



Town Council AGENDA

Monday, August 5, 2024 - 5:30 PM
Council Chambers, Easton Town Office
14 S Harrison Street

5:30 PM: Call to Order by President Gunsallus.

Opening remarks and Pledge of Allegiance by Councilmember Rev. Davis.

Approval of Minutes.

Minutes of the July 15, 2024 meeting.

Municipal Official Items.

Items by Mayor Cook.

Items by Town Manager

Approval of bid for New Way Sidewinder XTR Automated Side Load Refuse Body Mounted on a Peterbilt 520 Single Axle Chasis in the amount of \$424,735.67.

Approval for Public Assembly Event: Delmarva Pride Center - June 14, 2025
11am - 4pm.

Items by Town Attorney.

Introduction of Kurt Fuchs, Easton Utilities Manager of External Affairs.

Fire Board.

Public Hearing.

cont'd. PUBLIC HEARING to discuss the request of Lane Engineering LLC (The Applicant) on behalf of NAI Saturn Eastern, LLC (The Owner) and Miller Development Corporation, for a proposed Unit Planned Unit Development (PUD) - Infill. The property is located at 139 N Washington Street.

Review of Invoices.

Invoices totaling \$2,400,512.88.

Public Participation/Comments.

Items by Members of the Council:

Adjournment.

The public can access the meeting as follows:

<https://www.eastonmd.gov/129/Agendas-Minutes>

If you are an Easton Cable subscriber, you can view the meeting through TV-Channel 98.

Please note: There is a possibility of all or part of the meeting may be held in Closed Session.



MARYLAND INDUSTRIAL TRUCKS, INC.

GSA Contract Holder
47QMC18D000E

1330 West Nursery Road • Linthicum, Maryland 21090
Baltimore 410.636.1255 • Fax 410. 636.5734 • Toll Free 800.481.5439
www.mdindustrialtrucks.com

Town of Easton, Maryland
9030 Bryan Dr.
Easton, MD 21601

SOURCEWELL CONTRACT QUOTE
Contract Award #110223-NWY

Date: 6/20/2024

Easton Sourcewell #43056

Maryland Industrial Trucks is pleased to present the following quote for your consideration.

(1) New Way Sidewinder XTR Automated Side load refuse body mounted on a Peterbilt 520 Single Axle chassis with the following Standard & Optional features.

New Way 24yd Automated Body (20yd Body / 4yd Tailgate)

Severe Refuse Package: Includes the following:

7 Ga. AR450 Hopper Floor and Side Wall Liner
Forward Panel of Side wall 7 GA. AR450
Body Floor 7 Ga. AR450 32" into Body
Chromium Overlay on Packer Guide Rails
96 Gallon Arm w/ 6x6 Chains
Hinged Front Cylinder Splash Shields
Expanded Metal Screen Front of Hopper
Trough Cleanout Tool
Clean Out Chute Extension / Both Sides of Trough
Partial Hopper Wind Deflectors
Rake Teeth Breaker Bar at Body/Hopper Opening
Crusher Panel
Hopper Access Ladder
Shovel Broom Rack / Front of Bulkhead
Body Painted White to Match Cab
Caution Decal on Tailgate
All Body Lights LED
LED Mid-Body Backup Lights
LED Work Lights / 1 Hopper / 1 Facing Arm
LED Amber Strobe Light Package: 2 Upper & Lower Tailgate / 2 Bulkhead
LED S/T/T Lights Upper & Lower Tailgate
Safety Vision Triple Camera: 1 Tailgate / 1 Hopper / 1 Left Front Facing Rearward
Standard Warranty: 1 Yr Body, Hydraulic & Arm / 2Yr Cylinder
Complete Factory Mount
Front Mount Tandem Vane Pump
Remote Grease Zerk Upper Hinge & Cylinder Pins
Remote Grease Zerk Packer & Body Lift Pins
Arm Not Stowed Alarm
CANBUS Reverse Auto Pack
Arm Control Rocker Switches Under Seat
Arm Cycle Counter (Cart Counter)
Low Fluid Level Alarm, Includes Shutdown
Quick Disconnect Pressure Gauge
Fire Extinguisher / 10lb
Triangle Kit

2025 Peterbilt 520 Single Axle Chassis / Spec Attached / 5yr Engine, Transmission, After Treatment Warranty

Freight / PDI / Training & Delivery included in Locally Sourced Items.

<i>Sourcewell Package Price:</i>	\$196,150.18
<i>Sourcewell Discount 3.5%</i>	<i>-\$ 6,865.26</i>
<i>MIT Additional Discount:</i>	<i>-\$ 9,464.25</i>
<i>Body Total Price</i>	\$179,820.67
<i>Locally Sourced Items</i>	\$ 7,100.00
<i>Pete 520 Chassis</i>	\$237,815.00

DELIVERED SOURCEWELL PRICE \$424,735.67

We appreciate the opportunity to quote your equipment requirements on the Sourcewell Contract.

Sincerely, Matt Burns

Waste Solutions Sales Representative

Maryland Industrial Trucks, Inc

E: mburns@mdindustrialtrucks.com

C: 410-490-3255

Please Review and Notify us of any changes that need to be made.

To accept this quotation, sign, date and return: _____

WE LOOK FORWARD TO EARNING YOUR VALUED BUSINESS



Peterbilt of Baltimore (H831)
5100 Holabird Avenue
Baltimore, Maryland 21224

Maryland Industrial Trucks
1330 W Nursery Rd
Linthicum Heights, Maryland 21090
United States of America

John Tirabassi
Cell Phone:
Office Phone: 410-342-3400
Email: jtirabassi@thepetestore.com

MATT BURNS

Vehicle Summary

Unit		Chassis	
Model:	Model 520	Fr Axle Load (lbs):	20000
Type:	Full Truck	Rr Axle Load (lbs):	24020
Description 1:	Single Axle ASL	G.C.W. (lbs):	44020
Description 2:			
Application		Road Conditions:	
Intended Serv.:	Refuse/On-Highway	Class A (Highway)	100
Commodity:	Refuse, Scrap, Recycling	Class B (Hwy/Mtn)	0
		Class C (Off-Hwy)	0
		Class D (Off-Road)	0
Body		Maximum Grade:	6
Type:	Automated Side Loader	Wheelbase (in):	185
Length (ft):	40	Overhang (in):	75
Height (ft):	13.5	Fr Axle to BOC (in):	0.1
Max Laden Weight (lbs):	1000		
Trailer		Cab to Axle (in):	184.9
No. of Trailer Axles:	0	Cab to EOF (in):	259.9
Type:		Overall Comb. Length (in):	317.3
Length (ft):	0	Special Req.	
Height (ft):	0		
Kingpin Inset (in):	0		
Corner Radius (in):	0		
Restrictions			
Length (ft):	40		
Width (in):	102		
Height (ft):	13.5		

Approved by: _____

Date: _____

Note: All sales are F.O.B. designated plant of manufacture.



Sales Code	Std/ Opt	Description	Weight
Base Model			
0005201	S	Model 520 Peterbilt's Model 520 is built to withstand the harsh demands of the refuse industry. The rugged, aluminum cab delivers best-in-class durability for increased uptime and lap seam construction on a zinc-coated steel sub-frame for corrosion resistance. Bulkhead-style doors provide years of watertight performance. This low-cab forward vehicle adds a new dimension of productivity and versatility. An industry-leading, 65-degree cab tilt enhances maintenance and serviceability. Body installation is cost effective and efficient and the center console provides convenient access to body control integration points.	16,475
0091180	S	Refuse, Scrap, Recycling	0
0093035	S	Refuse/On-Highway Truck or tractor which hauls refuse, recycled material, etc. Includes roll-on/roll-off container movement, as well as hauling refuse from transfer stations to, but not into, landfills.	0
0095120	O	Automated Side Loader A lift-equipped truck used to pick up wheeled waste containers to load waste materials into the truck body. Requires a single operator. The load is removed by a tilt of the truck body.	0
0098170	S	United States Registry Canadian Registry Package Requires Air Conditioning Excise Tax Canada, Speedometer to be KPH ipo MPH, Daytime Running Lights and Rubber Battery Pad in Bottom of Battery Box.	0
Configuration			
0200700	S	Not Applicable Secondary Manufacturer	0
Frame & Equipment			
0514160	O	10-3/4" Steel Rails 306-342" 10.75x3.5x.375 Dimension, 2,136,000 RBM; Yield Strength: 120,000 psi. Section Modulus: 17.8 cubic inches. Weight: 1.74 lbs/inch pair	125
0601500	O	Full Steel Inner Liner	639
0620110	O	FEPTO Provision 9in Bumper Extension Includes 1350 Series Front Drive PTO Attachment Provision, Radiator with PTO Cut-Out in Grille, Radiator Protection Sleeve, and Bumper Extension	42
0644020	O	EOF Square with Steel Crossmember	64
0651090	S	Omit Rear Mudflaps and Hangers	0
Front Axle & Equipment			
1011890	S	PACCAR FX-20 Steer Axle 20,000 lbs. 4" Drop Axle is designed for applications with a gross axle weight rating (GAWR) of 20,000 pounds. Front axle is designed for demanding	0

Price Level: January 1, 2024
Deal: Single Axle ASL
Printed On: 6/18/2024 6:00:58 AM

Date: June 18, 2024
Quote Number: QUO-1116613-B0L0Y6



Sales Code	Std/ Opt	Description	Weight
		applications such as construction, heavy haul, refuse, and other vocational uses. Robust forged steel beam construction for long-lasting performance. It utilizes innovative tapered kingpin roller bearings for more efficient operation and improved steering efficiency.	
		The PACCAR Steer Axle comes standard with the PACCAR warranty of 5 years, 750,000 miles.	
1114030	S	Taper Leaf Springs, Shocks 20,000 lb Standard with Heavy Resistance Shocks.	0
1243010	S	Power Steering Sheppard M100 Dual Gear For use with 16,000 to 20,000 lb. axle ratings. Glidekote splines on steering shaft extend service life of components.	0
1354850	S	PHP10 Iron PreSet PLUS Hubs - Air Disc Preset iron hub assemblies are designed for demanding conditions and require less maintenance while still offering dependability and superior performance. Precisely engineered to minimize roller stress under heavy loads and increase bearing life when used in demanding conditions such as wide-based single wheels and misalignment due to spindle wear.	0
1354870	S	Severe Service Disc Brake Rotor For refuse applications, providing the braking torque necessary to slow or stop the vehicle.	0
1380400	O	Meritor Refuse Air Disc Front Brakes	0
1380490	O	PACCAR FX Wide Track IPO Standard 71in KPI IPO 69in front axle for improved turning radius.	0
Rear Axle & Equipment			
1513220	O	Dana Spicer S30-190 30,000 lbs. Laser factory axle alignment to improve handling & reduce tire wear. Magnetic rear axle oil drain plug captures & holds any metal fragments in drive axle lube to extend service life. Parking brakes on all drive axles for optimal performance. Cognis EMGARD® FE 75W-90 synthetic axle lube provides over 1% fuel economy improvement. Reduces wear & extends maintenance intervals, resulting in increased uptime. Provides improved fluid flow to protect components in extreme cold conditions & withstand the stress from high temperatures, extending component life.	-2,268
1616240	O	PHP10 Iron Hubs 11-1/4 in bolt circle	40
1680440	O	Refuse Service Brakes, Steer And Drive Axles Designed for heavy-duty applications for refuse industry, providing long brake life, safety and performance.	0
1680450	O	Rear Brake Camshaft Reinforcement Rear brake camshaft reinforcement helps guard against wear and corrosion.	9
1680460	O	Heavy Wall, Drive Axle(s)	88
1680480	O	Wide Track, Single & Tandem Drive Axle(s)	29

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		Wide track offers added stability. Rear width may exceed 102 inches. Verify operating restrictions and body installation.	
1680490	O	Gusseted Cam Brackets, Drive Axle(s)	2
1680500	S	SBM Valve Full trucks require a spring brake modulation (SBM) system for emergency braking application. This system requires an SBM valve and a relay valve with spring brakes on the rear axles. The SBM valve allows the foot valve to operate the rear axle spring brakes if a failure exists in the rear air system.	0
1680550	O	Upsize Parking Brakes	0
1680750	O	Meritor Q+ Air Cam Rear Drum Brakes 16.5x7	0
1682430	S	Anti-Lock Braking System (ABS) 4S4M ABS-6. Includes air braking system.	0
1684200	S	Synthetic Axle Lubricant All Axles Peterbilt heavy duty models include Fuel Efficient Cognis EMGARD FE75W-90 which provides customers performance advantages over current synthetic lubricants with reduced gear wear and extended maintenance intervals, resulting in increased uptime. In addition, the lubricant provides improved fluid flow to protect gears in extreme cold conditions and withstand the stress from high temperatures, extending component life.	0
1704560	O	Ratio 4.56 Rear Axle	0
1816120	O	Reyco 79KB Multi Leaf 31,000 lbs.	-670
Engine & Equipment			
2074809	O	PACCAR PX-9 370@1900 GOV@2100 1250@1200 Performance (2024 Emissions) N21350 C121 64....Maximum Accelerator Pedal Ve N21370 C128 64....Maximum Cruise Speed (P059) N21460 C132 1400..Max PTO Speed (P046) N21520 C133 5.....Timer Setting (P030) N21610 C188 39....Low Ambient Temperature Thre N21620 C189 60....Intermediate Ambient Tempera N21630 C190 80....High Ambient Temperature Thr N21550 C206 35....Engine Load Threshold (P516) N21340 C209 120...Hard Maximum Speed Limit (P1 N21510 C225 YES...Enable Idle Shutdown Park Br N21450 C231 NO....Gear Down Protection (P026) N21570 C233 NO....Idle Shutdown Manual Overrul N21440 C234 NO....Engine Protection Shutdown (N21480 C238 NO....Auto Engine Brake in Cruise N21470 C239 NO....Cruise Control Auto Resume (N21430 C333 0.....Reserve Speed Limit Offset (N21410 C334 0.....Maximum Cycle Distance (N202 N21590 C382 YES...Enable Hot Ambient Automatic	0

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Sales Code	Std/ Opt	Description	Weight
		N21500 C395 0.....Expiration Distance (N209)	
		N21530 C396 YES...Enable Impending Shutdown Wa	
		N21540 C397 60....Timer For Impending Shutdown	
		N21320 C399 120...Standard Maximum Speed Limit	
		N21400 C400 252...Reserve Speed Function Reset	
		N21420 C401 10....Maximum Active Distance (N20	
		N21330 C402 0.....Expiration Distance (N207)	
2091130	S	VMUX Electronics Architecture	0
2091305	O	Engine Idle Shutdown Timer Enabled	0
2091315	O	Enable EIST Ambient Temp Overrule	0
2091372		Eff EIST NA Expiration Miles	0
2091640		Effective VSL Setting NA	0
2092015	O	Typical Operating Speed 70 MPH	0
2092033	O	Powertrain Optimized for Balance Best analysis for vehicles where service includes frequent start and stop cycles.	0
2140450	O	Remote PTO/Throttle, 12-Pin Eng Bay Remote Control Provision	0
2140670	O	EPA Emission Warranty	0
2140700	S	EPA Engine Idling Compliance	0
2147460	S	Bed Plate for PX-9, L9N Engines Designed to increase engine longevity by incorporating a stiffener bracket on the bottom side of the engine, inside the oil pan, for additional reinforcement. Required for all PX-9/L9N refuse applications and recommended for other high load 9-liter applications.	0
2511400	O	160 Amp Alternator, 36 SI Brushless The 33SI is a heavy duty brushless alternator that provides more output and service life for today's diesel powered vehicles with large electrical load requirements. The 33SI is offered in 12 volt and 24 volt models with a J180 hinge mount.	10
2516070	O	Remote Voltage Sense Wiring	0
2521090	O	Immersion Type Block Heater 110-120V Standard location is left-hand under cab, Model 520 is in bumper, and for Model 220 it is at the driver step. Plug includes a weather-proof cover that protects the receptacle. This pre-heater keeps the coolant in the engine block from freezing when the engine is not running.	2
2522110	O	PACCAR 12V Starter, N/A PACCAR MX Engines PACCAR 12-volt electrical system. With centralized power distribution incorporating plug-in style relays. Circuit protection for serviceability, 12-volt light system w/circuit protection circuits number & color coded.	0

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2538040	S	3 PACCAR Premium 12V Dual Purpose Batt 2190 CCA Threaded stud type terminal. Stranded copper battery cables are double aught (00) or larger to reduce resistance.	0
2539010	O	Battery Warmer, 120V 120V heating blanket that wraps around the batteries.	0
2539220	O	Battery Jumper Terminals Mtd In Front Of Battery Box	4
2539740	O	Kissling Battery Disconnect Switch 300AMP Dual Tab Mounted on Battery Box	3
2621000	S	2-Speed Fan Clutch For Frequent Start/Stops A 2-speed fan clutch is ideal for vocational applications where the fan clutch engagement time exceeds 10% of the engine run time. When the fan clutch is disengaged, the fan still rotates at 15-25% of the engine RPM. This fan rotation provides crucial airflow to the engine and draws virtually no horsepower.	0
2723210	S	18.7 CFM Air Compressor N/A X15. Furnished on engine. Teflon lined stainless steel braided compressor discharge line.	0
2921110	S	PACCAR Fuel/Water Separator Standard Service PACCAR Fuel/Water separator standard service intervals. High efficiency media protects critical engine components.	0
2921210	S	No Fluid Heat Option for Fuel Filter	0
2921320	O	12V Heat for Fuel Filter Fuel filter heaters help ensure a seamless flow of diesel from the tank to the combustion chamber. Eliminating any possibility of moisture freezing within the fuel filter while simultaneously increasing the fuel temperature for atomization within the engine.	0
3010400	O	Engine Protection Shutdown w/ Label Includes oil pressure, oil temperature, coolant temperature, and intake manifold temperature.	0
3114270	S	High Efficiency Cooling System Cooling module is a combination of steel and aluminum components, with aluminum connections to maximize performance and cooling capability. Silicone radiator & heater hoses enhance value, durability, & reliability. Constant tension band clamps reduce leaks. Chevron Delo Extended Life Coolant (NOAT) extends maintenance intervals reducing maintenance costs. Anti-freeze effective to -30 degrees F helps protect the engine. Low coolant level sensor warns of low coolant condition to prevent engine damage. Radiator Size by Model: 520 1202 sq in, 579 1456.9 sq in, 535/536/537/548 949.3 sq in, 537/548 VOC 1000.3 sq in, 389 HH 1604 sq in, 567 1379 sq in.	0
3120320	O	Bugscreen	0
3120450	S	Stainless Steel Grille	0
3261980	S	Heavy Duty Air Cleaner Molded rubber air intake connections with lined stainless steel clamps seal to prevent contaminants in air intake.	0
3281750	O	Pre-Cleaner ECG	13

