 CC-2026-10-05-9680 | | 142969 | 102626 | 49.15 | .00 | .00 | 119865 |
| CASH A | 2027/05 INV 10/05/2026 | SEP-CHK: N DISC: .00 | | | | | A5110 406 | | 49.15 1099: |
| ACCT 0200 | DEPT 1325 DUE 10/26/2026 | DESC:DPW:Expansion Joints, Wire Mesh-Hobby St. Sidewalk | | | | | | | |
| 14459 | 00000 JP MORGAN CHASE | 100740 CC-2026-10-05-7853 | | 142970 | 102626 | 1,204.88 | .00 | .00 | 119865 |
| CASH A | 2027/05 INV 10/05/2026 | SEP-CHK: N DISC: .00 | | | | | A3010 403 | | 1,000.00 1099: |
| ACCT 0200 | DEPT 1325 DUE 10/26/2026 | DESC:Airfare(Gilmartin/Wollman) Training, Del | | | | | A3120 403 | | 108.13 1099: |
| | | | | | | | A3120 425 | | 96.75 1099: |
| 14459 | 00000 JP MORGAN CHASE | 100741 CC-2026-10-05-9808 | | 142971 | 102626 | 363.70 | .00 | .00 | 119865 |
| CASH A | 2027/05 INV 10/05/2026 | SEP-CHK: N DISC: .00 | | | | | A7313 406 | | 22.96 1099: |
| ACCT 0200 | DEPT 1325 DUE 10/26/2026 | DESC:Spec Events-Candy Yth Prog Craft, Bingo | | | | | A7324 406 | | 243.09 1099: |
| | | | | | | | A7330 406 | | 18.65 1099: |
| | | | | | | | A7330 425 | | 37.90 1099: |
| | | | | | | | A7622 406 | | 41.10 1099: |
| 14459 | 00000 JP MORGAN CHASE | 100742 CC-2026-10-05-6105 | | 142972 | 102626 | 3,007.00 | .00 | .00 | 119865 |
| CASH A | 2027/05 INV 10/05/2026 | SEP-CHK: N DISC: .00 | | | | | A1010 411 | | 2,997.00 1099: |
| ACCT 0200 | DEPT 1325 DUE 10/26/2026 | DESC:VH Updated Owl & Equipment, Accident Rep | | | | | P8160 425 | | 10.00 1099: |
| 5 APPROVED PAID INVOICES | | | TOTAL | | | 4,676.37 | | | |
| 172 INVOICE(S) | | | REPORT POST TOTAL | | | 333,654.73 | | | |

WARRANT: 102626

ACCOUNT DISTRIBUTION SUMMARY

| YR/PER | ORG | ACCOUNT | | DESCRIPTION | AMOUNT | | REMAINING BUDGET |
|---|---|---|---|---|---|---|---|
| 2027 05 | A | A | -0-00-0000-0-0030 - | Guaranty & Bid | 5,000.00 | BAL | .00 |
| | A | A | -0-00-0000-0-0031 - | Street Opening | 10,150.00 | BAL | .00 |
| | A | A | -0-00-0000-0-0033 -T0972 | 1 Campus Dr - R | 6,148.53 | BAL | .00 |
| | A | A | -0-00-0000-0-0033 -T0975 | 70 Memorial Pla | 581.92 | BAL | .00 |
| | A | A | -0-00-0000-0-0033 -T0976 | 35 Pleasantvill | 1,241.92 | BAL | .00 |
| | A | A | -0-00-0000-0-0033 -T0977 | 147 Bedford Rd | 526.92 | BAL | .00 |
| | A1010 | A | -1-10-1010-1-411 - | Misc | 3,422.21 | | 683.90 |
| | A1110 | A | -1-11-1110-9-406 - | Supplies | 5.14 | | 4,650.40 |
| | A1110 | A | -1-11-1110-9-419 - | Auditing Servic | 2,604.37 | | 165.50 |
| | A1110 | A | -1-11-1110-9-473 - | Dues & Subscrip | 68.00 | | 1,472.00 |
| | A1110 | A | -1-11-1110-9-477 - | Interpreter | 771.12 | | 4,451.01 |
| | A1110 | A | -1-11-1110-9-490 - | Bank Fees | 212.52 | | 2,510.82 |
| | A1320 | A | -1-13-1320-5-419 - | Auditing Servic | 19,272.38 | | 1,221.50 |
| | A1410 | A | -1-14-1410-6-406 - | Supplies | 32.88 | | 541.02 |
| | A1410 | A | -1-14-1410-6-425 - | Outside Service | 1,100.00 | | 6,275.00 |
| | A1420 | A | -1-14-1420-1-400 - | Law Contractual | 4,664.00 | | 105,461.50 |
| | A1620 | A | -1-16-1620-1-406 - | Supplies | 156.39 | | 3,562.61 |
| | A1620 | A | -1-16-1620-1-416 - | Fuel (Natural G | 150.87 | | 12,624.75 |
| | A1620 | A | -1-16-1620-1-429 - | Cleaning Servic | 8,507.90 | | 60,864.56 |
| | A1681 | A | -1-14-1681-1-405 - | Telephone | 1,833.75 | | 24,525.55 |
| | A1681 | A | -1-14-1681-1-481 - | LightPath -High | 181.98 | | 7,258.53 |
| | A1681 | A | -1-14-1681-1-485 - | Consulting Serv | 7,762.40 | | 29,399.86 |
| | A3010 | A | -3-30-3010-3-403 - | Conference/Trai | 1,000.00 | | 4,737.74 |
| | A3120 | A | -3-31-3120-3-403 - | Conference/Trai | 108.13 | | 9,147.23 |
| | A3120 | A | -3-31-3120-3-405 - | Telephone | 510.00 | | 5,010.00 |
| | A3120 | A | -3-31-3120-3-406 - | Supplies | 51.68 | | 18,952.47 |
| | A3120 | A | -3-31-3120-3-420 - | Vehicle Repair | 326.86 | | 11,080.39 |
| | A3120 | A | -3-31-3120-3-421 - | Radio Purchase/ | 303.01 | | 658.20 |
| | A3120 | A | -3-31-3120-3-425 - | Outside Service | 96.75 | | 2,417.75 |
| | A3120 | A | -3-31-3120-3-444 - | Uniforms | 545.00 | | 737.12 |
| | A3320 | A | -3-33-3320-3-400 - | Parking Contrac | 2,764.50 | | 8,925.50 |
| | A3620 | A | -3-36-3620-8-422 - | Vehicle Fuel | 51.64 | | 390.57 |
| | A5010 | A | -5-50-5010-2-406 - | Supplies | 497.48 | | 3,691.70 |
| | A5110 | A | -5-51-5110-2-406 - | Supplies | 1,028.58 | | 8,535.27 |
| | A5110 | A | -5-51-5110-2-425 - | Outside Service | 64.00 | | -3,052.00 |
| | A5110 | A | -5-51-5110-2-430 - | Patching Materi | 1,064.56 | | 6,696.43 |
| | A5110 | A | -5-51-5110-2-444 - | Uniforms | 201.15 | | 6,052.95 |
| | A5132 | A | -5-51-5132-2-406 - | Supplies | 2,100.15 | | 22,633.36 |
| | A5132 | A | -5-51-5132-2-415 - | Utilities | 79.39 | | 29,914.68 |
| | A5132 | A | -5-51-5132-2-417 - | Repairs & Maint | 155.29 | | 11,699.89 |
| | A5132 | A | -5-51-5132-2-420 - | Vehicle Repair | 1,882.82 | | 24,619.07 |
| | A5132 | A | -5-51-5132-2-422 - | Vehicle Fuel | 3,956.78 | | 26,539.61 |
| | A5132 | A | -5-51-5132-2-422 -Fire | Gas & Diesel- F | 673.15 | | 5,439.92 |
| | A5132 | A | -5-51-5132-2-425 - | Outside Service | 365.25 | | 6,391.54 |
| | A5132 | A | -5-51-5132-2-444 - | Uniforms | 54.06 | | 600.99 |
| | A5132 | A | -5-51-5132-2-488 - | Software Suppor | 880.00 | | 7,006.61 |
| | A6771 | A | -6-67-6771-7-416 - | Fuel (Natural G | 62.56 | | 1,695.73 |
| | A6771 | A | -6-67-6771-7-420 - | Vehicle Repair | 109.37 | | 4,637.39 |
| | A6771 | A | -6-67-6771-7-455 - | Program Supplie | 197.12 | | 1,639.95 |
| | A6773 | A | -6-67-6773-7-455 - | Program Supplie | 2,339.74 | | 23,504.47 |
| | A7020 | A | -7-70-7020-4-406 - | Supplies | 62.94 | | 2,596.14 |