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3367200	S	Exhaust Vertical LH DPF/SCR LH Back of Cab Vertical, Single Module	0
3381860	O	Exhaust 90 Degree Diffuser	0
Transmission & Equipment			
4052970	O	Allison 4500 RDS-P Transmission, Gen 6 Rugged Duty Series	390
4210190	O	1810 HD Driveline, 1 Midship Bearing 4.5in x .180 wall tubing	15
4233910	O	(1) Dash Mounted Single Acting EOH PTO Control Electric-over-hydraulic, spec'ing PTO switch does not ensure the PTO will fit. Sends signal to Allison to engage PTO.	1
4251090	O	Retarder For Allison 4500 RDS Series Allison transmission retarders help reduce brake wear by slowing the truck by using transmission fluid to create resistance and absorb the vehicle's energy via the drive shaft.	75
4252170	O	Auto Neutral Activates With Parking Brake Auto Neutral helps improve jobsite safety by reducing the possibility of the truck moving due to throttle application.	0
4252890	O	Allison FuelSense Not Desired Dynamic Shift Sensing	0
4252950	O	Omit Allison Neutral At Stop	0
4256020	S	Console Mounted Push Button Shifter	0
4256740	O	Allison 6-Speed Configuration, Wide Ratio Gears Allison 4500 transmission only	0
4256870	O	Allison Output Function S Neutral Indicator Allison output function S Neutral Indicator for PTO. Required on Refuse Packer Applications. With this configuration NEUTRAL only, PTO engagement is permitted only when the transmission is in Neutral. Once the transmission is in Neutral, the PTO is automatically engaged and fast idle is initiated when the PTO switch is on. In addition with this configuration Pack-on-the-fly, the PTO is automatically engaged and fast idle is initiated when the PTO switch is On concurrently with shifting of the transmission to Neutral.	0
4256910	O	Allison Transmission Fluid Test Port Remote coupler. The fluid test port provides easy access to transmission fluid for testing from its location under the hood on the right-hand frame rail.	0
4256990	O	Rolling Direction Change Shift Inhibit Feature Allison transmissions. A programmable feature that keeps the transmission from shifting from Drive to Reverse or from Reverse to Drive above a preset speed. This wireless function is enabled when a switch is closed to complete the circuit between input wire 101 and ground. Frequently the function is interfaced with a switch indicating activation of another vehicle function, such as application of the service brakes. When the function is enabled, the TCM will recognize the	0

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		request for a direction change shift, Reverse-to-Drive or Drive-to-Reverse. If all other operating conditions are acceptable, the TCM will command the requested shift. The enable remains in effect until the switch is opened, followed by the selection of a different direction, Reverse or Drive, at the shift selector. This could be used for doc spotters and refuse. If the function is not enabled, any shift which results in a change of direction is inhibited.	
Air & Trailer Equipment			
4510210	S	Bendix AD-HF EP Air Dryer, Heater Coalescing filter, extended purge. Bendix AD-HF air filters protects the life of your engine system and components. Proven PuraGuard oil coalescing technology in the the air dryer cartridge. This oil coalescing filter ensures the removal of oil and oil aerosols before they can contaminate the moisture removing desiccant.	0
4540420	S	Nylon Chassis Hose	0
4542320	O	Central Location For Air Tank Drain Valves Wire braid hose to air tanks. (Not available with optional drain valves.)	4
4543320	S	Steel Painted Air Tanks All air tanks are steel with painted finish except when Code 4543330 Polish Aluminum Air Tanks is also selected (then exposed air tanks outside the frame rails will be polished aluminum). Peterbilt will determine the optimal size and location of required air tanks. Narratives requesting a specific air tank size or location will not be accepted for factory installation. See ECAT to determine number or location of air tanks installed.	0
Tires & Wheels			
5004040	S	FF: CN 20ply 315/80R22.5 HAU3 WT Efficiency Rating: Fair Waste transportation and other high scrub, urban applications.	0
5104070	O	RR: CN 16ply 11R22.5 HSC3 Efficiency Rating: Fair Fuel efficient, high mileage performance long haul steer tire. Includes TPMS sensor.	92
5190004	O	Code-rear Tire Qty 04	0
5220530	O	FF: Alcoa 89U647 22.5X9.00 High Polish Aluminum, Ultra ONE wheels with MagnaForce alloy.	-94
5310600	S	RR: Accur Std Armor 50291PK 22.5X8.25 Heavy Duty, Two Hand Holes	0
5390004	O	Code-rear Rim Qty 04	0
Fuel Tanks			
5556100	O	26" Aluminum 70 Gallon Fuel Tank LH BOC Paddle handle filler cap with threadless filler neck. Top draw fuel plumbing reduces chance of introducing air into the fuel system during low fuel level conditions due to the central placement of fuel pickup	11



Sales Code	Std/ Opt	Description	Weight
		tube. Wire braid fuel lines increase durability & reduce potential for leaks.	
5604070	O	Location LH BOC 70 Gallon	0
5650490	S	Fuel Cooler Required with single fuel tank	0
5652890	S	DEF Tank Mounted LH BOC Models 220 and 520 mounted left hand back-of-cab.	0
5652990	O	DEF To Fuel Ratio 2:1 Or Greater	0
5655069	S	DEF Tank 520, 7.3 Gal	0
Battery Box & Bumper			
6011070	O	Aluminum Battery Box LH Frame Mtd Back-of- Fender Aluminum battery box left hand frame mounted back-of-fender. 8" Below top of frame.	0
6030150	O	Rubber Battery Pad In Bottom of (1) Battery Box Mat in box that holds batteries only	4
6122810	O	Steel Bumper Swept Back Painted Requires bumper extension, includes two front tow eyes with pins	2
6132400	O	Notched Top Flange Of Bumper Does not include fepto provisions	0
6132900	O	Screen Over Air Intake Opening In Bumper	2
Cab & Equipment			
6501090	O	53" LCF ProBilt Cab RH Drive Use with auto-trans. Includes steel frames with aluminum and fiberglass panels, all aluminum doors, dual door stops, door locks, tinted safety glass thru-out, cab and door mounted entry grab handles, 65 degree hydraulic tilt, stainless steel grille, dual rear cab fenders, service module BOC (cab tilt pump, oil fill and dipstick, coolant fill and check, fluid fill and dipstick for auto trans), door mounted armrests, power windows, doghouse full insulation, rubber floor mats, ergonomic center control console, removable instrument panel, Driver Information Display, LED backlit gauges, adjustable side flip-down interior sunvisor, 16" steering wheel with integrated horn button, tilt/telescopic adjustable column, over-door storage, driver and passenger side cup holders, USB charging port and 12VDC charging outlet, header includes HVAC controls, rear cab corner windows, 18" bolt-on step on each side, self-canceling turn signals and Front Directional and Side Mounted Turn Signals.	0
6540160	S	Thermal Insulation Package in Cab The thermal insulation package is designed to make the cab thermally efficient in extreme temperatures. The model 520 adds insulation surrounding the doghouse to reduce engine heat transmitted to the cab.	0
6800500	S	4.5" Rubber Flares On Cab And wheel well fenders	0
6911720	S	Peterbilt Driver Seat	0

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6921720	S	Peterbilt Passenger Seat	0
6931120	O	Seat Belt Color Orange IPO Standard Black	0
6939400	O	Air Ride Driver	43
6939420	O	High Back Driver	0
6939470	S	Vinyl Driver	0
6939500	O	Air Ride Passenger	43
6939520	O	High Back Passenger	0
6939570	S	Vinyl Passenger	0
7000000	S	Gray Interior Color Includes ABS Gray Headliner & Rear Cab Panel, Gray Vinyl Engine Tunnel Cover. For LH, RH, and Dual Steer Dual Seated Power Windows are standard on both doors. For Dual Steer RH stand-up the LH Window is Power and the RH Window is a Manual Sliding window.	0
7001520	S	Adjustable Steering Column - Tilt/Telescope	0
7001620	S	Steering Wheel With Peterbilt Logo Steering Wheel with embossed Peterbilt logo over horn button.	0
7110680	S	Exterior Cab Entry Grabhandle Textured; NFPA compliant. Available on Day Cab specifications only.	0
7220130	S	Rear Window Back of Cab Standard Tint 18.5in X 54in	0
7230350	S	2-Piece Flat Windshield	0
7322010	S	Combo Fresh Air Heater/Air Conditioner With radiator mounted condenser, dedicated side window defrosters, Bi-Level Heater/Defroster Controls, 54,500 BTU/HR, and silicone heater hoses.	0
7330920	O	(2) Defroster Fan On Rear Header	60
7561260	S	Black LH/RH Tri-plane Mirrors, Heated, Motorized, Mounted to Doors. Features: Heated on All Three Surfaces, Upper/Lower Mirrors are Convex and Middle is a Flat Pane Motorized Mirror.	0
7610470	O	(1) Air Horn 24.5" Chrome - Round w/Horn Shield	0
7722120	O	ConcertClass, AM/FM, Weatherband, 3.5 Aux	10
7725740	O	Midlevel Speaker Package For Cab (4) Speakers	6
7728020	O	Bluetooth Located On Driver Side	0

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Sales Code	Std/ Opt	Description	Weight
7728030	O	Radio Mute When In Reverse For automatic or automated transmission	0
7728040	O	Bluetooth Phone and Audio Requires USB Port	0
7728050	O	USB Port	0
7788055	S	SmartLINQ Remote Diagnostics SmartLINQ is Peterbilts proprietary remote diagnostics service which monitors the engine and aftertreatment for diagnostic codes providing real-time code analysis maximizing vehicle uptime and strengthening the fleets partnership with their dealer. SmartLINQ provides fault coverage for over 800 codes, a customizable email notification for 116 codes plus a web portal to manage your entire fleet included at no additional charge. SmartLINQ is compatible with any telematics system and doesnt require a specific fleet management system. For those whose customers utilize PeopleNet, the pre-wire with remote diagnostics will provide a more integrated solution utilizing the existing SmartLINQ modem. For those whose customers utilize other fleet services products, the existing pre-wire option for the other fleet service devices will continue to be available. Standard on Class 8 engines and available on Models 348, 337, 330 and 325 with a PX-9, PX-7 or Cummins Westport natural gas engine.	0
7851330	O	Cab Tilt Pump Air Assist	0
7851870	O	Rain Gutters Over Driver and Passenger Doors	8
7852150	S	Peterbilt Pantograph Windshield Wipers With intermittent feature.	0
7900090	O	Triangle Reflector Kit, Ship Loose Florescent triangle emergency road flares are designed to meet and exceed all DOT standards.	13
7900270	O	Fire Extinguisher, Cab Mounted Hazmat approved UL listed/rated ABC	12
7900970	S	Backup Alarm Wiring To EOF	0
8011850	S	Transmission Oil Temperature (Main) Located in Digital Cluster Display.	0
8021315	S	Air Restriction Indicator Mounted on exhaust stanchion	0
8021800	O	Air Filter Restriction Pressure Gauge Located in Digital Cluster Display	0
8021810	O	Brake Application Air Pressure (Tractor) Located in Digital Cluster Display.	0
8031120	O	Warning Light Battery Disconnect, Switch Engaged Marker light external mounted	0
8070010	O	Up To (4) Additional Electric Switches Up to (4) additional electric switches without wiring. Switch will short pin5 to pin 4 when off, and pin 5 to 6 when on. Backlighting provided by Lin jumper.	1

Price Level: January 1, 2024

Deal: Single Axle ASL

Printed On: 6/18/2024 6:00:58 AM

Date: June 18, 2024

Quote Number: QUO-1116613-B0L0Y6



Sales Code	Std/ Opt	Description	Weight
8070390	O	Engine Hourmeter Gauge Located in Digital Cluster Display	0
8070450	O	Engine PTO Hourmeter Gauge Located In Digital Cluster Display	0
8070810	O	Engine Manifold Pressure (Turbo Boost) Located in Digital Cluster Display	0
8070860	O	Main Instrumentation Panel Digital Cluster 7" Display includes: Physical (Analog) - Speedometer, Tachometer, Oil Pressure, Coolant Temp and Display Gauges - Fuel Level, DEF Level, DPF Filter Status, Fuel Economy, Volts Telltale, OAT and Primary Air Pressure, Secondary Air Pressure for air brake trucks.	0
8070940	O	Voltmeter Gauge (MD/520 Only) Located in Digital Cluster Display	0
8110150	O	Headlights Single Rectangular LED Model 520 LED headlights provide outstanding brightness and coverage that can help with driver eye-fatigue. LED headlights are easy to install, long lasting, energy efficient and cost effective and they provide improved headlight brightness.	0
8120550	O	(5) Light Guards On Marker Lights	2
8120570	S	(5) LED Clearance With (2) LED Marker Lights Includes (5) lights mounted on roof of cab and (1) cab side marker light mounted in front of each cab door	0
8133900	S	None Furnished Stop/Tail/Backup Lights Available with full truck only, not available with tractor	0
8134160	O	Self-Canceling Turn Signal	0
8140690	O	Brake Lights Activated by Park Brake	0
Paint			
8500710	S	Standard Paint Color Selection	0
8530770	O	(1) Color Axalta Two Stage - Cab/Hood Base Coat/Clear Coat N85020 A - L0006EY WHITE N85700 BUMPER L0001EA BLACK N85500 CAB ROOF L0006EY WHITE N85200 FRAME L0001EA BLACK	0
Shipping Destination			
Options Not Subject To Discount			
9400090	S	Peterbilt Class 8 Standard Coverage 1 year/100,000 Miles (160,000 km)	0
9400094	S	PACCAR PX-9 Standard Coverage 2 yrs/250,000 mi (402,336 km)/6,250 hrs	0
9402417	O	1 Year Towing	0

Price Level: January 1, 2024
Deal: Single Axle ASL
Printed On: 6/18/2024 6:00:58 AM

Date: June 18, 2024
Quote Number: QUO-1116613-B0L0Y6



Sales Code	Std/Opt	Description	Weight
9407147	O	Fuel Price Index Factor \$72 NET	0
9408558	O	Prognostic Connection Fee	0
9408634	O	SmartLINQ RD - 5YR Sub PACCAR PX Engines	0
9408703	O	Base Warr: Emissions 5YR/100K MI-EPA Engine	0
9408982	O	Vehicle Layout Option is not subject to discount. Fleets will be split prior to build so that the charge is applied to only one unit. Quotes will not reflect this.	0
Miscellaneous			
9409070	O	State Of Registry: Maryland	0
9409749	O	2024 Series Emissions Engine	0
9409791	O	Peterbilt Motors Company	0

Promotions

Special Requirements

Special Requirement 1 0098170
Special Requirement 2
Special Requirement 3
Special Requirement 4

Order Comments



Total List Price (W/O Freight & Warranty & Surcharges)	\$296,354
Marketing and Service Support Fee	\$1,395
Prepaid Freight	\$4,300
Total Surcharge/Options Not Subject To Discount	\$2,771
 Total Weight (lbs)	 15,307

Prices and Specifications Subject to Change Without Notice.

Unpublished options may require review/approval.
Dimensional and performance data for unpublished options may vary from that displayed in CRM.

PRICING DISCLAIMER

While we make every effort to maintain the web site to preserve pricing accuracy, prices are subject to change without notice. Although the information in this price list is presented in good faith and believed to be correct at the time of printing, we make no representations or warranties as to the completeness or accuracy of this information. We reserve the right to change, delete or otherwise modify the pricing information which is represented herein without any prior notice. We carefully check pricing specifications, but occasionally errors can occur, therefore we reserve the right to change such prices without notice. We disclaim all liability for any errors or omissions in the materials. In no event will we be responsible for any damages of any nature whatsoever from the reliance upon information from these materials. Please check your order prebills to confirm your pricing information

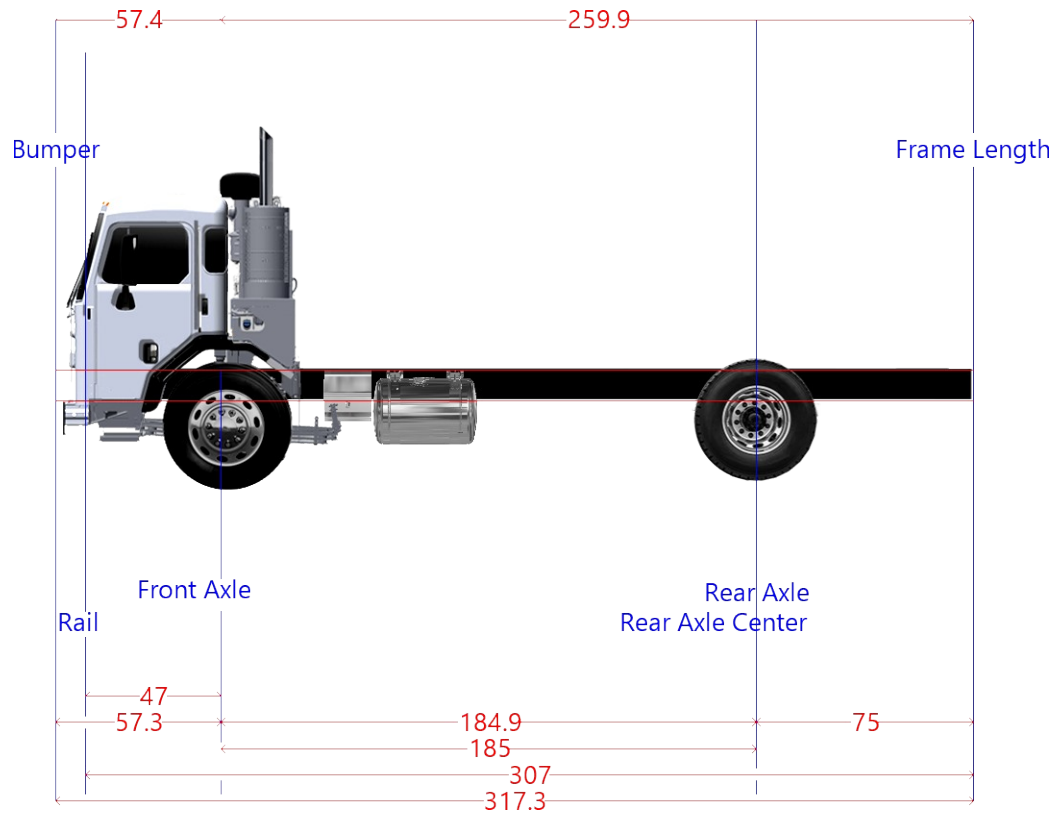


Shipping Destinations

Intermediate Destination: NONE

Final Destinations	Quantity
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HORIZONTAL DIMENSIONS



Dimension	Measurement	Start	End
Axle Spacing	0	185	185
Bumper to Back of Cab	57.4	-57.3	0.1
Bumper to Front Axle	57.3	-57.3	0
Bumper to Front Frame	10.3	-57.3	-47
Cab to End of Frame	259.9	0.1	260
Cab to Rear Axle	184.9	0.1	185
Effective Bumper to Back Of Cab	57.4	-57.3	0.1
Frame Length	307	-47	260
Front Axle to Back of Cab	0.1	0	0.1
Front of Frame to Axle	47	-47	0
Load Space	259.9	0.1	260
Overall Length	317.3	-57.3	260
Overhang	75	185	260
Pusher Offset #1	0	185	185
Pusher Offset #2	0	185	185
Pusher Offset #3	0	185	185
Tag Offset	0	185	185
Wheelbase	185	0	185

VEHICLE WEIGHT RATING

FRONT AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	1011890	PACCAR FX-20 Steer Axle 20,000 lbs. 4" Drop	20,000
Springs	1114030	Taper Leaf Springs, Shocks 20,000 lb	20,000
Power Steering	1243010	Power Steering Sheppard M100 Dual Gear	20,000
Hubs, Drums	1354850	PHP10 Iron PreSet PLUS Hubs - Air Disc	20,000
Brakes			
Tires	5004040	FF: CN 20ply 315/80R22.5 HAU3 WT	20,000
Wheels	5220530	FF: Alcoa 89U647 22.5X9.00 High Polish	20,000

Requested Front (Lbs): 0
 Minimum: 11,000
 Maximum: 20,000

The front axle weight rating cannot exceed 20000

REAR AXLE COMPONENTS

Component	Sales Code	Description	Ratings
Axle	1513220	Dana Spicer S30-190 30,000 lbs.	30,000
Hubs, Drums	1616240	PHP10 Iron Hubs	60,000
Service Brakes			
Spring Brakes			0
Suspension	1816120	Reyco 79KB Multi Leaf 31,000 lbs.	31,000
Tires	5104070	RR: CN 16ply 11R22.5 HSC3	24,020
Wheels	5310600	RR: Accur Std Armor 50291PK 22.5X8.25	32,000

Requested Rear (Lbs): 0
 Minimum: 20,000
 Maximum: 24,020

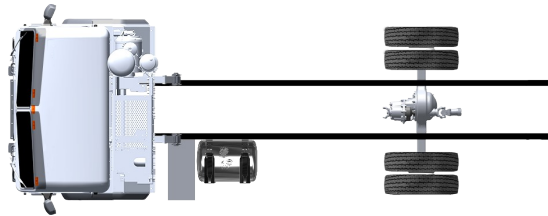
The rear axle weight rating cannot exceed 24020

[LABEL:RPTVW_GROSSCOMBINATIONWEIGHTRATING

GCWR (lbs)	44,020
Min	44,020
Max	44,020

The Gross Combination Weight Rating rating cannot exceed 44020

FRAME LAYOUT



Note: The image displayed is representative only. It should not be construed as a layout diagram. Dimensions and components are not to scale.

Selected Options (Wheelbase: 185)

Sales Code	Description	Length	Side
5655069	DEF Tank 520, 7.3 Gal	25	Left
5556100	26" Aluminum 70 Gallon Fuel Tank LH BOC	36.15	Left
6011070	Aluminum Battery Box LH Frame Mtd Back-of- Fender	16.5	Left

EASTON POLICE DEPARTMENT

"With Pride We Serve"

UPCOMING PUBLIC ASSEMBLY EVENT

TO: Mayor Cook and Don Richardson
DATE: July 22, 2024
PREPARED BY: 1st Sgt. P. Sally 0135

EVENT: Pride Festival

APPLICANT: Kyle O'Donnell – Delmarva Pride Center

LOCATION: Harrison Street – From Dover to South Streets, Lot 1

DATE/TIME: June 14, 2025 11am – 4pm

ATTENDANCE: 4,000

PURPOSE: Festival

DETAILS:

- Food truck vendors set up throughout the venue
- Vendor and activity tents set up along Harrison Street
- There will only be one small stage setup for live, local music on Harrison Street just south of the Dover Street intersection.
- Trash pickup and street sweeping to be completed by festival coordinators
- Applicant to obtain permission for use of Waterfowl Building and Ashley Insurance Lot.

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SPECIAL REQUESTS:

- Street Closures –
 - Harrison Street from Dover to South Street
 - Glenwood Extended from rear entrance to Shore Bank to Harrison Street
 - South Lane from Harrison Street to Talbot Lane
 - Roads closed to allow set up 90 minutes before the event (9:30AM) and 60 minutes after event concludes for clean-up (roads open at 5:00pm)
- Lot 1 in its entirety.

- Have 6 portable restrooms set up at Town Parking Lot #1

EPD CONCERNS:

- Blocking vehicles/barriers will be needed at 4 road closure points.

APPROXIMATE COST: \$600.00

1 overtime officer to assist Sgt. Coxon with the event for 9 hours.

RECOMMENDATION: Recommend Approval

TOWN OF EASTON
NOTICE OF PUBLIC HEARING
PLANNED UNIT DEVELOPMENT - INFILL
NAI SATURN EASTERN, LLC AND MILLER DEVELOPMENT CORPORATION
139 NORTH WASHINGTON STREET

The Council of the Town of Easton will hold a public hearing on Monday, June 17, 2024 at 5:40 P.M. in the Council Meeting Room, 14 South Harrison Street. The purpose of this hearing is to discuss the request of Lane Engineering, LLC (The Applicant) on behalf of NAI Saturn Eastern, LLC (The Owner) and Miller Development Corporation, for a proposed Planned Unit Development (PUD) - Infill. The property is located at 139 North Washington Street, also known as Tax Map 104, Grid 00EA, Parcel 612.

The application seeks to redevelop the site to construct twenty-four (24) four-story townhomes and nine (9) single-family detached dwellings with associated parking, stormwater management facilities, and landscaping. The application was reviewed and approved by the Easton Historic District Commission at their May 13, 2024 meeting where a Certificate of Appropriateness was granted for the demolition of the existing former Safeway building and the architecture of the proposed buildings.

The public is hereby invited to comment on this application. Such comments may be either submitted in writing at any time prior to the Hearing, or made in person at the Hearing. Copies of the application are on file in the office of the Town Planner and are available for public inspection during normal business hours.

Persons wishing to attend or participate in the public hearing who require special accommodations or assistance because of a disability should contact the Town Clerk, Kathy Ruf at the Town Office, telephone number (410) 822-2525 during normal business hours by June 14, 2024.

Kathy M. Ruf
Town Clerk

Note to Star Democrat: Please publish the above ad in the June 2, 2024 and June 12, 2024 issues of the Star Democrat and send a Certificate of Publication to: Town Clerk, Town of Easton, P.O. Box 520, Easton, MD 21601.



TOWN OF EASTON
PLANNING & ZONING
14 S Harrison Street, Easton MD 21601

Date of Hearing: June 17, 2024

**TOWN COUNCIL
PUBLIC HEARING
STAFF REPORT**

SUBJECT: **PUD Infill application and Sketch Subdivision Plat on the lands of NAI Saturn Eastern, LLC**

ELECTION WARD: Ward 1

CRITICAL ACTION DATE: At the pleasure of the Council

STAFF CONTACTS: Joseph Mayer, Plan Reviewer
Miguel Salinas, Director of Planning and Zoning

APPLICANT: Miller Development Corporation % Robert Miller

DOCUMENT CREATED ON: May 31, 2024

PURPOSE: The applicant, Miller Development Corporation, is seeking Town Council approval of a PUD request to construct twenty-four (24) four-story townhomes and nine (9) single-family detached dwellings with associated parking, stormwater management facilities, and landscaping.

RECOMMENDATION:

Planning Commission: At the Planning Commission Public Hearing on May 16, 2024 meeting, the Commission forwarded (4-0) the application to the Town Council with a recommendation of approval with recommended conditions.

Staff: Staff notes to Council the outstanding issue outlined below. Should the Town Council approve the sketch site plan, staff recommends proposed conditions (see below).

APPLICATION INFORMATION:	
APPLICANT: NAI Saturn Eastern, LLC (Owner) Miller Development Corporation (Developer): Robert Miller	REPRESENTATIVE: Lane Engineering, LLC (Agent): Brett Ewing MDSW: Ryan D. Showalter
PARCELS/ACREAGE:	
Parcel Information	Acreage
Map 104, Grid 0000, Parcels 0612	1.522
ACCEPTANCE DATE: April 29, 2024	LOCATION: 139 N Washington Street
EXISTING ZONING CB PUD Infill Boundary	EXISTING LAND USE: Commercial
HISTORIC DISTRICT: Applicable	FUTURE LAND USE MAP: Commercial

CONTEXT:

Location/Site Access – The subject property is located along North Washington Street, fronting on the West side of the road, at the intersection of Washington and Bay Streets.

Existing Conditions – The subject property is currently improved with a 22,547 square foot (SF) +/- vacant building.

Surrounding Properties

- 7, 11, 13, 17, 19 & 101 Bay Street - CB
- 117, 119, 120, 129 North West Street - CB
- 122, 123, 130, 134, 133 & 201 North Washington Street - CB



Figure 1: Vicinity Map

PROPOSAL: Miller Development Corporation (Applicant) is seeking Town Council approval of a Planned Unit Development (PUD) Infill application for the construction of twenty-four (24) townhomes and nine (9) single-family detached dwellings with associated parking, stormwater management facilities, and landscaping. The site is the former Safeway grocery store and is zoned Central Business (CB). Areas zoned CB allow a maximum density of 7 dwelling units per gross acre for single-family dwellings and 12 dwelling units per gross acre for townhomes. The maximum density allowed on the property, based on the PUD (Infill) standards, is 60 dwelling units per acre which equals a maximum density of 91 dwelling units based on the property's size (1.46 acres). The total proposed density is 21.68 dwelling units per acre. The subdivision also proposes a mews, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street.

BACKGROUND:

Easton Staff Development Review (ESDR)

The applicant submitted an application to the Easton Staff Development Review (ESDR) Committee on April 24, 2024 (please see attached ESDR Determination Letter). The property is also within the Historic District and the Applicant is scheduled to appear before the HDC at their May 13, 2024 meeting for a Certificate of Appropriateness.

Historic District Commission Review

The Town of Easton Historic District Commission, at their regularly scheduled meeting on May 13, 2024, reviewed the application seeking approval for the demolition of the non-contributing former Safeway building, and to construct twenty-four (24) four-story townhomes, and nine (9) single-family dwellings with associated parking, stormwater management facilities, and landscaping. The Commission voted 4-0 to approve the application as submitted with the condition that minor revisions to the proposed site and structure that are consistent with the Historic District Guidelines may be administratively approved by staff after consultation with the Chair of the Commission. The applicant received a Certificate of Appropriateness on May 29, 2024.

Planning Commission Review

The Town of Easton Planning Commission, at their regularly scheduled meeting on May 16, 2024, reviewed the application to request sketch plat subdivision approval, and a recommendation to the Town Council regarding a Planned Unit Development (PUD) - Infill, to construct twenty-four (24) four-story townhomes and nine (9) single-family detached dwellings with associated parking, stormwater management facilities, and landscaping. The applicant also indicated that the project would provide private solid waste removal services.

The Commission voted 4-0 to approve the sketch subdivision plan subject to the Town Council's approval of the PUD - Infill request.

The Commission also voted 4-0 to forward a positive recommendation of approval for the PUD - Infill application and to find the request consistent with the Town's Comprehensive Plan subject to the following conditions:

1. The applicant shall coordinate with the Town Engineer and State Highway Administration to obtain approval of the Traffic Impact Study.
2. The applicant shall address all Easton Staff Development Review (ESDR) comments intended to be complete during the Preliminary Site Plan review.

OUTSTANDING ISSUES PRESENTED AT THE PLANNING COMMISSION:

1. **Trash and Recycling Collection.** The applicant needs to coordinate with the Engineering Department for refuse collection; resolving the placement of trash receptacles on collection day and a safe maneuverable route for the vehicles to collect the refuse

The Applicant indicated at the May 16th Planning Commission meeting that the site would use tipper cans that would be stored in the garages. In addition, the proposed onsite roads are private and there would be a private trash service.

2. **Mews Access.** Staff is seeking clarification from the Applicant on whether the mews is planned for public access.

The Applicant stated at the May 16th Planning Commission meeting that the Mews will be open to the public.

3. Traffic Impact Analysis. Staff is requesting clarification from the Applicant and traffic consultant on whether there are recommended improvements to the intersection of Bay Street and North Washington Street or Bay Street and North West Street.

The Applicant will coordinate with the Town Engineer and State Highway Administration to obtain approval of the Traffic Impact Study. The Applicant stated at the May 16th Planning Commission meeting that currently there is no formal response from the State Highway Administration and the Applicant doesn't anticipate any improvement requests.

ZONING ANALYSIS:

A. Purpose and Intent

Section 28-701 A.

The purpose of a PUD District is to provide for carefully planned residential, mixed use and certain commercial developments at appropriate locations within the Town of Easton. It is the intent of this Section to allow all aspects of a PUD District to be subject to public review and control by the Town with specific provisions to be made on a case-by-case basis for adequate open space, architectural appearance, the height, bulk and location of buildings, required public facilities, and a variety of housing types, densities, and/or compatible commercial or industrial uses as a part of a detailed development plan.

Not all locations in the Town are suitable for PUD development and the nature, size, scale or intensity of proposed uses may cause a particular site not to be suitable for a specific PUD proposal. Therefore, there is no general presumption that an application for such a use at a particular location is valid, inures to the general benefit of the Town or is in compliance with the Town's Comprehensive Plan. Instead, each application will be evaluated according to its particular location and the degree to which the developer is willing or able to propose a development plan which furthers the goals and objectives of this Section and the Ordinance generally.

B. Location

Section 28-701 B. The PUD is a floating zone. That means that while provisions and regulations are made to govern development within any PUD District, no such District will be pre-mapped on the Zoning Map. A PUD District may be established in any parent zoning district provided the requirements outlined in this subsection are met.

Analysis - The current process of the Town of Easton Zoning Ordinance is for the Planning and Zoning Commission to review the material submitted and forward a recommendation to the Mayor and Town Council. The Commission may include recommended changes to the PUD sketch plan or recommended conditions of approval that the Commission deems necessary to better insure compliance with the Comprehensive Plan. In reaching its conclusion, the Commission shall make recommendations addressing the factors in § 28-701.H(2) (see below).

C. Off-Street Parking

28-1001.3 Parking Requirements

	Use/Activity	Minimum Vehicle Spaces	Maximum Vehicle Spaces	Minimum Bicycle Spaces	Notes
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	Residential Buildings				
1	Single-Family Detached	2 per du	–	–	
2	Single-Family Attached	2 per du	–	–	

Total Site Parking Required:

Single-Family Detached: 2 Spaces per dwelling unit required-Minimum
9 units x 2 = 18 spaces required-Minimum
Single-Family Attached: 2 Spaces per dwelling unit required-Minimum
(Townhomes) 24 units x 2 = 48 spaces required-Minimum

33 units x 2 = 66 spaces required-Minimum

Total spaces provided: 67

Analysis- There are no minimum off-street parking spaces required within the CB zoning district, although the adequacy of parking may be a consideration of site plan review. The Applicant is proposing 67 parking spaces.. The townhomes have a total of 24 units and the single-family detached dwellings have a total of 9 units. The Applicant believes the proposed parking is adequate to support the daily operation of this property.

D. DEVELOPMENT STANDARDS

Section 28-701.G.

Applications for any type of Planned Unit Development shall meet the following requirements:

(1) The area proposed for a planned unit development shall be in one (1) ownership, or, if in several ownerships, the proposal shall be filed jointly by all the owners of the property included in the development plan.

Analysis - The Property is owned by a single entity.

(2) The site shall be of a configuration suitable for the development proposed.

Analysis - The site includes 1.522 acres and has direct access onto Bay Street and North West Street. The planned layout and proposed site design provide for a functionally designed site.

(3) Public water and sewerage shall be available, although it may be made available in conjunction with the development of the PUD.

Analysis - There's adequate water and sewer service on-site to serve the proposed Project. The Applicant will provide the utility extensions that are necessary to connect the Project to Town services and will work with Easton Utilities to ensure that all permits and approvals are granted.

(4) *The site shall be located adjacent to adequate transportation facilities capable of serving existing traffic and that expected to be generated by the proposed development. Private roads may only be approved in commercial and multifamily projects or portions of projects. Such roads shall be internal to the development. Private roads shall comply with any standards developed and adopted for such roads by the Town Council. The Town shall bear no responsibility for construction or maintenance of private roads. Development on private roads may not be entitled to all Town services.*

Analysis - The Project has two existing access points; one from Bay Street, a State-owned street and the other from North West Street, a Town-owned street. A Traffic Impact Study ("TIS") was conducted by Traffic Concepts, Inc. in April 18, 2024, which is included with the submittal of this Application. The TIS demonstrates that all intersections of interest near the Project will continue to operate at a Level of Service (LOS) of "D" after the Project is completed. Comments from The Maryland State Highway Administration ("SHA") are pending.

(5) *The owners or developers must indicate that they plan to begin construction of the development within three (3) years after final approval. If there is no action on the part of the applicant at any point in the process for a period of three (3) years, the zoning of the site shall revert to its previous classification unless a time extension is requested by the developer and granted by the Planning and Zoning Commission. For projects constructed in parts or phases, the PUD approval applicable to any portion not improved in accordance with said PUD approval, shall expire if no development activity occurs for a period of five years.*

Analysis - The Applicant intends to commence construction upon approval from the Town Council, in light of the time incurred in obtaining all necessary building permits.

(6) *The setback, lot size, lot coverage, height, minimum frontage, minimum open space, and yard requirements shall be established for each individual project by the Town Council in the ordinance granting the application. The Planning and Zoning Commission shall make recommendations to the Town Council with regard to these requirements. The Town recognizes that it is necessary and encourages such uniquely established standards.*

Analysis - The minimum bulk requirements for the Project will remain consistent with the development standards, except for the deviation from the lot frontage requirements. The applicant intends to eliminate the lot frontage requirements for the townhomes.

(7) *Off-street parking shall be provided for each individual use in the planned unit development in accordance with the requirements of Section 1001. Mixed-use PUD's that integrate coordinated pedestrian and bicycle circulation systems throughout the development,*

shall be permitted to reduce the required off-street parking by 20% of the required standard without the need for a parking variance, waiver, or deferral.

Analysis - There are no minimum off-street parking spaces required within the CB Zoning District, although the adequacy of parking may be a consideration of site plan review. Off street parking within the Project does comply with Town standards. The Town code requires a minimum of two parking spaces per unit (66 spaces). The Project proposes 67 spaces, which is one space above the minimum parking requirement for the residential community. The municipal services offered for refuse collection will not access the private property, therefore the applicant will need to show and describe how refuse will be collected. The applicant needs to coordinate with the Engineering Department for refuse collection; resolving the placement of trash receptacles on collection day and a safe maneuverable route for the vehicles to collect the refuse.

(8) No more than 50% of the off-street parking area for the entire property of a major retail or shopping center use, shall be located between the front façade of the principal building(s) and the primary abutting street.

Analysis - Not Applicable.

In addition, some development standards will vary according to the type of PUD in accordance with the following Table:

Standard	PUD Sub District	
	PUD- Infill	139 N. Washington Street
Minimum Size	N/A	1.522 acres
Maximum Size	5 acres	N/A
Maximum Residential Density (per gross residential acre)**	60 du/acre*****	21.68 du/ac
Minimum Open Space Requirement***	Open space shall be that which is deemed adequate by the Town Council. In addition, landscaping shall be provided to enhance the project and advance the degree to which the infill project blends in with surrounding properties.	Required: 30% of total gross area = 0.456 acres. Proposed: A Mews is proposed, which includes ornamental fence, garden walls and decorative pavers to provide a walkable connection between North

		Washington Street and North West Street.
Applicability	Lands within the area indicated on Map 7-1	The property qualifies as Infill

Analysis - Not Applicable.

*****The Town Council may consider projects with a density of up to 25% more than the maximum stated in this table upon a finding that such increased density is in keeping with the existing or intended character of the neighborhood (as expressed in the Comprehensive Plan or, if applicable, any adopted Small Area Plans) and that any potential detrimental impacts from such increased density are ameliorated to the satisfaction of the Council. Additionally, if residential use is part of a vertically-mixed use project (i.e., non-residential uses are present on the ground floor with residential units on non-ground floors), there shall be no limit on the residential density.***

Analysis - As explained above, the Applicant is requesting approval of the PUD allowing a density of 21.68 dwelling units per acre, less than the potential maximum of 60 dwelling units per acre and will not result in any detriment to neighboring properties or nearby traffic patterns and public right of ways. The Property is situated between commercial uses and residential uses and is perfectly suited for higher-density development to create a tiered development scheme. Approval of the requested density is consistent with the goals of the Comprehensive Plan and results in provision of housing that the Town of Easton is seeking for its current and future residents. This has been achieved through creating a sense of place; utilizing existing infrastructure efficiently, producing a pedestrian-friendly neighborhood with connectivity and accommodating transit to Washington Street, Bay Street and West Street.