WARRANT: 102626

ACCOUNT DISTRIBUTION SUMMARY

| YR/PER | ORG | ACCOUNT | | DESCRIPTION | AMOUNT | REMAINING BUDGET |
|---|---|---|---|---|---|---|
| A7110 | A | -7-71-7110-4-406 | - | Supplies | 1,609.04 | 61,154.48 |
| A7110 | A | -7-71-7110-4-415 | - | Utilities | 580.27 | 36,076.23 |
| A7110 | A | -7-71-7110-4-420 | - | Vehicle Repair | 205.46 | 7,184.88 |
| A7110 | A | -7-71-7110-4-422 | - | Vehiicle Fuel | 524.27 | 5,807.50 |
| A7110 | A | -7-71-7110-4-425 | - | Outside Service | 337.50 | 43,979.00 |
| A7110 | A | -7-71-7110-4-444 | - | Uniforms | 94.34 | 2,303.77 |
| A7141 | A | -7-71-7141-4-425 | - | RecMarble Outsi | 142.85 | 1,719.25 |
| A7142 | A | -7-71-7142-4-415 | - | RecLakeSt - Uti | 132.29 | 12,196.10 |
| A7220 | A | -7-72-7220-4-406 | - | Supplies | 337.11 | 33,968.63 |
| A7220 | A | -7-72-7220-4-415 | - | Utilities | 312.11 | 5,893.16 |
| A7220 | A | -7-72-7220-4-425 | - | Outside Service | 10,903.35 | -7,387.63 |
| A7313 | A | -7-73-7313-4-406 | - | Supplies | 51.74 | 6,731.00 |
| A7324 | A | -7-73-7324-4-406 | - | Supplies | 317.97 | 9,611.68 |
| A7330 | A | -7-73-7330-4-406 | - | Supplies | 437.63 | 4,460.04 |
| A7330 | A | -7-73-7330-4-425 | - | Outside Service | 37.90 | 3,300.85 |
| A7330 | A | -7-73-7330-4-456 | - | Custodial Servi | 2,800.00 | -1,155.00 |
| A7550 | A | -7-75-7550-1-400 | -Fstvl | Festival Expend | 12.00 | -24,335.89 |
| A7622 | A | -7-76-7622-4-406 | - | Supplies | 41.10 | 3,967.27 |
| A7622 | A | -7-76-7622-4-425 | - | Outside Service | 945.00 | 8,055.00 |
| A8140 | A | -8-81-8140-2-406 | - | Supplies | 68.79 | 6,083.49 |
| A8410 | A | -5-56-8410-2-415 | - | Utilities | 1,329.52 | 9,937.84 |
| A8560 | A | -8-85-8560-4-400 | - | Shade Trees Con | 350.00 | 11,950.00 |
| A9065 | A | -9-90-9065-5-800 | - | Emp Benefit - D | 15,416.35 | 99,965.31 |
| F1681 | F | -1-14-1681-1-481 | - | LightPath -High | 55.49 | 2,094.55 |
| F1681 | F | -1-14-1681-1-485 | - | Consulting Serv | 369.60 | 11,848.10 |
| F8310 | F | -8-83-8310-2-406 | - | Supplies | 174.24 | 5,196.44 |
| F8310 | F | -8-83-8310-2-419 | - | Auditing Servic | 9,636.19 | 610.75 |
| F8320 | F | -8-83-8320-2-405 | - | Telephone | 81.19 | 645.81 |
| F8320 | F | -8-83-8320-2-416 | - | Fuel (Natural G | 70.64 | 510.13 |
| F8330 | F | -8-83-8330-2-407 | - | Maintenance/Mai | 4,526.00 | 94.00 |
| F8330 | F | -8-83-8330-2-417 | - | Repairs & Maint | 3,386.82 | -3,386.82 |
| F8340 | F | -8-83-8340-2-406 | - | Supplies | 1,809.22 | 44,692.01 |
| F8340 | F | -8-83-8340-2-420 | - | Vehicle Repair | 197.27 | 3,440.73 |
| F8340 | F | -8-83-8340-2-425 | - | Outside Service | 145.00 | -36,663.19 |
| F8340 | F | -8-83-8340-2-430 | - | Patching Materi | 728.38 | 11,308.93 |
| F8340 | F | -8-83-8340-2-444 | - | Uniforms | 134.26 | 2,702.52 |
| F8340 | F | -8-83-8340-2-481 | - | LightPath -High | 400.64 | 3,439.37 |
| F9065 | F | -9-90-9065-5-800 | - | Emp Benefit - D | 1,208.53 | 8,360.54 |
| H7180 | H | -0-00-7180-4-201 | -27790 | Nannahagan Cour | 52,064.25 | -148,755.00 |
| H8140 | H | -0-00-8140-1-201 | -23800 | Nannahagan Broo | 13,474.50 | 371,566.75 |
| H8397 | H | -0-00-8397-2-201 | -25580 | Lead Service Li | 9,896.07 | 5,001.96 |
| H8397 | H | -0-00-8397-2-201 | -27500 | Water Tanks Rpl | 88,754.00 | -659,580.00 |
| P1681 | P | -1-14-1681-1-481 | - | LightPath -High | 18.49 | 587.55 |
| P8160 | P | -0-00-8160-2-406 | - | Supplies | 152.02 | 2,816.92 |
| P8160 | P | -0-00-8160-2-419 | - | Auditing Servic | 3,212.06 | 204.25 |
| P8160 | P | -0-00-8160-2-420 | - | Vehicle Repair | 3,753.22 | 30,018.39 |
| P8160 | P | -0-00-8160-2-422 | - | Vehicle Fuel | 5,410.90 | 12,165.05 |
| P8160 | P | -0-00-8160-2-425 | - | Outside Service | 10.00 | 120.00 |
| P8160 | P | -0-00-8160-2-444 | - | Uniforms | 61.70 | 2,566.13 |
| P9065 | P | -0-00-9065-5-800 | - | Emp Benefit - D | 1,010.30 | 6,955.59 |

WARRANT: 102626

ACCOUNT DISTRIBUTION SUMMARY

| YR/PER | ORG | ACCOUNT | DESCRIPTION | AMOUNT | REMAINING BUDGET |
|---|---|---|---|---|---|
| | | | REPORT TOTALS | 333,654.73 | |

DATE: 10/21/2026 WARRANT 102626

Authorization for Payment

To Whom it Concerns:

I hereby certify that the vouchers on this abstract dated _____ and consisting of these _____ pages were audited and allowed in the amounts shown.