******The Town Council may consider projects with less than the minimum open space required as specified in this Table, upon a finding that unique circumstances or conditions exist which warrant such a reduction and further provide that the applicant addresses the open space requirement in another acceptable means.***

Analysis - Though there is no designated open space, the Applicant has designed a Mews, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street.

*******In the PUD General sub district, for any residential units proposed in excess of the maximum residential density permitted in base residential zoning districts (3.5 du/ac), at least 25% must be devoted to affordable housing, or the developer may contribute a fee-in-lieu to an entity to be determined by the Town.***

Analysis - Not Applicable.

E. Forest Conservation

Easton Forest Conservation Ordinance #718, Article III, § 31-3.2 Exemptions

O. An activity on a previously developed area covered by impervious surface and located in the priority funding area.

Analysis - The site is within the priority funding area and is an existing developed area covered by impervious surface; existing building, parking lot and utilities. The overall site area is 1.522 acres with nine (9) proposed single-family detached dwellings and twenty-four (24) proposed 4-story townhomes with associated parking, stormwater management and landscaping. Required Forest Conservation would be 0.228 acres or 9,945 square feet. The intent of the project is to maximize density within the infill area and provide adequate facilities to accommodate the site. The applicant has provided a landscape plan with ten (10) deciduous-shade/canopy trees, fourteen (14) understory trees and one (1) evergreen tree that is sixty (60) percent of the required forest conservation area. Based on the existing conditions and priority funding area, the staff supports the exemption under *Ordinance #718, Article III, § 31-3.2 Exemption, “O”, an activity on a previously developed area covered by impervious surface and located in the priority funding area.*

F. Traffic Impact Analysis

The Traffic Impact Analysis (TIA) was submitted by the applicant on April 18, 2024. The documents prepared by Lenhart Traffic Consulting, Inc. described that the primary access to the single-family detached dwellings and townhome units will be provided along Bay Street and West Street.

The study was prepared in accordance with a scoping agreement coordinated with the Town of Easton and conforms to the MDOT SHA Traffic Impact Study Guidelines. Note that per MDOT SHA's Access Permits Manual, all study intersections were evaluated using the Critical Lane Volume (CLV) methodology and must maintain Level-of-Service (LOS) D or better to be considered adequate. The Highway Capacity Manual (HCM) methodology was also utilized to evaluate the study intersections per Town of Easton Guidelines. Study intersections included:

- Bay Street & West Street.
- Bay Street & Site Access.
- Bay Street & MD 565 (Washington Street).
- West Street & Site Access.
- West Street & Federal Street.

Morning and evening peak hour turn movement counts were conducted on April 18, 2024. The Maryland Department of Transportation State Highway Administration's Average Daily Traffic Volumes (ADT's) have been reviewed for the past ten years and it was determined that average yearly growth in the area is approximately 1.34%. To provide a conservative analysis, a growth rate of 3.0% was applied for 3 years to the existing peak hour volumes and the resulting base

peak hour volumes. The previous use for the property, a Safeway grocery store, has been vacant for some time. To account for the traffic previously generated by the property, the previous grocery store use was included as a background development.

Projected Conditions with Site

The site is proposed to be redeveloped with 9 single family detached units and 24 single family attached units. The trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition. Trips associated with the previous use for the property were included in the background peak hour volumes. With the proposed redevelopment, these trips will no longer be on the roadway. The proposed project will generate less trips than the previous grocery store.

The CLV analysis indicates that all intersections operate at LOS A under total conditions. The results of the HCM analyses indicate that each study intersection operates with LOS “D” or better. The TIA also indicates minimal impact on the minor street delays at the unsignalized study intersections.

The TIA noted that an evaluation of sight distance for each of the proposed access points was evaluated to ensure vehicles are able to safely exit the site. The posted speed limit along both Bay Street and West Street is 25 MPH. Given the proximity of the proposed access points to the signalized intersection of MD 565 & Bay Street, and the stop-controlled intersection of Bay Street & West Street, it is likely vehicles are traveling below the posted speed limit when passing the site access points. As such, a 25 MPH design speed is assumed for Bay Street and West Street for the purpose of the sight distance evaluations. The required stopping sight distance (SSD) for left turns from stop considering a 25 MPH design speed is 155 feet and the required intersection sight distance (ISD) is 280 feet. Right turn maneuvers from stop require lower distances for both SSD and ISD purposes and are not analyzed in the following discussion.

The minimum SSD is provided in both directions from each access point. While the minimum ISD is not achieved, the AASHTO Green Book (A Policy on Geometric Design of Highways and Streets) contains guidance on intersection sight distance in Chapter 9.5.1 and states that, *“if the available sight distance for an entering or crossing vehicle is at least equal to the appropriate sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions”*. As mentioned above, due to the proximity of the access points to the intersections of MD 565 & Bay Street and Bay Street & West Street, it is likely that vehicles are traveling well below the posted speed limit of 25 MPH. As such, the actual SSD required to anticipate and avoid collisions at these locations is likely lower than the minimum SSD used in this analysis. Based on the results of the sight distance evaluation, and according to AASHTO guidance, drivers have sufficient sight distance to safely anticipate and avoid collisions.

In the conclusion of the findings contained in the report, it is recommended by Lenhart Traffic Consulting, Inc. that the proposed development be approved. In their letter dated April 26, 2024, the Town of Easton Engineering Department stated that they reviewed the analysis and found it acceptable with the following comments that should be addressed by the Traffic Consultant at the Planning Commission meeting:

- SHEET 83 OF 83: AASHTO stopping sight distance layout is acceptable
- Curb markings indicating NO PARKING locations must be labeled on the Preliminary Site Plan
- Are there any recommended improvements to the intersection at Bay/Washington or Bay/West?
- Comments from The Maryland State Highway Administration ("SHA") are pending.

POLICY ANALYSIS:

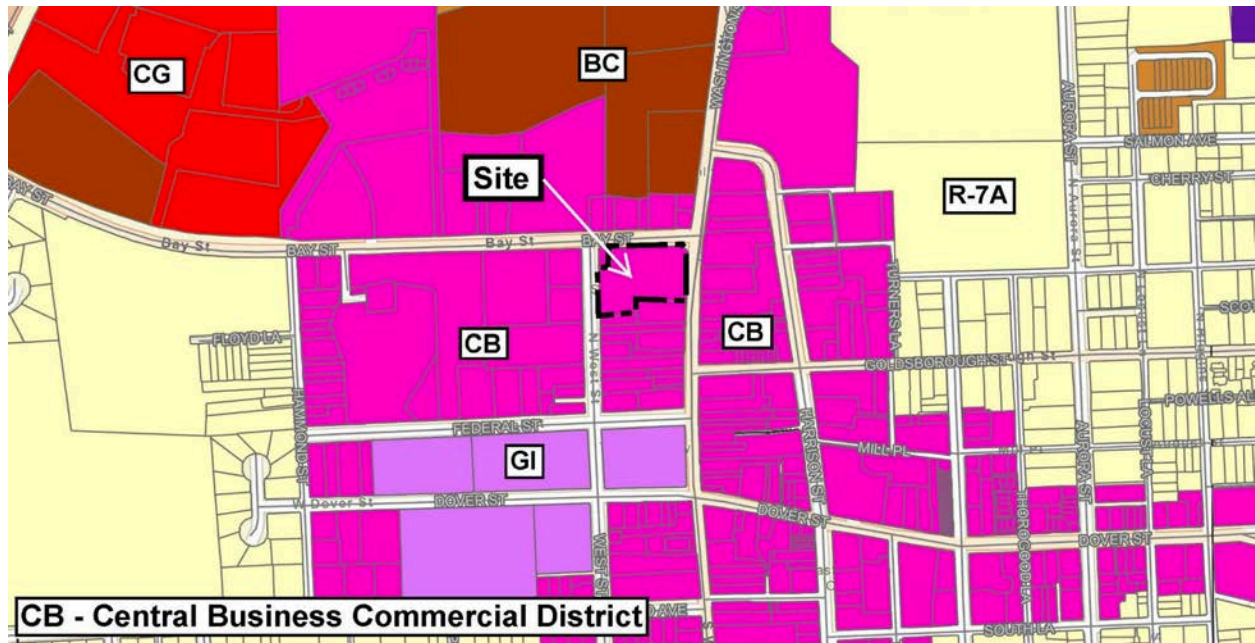


Figure 2: Zoning Map

Section 28-901.2.G of the Town Code states that the submission of a site plan for a proposed use or development activity shall not be approved unless it meets the factors below:

1. The site plan meets the design principles and standards and required improvements set forth in this Ordinance, the Town Comprehensive Plan, the Town of Easton Subdivision Regulations, and other ordinances, regulations, and policies established by the Town of Easton.

Analysis - The proposed subdivision meets the design requirements of the Town of Easton, including those described in the Town's Comprehensive Plan, Zoning Code, and any Design Guidelines. Notwithstanding, the staff's outstanding comments as noted above. Those comments can be resolved prior to Final Record Plat recording.

Town of Easton 2010 Comprehensive Plan Design Principles (Principle #1) Integrated uses are desirable- Applicant's response: *This development proposes residential development adjoining other residential land use and commercial uses.*

Staff notes that this is an appropriate location for walkable residential townhomes and single-family detached dwellings within the Town of Easton's Central Business Commercial District. In addition, the proposed development is under the PUD Infill Boundary, which provides a mechanism for the redevelopment, rehabilitation, and general improvement of certain older areas within the Town of Easton, including properties that have fallen into a somewhat neglected or dilapidated state.

(Principle #2) Natural features should determine design – Applicant's response: *No compelling natural features; SWM integrated on site.*

Staff notes that there are no compelling natural features on site.

(Principle #3) Automobiles should not determine design – Applicant's response: *Parking for residents is important. The proposed parking has been designed to accommodate the building layout on-site.*

Staff notes that the applicant has provided adequate off-street parking interior to the site while maintaining a form of development consistent within the context of the Central Business District; i.e. the site layout with its street fronting single-family detached homes does not reflect a suburban, auto-oriented type of residential development.

(Principle #4) Ample Open Space should be provided within & around neighborhoods – Applicant's response: *Usable open space not specifically applicable here.*

Staff notes that an attractive open space has been created within the proposed mews area, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street. The mews enhances the project and advances it to the degree to which this infill project blends in with surrounding properties.

(Principle #5) Architecture should respect Easton's Historical Development – Applicant's response: *The application proposes architecture compatible with existing buildings and compatible with existing architecture found in Easton.*

Staff notes that this project is scheduled for Historic District Commission on 5/13/24 for the demolition of an existing building and the construction of twenty-four (24) four-story townhomes and nine (9) single-family detached dwellings.

(Principle #6) Signs should inform but not dominate – Applicant's response: *Signs should inform but not dominate-signage tasteful, simple and per code.*

Staff notes that any proposed monument sign will require a Signage Application to be submitted prior to installation.

(Principle #7) Neighborhoods should contain a diversity of housing types – *Applicant's response: This development proposes townhomes and single family dwellings as permitted in the CB Zoning District.*

Staff notes that the townhomes and single family dwellings offer a diverse pairing of housing types on the project site.

(Principle #8) Residential neighborhoods should be interesting places – *Applicant's response: This development setting provides diversity to the downtown district.*

(Principle #9) Neighborhoods should connect – *Applicant's response: The mews will provide pedestrian connection from Washington Street to West Street.*

Staff notes that the Comprehensive Plan states that older historic areas of Easton are where you find a great variety of lot sizes, configurations, and housing types as opposed to the more recent homogenous subdivisions built over the last 30 years. In addition, the plan states that connected neighborhoods are a fundamental characteristic of the older parts of Easton that are essential to emulate in new development projects for four reasons: 1) to offer multiple travel options, 2) to promote community and increase the opportunities for social interactions and walking between adjacent developments, 3) connected neighborhoods are safer and urban gridded streets promote lower vehicular speeds, and 4) connected neighborhoods are more sustainable and can promote compact, vibrant, mixed-use neighborhoods where living in a mixed-use environment where residents are within walking distance of shops and services results in increased walking and biking.

The Comprehensive Plan's Community Character chapter, related to the role of infill development in Easton's growth strategy, states that infill development can accommodate growth without annexing land. Infill and redevelopment means:

- *decreased demand for new, undeveloped greenfields*
- *mobility for those who do not or cannot drive*
- *it's less expensive to provide services to infill sites versus greenfield sites*
- *An increased supply of smaller-sized housing units can offer more affordable and lower maintenance housing choices for smaller households*
- *new opportunities and improved quality of life for in-Town residents,*
- *savings on energy and the environment,*
- *development that is consistent with State Smart Growth Policies*

The plan does state that extra attention needs to be given to compatibility and neighborhood impact issues and the plan offers points for consideration with any infill or redevelopment project. These points include: ensure housing types that are compatible with existing types, employ appropriate traffic calming measures, and provide a continuous pedestrian network.

It is also noted that this site is included within the area subject to the Downtown Easton Master Plan for Infill Development, and was in fact one of a handful of parcels examined more closely for potential infill and redevelopment opportunities. The plan was finalized in

July of 2008. While outdated, there are principles or recommendations in the plan which are still useful for reference. The following is a portion of the description of such opportunities for this site:

NORTH SIDE STRATEGIC INFILL SITE: SAFEWAY

DEVELOPMENT PRINCIPLES AND CONCEPT PLAN

As shown on Figure 1-15, the development principles of this infill site create a unique opportunity to begin making the important gateway intersection of Bay and Washington Streets integrated to the character and context of downtown (also see the rendered illustration in Figure 1-11, above). By creating a development plan that pushes parking to the interior and brings active building frontages to the corner, a new gateway anchor in the community can be established. Use of the adjacent Town parking lot across West Street can also minimize the total parking provided on-site.

Figure 1-15 provides a concept plan for the site emphasizing its street-oriented and mixed-use approach. The proposed site redevelopment a small residential component of about 12 units fronting on West Street, about 29,500 square feet of new retail, and about 36,000 square feet of ground floor and upper floor commercial space. Like the existing Safeway store, the site is very appropriate for an urban-scale grocery store and that is the assumed use for the new retail space. Parking would be to the interior possibly on a two story deck or utilizing internal parking and the Town lot located across West Street.

The Downtown Plan envisioned a mixed-use project with residential units over retail. Notwithstanding, the proposed site plan practically mirrors the recommendations of the Downtown Plan. In addition, the Downtown Plan states that providing for residential development will serve to reactivate downtown and increase the hours that downtown is active. The property is located in what the Downtown Plan calls the Downtown Gateway, which includes Washington Street. The building heights of the dwellings facing the street are consistent with the recommended stories (three plus a dormer level), the homes demonstrate variations of siding materials (brick and fiber cement), the window openings are vertically oriented, and the dwellings are close to the front setback line (Table 1-2, Infill Design Guidelines).

The Downtown Plan also notes that there is a noticeable gap or divide between the existing development pattern north and south of Goldsborough Street. Where the area south of Goldsborough includes small parcels, finely-scaled architecture, and historical street-fronting buildings, the area north of the street is characterized by larger vacant lots (some used for parking), irregular street walls (street frontage), and irregular building styles. Staff notes this area includes more auto-dominated development patterns typical of suburban patterns of development. Prime examples are the Talbot Town shopping center, Talbot Cleaners, the two buildings at 134 and 137 North Washington Street, and the old Safeway site that is the subject of this application.

The Downtown Plan recommends establishing the Washington/Bay Street intersection as a new gateway presence to help connect the northern and southern portions of downtown¹. The plan also recommends closing up gaps in the street wall and activating the street at ground level to help make the area more walkable and to reinvigorate downtown. Staff notes that the architectural renderings show a low street wall that includes a series of planting beds along North Washington Street. These beds, combined with the single family homes located close to the front setback, closes the current gap that exists along the roadside and achieves the more traditional urban form that defines the downtown².

2. The site plan avoids or minimizes adverse impacts upon features (whether on-site or off-site) of historical, cultural or ecological significance.

Analysis - The site is within the Historic District and was granted architectural approval from the Historic District at their scheduled meeting on May 13, 2024. The site is not within the Critical Area. This project would provide thirty-three residential units with improved amenities; adequate parking, stormwater management facilities and landscaping.

3. The proposed use or development activity will not substantially increase traffic hazards due to traffic generated by the proposed use, the location of curb cuts or the layout of internal traffic circulation.

Analysis - The proposed use and activity will not increase traffic hazards in the surrounding area. Adequate off-street parking is provided.

4. The site plan and the proposed use or uses do not cause any adverse impact upon the health or safety of persons residing or working in the area surrounding the site or upon the character of the neighborhood surrounding the site; and

Analysis - There would be no adverse impacts. The existing property is located within the Central Business zoning district. The project would provide a residential use with associated parking, stormwater management facilities and landscaping.

5. The site plan improves the water quality of the Chesapeake Bay or its tributaries.

Analysis - The proposed site would meet required design practices for stormwater management.

¹ Other recommendations were to connect Bay Street with Brewers Lane and extend Harrison Street into the Talbot Town site.

² The Downtown Plan states that the entire character of the north downtown area can be enhanced by orienting new development to the street and eliminating large areas of open parking and non-contiguous street frontages (p. 1-7).

Section 28-701.H.2

The Planning and Zoning Commission shall review the material submitted and following the presentation from the applicant, shall forward a recommendation to the Mayor and Town Council. The Planning and Zoning Commission's transmittal to the Town Council may include recommended changes to the PUD Sketch Plan or recommended conditions of approval that the Commission deems necessary to better insure compliance with the Comprehensive Plan. In reaching its conclusion as to the merits of the project, the Commission shall make recommendations addressing the following:

- a. Whether the proposed PUD development conforms to the Town of Easton Comprehensive Plan;***

Analysis - The proposed PUD revisions conforms to the Town's Comprehensive Plan.

- b. Whether the proposed PUD development conforms with all provisions of the Town of Easton Zoning Code which are not proposed for modification subject to the request;***

Analysis - This PUD development conforms with all provisions of the Town of Easton Zoning Code which are not proposed for modification subject to the request.

- c. Whether the proposed PUD development complies with all Town engineering and design regulations and standards;***

Analysis - The overall development conforms with Town engineering and design regulations and standards. Staff notes the sketch plan will still need to submit a development site plan, upon approval of the PUD, for further review of site infrastructure.

- d. Whether the proposed PUD development complies with any other applicable Town, County, State, or Federal regulations, policies or plans, except those standards proposed for modification. If the standards of any jurisdiction other than the Town of Easton are proposed for modification, any PUD project approval, should it subsequently be granted by the Town Council, shall be subject to the applicant successfully obtaining approval of said modification and demonstrating proof of such approval to the Town's satisfaction.***

Analysis - Currently, this PUD development complies with the standards of any jurisdiction other than the Town of Easton.

- e. Whether the proposed PUD will be superior to or more innovative than conventional development and how it will provide greater public benefit without additional probable significant adverse impacts to public health, safety or the environment, than would be available through the use of conventional zoning and/or development standards.***

Analysis - The development's proximity to multiple use properties will provide greater public benefit without additional significant adverse impacts to public health, safety or the

environment. The development provides a walkable design to support a pedestrian-oriented community, parking, landscaping, stormwater management and forest conservation.

CHAPTER 25, ARTICLE IV-SECTION 401 SKETCH PLAT PROCEDURES

(f) The Planning and Zoning Commission shall not approve a sketch subdivision plan unless they determine that the proposed subdivision satisfies each of the following requirements. Failure to satisfy any single requirement shall be just cause to deny a subdivision application, even if all others are satisfied. For each subdivision, the Planning Commission shall make findings that:

(1) The proposed subdivision provides against such scattered or premature subdivision of land as would involve danger or injury to health, safety, or prosperity by reason of the lack of water supply, drainage, transportation, schools, fire protection, or other public services, or necessitate the excessive expenditure of public funds for the supply of such services;

Analysis - There would be no adverse impacts that would involve danger or injury to the surrounding area. The existing property is located within the Central Business zoning district and is not within the Critical Area.. The project would provide a residential use with associated parking, stormwater management facilities and landscaping. Adequate water and sewer services to serve the proposed Project exist and are adjacent to the property. The Applicant will provide the utility extensions that are necessary to connect the Project to Town services and will work with Easton Utilities to ensure that all permits and approvals are granted

(2) The proposed subdivision provides for harmonious development of the municipality and its environs;

Analysis - The proposed subdivision will promote a harmonious infill development by providing townhomes and single family dwellings that offer a diverse pairing of housing types to complement the Central Business Commercial District. This development provides an integrated use that is desirable for the site and its surrounding multiple use properties; ranging from commercial to residential. The development's proximity to multiple use properties will provide greater public benefit without additional probable significant adverse impacts to public health, safety or the environment. The development provides a walkable design to support a pedestrian oriented community, parking, landscaping, and stormwater management.

(3) The proposed subdivision requires the proper arrangement and coordination of streets within subdivisions in relation to other existing or planned streets;

Analysis - The single-family detached dwellings and townhome units will be provided access along Bay Street and West Street, utilizing the two (2) existing curb-cut entrances. The Traffic Impact Analysis (TIA), prepared by Lenhart Traffic Consulting, Inc., described the CLV analysis indicating that all intersections operate at LOS A under total conditions and the results of the HCM analyses indicate that each study intersection operates with LOS "D" or better. The TIA also indicates minimal impact on the minor street delays at the unsignalized study intersections. The previous use for the property, a Safeway grocery store, has been vacant for

some time. To account for the traffic previously generated by the property, the previous grocery store use was included as a background development. Staff is requesting clarification from the Applicant and traffic consultant on whether there are recommended improvements to the intersection of Bay Street and North Washington Street or Bay Street and North West Street. At this time, there is no formal response from the State Highway Administration and the Applicant doesn't anticipate any improvement requests.

(4) The proposed subdivision provides for open spaces of adequate proportions (or satisfies this requirement by other acceptable means, when and as specified herein);

Analysis - The proposed subdivision meets the open space requirement by creating an attractive mews area, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street. The mews enhances the project and advances it to the degree to which this infill project blends in with surrounding properties.

(5) The proposed subdivision provides suitably located streets of sufficient width to accommodate existing and prospective traffic and afford adequate light, air, and access for fire fighting apparatus and equipment to buildings, and is coordinated so as to compose a convenient system; Town of Easton 9 Subdivision Regulations Effective DECEMBER 12, 2023

Analysis - The proposed subdivision provides adequate drive aisle widths necessary for maneuverability and access for parking spaces and garages. The Applicant will need to work with the Easton Fire Department to ensure that access for fire fighting apparatus and equipment to buildings are adequate. In addition, the proposed onsite roads are private and there would be a private trash service. The Applicant indicated at the May 16th Planning Commission meeting that the site would use tipper cans that would be stored in the garages.

(6) The proposed subdivision provides parks of reasonable size for neighborhood playgrounds or other recreational uses on land suitable for such uses (or satisfies this requirement by other acceptable means) in accordance with the standards of Section 708 of these Regulations;

Analysis - The proposed subdivision provides *other acceptable means* to meet the park requirement by creating an attractive mews area, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street. The mews enhances the project and advances it to the degree to which this infill project blends in with surrounding properties.

(7) The land indicated on the plats submitted to the Planning Commission is of such character that it can be used for building purposes without danger to public health, safety, or general welfare;

Analysis - The proposed subdivision indicated on the Sketch Plat can be used for building purposes without danger to public health, safety, or general welfare.

(8) The proposed subdivision prescribes minimum areas of lots in conformance with the Town's Zoning Ordinance and such additional areas as may be needed for each lot for on-site sanitary facilities (if needed);

Analysis - The proposed subdivision offers adequate lot sizes with applicable utilities.

(9) The proposed subdivision promotes the orderly growth of the Town of Easton, providing for public and other open space and for proper development of land while preventing, through the Commission's discretion, such scattered, premature and undesirable subdivision and development of land as would involve danger, or injury to health, safety or property, by reason of lack of water supply, sewage, drainage, transportation, or other public services or would necessitate in the Commission's judgment an excessive expenditure of public funds for the supply of such services, or would be injurious to maintenance of the integrity of the adopted Town Comprehensive Plan;

Analysis - The proposed subdivision is a complementing infill project that promotes an orderly growth within the Central Business Commercial District. This project utilizes other acceptable means to meet the open space and park requirement by creating an attractive mews area, which enhances the project and advances it to the degree to which this infill project blends in with surrounding properties. There would be no adverse impacts that would involve danger or injury to the surrounding area. The project would provide a residential use with associated parking, stormwater management facilities, landscaping and a walkable connectivity between Washington Street and West Street through the proposed mews. Adequate water and sewer services to serve the proposed Project exist and are adjacent to the property. The Applicant will provide the utility extensions that are necessary to connect the Project to Town services and will work with Easton Utilities to ensure that all permits and approvals are granted

(10) The proposed subdivision satisfies all technical requirements of these Regulations; and

Analysis - The proposed subdivision satisfies the technical requirements. Notwithstanding, the staff's outstanding comments as noted above. Those comments can be resolved prior to Final Record Plat recording.

(11) The proposed subdivision meets all design requirements of the Town of Easton, including those described in the Town's Comprehensive Plan, Zoning Code, and any Design Guidelines as may be adopted by the Town Council. The Planning Commission may approve a sketch subdivision plat subject to conditions intended to insure compliance with these requirements.

Analysis - The proposed subdivision meets the design requirements of the Town of Easton, including those described in the Town's Comprehensive Plan, Zoning Code, and any Design Guidelines. Notwithstanding, the staff's outstanding comments as noted above. Those comments can be resolved prior to Final Record Plat recording.

RECOMMENDED CONDITIONS:

Staff believes the proposed PUD Amendment is consistent with the Town's Comprehensive Plan and recommends that you approve the PUD Amendment. If approved, staff recommends the following conditions:

- The applicant will need to coordinate with the Town Engineer and State Highway Administration to obtain approval of the Traffic Impact Study.
- Address all ESDR comments intended to be complete during the Preliminary Site Plan review.

DRAFT MOTIONS:

1. I move that the Town Council approve the PUD Amendment to the Town Council, subject to staff's Conditions of Approval.

OR

2. I move that the Town Council forward the application to the July 1st Council meeting for further discussion.

OR

3. I move an alternate motion.

ATTACHMENTS:

1. 2024-04-03 Application - Site Plan, paper copy & PDF
2. 2024-04-08 HDC Application, paper copy & PDF
3. 2024-04-08-Arch Drawings, paper copy & PDF
4. 2024-04-22 Traffic Impact Analysis, paper copy & PDF
5. 2024-04-25 ESDR Determination Letter & Application, paper copy & PDF
6. 2024-04-26 ReviewLetter-1-ESDR-(SAFEWAY), paper copy & PDF
7. 2024-04-26-CommentResponses, paper copy & PDF
8. 2024-04-29 139 N. Washington Street - Public Notice, paper copy & PDF
9. 2024-04-29-PUD Sketch Plan 139 N Washington-PC Submittal, paper copy & PDF
10. 2024-05-06 139 N. Washington Street - May PC 400' Notice Letter, paper copy & PDF
11. 2024-05-06 Subdivision Application, paper copy & PDF

**Town of Easton**

Engineering, Planning and Zoning

14 South Harrison Street, Easton, MD 21601

RECEIVED

APR 03 2024

TOWN OF EASTON

Site Plan, PUD, Planned Healthcare Application**Application Type**Planned Unit Development ☒Amendment ☐Health Care (HC) ☐Site Plan ☒**Subdivision Information**

Name	139 North Washington			
Original Property Size	Acres	1.522 AC ±	Square Feet	66,298 SF ±
Telephone No.	301-807-7057	Email	rmiller@miller.group	

Site Plan Information

Property Size	Acres	1.522 AC ±	Square Feet	66,286 SF ±	
Structure's Floor Area	25,548 SF ±	total	Structure's Square Feet	83,340 SF ±	total approximate GFA
Area of Disturbance	1.522 AC ±		Number of Dwelling Units	33	

Property Information

Address	139 N Washington St, Easton, MD 21601						
Tax Map	104	Grid	EA	Parcel	612	Lot	
Deed Reference:	Liber	2237	Folio	62			
Plat Reference:	Liber	21 / 37	Folio	48 / 10			
Base Zoning District	CB	Historic	Y ☒ N ☐	Planned Redevelopment	Y ☐ N ☐		
Source of Electricity	Easton Utilities						

Owner

Name	NAI Saturn Eastern, LLC	Developer:	Miller Development Corporation c/o Robby Miller
Mailing Address	250 Park Center Blvd, Boise, ID 83706	8120 Woodmont Ave, #160, Bethesda, MD 20814	
Telephone No.	301-807-7057	Email	rmiller@miller.group

Applicant or Agent

Name	Lane Engineering, LLC c/o Brett Ewing, AICP		
Mailing Address	117 Bay St, Easton, MD 21601		
Telephone No.	410-822-8003	Email	bewing@leinc.com

Surveyor / Engineer

Name	Jarret Beyer, P.E.	License No.	48188	Expiration Date	12/28/2025
Mailing Address	117 Bay St, Easton, MD 21601				
Telephone No.	410-822-8003	Email	jbeyer@leinc.com		

Any modifications during review shall warrant an updated application.

I hereby certify that I have reviewed and satisfied the Town of Easton Development Standards and that submission of an incomplete application will be returned for correction prior to processing.

Signature of Applicant or Agent



Date 4/3/2024

Printed Name of Applicant or Agent

Brett Ewing, AICP, Lane Engineering, LLC

For Office Use Only

Planning Commission Required	Y ☒ N ☐	
Planning Commission Meeting Date	05/16/2024	
Sketch Approval Date		Project No. PUD 24-01 ESDR 24-08
Prelim/Dev. Approval Date		Application No. 2024-1182
Final Approval Date		Sketch Fee Paid 04/03/2024
Recordation Date		Develop. Fee Paid

Revised 02-2019



RECEIVED

APR 08 2024

HD 24-47

TOWN OF EASTON TOWN OF EASTON
PLANNING AND ZONING
14 SOUTH HARRISON STREET, EASTON, MD 21601

Application #: 2024-1182
Date Received: 04/08/2024
Fee Paid: 04/08/2024
HDC Meeting Date: 04/22/2024
Date Property Posted: 04/15/2024

HISTORIC DISTRICT COMMISSION HEARING APPLICATION

APPLICATION TYPE (PLEASE CIRCLE)

ROOFING DEMOLITION SIGNAGE FENCING OTHER
NEW CONSTRUCTION/ADDITION EXTERIOR ALTERATIONS
FOR TREE REMOVAL(S) - PLEASE USE THE TREE REMOVAL APPLICATION

PROPERTY INFORMATION

ADDRESS 139 N Washington St, Easton, MD 21601
☐ Contributing ☒ Non-Contributing YEAR BUILT: 1967 NATIONAL REGISTAR #

PROPERTY INFORMATION

OWNER NAME Contract Purchaser/Applicant: Miller Development Corporation c/o Robby Miller
TELEPHONE NO. 301-807-7057 EMAIL rmiller@miller.group

Applicant or Agent

NAME Lane Engineering, LLC c/o Brett Ewing, AICP
TELEPHONE NO. 410-822-8003 EMAIL bewing@leinc.com

Description of Proposal (include additional sheets, as necessary)

Demolition of the old Safeway building and construction of 4-story townhomes and single-family dwellings (33 units total).

Specific Requirements

- The payment of fees is due at the time of application submittal.
As of December 27, 2022, the fees are as follows:
Commercial - \$200 Residential - \$75 Signs - \$75 Staff Approval \$25
- Provide 2 hard copies plus 1 digital copy of the application and all supplemental information.
- Disclose any easements or deed restrictions pertaining to the property and any improvements including the details of said easements or restrictions.
- Disclose any tax credits and or grants being considered for the project.

The Historic District Commission (HDC) reserves the right to request reasonable additional information or design drawings that further clarify proposals. In cases where professional design services are warranted, HDC may require the applicant to retain a licensed design consultant.
If the applicant or their designee is not present for the scheduled meeting the Commission may elect to refrain from discussing and voting on the scheduled agenda item.
Any modifications during review shall warrant an updated application.

I hereby certify that I have reviewed the Easton Historic District Guidelines as published

Signature of Applicant or Agent

Date

Printed Name of Applicant or Agent

4/8/2024

Brett Ewing, AICP, Lane Engineering, LLC

Revised 4.4.2022



Historic District Commission Application Checklist

Revised December 2022

Please complete the section that applies to your application. If a checklist item is not included or is non-applicable, please provide information supporting its omission for the Commission's consideration.

Requirements:

The payment of fees is due at the time of application submittal. As of December, 2022, the fees are as follows:

Commercial - \$200, Residential - \$75, Signs - \$75, Staff Approval - \$25.

The application submitted shall include 2 copies plus 1 digital.

All Applications to Include:

- ☒ A narrative fully explaining the request
- ☒ Photographs of all existing conditions and that will be affected by the proposed project

TBD ☐ Description of all existing materials and a listing of all materials to be used for proposed project.

TBD ☐ Manufacturer cut-sheets and material specifications related to all proposed work.

- ☒ Any available and applicable historical photographs, sketches or other documentary evidence illustrating previous conditions and configurations of the building(s)

New Construction / Addition

- ☒ Dimensioned elevations drawn to an appropriate scale illustrating all sides of the proposed structure. Drawings shall include notations outlining roof pitches, trim details and the type of windows and doors to be used for the project
- ☒ Site plan drawn to an appropriate scale and including setbacks and neighboring structures. Site Plan should illustrate the footprint(s) of all proposed EXISTING AND PROPOSED construction.

TBD ☐ Construction schedule

- ☒ For new construction only, the Commission will require a three-dimensional rendering, superimposed photo, silhouette or model of the proposed structure, other structure(s) located on the subject property and neighboring structures when necessary to understand the visual impact of the new construction and its compliance with the Guidelines.

Renovations

- ☐ Elevations or photographs of the existing conditions
- ☐ Elevation of the proposed changes
- ☐ Cut sheet for all proposed materials – Be sure to include all of the following that apply and any other additional materials:
 - Windows
 - Doors
 - Trim, fascia, soffit, etc
 - Decking/ porch flooring materials
 - Roofing Materials, gutters

Windows

Restoration of existing windows is the Commissions first choice. However, the Commission recognizes it may not always be practical to replace windows. For contributing buildings the front façade and any other façade facing a primary right of way are required to be wood windows. Aluminum, or fiberglass clad wood windows may be approved by the Commission on side or rear façades of contributing buildings. For non-contributing buildings clad wood windows will be considered on all elevations. Note: National Register Buildings are held to the highest of standards.

- ☐ Photograph or scaled elevation of all elevations of the building with each window that is to be replaced clearly labeled.
- ☐ Manufacturers cut sheet for each window to be replaced. Clearly labeled where it will be installed on the building.
- ☐ Materials for the windows must be clearly identified on the cut sheet
- ☐ Please note if existing trim/shutters are to remain or if new are to be installed, please include list of all new materials and cut sheets.

Roofing

Note: National Register Buildings are held to the highest of standards.

- ☐ Photographs or scaled elevations showing the existing roofing material to be replaced.
- ☐ Manufacturers cut sheet for each type of roofing to be replaced. Clearly labeled where it will be installed on the building.
- ☐ Please note if existing trim, fascia, soffit, or gutters are to remain or if new are to be installed, please include list of all new materials and cut sheets.

Signs

- ☐ Dimensioned scale drawings of the sign. Identify all materials to be used, color(s), lettering (including size and font style) and wording
- ☐ Photograph depicting the proposed location for the signage
- ☐ Lighting detail
- ☐ Construction and or mounting details

Landscaping & Trees

- ☐ Landscape plan where existing and proposed landscape features to be installed/planted, removed and/or relocated are identified including the location and species of existing and new trees

Fence

- ☐ Application must Include:
 - A Site plan :
 - Drawn to scale
 - Show and label the location of new and any existing fence. (this can be completed on two separate site plans for clarity)
 - Include location of neighboring structures
 - Identify height of proposed fence, location of gates and other openings
 - If the height or style of fence changes based on location, this must be clearly identified.
 - Proposed fence style and material
 - Include photograph, manufacturer cut-sheet of the fence, or detailed sketch of proposed fence.
 - other relevant construction and or material detail

Demolition

The Historic District Commission (HDC) reserves the right to request a professional inspection of the structure(s). Said request may include evaluation by a historic preservation specialist.

- ☐ Elevations and photographic documentation of all elevations of the structure(s) to be demolished including footprint dimensions, height dimensions and a site plan illustrating location of the structure(s) to be demolished
- ☐ Structural Analysis by Structural Engineer or Licensed Architect
- ☐ For Economic Hardship please provide documentation. Reference Guideline 13.9
- ☐ Attach replacement plan

Other

- ☐ Attach all documentation supporting request

The Historic District Commission (HDC) reserves the right to request reasonable additional information or design drawings that further clarify proposals. In cases where professional design services are warranted, the HDC may require the applicant to retain a licensed design consultant.

If the applicant or their designee is not present for the scheduled HDC meeting, the Commission may elect to refrain from discussing and voting on the scheduled agenda item.

This checklist shall be submitted along with the completed Historic District Commission Application and all additional supporting information.

EASTON HISTORIC DISTRICT SURVEY

PROPERTY #:

Picture:



TAX ID	ADDRESS	OWNER NAME
2101024329	139 N WASHINGTON ST	SAFEWAY STORES HOLDINGS CORP.

YEAR BUILT	PHYSICAL CONDITION
1967	VERY GOOD

ARCHITECTURAL STYLE	ADDITION(S)
COMMERCIAL	

NHL DISTRICT	NR DISTRICT	NR LISTED	MEETS NR CRITERIA	1980 NR RATING	MD INVENTORY	CONTRIBUTING	NC CODE
				E		N	AGE

NOTES

BUILT AFTER DISTRICTS PERIOD OF SIGNIFICANCE.



VIEW AT CORNER OF BAY ST AND WASHINGTON ST



KEY PLAN 1-40
1" = 40'-0"

HDC SUBMISSION - 04.08.24

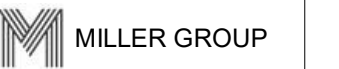
139 N. Washington St.

139 N. WASHINGTON ST. | EASTON, MD 20814

1ST ELECTION DISTRICT
TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

NCPPC:

OWNER / CLIENT



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LICENSE No: 15649
EXPIRATION DATE: 00

EXPIRATION DATE: 09/03/2024

Drawing Title

SITE RENDERING

Sheet No.

A001

Scale

1" = 40'-0"



BAY ST.

VIEW FROM WASHINGTON ST TOWARD MEWS ENTRY



○ KEY PLAN 1-40
1" = 40'-0"

139 N. Washington St.

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TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

MNCPPC:

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Drawing Title

SITE RENDERING

Sheet No.