_____ _____

Authorized Official Date

CLERK: 1429ader

| YEAR PER JNL SRC ACCOUNT | EFF DATE | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC / LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|---|
| 2027 5 184 | | | | | | | | | | |
| API A1681-485 | | | | | | Consulting Services | | | 704.90 | |
| | 10/26/2026 | W 102626 | 000997 | | 100699 | Oct 26 Mon IT Network Supp Svc | | | | |
| API F1681-485 | | | | | | Consulting Services | | | 302.10 | |
| | 10/26/2026 | W 102626 | 000997 | | 100699 | Oct 26 Mon IT Network Supp Svc | | | | |
| API A1681-485 | | | | | | Consulting Services | | | 7,057.50 | |
| | 10/26/2026 | W 102626 | 000997 | | 100700 | Sept 2026 Monthly Site Mainten | | | | |
| API F1681-485 | | | | | | Consulting Services | | | 67.50 | |
| | 10/26/2026 | W 102626 | 000997 | | 100700 | Sept 2026 Monthly Site Mainten | | | | |
| API A5132-425 | | | | | | Outside Service | | | 145.00 | |
| | 10/26/2026 | W 102626 | 001020 | | 100588 | 10/2/26 Hwy/Water: Air Quality | | | | |
| API F8340-425 | | | | | | Outside Service | | Y | 145.00 | |
| | 10/26/2026 | W 102626 | 001020 | | 100588 | 10/2/26 Hwy/Water: Air Quality | | | | |
| API A6771-420 | | | | | | Vehicle Repair & Maintenance | | | 77.56 | |
| | 10/26/2026 | W 102626 | 001209 | | 100569 | Veh#39 Sr: Mobil Oil 5W20 5 Qt | | | | |
| API A6771-420 | | | | | | Vehicle Repair & Maintenance | | | 77.94 | |
| | 10/26/2026 | W 102626 | 001209 | | 100570 | Veh#39 Sr: Mobil Oil 5W30 5 Qt | | | | |
| API A5132-406 | | | | | | Supplies | | | 7.46 | |
| | 10/26/2026 | W 102626 | 001209 | | 100581 | Shop: Battery for Oil Delivery | | | | |
| API A6771-420 | | | | | | Vehicle Repair & Maintenance | | | | 77.94 |
| | 10/26/2026 | CRED MEMO | 001209 | | 100572 | Veh#39 Sr: Cr Memo Mobil Oil 5 | | | | |
| API P8160-420 | | | | | | Vehicle Repair & Maintenance | | | 26.36 | |
| | 10/26/2026 | W 102626 | 001209 | | 100586 | Veh #9 Refuse: Wiper Blades | | | | |
| API A5132-420 | | | | | | Vehicle Repair & Maintenance | | | 85.95 | |
| | 10/26/2026 | W 102626 | 001209 | | 100587 | Veh #2 DPW: Oil 5W-20 | | | | |
| API A3120-420 | | | | | | Vehicle Repair & Maintenance | | | 6.78 | |
| | 10/26/2026 | W 102626 | 001209 | | 100626 | Veh#52 PD: Oil Filter Qty-1 | | | | |
| API A3120-420 | | | | | | Vehicle Repair & Maintenance | | | 77.56 | |
| | 10/26/2026 | W 102626 | 001209 | | 100627 | Veh#52 PD: Mobil 1 5W20 Oil 5Q | | | | |
| API F8340-420 | | | | | | Vehicle Repair & Maintenance | | | 115.53 | |
| | 10/26/2026 | W 102626 | 001209 | | 100671 | Veh #3 & 5 Water:Engine Oil 0W | | | | |
| API A5132-406 | | | | | | Supplies | | | 41.94 | |
| | 10/26/2026 | W 102626 | 001209 | | 100672 | Shop: Washer Fluid | | | | |
| API F8340-420 | | | | | | Vehicle Repair & Maintenance | | | 29.80 | |
| | 10/26/2026 | W 102626 | 001209 | | 100673 | Veh #3 Water: Wiper Blades | | | | |
| API F8340-420 | | | | | | Vehicle Repair & Maintenance | | | 41.94 | |
| | 10/26/2026 | W 102626 | 001209 | | 100693 | Veh #5 Water: Key Fob Batterie | | | | |
| API A5132-406 | | | | | | Supplies | | | 45.00 | |
| | 10/26/2026 | W 102626 | 001600 | | 100590 | September 2026 Tank Rental | | | | |
| API A7313-406 | | | | | | Supplies | | | 28.78 | |
| | 10/26/2026 | W 102626 | 000803 | | 100573 | Panther Supp- Paper, Latching | | | | |
| API A7330-406 | | | | | | Supplies | | | 359.55 | |
| | 10/26/2026 | W 102626 | 000803 | | 100573 | Panther Supp- Paper, Latching | | | | |
| API A3120-406 | | | | | | Supplies | | | 30.70 | |
| | 10/26/2026 | W 102626 | 000803 | | 100574 | PD: Crossing Guard Vests Qty 2 | | | | |
| API A3120-406 | | | | | | Supplies | | | | 48.99 |
| | 10/26/2026 | CRED MEMO | 000803 | | 100628 | PD: Credit Memo for Stop Signs | | | | |
| API A5132-406 | | | | | | Supplies | | | 199.00 | |

| YEAR PER JNL SRC ACCOUNT EFF DATE | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC / LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|
| 10/26/2026 W 102626 | | 000803 | | 100640 | Shop: Cordless Rachet | | | | |
| API A5132-420 | | | | | Vehicle Repair & Maintenance | | | 125.99 | |
| 10/26/2026 W 102626 | | 000803 | | 100701 | Veh#47 Prks:LED Light Pods, Ve | | | | |
| API A7110-420 | | | | | Vehicle Repair & Maintenance | | | 160.46 | |
| 10/26/2026 W 102626 | | 000803 | | 100701 | Veh#47 Prks:LED Light Pods, Ve | | | | |
| API A6771-455 | | | | | Program Supplies | | | 197.12 | |
| 10/26/2026 W 102626 | | 000803 | | 100743 | Sr:Prog Supp: Beads,Pipe Clean | | | | |
| API A5010-406 | | | | | Supplies | | | 149.00 | |
| 10/26/2026 W 102626 | | 002897 | | 100591 | DPW:Oct 2026 Water Dispenser R | | | | |
| API A-0030 | | | | | Guaranty & Bid Deposits | | | 2,500.00 | |
| 10/26/2026 W 102626 | | 003378 | | 100704 | Refund Film Permit Surety Bond | | | | |
| API A3120-421 | | | | | Radio Purchase/Repairs | | | 303.01 | |
| 10/26/2026 W 102626 | | 002697 | | 100629 | 9/5/26-10/4/26 AT&T First Net | | | | |
| API A7220-406 | | | | | Supplies | | | 337.11 | |
| 10/26/2026 W 102626 | | 002442 | | 100630 | Rec: Ladder Tread, Test Tubes | | | | |
| API A6771-420 | | | | | Vehicle Repair & Maintenance | | | 31.81 | |
| 10/26/2026 W 102626 | | 003660 | | 100575 | Bus 39 Sr: Mouse Traps and Bai | | | | |
| API A7110-406 | | | | | Supplies | | | 107.99 | |
| 10/26/2026 W 102626 | | 003660 | | 100631 | Prks: Paint Supplies | | | | |
| API A5132-420 | | | | | Vehicle Repair & Maintenance | | | 544.89 | |
| 10/26/2026 W 102626 | | 002345 | | 100641 | Veh #66 Hwy: Cylinder Resealed | | | | |
| API A7550-400-Fstvl | | | | | Festival Expenditures | | Y | 12.00 | |
| 10/26/2026 W 102626 | | 000710 | | 100705 | 2026 Licensing Fee | | | | |
| API A7324-406 | | | | | Supplies | | | 74.88 | |
| 10/26/2026 W 102626 | | 002726 | | 100706 | Yth Prog Bingo 3rd & 4th Happy | | | | |
| API A-0033-T0977 | | | | | 147 Bedford Rd - Accy Apt | | | 526.92 | |
| 10/26/2026 W 102626 | | 004739 | | 100707 | 9/1-9/30/26 Prf. Svcs 147 Bedf | | | | |
| API A-0033-T0975 | | | | | 70 Memorial Plaza - Caffe Nero | | | 581.92 | |
| 10/26/2026 W 102626 | | 004739 | | 100708 | 9/1-9/30/26 Prf. Svcs Cafe Ner | | | | |
| API A-0033-T0976 | | | | | 35 Pleasantville Rd - DS Pleas | | | 1,241.92 | |
| 10/26/2026 W 102626 | | 004739 | | 100710 | 9/1-9/30/26 Prf. Svcs. 35 Plea | | | | |
| API A-0033-T0972 | | | | | 1 Campus Dr - Rezone & ResDev | | | 6,148.53 | |
| 10/26/2026 W 102626 | | 004739 | | 100712 | 9/1-9/30/2026-Prf. Svcs. Plea | | | | |
| API A5110-444 | | | | | Uniforms | | | 104.04 | |
| 10/26/2026 W 102626 | | 000499 | | 100720 | 9/8/26 Uniforms and Shop Towel | | | | |
| API A5132-425 | | | | | Outside Service | | | 3.80 | |
| 10/26/2026 W 102626 | | 000499 | | 100720 | 9/8/26 Uniforms and Shop Towel | | | | |
| API A5132-444 | | | | | Uniforms | | | 27.03 | |
| 10/26/2026 W 102626 | | 000499 | | 100720 | 9/8/26 Uniforms and Shop Towel | | | | |
| API A7110-444 | | | | | Uniforms | | | 47.17 | |
| 10/26/2026 W 102626 | | 000499 | | 100720 | 9/8/26 Uniforms and Shop Towel | | | | |
| API F8340-444 | | | | | Uniforms | | | 66.94 | |
| 10/26/2026 W 102626 | | 000499 | | 100720 | 9/8/26 Uniforms and Shop Towel | | | | |
| API P8160-444 | | | | | Uniforms | | | 30.85 | |
| 10/26/2026 W 102626 | | 000499 | | 100720 | 9/8/26 Uniforms and Shop Towel | | | | |
| API A5110-444 | | | | | Uniforms | | | 97.11 | |
| 10/26/2026 W 102626 | | 000499 | | 100721 | 10/19/26 Uniforms and Shop Tow | | | | |
| API A5132-425 | | | | | Outside Service | | | 3.80 | |
| 10/26/2026 W 102626 | | 000499 | | 100721 | 10/19/26 Uniforms and Shop Tow | | | | |