A002

Scale

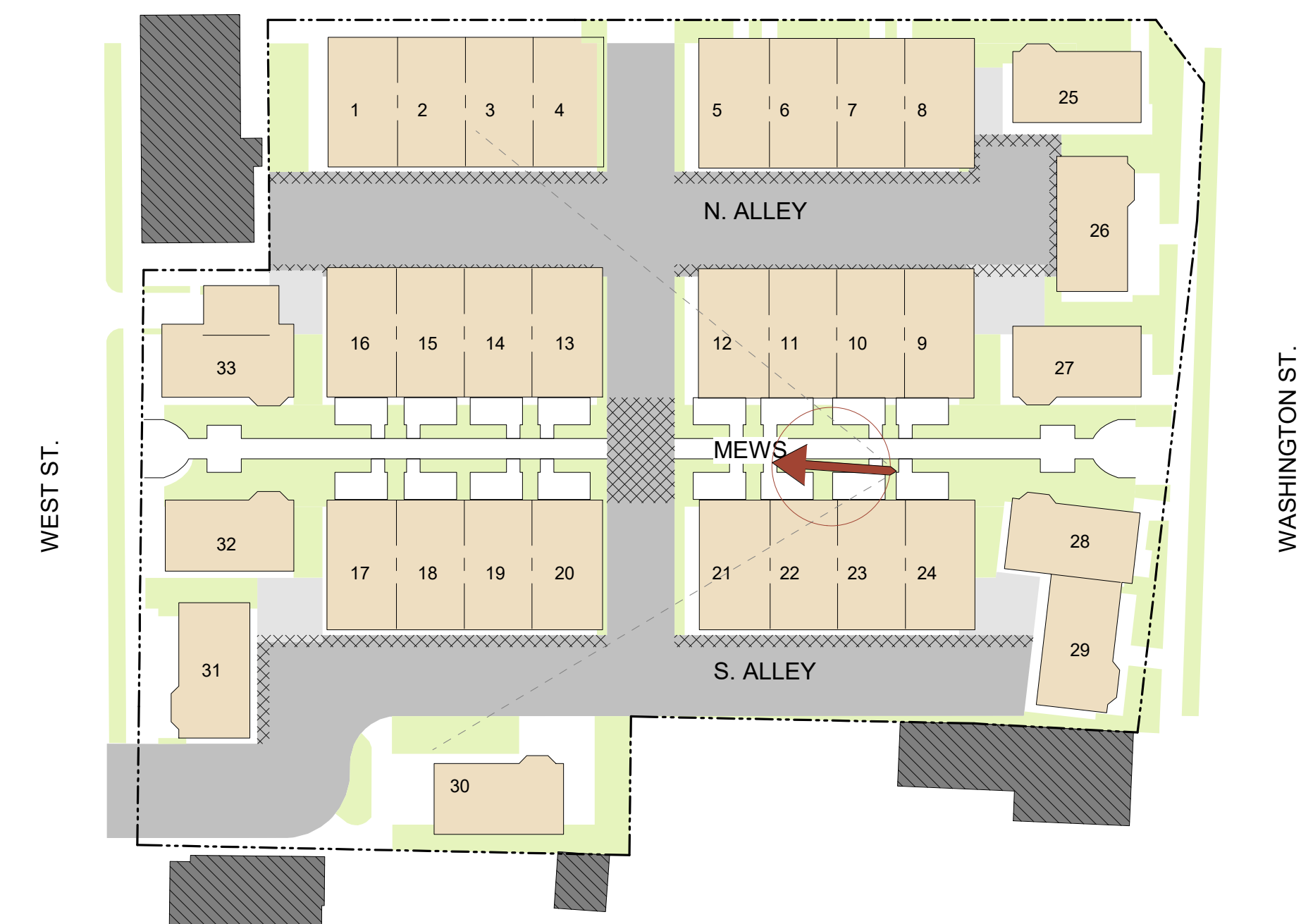
1" = 40'-0"

HDC SUBMISSION - 04.08.24



BAY ST.

VIEW IN MEWS TOWARD WEST ST



○ KEY PLAN 1-40
1" = 40'-0"

HDC SUBMISSION - 04.08.24

139 N. Washington St.

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TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

NCPPC:

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Drawing Title

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Sheet No.

A003

Scale

1" = 40'-0"



139 N. Washington St.

139 N. WASHINGTON ST. | EASTON, MD 20814

ST ELECTION DISTRICT
TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

NCPPC:

OWNER / CLIENT

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[illegible]



BAY ST.

VIEW FROM WEST ST TOWARD MEWS ENTRY



○ KEY PLAN 1-40
1" = 40'-0"

139 N. Washington St.

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1ST ELECTION DISTRICT
TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

MNCPPC:

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LICENSE No: 15649
EXPIRATION DATE: 09/03/2024

Drawing Title

SITE RENDERING

Sheet No.

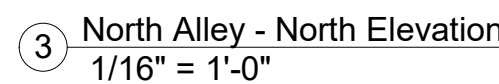
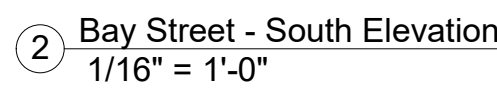
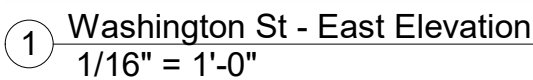
A005

Scale

1" = 40'-0"

HDC SUBMISSION - 04.08.24

Materials Legend	
Key Value	Keynote Text
BR1	BRICK A (RED)
BR2	BRICK B (GRAY)
BR3	BRICK C (RED)
BR5	STACKED BOND BRICK, MATCH BRICK
BR6	SOLDIER COURSE BRICK HEADER, MATCH BRICK
BR7	BRICK CORBEL DETAIL, MATCH BRICK
BR8	CHECKERBOARD BRICK SPANDREL, MATCH BRICK
CB1	DECORATIVE PORCH COLUMNS AND ENTABLATURE
CS1	CAST STONE SILL,BAND/HEADER
CS2	CAST STONE COPING
DR1	TOWNHOUSE DOOR, SINGLE
DR2	TOWNHOUSE DOOR, DOUBLE
DR3	SECTIONAL ALUMINUM AND GLASS OVERHEAD GARAGE DOOR
DR4	TERRACE DOOR
FC1	CLAPBOARD SIDING (FIBER CEMENT)
FC2	VERTICAL SHIPLAP SIDING (FIBER CEMENT)
FC3	FIBER CEMENT PANEL
FC4	FIBER CEMENT TRIM
GW1	MASONRY GARDEN WALLS
MT1	DECORATIVE RAILING
MT2	STEEL LINTEL, PAINTED
RF1	SHINGLED ROOFING
RF3	STANDING SEAM METAL ROOF AND SIDING
SR1	SHUTTERS, OPERABLE
WS1	WINDOWS, HUNG OR AWNING
WS2	DORMER WINDOWS, HUNG OR AWING



HDC SUBMISSION - 04.08.24

139 N. Washington St.

139 N. WASHINGTON ST. | EASTON, MD 20814

1ST ELECTION DISTRICT
TALBOT COUNTY, MD
WSSC GRID:
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NAME: MAURICE WALTERS
LICENSE No: 15649
EXPIRATION DATE: 09/03/2024

Drawing Title

SITE ELEVATIONS

Sheet No.

SD - 201

Scale As indicated

	Materials Legend
Key Value	Keynote Text
BR1	BRICK A (RED)
BR2	BRICK B (GRAY)
BR3	BRICK C (RED)
BR6	STACKED BOND BRICK, MATCH BRICK
BR6	SOLDIER COURSE BRICK HEADER, MATCH BRICK
BR7	BRICK CORBEL DETAIL, MATCH BRICK
BR8	CHECKERBOARD BRICK SPANDELR, MATCH BRICK
CL1	DECORATIVE PORCH COLUMNS AND ENTABLATURE
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WS1	WINDOWS, HUNG OR AWNING
WS2	DORMER WINDOWS, HUNG OR AWING



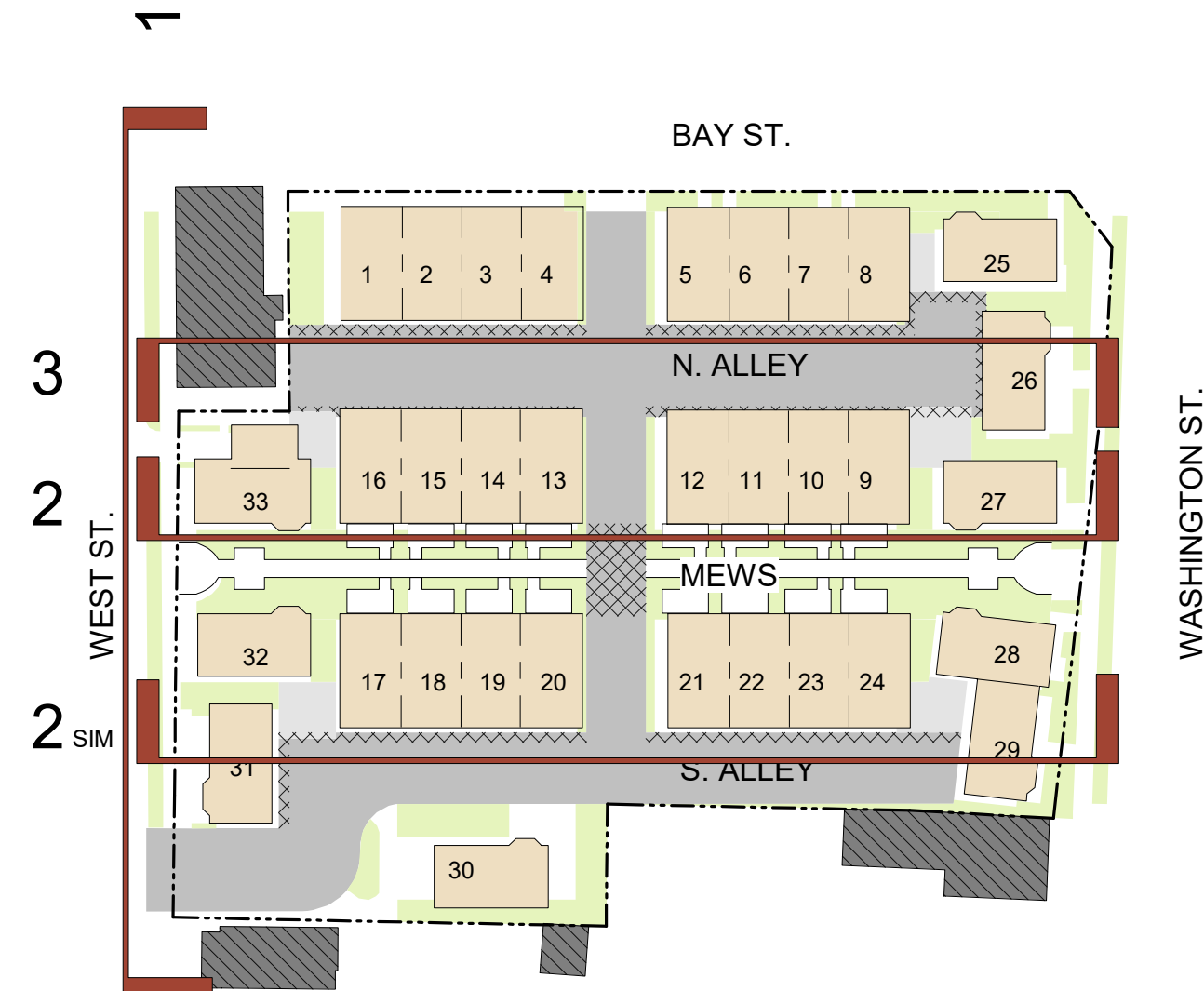
1 West St - West Elevation
1/16" = 1'-0"



② Mews - North Elevation
 $\frac{1}{16"} = 1'-0"$



3 North Alley - South Elevation (S. ALLEY SIMILAR)
1/16" = 1'-0"



HDC SUBMISSION - 04.08.24

139 N. Washington St.

139 N. WASHINGTON ST. | EASTON, MD 20814

1ST ELECTION DISTRICT
TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

MNCPPC:

OWNER / CLIENT



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NAME: MAURICE WALTERS
LICENSE No: 15649
EXPIRATION DATE: 09/03/2015

Drawing Title

SITE ELEVATIONS

Sheet No.

SD - 202

Scale	As indicated
-------	--------------

TRAFFIC IMPACT ANALYSIS

FOR

139 N. WASHINGTON

Prepared by:

LENHART TRAFFIC CONSULTING, INC.
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

April 18, 2024



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	4.3 Site Trip Distribution & Trip Assignment	
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- A Supplemental Info, Turning Movement Counts
- B Level of Service (LOS) Worksheets
- C Background Developments
- D Sight Distance Evaluation

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Exhibit 11	Results of HCM Level-of-Service Analyses	19

Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis (TIA) has been prepared for the proposed redevelopment of the property located at 139 N. Washington Street, located in Easton, Maryland. The location of the site is shown on **Exhibit 1**. The site was previously developed with a 22,547 square foot Safeway grocery store and is proposed to be redeveloped with 9 single family detached units and 26 single family attached units. Access to the site will be provided along Bay Street and West Street.

1.2 Scope of Study

This TIA has been prepared in accordance with a scoping agreement coordinated with the Town of Easton and conforms to the MDOT SHA Traffic Impact Study Guidelines. Note that per MDOT SHA's Access Permits Manual, all study intersections were evaluated using the Critical Lane Volume (CLV) methodology and must maintain Level-of-Service (LOS) D or better to be considered adequate. The Highway Capacity Manual (HCM) methodology was also utilized to evaluate the study intersections per Town of Easton Guidelines.

Study Intersections:

1. Bay Street & West Street
2. Bay Street & Site Access
3. Bay Street & MD 565 (Washington Street)
4. West Street & Site Access
5. West Street & Federal Street



Trip Generation Memo

Site Location
Map

**Exhibit
1**



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645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Section 2 Existing Conditions

2.1 Description of Road Network

The key roads in the study area are:

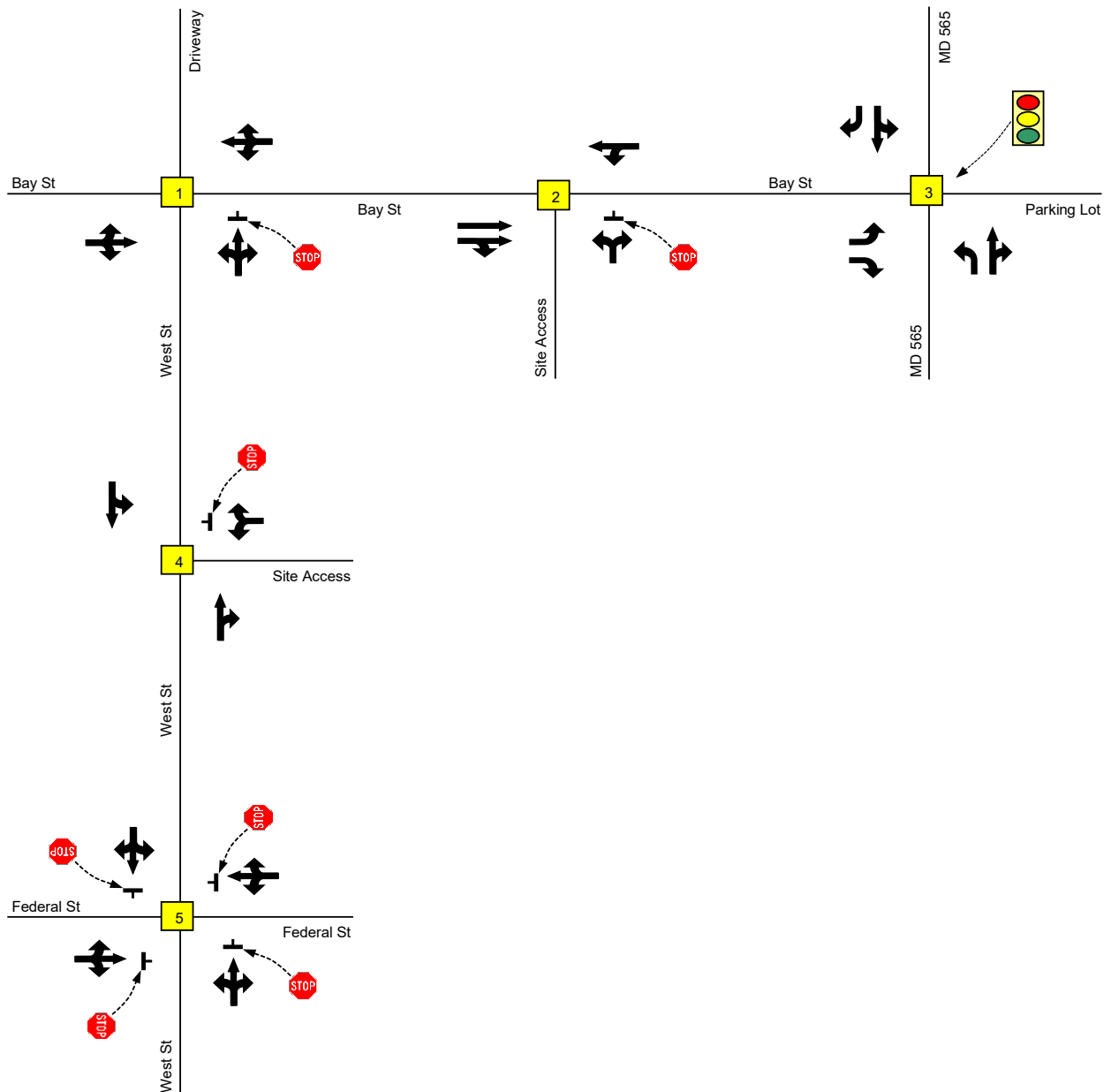
- N. Washington Street (MD 565) – a two- to four-lane roadway classified as a minor arterial. The roadway has a posted speed limit of 30 MPH.
- Bay Street (MD 33) – a two-lane roadway classified as a minor arterial. The roadway has a posted speed limit of 25 MPH within the vicinity of the site.
- West Street – a two-lane local roadway..

2.2 Existing Lane Configurations

The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

2.3 Existing Traffic Counts

Peak hour turning movement counts were conducted and are shown on **Exhibit 3**.