| YEAR PER SRC ACCOUNT | EFF DATE | JNL | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC / LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| API A5132-444 | | | | | | | Uniforms | | | 27.03 | |
| | 10/26/2026 | W | 102626 | 000499 | | 100721 | 10/19/26 Uniforms and Shop Tow | | | | |
| API A7110-444 | | | | | | | Uniforms | | | 47.17 | |
| | 10/26/2026 | W | 102626 | 000499 | | 100721 | 10/19/26 Uniforms and Shop Tow | | | | |
| API F8340-444 | | | | | | | Uniforms | | | 67.32 | |
| | 10/26/2026 | W | 102626 | 000499 | | 100721 | 10/19/26 Uniforms and Shop Tow | | | | |
| API P8160-444 | | | | | | | Uniforms | | | 30.85 | |
| | 10/26/2026 | W | 102626 | 000499 | | 100721 | 10/19/26 Uniforms and Shop Tow | | | | |
| API A1110-477 | | | | | | | Interpreter | | | 750.00 | |
| | 10/26/2026 | W | 102626 | 003302 | | 100576 | Ct: Spanish Interpreter Servic | | | | |
| API A6771-416 | | | | | | | Fuel (Natural Gas) | | | 62.56 | |
| | 10/26/2026 | W | 102626 | 006720 | | 100614 | 9/3/26-10/5/26 Sr. Ctr. Gener | | | | |
| API F8320-416 | | | | | | | Fuel (Natural Gas) | | | 70.64 | |
| | 10/26/2026 | W | 102626 | 006720 | | 100615 | 9/3/26-10/5/26 Brentwood Gen G | | | | |
| API A5132-415 | | | | | | | Utilities | | | 79.39 | |
| | 10/26/2026 | W | 102626 | 006720 | | 100616 | 9/3/25-10/5/26 Garage Gas # 31 | | | | |
| API A7142-415 | | | | | | | RecLakeSt - Utilities | | | 132.29 | |
| | 10/26/2026 | W | 102626 | 006720 | | 100617 | 9/3/26-10/5/26 Lake Street Ctr | | | | |
| API A7220-415 | | | | | | | Utilities | | | 135.40 | |
| | 10/26/2026 | W | 102626 | 006720 | | 100618 | 9/3/26-10/5/26 Pool Gas # 0559 | | | | |
| API A1620-416 | | | | | | | Fuel (Natural Gas) | | | 150.87 | |
| | 10/26/2026 | W | 102626 | 006720 | | 100619 | 9/3/26-10/5/26 VH Gas # 7458 | | | | |
| API A7110-415 | | | | | | | Utilities | | | 580.27 | |
| | 10/26/2026 | W | 102626 | 006720 | | 100632 | 9/3/26-10/5/26 Mem Plz Acct #0 | | | | |
| API A8410-415 | | | | | | | Utilities | | | 1,329.52 | |
| | 10/26/2026 | W | 102626 | 006720 | | 100632 | 9/3/26-10/5/26 Mem Plz Acct #0 | | | | |
| API A5132-420 | | | | | | | Vehicle Repair & Maintenance | | | 836.81 | |
| | 10/26/2026 | W | 102626 | 007160 | | 100592 | Veh#20 Hwy:2 Tires 225/70R19; | | | | |
| API P8160-420 | | | | | | | Vehicle Repair & Maintenance | | | 377.95 | |
| | 10/26/2026 | W | 102626 | 007160 | | 100642 | Veh #10 Refuse: 12R24.5 Recap- | | | | |
| API A9065-800 | | | | | | | Emp Benefit - Dental & Vision | | | 15,416.35 | |
| | 10/26/2026 | W | 102626 | 007560 | | 100714 | 11/1-11/30/26 Dental & Vision | | | | |
| API F9065-800 | | | | | | | Emp Benefit - Dental & Vision | | | 1,208.53 | |
| | 10/26/2026 | W | 102626 | 007560 | | 100714 | 11/1-11/30/26 Dental & Vision | | | | |
| API P9065-800 | | | | | | | Emp Benefit - Dental & Vision | | | 1,010.30 | |
| | 10/26/2026 | W | 102626 | 007560 | | 100714 | 11/1-11/30/26 Dental & Vision | | | | |
| API A-0031 | | | | | | | Street Opening Escrow Accounts | | | 3,000.00 | |
| | 10/26/2026 | W | 102626 | 003373 | | 100610 | Refund Escrow on Permit #11-20 | | | | |
| API A8560-400 | | | | | | | Shade Trees Contractual Svcs | | | 200.00 | |
| | 10/26/2026 | W | 102626 | 001533 | | 100662 | 9-29-Shade Tree:Tr Consult Gre | | | | |
| API A8560-400 | | | | | | | Shade Trees Contractual Svcs | | | 150.00 | |
| | 10/26/2026 | W | 102626 | 001533 | | 100663 | 10-6-26 Shade Tree:Tr Consult | | | | |
| API A3320-400 | | | | | | | Parking Contractual Services | | | 1,252.50 | |
| | 10/26/2026 | W | 102626 | 000712 | | 100578 | Ct: August 2026 Parking Receip | | | | |
| API A3320-400 | | | | | | | Parking Contractual Services | | | 1,512.00 | |
| | 10/26/2026 | W | 102626 | 000712 | | 100579 | Ct: September 2026 Parking Rec | | | | |
| API P8160-420 | | | | | | | Vehicle Repair & Maintenance | | | | 1,600.00 |
| | 10/26/2026 | CRED MEMO | | 011010 | | 100594 | Veh #10 Refuse: Core Credit | | | | |
| API P8160-420 | | | | | | | Vehicle Repair & Maintenance | | | | 454.64 |

| YEAR PER JNL SRC ACCOUNT EFF DATE | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|
| 10/26/2026 API P8160-420 | CRED MEMO | 011010 | | 100595 | Veh #10 Refuse: Camshaft, Oil Vehicle Repair & Maintenance | | | 74.69 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100674 | Veh #10 Refuse: Lock Handle Vehicle Repair & Maintenance | | | 70.89 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100675 | Veh #9 Refuse: Manifold Vehicle Repair & Maintenance | | | 318.06 | |
| 10/26/2026 API A5132-420 | W 102626 | 011010 | | 100676 | Veh#9 Refuse: Front Brake Cham Vehicle Repair & Maintenance | | | 35.85 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100677 | Hwy/Refuse: Diesel Exhaust Flu Vehicle Repair & Maintenance | | | 35.85 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100677 | Hwy/Refuse: Diesel Exhaust Flu Vehicle Repair & Maintenance | | | 145.51 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100678 | Veh #9 Refuse: Turn Signal Vehicle Repair & Maintenance | | | 158.85 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100679 | Veh #9 Refuse: Battery Interco Vehicle Repair & Maintenance | | | 20.52 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100680 | Veh #9 Refuse: Jump Start Brac Vehicle Repair & Maintenance | | | 104.76 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100681 | Veh #9 Refuse: Air Compressor Vehicle Repair & Maintenance | | | | 721.72 |
| 10/26/2026 API P8160-420 | CRED MEMO | 011010 | | 100682 | Veh #10 Refuse: Chamber Bracke Vehicle Repair & Maintenance | | | | 116.70 |
| 10/26/2026 API P8160-420 | CRED MEMO | 011010 | | 100683 | Veh #10 Refuse: Camshafts Retu Vehicle Repair & Maintenance | | | | 120.04 |
| 10/26/2026 API P8160-420 | CRED MEMO | 011010 | | 100684 | Veh #10 Refuse: Slack Adjuster Vehicle Repair & Maintenance | | | | 164.00 |
| 10/26/2026 API A5132-420 | CRED MEMO | 011010 | | 100685 | Veh #9 Refuse: Front Brake Cha Vehicle Repair & Maintenance | | | 71.70 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100686 | Hwy/Refuse: Diesel Exhaust Flu Vehicle Repair & Maintenance | | | 71.70 | |
| 10/26/2026 API P8160-420 | W 102626 | 011010 | | 100686 | Hwy/Refuse: Diesel Exhaust Flu Vehicle Repair & Maintenance | | | 5,048.75 | |
| 10/26/2026 POL P8160-420 | W 102626 | 011010 | 2027132 | 100737 | Veh#10 Refuse: Drum, Shoes, Ca Vehicle Repair & Maintenance | 4 | | | 5,048.75 |
| 10/26/2026 API A7622-425 | LIQ/INV | 011010 | 2027132 | 100737 | Veh#10 Refuse: Drum, Shoes2027 Outside Service | | | 945.00 | |
| 10/26/2026 API A3120-406 | W 102626 | 002147 | | 100634 | Rec: Adult Cornhole League 9 T Supplies | | | 69.97 | |
| 10/26/2026 API A7110-425 | W 102626 | 002709 | | 100636 | PD: Crossing Guard Stop Signs Outside Service | | | 112.50 | |
| 10/26/2026 API A7110-425 | W 102626 | 011929 | | 100637 | 9/30/26 Portable Restroom Srvc Outside Service | | | 112.50 | |
| 10/26/2026 API A7110-425 | W 102626 | 011929 | | 100638 | 9-30-26 Portable Restroom Srvc Outside Service | | | 112.50 | |
| 10/26/2026 API A5132-417 | W 102626 | 011929 | | 100639 | 9/30/26 Portable Restroom Srvc Repairs & Maintenance | | | 155.29 | |
| 10/26/2026 API F8340-406 | W 102626 | 012030 | | 100689 | Shop: Overhead LED Light Highb Supplies | | | 53.75 | |
| 10/26/2026 | W 102626 | 012030 | | 100643 | Water: Rubber Boots | | | | |

| YEAR PER JNL SRC ACCOUNT EFF DATE | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|
| API A5010-406 10/26/2026 | W 102626 | 012030 | | 100644 | Supplies DPW: Standby Backup Batteries | | | 348.48 | |
| API F8310-406 10/26/2026 | W 102626 | 012030 | | 100644 | Supplies DPW: Standby Backup Batteries | | | 174.24 | |
| API P8160-406 10/26/2026 | W 102626 | 012030 | | 100644 | Supplies DPW: Standby Backup Batteries | | | 58.08 | |
| API A5132-406 10/26/2026 | W 102626 | 012030 | | 100688 | Supplies Hwy/Refuse: Leather Gloves | | | 154.30 | |
| API P8160-406 10/26/2026 | W 102626 | 012030 | | 100688 | Supplies Hwy/Refuse: Leather Gloves | | | 77.18 | |
| API F8330-407 10/26/2026 | W 102626 | 012430 | | 100646 | Maintenance/Maint. Contracts 10/1/26 to 9/30/27 Maint Contr | | | 4,526.00 | |
| API A-0031 10/26/2026 | W 102626 | 003377 | | 100698 | Street Opening Escrow Accounts Refund Escrow on Permit #22-20 | | | 3,400.00 | |
| API A5132-488 10/26/2026 | W 102626 | 000558 | | 100611 | Software Support/Expense IDS Software License Renewal t | | | 880.00 | |
| API A5132-420 10/26/2026 | W 102626 | 012884 | | 100649 | Vehicle Repair & Maintenance Veh #23 Hwy: Couplers, Adapter | | | 116.63 | |
| API A7110-406 10/26/2026 | W 102626 | 013193 | | 100647 | Supplies Prks:Pruning Tools, Lag Shield | | | 186.05 | |
| API A1410-425 10/26/2026 | W 102626 | 003335 | | 100716 | Outside Service August & Sept 2026 Communicati | | | 400.00 | |
| API A1620-429 10/26/2026 | W 102626 | 003191 | 2027107 | 100715 | Cleaning Service Sept 26 Cleaning Contract & Ex | | | 8,507.90 | |
| POL A1620-429 10/26/2026 | LIQ/INV | 003191 | 2027107 | 100715 | Cleaning Service 4 Sept 26 Cleaning Contract 2027 | | | | 8,507.90 |
| API A6773-455 10/26/2026 | W 102626 | 013946 | | 100717 | Program Supplies Sr: Nutrition Supplies Program | | | 59.50 | |
| API A6773-455 10/26/2026 | W 102626 | 013946 | | 100718 | Program Supplies Sr: Nutrition Supplies Program | | | 767.92 | |
| API A5132-406 10/26/2026 | W 102626 | 000192 | | 100652 | Supplies Hwy Tamper: Water Manifold, Pl | | | 165.92 | |
| API A5132-406 10/26/2026 | W 102626 | 000192 | | 100653 | Supplies Hwy Tamper: Water Manifold, Pl | | | 186.92 | |
| API A5132-425 10/26/2026 | W 102626 | 014457 | | 100596 | Outside Service DPW: October Pest Control Svc | | | 99.75 | |
| API A1110-490 10/26/2026 | W 102626 | 001334 | | 100580 | Bank Fees Ct: September 2026 Bank Fees | | | 212.52 | |
| API A3620-422 10/26/2026 | CK 11986 | 014459 | | 100738 | Vehicle Fuel Bldg:Code Enfmt EvCharge- AMPU | | | 51.64 | |
| API A5110-406 10/26/2026 | CK 11986 | 014459 | | 100739 | Supplies DPW:Expansion Joints, Wire Mes | | | 49.15 | |
| API A3010-403 10/26/2026 | CK 11986 | 014459 | | 100740 | Conference/Training Airfare(Gilmartin/Wollman) Tra | | | 1,000.00 | |
| API A3120-403 10/26/2026 | CK 11986 | 014459 | | 100740 | Conference/Training Airfare(Gilmartin/Wollman) Tra | | | 108.13 | |
| API A3120-425 10/26/2026 | CK 11986 | 014459 | | 100740 | Outside Service Airfare(Gilmartin/Wollman) Tra | | | 96.75 | |
| API A7313-406 | | | | | Supplies | | | 22.96 | |

| YEAR PER SRC ACCOUNT | EFF DATE | JNL | DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC / LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| API A7324-406 | 10/26/2026 | CK | 11986 | 014459 | | 100741 | Spec Events-Candy Yth Prog Cra<br>Supplies | | | 243.09 | |
| API A7330-406 | 10/26/2026 | CK | 11986 | 014459 | | 100741 | Spec Events-Candy Yth Prog Cra<br>Supplies | | | 18.65 | |
| API A7330-425 | 10/26/2026 | CK | 11986 | 014459 | | 100741 | Spec Events-Candy Yth Prog Cra<br>Outside Services | | | 37.90 | |
| API A7622-406 | 10/26/2026 | CK | 11986 | 014459 | | 100741 | Spec Events-Candy Yth Prog Cra<br>Supplies | | | 41.10 | |
| API A1010-411 | 10/26/2026 | CK | 11986 | 014459 | | 100741 | Spec Events-Candy Yth Prog Cra<br>Misc | | | 2,997.00 | |
| API P8160-425 | 10/26/2026 | CK | 11986 | 014459 | | 100742 | VH Updated Owl & Equipment, Ac<br>Outside Service | | | 10.00 | |
| API A1420-400 | 10/26/2026 | CK | 11986 | 014459 | | 100742 | VH Updated Owl & Equipment, Ac<br>Law Contractual Services | | | 4,664.00 | |
| API A1110-477 | 10/26/2026 | W | 102626 | 014632 | | 100635 | August PCTV Dissolution<br>Interpreter | | | 21.12 | |
| API A1681-405 | 10/26/2026 | W | 102626 | 001079 | | 100582 | Ct: September 2026 Over the Ph<br>Telephone | | | 1,792.56 | |
| API A3120-405 | 10/26/2026 | W | 102626 | 003308 | | 100583 | Oct 2026 Telephone Svc #44834<br>Telephone | | | 510.00 | |
| API F8320-405 | 10/26/2026 | W | 102626 | 003308 | | 100583 | Oct 2026 Telephone Svc #44834<br>Telephone | | | 40.00 | |
| API A1410-425 | 10/26/2026 | W | 102626 | 003308 | | 100583 | Oct 2026 Telephone Svc #44834<br>Outside Service | | | 700.00 | |
| API A5132-425 | 10/26/2026 | W | 102626 | 001949 | | 100719 | Pleasantville Newsletter Fall<br>Outside Service | | | 52.95 | |
| API A5132-425 | 10/26/2026 | W | 102626 | 001962 | | 100597 | Nov 2026 Burglar Alarm Monitor<br>Outside Service | | | 59.95 | |
| API A7220-425 | 10/26/2026 | W | 102626 | 001962 | | 100598 | Nov 2026 Fire Alarm Monitoring<br>Outside Services | Y | | 52.95 | |
| API A7141-425 | 10/26/2026 | W | 102626 | 001962 | | 100648 | November 2026 Pool Alarm Monit<br>RecMarble Outside Services | | | 59.95 | |
| API A7141-425 | 10/26/2026 | W | 102626 | 001962 | | 100650 | Nov 2026 Rec Off Fire Alarm Mo<br>RecMarble Outside Services | | | 82.90 | |
| API A1110-473 | 10/26/2026 | W | 102626 | 001962 | | 100651 | Nov 26 Rec Ofc Burglar Alarm O<br>Dues & Subscriptions | | | 68.00 | |
| API A6773-455 | 10/26/2026 | W | 102626 | 016922 | | 100584 | Ct: NY CRIM Proc Law 2027<br>Program Supplies | | | 45.85 | |
| API A6773-455 | 10/26/2026 | W | 102626 | 000247 | | 100749 | Replaces EFT#119841 dtd 10/14/<br>Program Supplies | | | 363.15 | |
| API A6773-455 | 10/26/2026 | W | 102626 | 000247 | | 100750 | Replaces EFT#119841 dtd 10/14/<br>Program Supplies | | | 498.80 | |
| API A6773-455 | 10/26/2026 | W | 102626 | 000247 | | 100751 | Replaces EFT#119841 dtd 10/14/<br>Program Supplies | | | 277.15 | |
| API A6773-455 | 10/26/2026 | W | 102626 | 000247 | | 100752 | Replaces EFT#119841 dtd 10/14/<br>Program Supplies | | | 67.40 | |
| API P8160-420 | 10/26/2026 | W | 102626 | 000247 | | 100753 | Replaces EFT#119841 dtd 10/14/<br>Vehicle Repair & Maintenance | | | 161.52 | |
| | 10/26/2026 | W | 102626 | 018390 | | 100599 | Veh #9 Refuse: Battery Cable H | | | | |