Traffic Impact Analysis

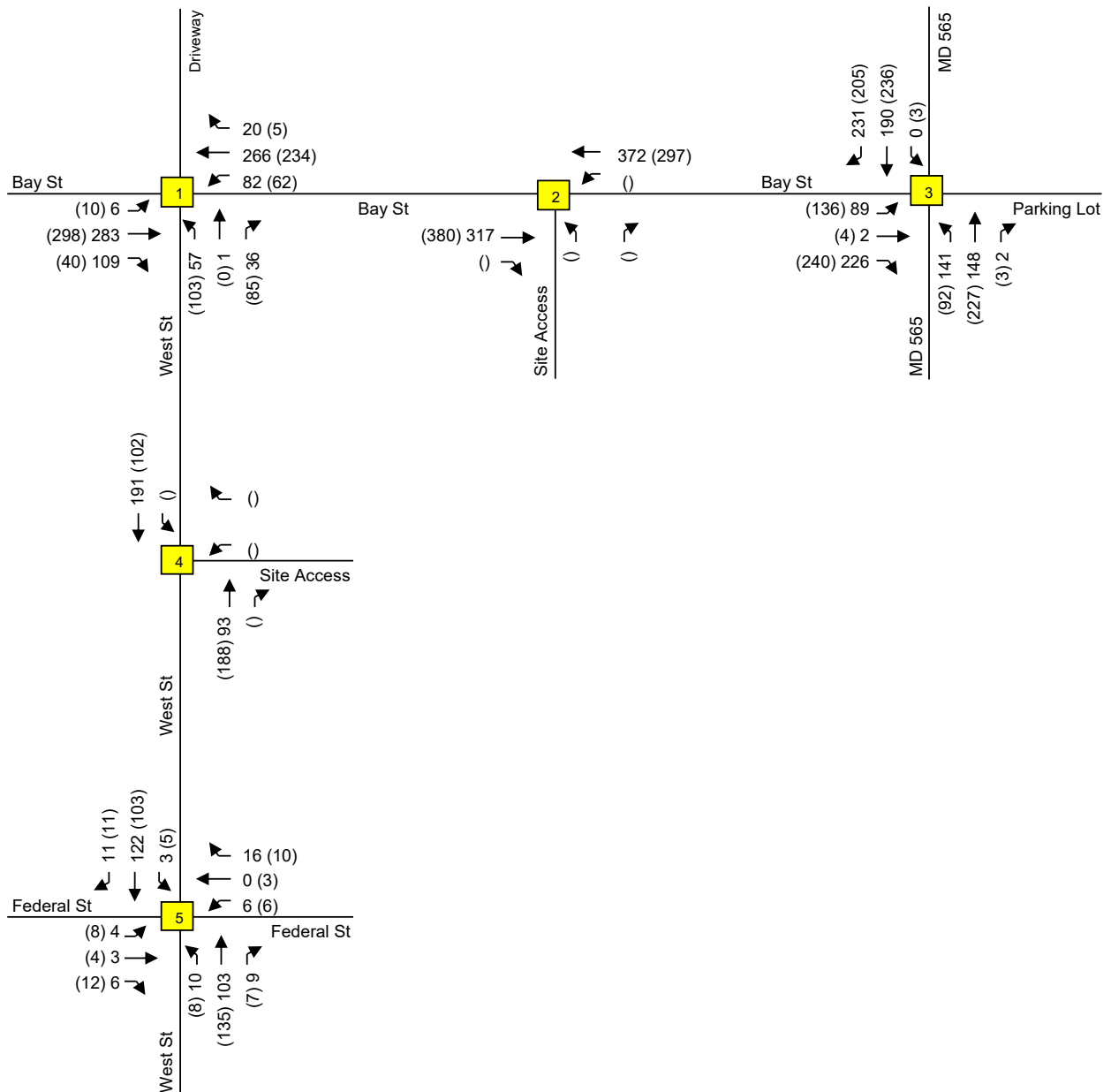
Existing Peak Hour Volumes

**Exhibit
3**



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SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



Traffic Impact Analysis



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SEVERNA PARK, MD 21146
www.lenharttraffic.com

Existing Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

**Exhibit
3**

Section 3 Background Conditions

3.1 Annual Growth

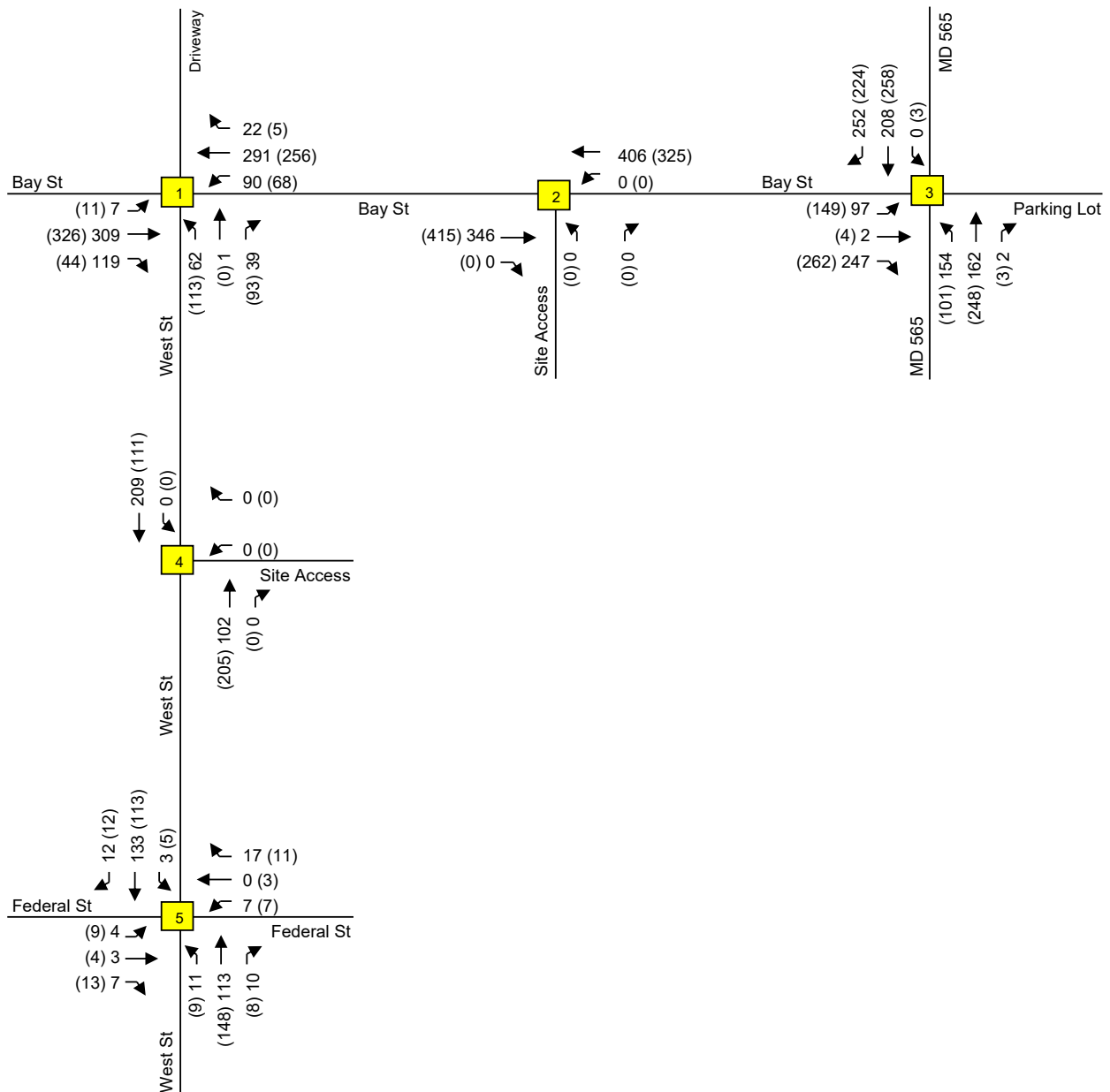
The Maryland Department of Transportation State Highway Administration's Average Daily Traffic Volumes (ADT's) have been reviewed for the past ten years and it was determined that average yearly growth in the area is approximately 1.34%. To provide a conservative analysis, a growth rate of 3.0% was applied for 3 years to the existing peak hour volumes and the resulting base peak hour volumes are shown on **Exhibit 4**.

3.2 Background Developments

The previous use for the property, a Safeway grocery store, has been vacant for some time. To account for the traffic previously generated by the property, the previous grocery store use was included as a background development. Trip generation and assignment exhibits for the previous use are provided in Appendix C.

3.3 Background Traffic Volumes

The background peak hour volumes are shown on **Exhibit 5**. These volumes combine the base peak hour volumes (Exhibit 4) with the trips generated by the previous use (Exhibit C-2 in Appendix C).



0.03	Growth Rate
3	Years of Growth
1.093	Total Growth

Traffic Impact Analysis

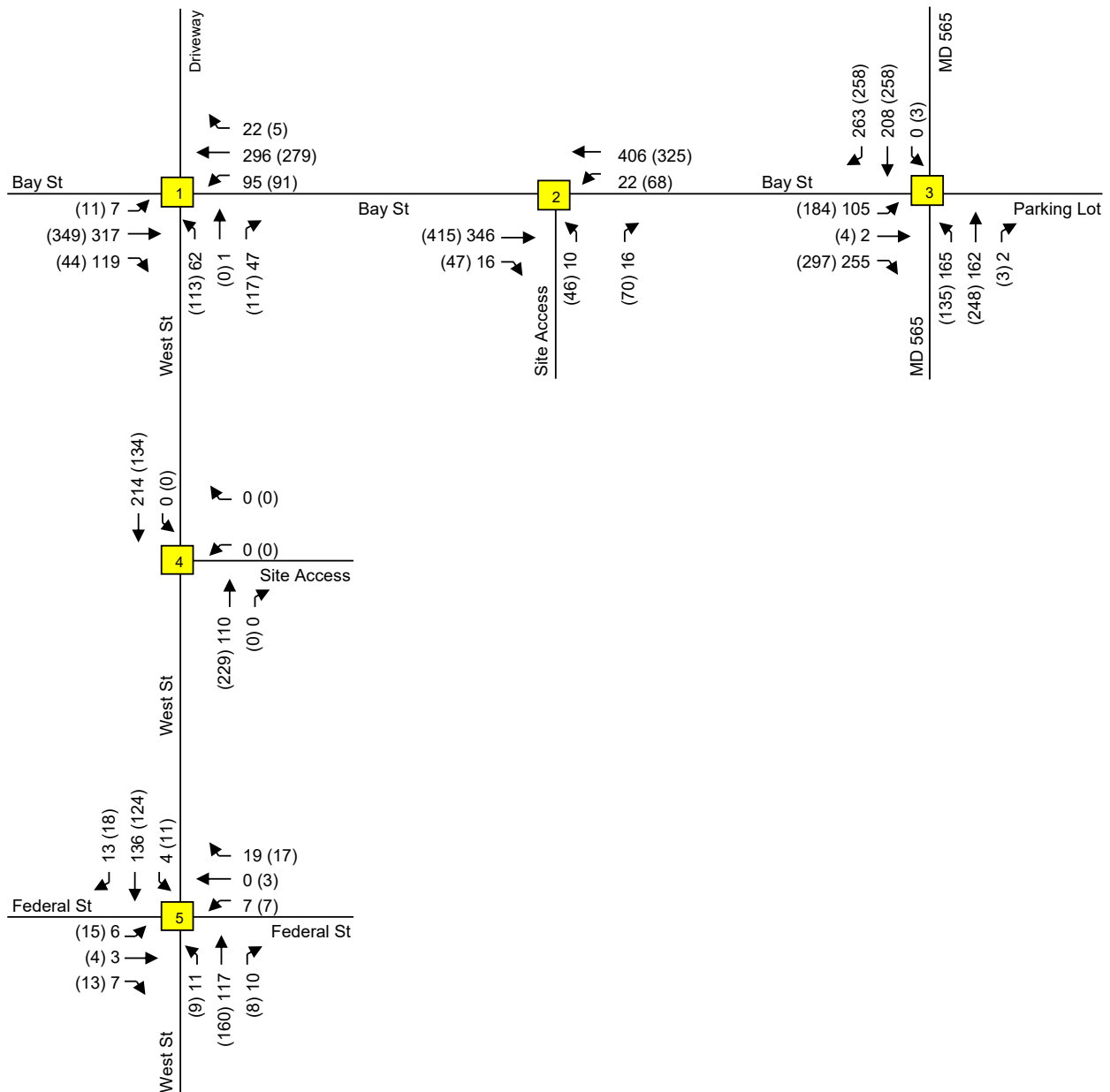


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www.lenharttraffic.com

Existing Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit 3



Traffic Impact Analysis

Existing Peak Hour Volumes

**Exhibit
3**



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645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

The site is proposed to be redeveloped with 9 single family detached units and 26 single family attached units.

The trip generation for the proposed development is detailed on **Exhibit 6**. Trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition.

4.2 Removal of Trips Associated with Previous Use

Trips associated with the previous use for the property were included in the background peak hour volumes shown on Exhibit 5. With the proposed redevelopment, these trips will no longer be on the roadway. **Exhibit 7** removes the trips associated with the previous use for the property from the road network.

4.3 Site Trip Distribution & Trip Assignment

The trip distribution and assignment is shown on **Exhibit 8**.

4.4 Total Traffic Volumes

The Total Peak Hour Volumes are shown on **Exhibit 9**.

4.5 Projected Level of Service

The total peak hour traffic volumes shown on Exhibit 10 were evaluated using the CLV methodology per MDOT SHA Guidelines. The results of the CLV analyses are shown on **Exhibit 11** and indicate that all intersections operate at LOS A under total conditions. The results of the HCM analyses are shown on **Exhibit 12** and indicate that each study intersection operates with LOS D or better. The results on Exhibit 12 also indicate that the site has minimal impact on the minor street delays at the unsignalized study intersections.

4.6 Sight Distance Evaluation

The sight distance at each of the proposed access points was evaluated to ensure vehicles are able to safely exit the site.

The posted speed limit along both Bay Street and West Street is 25 MPH. Given the proximity of the proposed access points to the signalized intersection of MD 565 & Bay Street, and stop-controlled intersection of Bay Street & West Street it is likely vehicles are traveling below the posted speed limit when passing the site access

points. As such, a 25 MPH design speed is assumed for Bay Street and West Street for the purpose of the sight distance evaluations. The required stopping sight distance (SSD) for left turns from stop considering a 25 MPH design speed is 155 feet and the required intersection sight distance (ISD) is 280 feet. Right turn maneuvers from stop require lower distances for both SSD and ISD purposes and are not analyzed in the following discussion.

A sight distance evaluation exhibit has been included in Appendix D that includes sight distance lines for each access point.

As shown, the minimum SSD is provided in both directions from each access point. While the minimum ISD is not achieved, the AASHTO Green Book (A Policy on Geometric Design of Highways and Streets) contains guidance on intersection sight distance in Chapter 9.5.1 and states that, “if the available sight distance for an entering or crossing vehicle is at least equal to the appropriate sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions”. As mentioned above, due to the proximity of the access points to the intersections of MD 565 & Bay Street and Bay Street & West Street, it is likely that vehicles are traveling well below the posted speed limit of 25 MPH. As such, the actual SSD required to anticipate and avoid collisions at these locations is likely lower than the minimum SSD used in this analysis.

Based on the results of the sight distance evaluation, and according to AASHTO guidance, drivers have sufficient sight distance to safely anticipate and avoid collisions.

Trip Generation Rates

Supermarket (ksf, ITE-850)		<u>Trip Distribution (In/Out)</u>
Morning Trips = 2.86 x ksf		60/41
Ln(Evening Trips) = 0.81 x Ln(ksf) + 2.92		51/49
Single-Family Detached Housing (ITE-210, Units)		<u>Trip Distribution (In/Out)</u>
Ln(Morning Trips) = 0.91 x Ln(Units) + 0.12		26/74
Ln(Evening Trips) = 0.94 x Ln(Units) + 0.27		63/37
Single-Family Attached Housing (ITE-215, Units)		<u>Trip Distribution (In/Out)</u>
Morning Trips = 0.52 x Units - 5.70		31/69
Evening Trips = 0.60 x Units - 3.93		57/43

Existing Trip Generation Totals

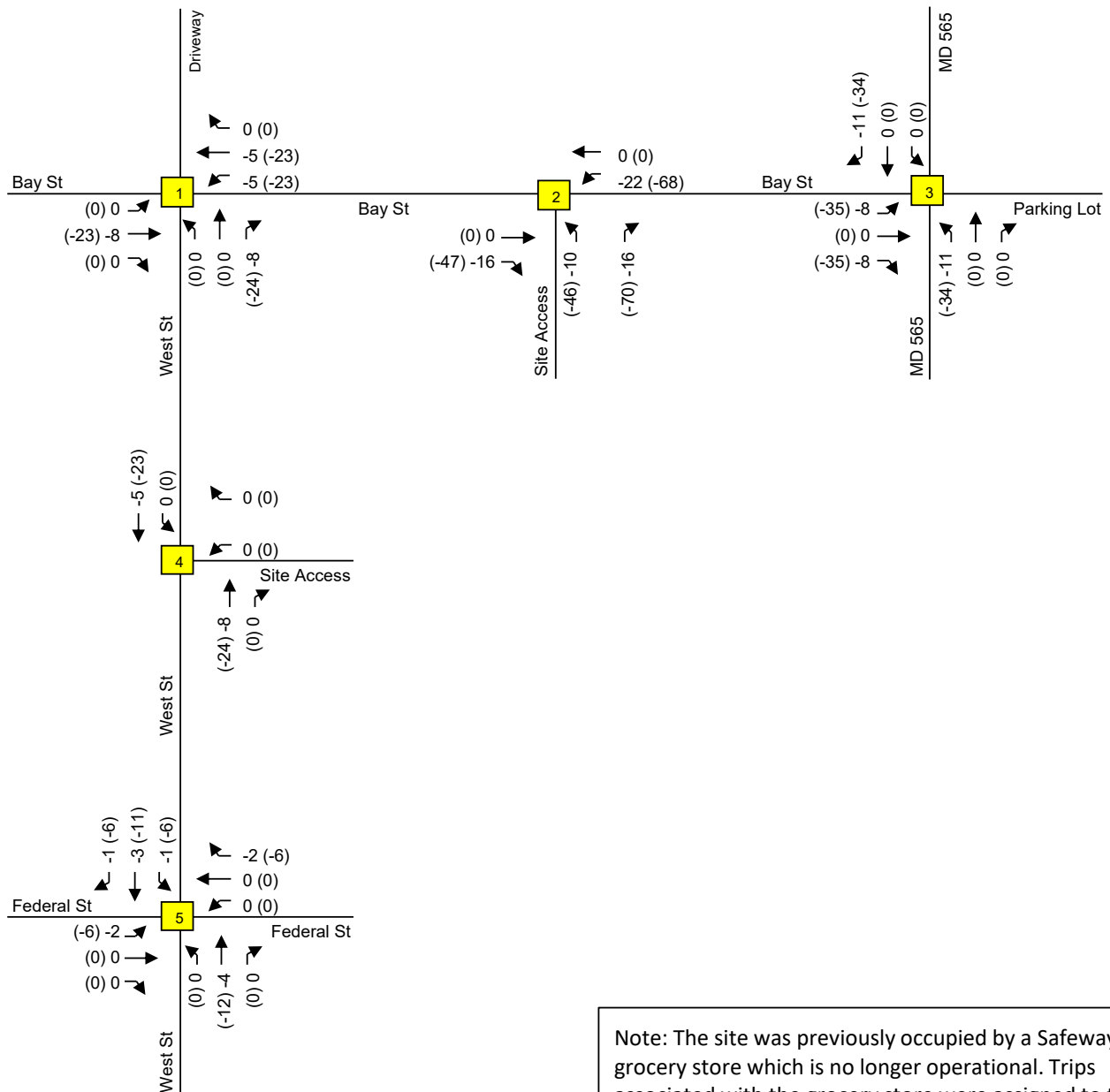
			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 850	Supermarket (ksf, ITE-850)	22,547 sq.ft.	38	26	64	115	116	231

Proposed Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 210	Single-Family Detached Housing (ITE-210, Units)	9 units	2	6	8	6	4	10
LU Code 215	Single-Family Attached Housing (ITE-215, Units)	26 units	2	6	8	7	5	12
Total:			4	12	16	13	9	22

NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition

Traffic Impact Analysis	Trip Generation for Site	Exhibit 6
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		



Note: The site was previously occupied by a Safeway grocery store which is no longer operational. Trips associated with the grocery store were assigned to the road network under background conditions. Those trips, shown on Exhibit C-2 in Appendix C, are removed from the study network on this exhibit as the grocery store is not part of the proposed redevelopment.