| YEAR PER JNL SRC ACCOUNT EFF DATE | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC / LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|
| API F8340-481 | | | | | LightPath -High Speed + E-mail | | | 114.00 | |
| 10/26/2026 W | 102626 | 019800 | | 100600 | Oct-Dec 2026 Verizon Wireless | | | | |
| API A5132-406 | | | | | Supplies | | | 1,164.94 | |
| 10/26/2026 W | 102626 | 002344 | | 100601 | Shop: Interface for Ford Diagn | | | | |
| API A3120-420 | | | | | Vehicle Repair & Maintenance | | | 242.52 | |
| 10/26/2026 W | 102626 | 002344 | | 100744 | PD: Engine Oil Filters and Wip | | | | |
| API A8140-406 | | | | | Supplies | | | 54.10 | |
| 10/26/2026 W | 102626 | 019894 | | 100656 | 9/23/26 Veh#18 pickup Catch Ba | | | | |
| API A5132-406 | | | | | Supplies | | | 134.67 | |
| 10/26/2026 W | 102626 | 002437 | | 100602 | Shop: Nitrile Gloves, Grip Glo | | | | |
| API A1681-481 | | | | | LightPath -High Speed + E-mail | | | 23.18 | |
| 10/26/2026 W | 102626 | 001890 | | 100722 | 10/16-11/15/26 DPW Cable Boxes | | | | |
| API F8340-481 | | | | | LightPath -High Speed + E-mail | | | 112.66 | |
| 10/26/2026 W | 102626 | 001890 | | 100723 | | | | | |
| API F8340-481 | | | | | LightPath -High Speed + E-mail | | | 126.16 | |
| 10/26/2026 W | 102626 | 001890 | | 100724 | 10/16/25-11/15/26 327 S. Bedfo | | | | |
| API A7220-415 | | | | | Utilities | | | 176.71 | |
| 10/26/2026 W | 102626 | 001890 | | 100725 | 10/16/26-11/15/26 Pool Wi-Fi & | | | | |
| API A1681-405 | | | | | Telephone | | | 41.19 | |
| 10/26/2026 W | 102626 | 001890 | | 100727 | 10/16/26-11/15/26 DPW Modem 07 | | | | |
| API A1681-481 | | | | | LightPath -High Speed + E-mail | | | 47.83 | |
| 10/26/2026 W | 102626 | 001890 | | 100727 | 10/16/26-11/15/26 DPW Modem 07 | | | | |
| API F8320-405 | | | | | Telephone | | | 41.19 | |
| 10/26/2026 W | 102626 | 001890 | | 100727 | 10/16/26-11/15/26 DPW Modem 07 | | | | |
| API F8340-481 | | | | | LightPath -High Speed + E-mail | | | 47.82 | |
| 10/26/2026 W | 102626 | 001890 | | 100727 | 10/16/26-11/15/26 DPW Modem 07 | | | | |
| API A1681-481 | | | | | LightPath -High Speed + E-mail | | | 110.97 | |
| 10/26/2026 W | 102626 | 001890 | | 100729 | 10/16/26-11/15/26 VH DSL 07882 | | | | |
| API F1681-481 | | | | | LightPath -High Speed + E-mail | | | 55.49 | |
| 10/26/2026 W | 102626 | 001890 | | 100729 | 10/16/26-11/15/26 VH DSL 07882 | | | | |
| API P1681-481 | | | | | LightPath -High Speed + E-mail | | | 18.49 | |
| 10/26/2026 W | 102626 | 001890 | | 100729 | 10/16/26-11/15/26 VH DSL 07882 | | | | |
| API A5110-430 | | | | | Patching Material | | | 856.98 | |
| 10/26/2026 W | 102626 | 021530 | | 100654 | 9/30/26 Type 3 Binder 6.91 ton | | | | |
| API A5110-430 | | | | | Patching Material | | | 207.58 | |
| 10/26/2026 W | 102626 | 021530 | | 100655 | 10/7/26 Type 7F3 2.99tons-Wesk | | | | |
| API F8340-430 | | | | | Patching Material | | | 207.58 | |
| 10/26/2026 W | 102626 | 021530 | | 100655 | 10/7/26 Type 7F3 2.99tons-Wesk | | | | |
| API A1110-419 | | | | | Auditing Service | | | 2,604.37 | |
| 10/26/2026 W | 102626 | 003560 | 2027130 | 100748 | FYE 2026 Audit Fee 75% | | | | |
| API A1320-419 | | | | | Auditing Service | | | 19,272.38 | |
| 10/26/2026 W | 102626 | 003560 | 2027130 | 100748 | FYE 2026 Audit Fee 75% | | | | |
| API F8310-419 | | | | | Auditing Service | | | 9,636.19 | |
| 10/26/2026 W | 102626 | 003560 | 2027130 | 100748 | FYE 2026 Audit Fee 75% | | | | |
| API P8160-419 | | | | | Auditing Service | | | 3,212.06 | |
| 10/26/2026 W | 102626 | 003560 | 2027130 | 100748 | FYE 2026 Audit Fee 75% | | | | |
| POL A1110-419 | | | | | Auditing Service | | 4 | | 2,604.37 |
| 10/26/2026 LIQ/INV | | 003560 | 2027130 | 100748 | FYE 2026 Audit Fee 75% | | 2027 | | |
| POL A1320-419 | | | | | Auditing Service | | 4 | | 19,272.38 |

| YEAR PER JNL SRC ACCOUNT EFF DATE | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|
| 10/26/2026 | LIQ/INV | 003560 | 2027130 | 100748 | FYE 2026 Audit Fee 75% Auditing Service | 2027 4 | | | 9,636.19 |
| POL F8310-419 | | | | | | | | | |
| 10/26/2026 | LIQ/INV | 003560 | 2027130 | 100748 | FYE 2026 Audit Fee 75% Auditing Service | 2027 4 | | | 3,212.06 |
| POL P8160-419 | | | | | | | | | |
| 10/26/2026 | LIQ/INV | 003560 | 2027130 | 100748 | FYE 2026 Audit Fee 75% Custodial Services Fee | 2027 | | 2,800.00 | |
| API A7330-456 | | | | | | | | | |
| 10/26/2026 | W 102626 | 022670 | 2027091 | 100585 | Sept 26 Monthly Custodial Fees Custodial Services Fee | 4 | | | 2,800.00 |
| POL A7330-456 | | | | | | | | | |
| 10/26/2026 | LIQ/INV | 022670 | 2027091 | 100585 | Sept 26 Monthly Custodial Supplies | 2027 | | 320.40 | |
| API A5110-406 | | | | | | | | | |
| 10/26/2026 | W 102626 | 000673 | | 100603 | Hwy: Orange Winter Gloves, Glo Supplies | | | 370.80 | |
| API F8340-406 | | | | | | | | | |
| 10/26/2026 | W 102626 | 000673 | | 100690 | Water: Green & Blue Marking Pa Supplies | | | 62.94 | |
| API A7020-406 | | | | | | | | | |
| 10/26/2026 | W 102626 | 002515 | | 100589 | Rec:GalWater(4),ColdCups(1),De Uniforms | | | 545.00 | |
| API A3120-444 | | | | | | | | | |
| 10/26/2026 | W 102626 | 024112 | | 100745 | PD: Sergeants, Lieutenant, & C Misc | | | 225.00 | |
| API A1010-411 | | | | | | | | | |
| 10/26/2026 | W 102626 | 024550 | | 100730 | 7/1/26-6/30/27 Member Dues - A Program Supplies | | | 52.60 | |
| API A6773-455 | | | | | | | | | |
| 10/26/2026 | W 102626 | 024954 | | 100620 | Sr:10/9/26 Lunch- 1 Sm, 1Lg Pi Program Supplies | | | 40.70 | |
| API A6773-455 | | | | | | | | | |
| 10/26/2026 | W 102626 | 024954 | | 100731 | Sr:10/16/26 Lunch-2 Sm Pizza, Vehicle Repair & Maintenance | | | 179.91 | |
| API P8160-420 | | | | | | | | | |
| 10/26/2026 | W 102626 | 025056 | | 100691 | Veh #9 Refuse: PTO Pancake Val Supplies | | | 2.99 | |
| API A5110-406 | | | | | | | | | |
| 10/26/2026 | W 102626 | 003977 | | 100604 | Hwy: Degreaser Dish Soap Supplies | | | 59.43 | |
| API A7330-406 | | | | | | | | | |
| 10/26/2026 | W 102626 | 003977 | | 100621 | Panther Club- Halloween Crafts Program Supplies | | | 4.41 | |
| API A6773-455 | | | | | | | | | |
| 10/26/2026 | W 102626 | 003977 | | 100622 | Sr: Nutrition Supplies Program Program Supplies | | | 15.66 | |
| API A6773-455 | | | | | | | | | |
| 10/26/2026 | W 102626 | 003977 | | 100623 | Sr: Nutrition Supplies Program Program Supplies | | | 17.52 | |
| API A6773-455 | | | | | | | | | |
| 10/26/2026 | W 102626 | 003977 | | 100624 | Sr: Nutrition Supplies Program Program Supplies | | | 46.44 | |
| API A6773-455 | | | | | | | | | |
| 10/26/2026 | W 102626 | 003977 | | 100664 | Sr: Nutrition Supplies Program Program Supplies | | | 26.77 | |
| API A6773-455 | | | | | | | | | |
| 10/26/2026 | W 102626 | 003977 | | 100665 | Sr: Nutrition Supplies Program Program Supplies | | | 18.96 | |
| API A6773-455 | | | | | | | | | |
| 10/26/2026 | W 102626 | 003977 | | 100732 | Sr: Nutrition Supplies Program Program Supplies | | | 36.91 | |
| API A6773-455 | | | | | | | | | |
| 10/26/2026 | W 102626 | 003977 | | 100746 | Sr: Nutrition Supplies Program Misc | | | 200.21 | |
| API A1010-411 | | | | | | | | | |
| 10/26/2026 | W 102626 | 026090 | | 100733 | Newsletter printing 18th Editi Supplies | | | 1,315.00 | |
| API A7110-406 | | | | | | | | | |
| 10/26/2026 | W 102626 | 000425 | | 100666 | Prk: Parkway Field Grass Mix 5 Nannahagan Court Resurface | | | 52,064.25 | |
| API H7180-201-27790 | | | | | | | | | |
| 10/26/2026 | W 102626 | 000157 | 2027111 | 100667 | Nannahagan Basktball Courts De | | | | |

| YEAR PER SRC ACCOUNT | EFF DATE | JNL | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC / LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POL H7180-201-27790 | | | | | | | Nannahagan Court Resurface | 4 | | | 52,064.25 |
| | 10/26/2026 | LIQ/INV | | 000157 | 2027111 | 100667 | Nannahagan Basktball Court2027 | | | | |
| API A5132-422-Fire | | | | | | | Gas & Diesel- Fire Dept | | | 673.15 | |
| | 10/26/2026 | W | 102626 | 023590 | | 100713 | 9/29/26 BioDiesel (B5) 2,100 g | | | | |
| API A5132-422 | | | | | | | Vehicle Fuel | | | 3,956.78 | |
| | 10/26/2026 | W | 102626 | 023590 | | 100713 | 9/29/26 BioDiesel (B5) 2,100 g | | | | |
| API A7110-422 | | | | | | | Vehiicle Fuel | | | 524.27 | |
| | 10/26/2026 | W | 102626 | 023590 | | 100713 | 9/29/26 BioDiesel (B5) 2,100 g | | | | |
| API P8160-422 | | | | | | | Vehicle Fuel | | | 5,410.90 | |
| | 10/26/2026 | W | 102626 | 023590 | | 100713 | 9/29/26 BioDiesel (B5) 2,100 g | | | | |
| API A1110-406 | | | | | | | Supplies | | | 5.14 | |
| | 10/26/2026 | W | 102626 | 026902 | | 100625 | Ct: Office Supplies-Ethernet C | | | | |
| API A1410-406 | | | | | | | Supplies | | | 4.54 | |
| | 10/26/2026 | W | 102626 | 026902 | | 100734 | VC: Highlighters Asst 24pk | | | | |
| API A1620-406 | | | | | | | Supplies | | | 156.39 | |
| | 10/26/2026 | W | 102626 | 026902 | | 100735 | VH: Paper, PpTowels,Labels, PH | | | | |
| API A1410-406 | | | | | | | Supplies | | | 28.34 | |
| | 10/26/2026 | W | 102626 | 026902 | | 100735 | VH: Paper, PpTowels,Labels, PH | | | | |
| API P8160-406 | | | | | | | Supplies | | | 16.76 | |
| | 10/26/2026 | W | 102626 | 026902 | | 100735 | VH: Paper, PpTowels,Labels, PH | | | | |
| API F8340-406 | | | | | | | Supplies | | | 1,384.67 | |
| | 10/26/2026 | W | 102626 | 001628 | | 100657 | Water: Abandoned Corp Fitting | | | | |
| API F8340-430 | | | | | | | Patching Material | | | 520.80 | |
| | 10/26/2026 | W | 102626 | 028056 | | 100658 | 10/6/26 3/4" Stone - Weskora W | | | | |
| API F8330-417 | | | | | | | Repairs & Maintenance | | Y | 3,386.82 | |
| | 10/26/2026 | W | 102626 | 003375 | | 100612 | 8/4,5,7,11,12/26 Water Tanks:M | | | | |
| API A8140-406 | | | | | | | Supplies | | | 14.69 | |
| | 10/26/2026 | W | 102626 | 000581 | | 100692 | Veh #18 pickup Storm Sewer Cat | | | | |
| API P8160-420 | | | | | | | Vehicle Repair & Maintenance | | | 45.00 | |
| | 10/26/2026 | W | 102626 | 028450 | | 100605 | Veh #8 Refuse: NYS Inspection | | | | |
| API A5132-420 | | | | | | | Vehicle Repair & Maintenance | | | 45.00 | |
| | 10/26/2026 | W | 102626 | 028450 | | 100606 | Veh #15 Hwy: NYS Inspection | | | | |
| API P8160-420 | | | | | | | Vehicle Repair & Maintenance | | | 45.00 | |
| | 10/26/2026 | W | 102626 | 028450 | | 100607 | Veh #9 Refuse: NYS Inspection | | | | |
| API P8160-420 | | | | | | | Vehicle Repair & Maintenance | | | 45.00 | |
| | 10/26/2026 | W | 102626 | 028450 | | 100659 | Veh #10 Refuse: NYS Inspection | | | | |
| API A5132-420 | | | | | | | Vehicle Repair & Maintenance | | | 20.00 | |
| | 10/26/2026 | W | 102626 | 028450 | | 100660 | Veh #18 Hwy: NYS Inspection | | | | |
| API F8340-420 | | | | | | | Vehicle Repair & Maintenance | | | 10.00 | |
| | 10/26/2026 | W | 102626 | 028450 | | 100661 | Veh #4 Water: NYS Inspection | | | | |
| API A7110-420 | | | | | | | Vehicle Repair & Maintenance | | | 45.00 | |
| | 10/26/2026 | W | 102626 | 028450 | | 100668 | Veh#47 Prks: NYS Annual Inspec | | | | |
| API A7220-425 | | | | | | | Outside Services | | | 10,850.40 | |
| | 10/26/2026 | W | 102626 | 003067 | 2027127 | 100669 | Extra Main Pool Cleaning-Trah | | | | |
| POL A7220-425 | | | | | | | Outside Services | 4 | | | 10,850.40 |
| | 10/26/2026 | LIQ/INV | | 003067 | 2027127 | 100669 | Extra Main Pool Cleaning-T2027 | | | | |
| API A5110-425 | | | | | | | Outside Service | | | 64.00 | |
| | 10/26/2026 | W | 102626 | 002197 | | 100608 | July thru Sept 2026 Late Servi | | | | |
| API A-0030 | | | | | | | Guaranty & Bid Deposits | | | 2,500.00 | |

| YEAR PER JNL SRC ACCOUNT EFF DATE | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|
| 10/26/2026 | W 102626 | 003379 | | 100736 | Refund Surety Bond Film Permit | | | | |
| API A5110-406 | | | | | Supplies | | | 656.04 | |
| 10/26/2026 | W 102626 | 029664 | | 100609 | Hwy Painting Machine: Cable Ki | | | | |
| API H8397-201-27500 | | | | | Water Tanks Rpl & Relate Imprv | | | 37,671.00 | |
| 10/26/2026 | W 102626 | 000401 | 2027086 | 100694 | Water Distribution System Moni | | | | |
| POL H8397-201-27500 | | | | | Water Tanks Rpl & Relate Imprv 4 | | | | 37,671.00 |
| 10/26/2026 | LIQ/INV | 000401 | 2027086 | 100694 | Water Distribution System 2027 | | | | |
| API H8397-201-25580 | | | | | Lead Service Line Inventory | | | 9,896.07 | |
| 10/26/2026 | W 102626 | 000401 | 2026134 | 100695 | Svc Line Inventory & Replaceme | | | | |
| POL H8397-201-25580 | | | | | Lead Service Line Inventory 4 | | | | 9,896.07 |
| 10/26/2026 | LIQ/INV | 000401 | 2026134 | 100695 | Svc Line Inventory & Repla2026 | | | | |
| API H8397-201-27500 | | | | | Water Tanks Rpl & Relate Imprv | | | 7,720.00 | |
| 10/26/2026 | W 102626 | 000401 | 2027085 | 100696 | Engineering Svc:USEPA Communit | | | | |
| POL H8397-201-27500 | | | | | Water Tanks Rpl & Relate Imprv 4 | | | | 7,720.00 |
| 10/26/2026 | LIQ/INV | 000401 | 2027085 | 100696 | Engineering Svc:USEPA Comm2027 | | | | |
| API H8140-201-23800 | | | | | Nannahagan Brook Wall Reconstr | | | 13,474.50 | |
| 10/26/2026 | W 102626 | 000401 | 2025242 | 100697 | Nannahagan Wall Engineering Se | | | | |
| POL H8140-201-23800 | | | | | Nannahagan Brook Wall Reconstr 4 | | | | 13,474.50 |
| 10/26/2026 | LIQ/INV | 000401 | 2025242 | 100697 | Nannahagan Wall Engineerin2025 | | | | |
| API H8397-201-27500 | | | | | Water Tanks Rpl & Relate Imprv | | | 43,363.00 | |
| 10/26/2026 | W 102626 | 000401 | 2027086 | 100728 | Water Distribution System Mode | | | | |
| POL H8397-201-27500 | | | | | Water Tanks Rpl & Relate Imprv 4 | | | | 43,363.00 |
| 10/26/2026 | LIQ/INV | 000401 | 2027086 | 100728 | Water Distribution System 2027 | | | | |
| API A-0031 | | | | | Street Opening Escrow Accounts | | | 3,750.00 | |
| 10/26/2026 | W 102626 | 000851 | | 100613 | Refund Escrow on Permit #18-20 | | | | |
| | | | | | GENERAL LEDGER TOTAL | | | 336,958.76 | 3,304.03 |
| API A-0600 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Accounts Payable | | | | 132,913.75 |
| API F-0600 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Accounts Payable | | | | 22,923.47 |
| API H-0600 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Accounts Payable | | | | 164,188.82 |
| API P-0600 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Accounts Payable | | | | 13,628.69 |
| POL A-0521 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Encumbrances | | | | 44,035.05 |
| POL F-0521 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Encumbrances | | | | 9,636.19 |
| POL H-0521 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Encumbrances | | | | 164,188.82 |
| POL P-0521 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Refuse Fund | | | | 8,260.81 |
| POL A-0962 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Budg Fund Bal-Res for Encmbrnc | | | 44,035.05 | |
| POL F-0962 | | | | | | | | | |
| 10/26/2026 | W 102626 | B 7545 | | | Budg Fund Bal-Res for Encmbrnc | | | 9,636.19 | |

| YEAR PER JNL / SRC ACCOUNT / EFF DATE | JNL DESC | REF 1 | REF 2 | REF 3 | ACCOUNT DESC / LINE DESC | T | OB | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|---|
| POL H-0962 | | | | | Budg Fund Bal-Res for Encmbrnc | | | 164,188.82 | |
| 10/26/2026 | W 102626 | B 7545 | | | | | | | |
| POL P-0962 | | | | | Budg Fund Bal-Res for Encmbrnc | | | 8,260.81 | |
| 10/26/2026 | W 102626 | B 7545 | | | | | | | |
| | | | | | SYSTEM GENERATED ENTRIES TOTAL | | | 226,120.87 | 559,775.60 |
| | | | | | JOURNAL 2027/05/184 TOTAL | | | 563,079.63 | 563,079.63 |
| 2027 5 184 | | | | | | | | | |
| API A-0522 | | | | | Expenditures | | | 109,264.46 | |
| 10/26/2026 | W 102626 | B 7545 | | | | | | | |
| API F-0522 | | | | | Expenditures | | | 22,923.47 | |
| 10/26/2026 | W 102626 | B 7545 | | | | | | | |
| API H-0522 | | | | | Expenditures | | | 164,188.82 | |
| 10/26/2026 | W 102626 | B 7545 | | | | | | | |
| API P-0522 | | | | | Expenditures | | | 13,628.69 | |
| 10/26/2026 | W 102626 | B 7545 | | | | | | | |

| FUND / ACCOUNT | | YEAR | PER | JNL | EFF DATE | ACCOUNT DESCRIPTION | DEBIT | CREDIT |
|---|---|---|---|---|---|---|---|---|
| A | GENERAL FUND | 2027 | 5 | 184 | 10/26/2026 | | | |
| | A-0030 | | | | | Guaranty & Bid Deposits | 5,000.00 | |
| | A-0031 | | | | | Street Opening Escrow Accounts | 10,150.00 | |
| | A-0033 | | | | | 1 Campus Dr - Rezone & ResDev | 6,148.53 | |
| | A-0033 | | | | | 70 Memorial Plaza - Caffe Nero | 581.92 | |
| | A-0033 | | | | | 35 Pleasantville Rd - DS Pleas | 1,241.92 | |
| | A-0033 | | | | | 147 Bedford Rd - Accy Apt | 526.92 | |
| | A-0521 | | | | | Encumbrances | | 44,035.05 |
| | A-0522 | | | | | Expenditures | 109,264.46 | |
| | A-0600 | | | | | Accounts Payable | | 132,913.75 |
| | A-0962 | | | | | Budg Fund Bal-Res for Encmbrnc | 44,035.05 | |
| | | | | | | FUND TOTAL | 176,948.80 | 176,948.80 |
| F | WATER FUND | 2027 | 5 | 184 | 10/26/2026 | | | |
| | F-0521 | | | | | Encumbrances | | 9,636.19 |
| | F-0522 | | | | | Expenditures | 22,923.47 | |
| | F-0600 | | | | | Accounts Payable | | 22,923.47 |
| | F-0962 | | | | | Budg Fund Bal-Res for Encmbrnc | 9,636.19 | |
| | | | | | | FUND TOTAL | 32,559.66 | 32,559.66 |
| H | CAPITAL FUND | 2027 | 5 | 184 | 10/26/2026 | | | |
| | H-0521 | | | | | Encumbrances | | 164,188.82 |
| | H-0522 | | | | | Expenditures | 164,188.82 | |
| | H-0600 | | | | | Accounts Payable | | 164,188.82 |
| | H-0962 | | | | | Budg Fund Bal-Res for Encmbrnc | 164,188.82 | |
| | | | | | | FUND TOTAL | 328,377.64 | 328,377.64 |
| P | REFUSE FUND | 2027 | 5 | 184 | 10/26/2026 | | | |
| | P-0521 | | | | | Refuse Fund | | 8,260.81 |
| | P-0522 | | | | | Expenditures | 13,628.69 | |
| | P-0600 | | | | | Accounts Payable | | 13,628.69 |
| | P-0962 | | | | | Budg Fund Bal-Res for Encmbrnc | 8,260.81 | |
| | | | | | | FUND TOTAL | 21,889.50 | 21,889.50 |

** END OF REPORT - Generated by Anthony DeRubeis **

**VILLAGE BOARD OF TRUSTEES REGULAR AGENDA ITEM REPORT**

**Res. No. 2026-363 Consider authorizing the Block Party and Road Closure Request / Sarles Lane, Saturday, October 31, 2026**

RESOLVED; that the Board of Trustees hereby approves the request from Jack Tobin, 108 Sarles Lane, to hold a block party and thereby close Sarles Lane at 108 Sarles Lane from Sarles Lane between Temple Place and Hays Hill Road on Saturday, October 31, 2026 from 2:00 PM to 9:00 PM.