Traffic Impact Analysis

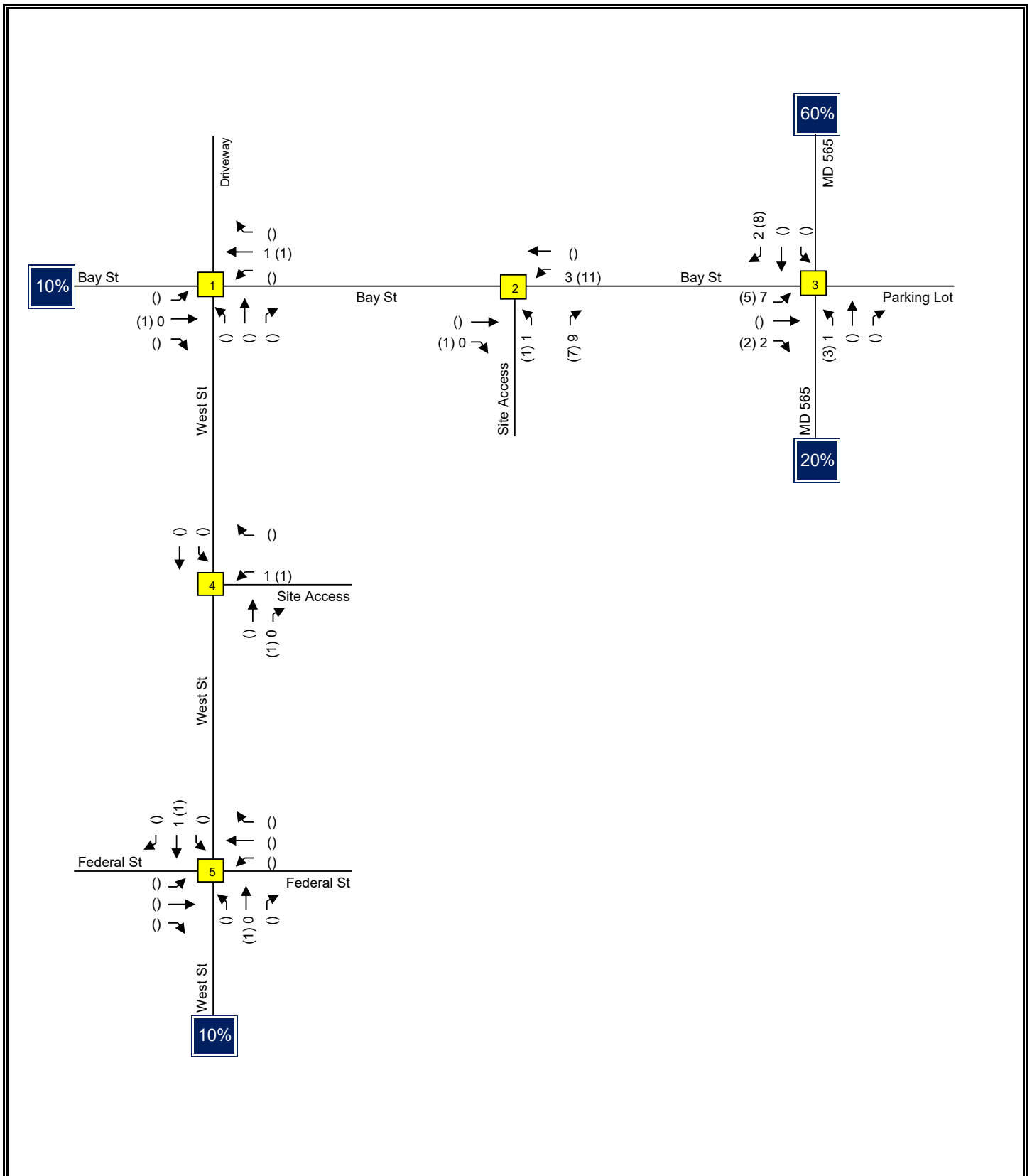


LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

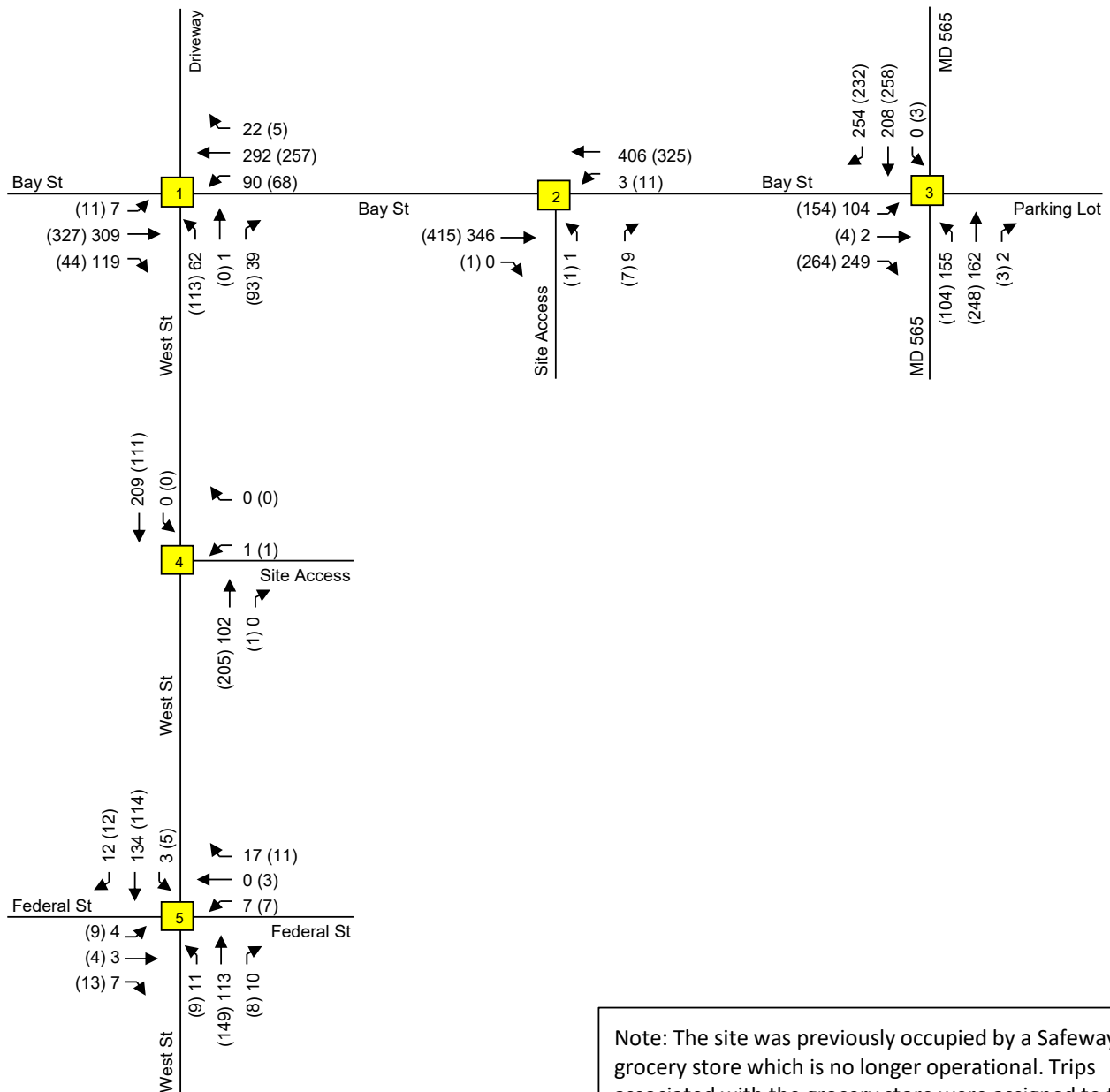
Removal of Trips Associated with Previous Grocery Use

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit 7



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Trip Assignment for Site Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	Exhibit 8
--	--	-----------------------------



Note: The site was previously occupied by a Safeway grocery store which is no longer operational. Trips associated with the grocery store were assigned to the road network under background conditions. Those trips, shown on Exhibit C-1 in Appendix C, are removed from the study network on this exhibit as the grocery store is not part of the proposed redevelopment.

Traffic Impact Analysis



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Total Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit 9

Level-of-Service Results

Morning Peak Hour	Existing CLV	Background CLV	Total CLV	LOS D or better?
1). Bay Street & West Street	A / 586	A / 661	A / 640	Y
2). Bay Street & Site Access	A / 372	A / 476	A / 422	Y
3). MD 565 & Bay Street	A / 559	A / 630	A / 614	Y
4). West Street & Site Access	A / 191	A / 214	A / 210	Y
5). West Street & Federal Street	A / 173	A / 197	A / 189	Y
Evening Peak Hour	Existing CLV	Background CLV	Total CLV	LOS D or better?
1). Bay Street & West Street	A / 618	A / 747	A / 678	Y
2). Bay Street & Site Access	A / 297	A / 577	A / 355	Y
3). MD 565 & Bay Street	A / 578	A / 700	A / 636	Y
4). West Street & Site Access	A / 188	A / 229	A / 207	Y
5). West Street & Federal Street	A / 187	A / 232	A / 206	Y

NOTES:

1. All intersections satisfy MDOT SHA Guidelines of LOS "D" or better.

Traffic Impact Analysis	Results of CLV Level-of-Service Analyses	Exhibit 10
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Level-of-Service Results

Morning Peak Hour	Existing LOS	Background LOS	Total LOS	LOS D or better?
1). Bay Street & West Street Northbound Approach	A / 3.4 C / 20.1	A / 4.1 C / 24.4	A / 3.8 C / 23.7	Y
2). Bay Street & Site Access Northbound Approach	A / 0.0 A / 0.0	A / 0.8 B / 13.2	A / 0.2 B / 10.1	Y
3). MD 565 & Bay Street	B / 12.6	B / 13.0	B / 12.9	Y
4). West Street & Site Access Westbound Approach	A / 0.0 A / 0.0	A / 0.0 A / 0.0	A / 0.0 B / 10.5	Y
5). West Street & Federal Street Eastbound Approach	A / 7.8	A / 8.0	A / 8.0	Y
Westbound Approach	A / 7.4	A / 7.6	A / 7.4	
Northbound Approach	A / 7.2	A / 7.4	A / 7.4	
Southbound Approach	A / 7.9	A / 8.1	A / 8.0	
	A / 7.9	A / 8.1	A / 8.1	
Evening Peak Hour	Existing LOS	Background LOS	Total LOS	LOS D or better?
1). Bay Street & West Street Northbound Approach	A / 5.8 C / 22.1	B / 10.2 E / 39.7	A / 7.3 D / 28.4	Y
2). Bay Street & Site Access Northbound Approach	A / 0.0 A / 0.0	A / 2.7 C / 15.2	A / 0.3 B / 10.5	Y
3). MD 565 & Bay Street	B / 13.4	B / 14.9	B / 13.8	Y
4). West Street & Site Access Westbound Approach	A / 0.0 A / 0.0	A / 0.0 A / 0.0	A / 0.0 B / 10.5	Y
5). West Street & Federal Street Eastbound Approach	A / 7.9	A / 8.3	A / 8.1	Y
Westbound Approach	A / 7.5	A / 7.8	A / 7.6	
Northbound Approach	A / 7.5	A / 7.6	A / 7.6	
Southbound Approach	A / 8.1	A / 8.5	A / 8.3	
	A / 7.9	A / 8.2	A / 8.0	

Traffic Impact Analysis



Results of HCM
Level-of-Service Analyses

**Exhibit
11**

Section 5 Conclusions / Recommendations

5.1 Results of Analyses

This Traffic Impact Analysis (TIA) has been prepared for the proposed redevelopment of the property located at 139 N. Washington Street, located in Easton, Maryland. The site was previously developed with a 22,547 square foot Safeway grocery store and is proposed to be redeveloped with 9 single family detached units and 26 single family attached units. Access to the site will be provided along Bay Street and West Street.

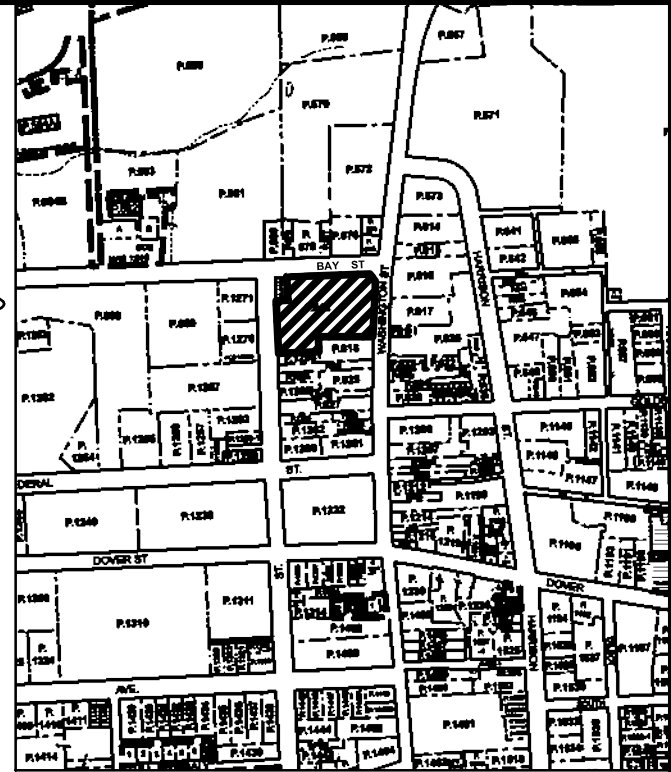
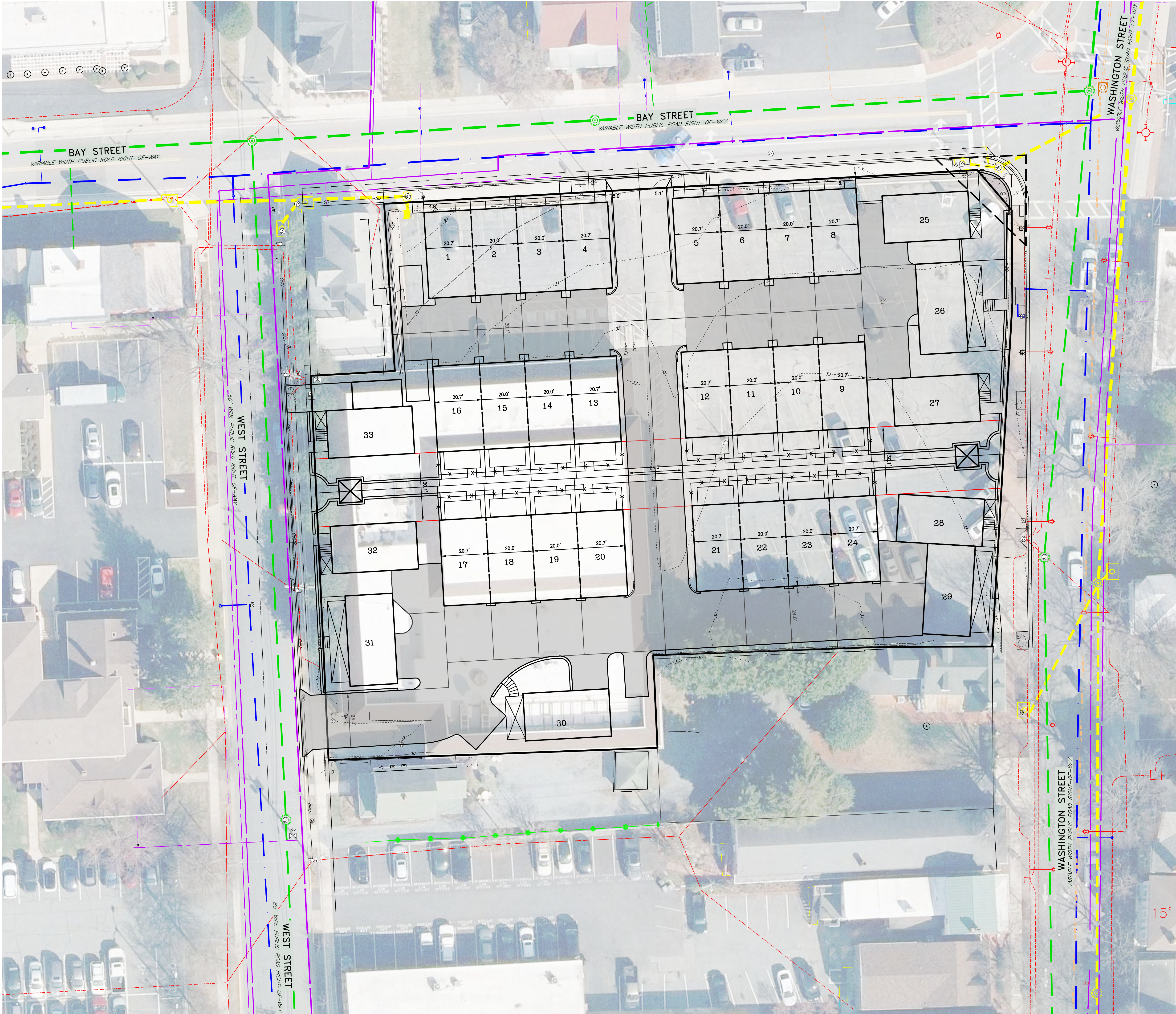
Based on the analyses contained in this report all study intersections operate at LOS “B” or better under existing, background, and total conditions using the CLV and HCM methodologies and are therefore considered to operate adequately per MDOT SHA and Town of Easton Guidelines.

In light of the findings contained in this report, it is recommended that the proposed development is approved.

Appendix A

Supplemental Information
Turning Movement Counts

Date: 03/27/2024 - 8:53am User: jcorrell Project Manager: BCE
Drawing Path: J:\2024\0000\240014\Draw\Plots\CSK-240014.dwg | Illustrative
XREF File(s): VLD-BASE-240014/2024-03-18-CAR/CSF-SRCE-240014/CSK-BASE-240014/CBS-BASE-2436-240014/RMR-BASE-240014/RLD-EUC-OLD-BASE-240014/VSF-BASE-240014



VICINITY MAP
SCALE: 1" = 600'

APPROVED: _____
TOWN OF EASTON TOWN PLANNER DATE _____
ISSUED FOR REVIEW ONLY
APPROVED: _____
TOWN OF EASTON - TOWN ENGINEER DATE _____
APPROVED: _____
EASTON TOWN PLANNER DATE _____
ISSUED FOR CONSTRUCTION

REVISIONS TO APPROVED PLANS			
No.	DATE	DESCRIPTION	BY

WARNING!!
THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. THE QUANTITIES SHOWN ON THIS PLAN ARE FOR INFORMATIONAL AND PERMITTING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL QUANTITIES TO HIS OWN SATISFACTION PRIOR TO BEGINNING CONSTRUCTION.
THE CONTRACTOR SHALL TEST PIT AND LOCATE EXISTING UNDERGROUND UTILITIES PRIOR TO THE BEGINNING OF ANY WORK ON-SITE. THE CONTRACTOR SHALL NOTIFY DEPT. OF PUBLIC WORKS OF ANY POSSIBLE CONFLICT AND REQUEST THE RELOCATION OF THE EXISTING UNDERGROUND UTILITIES BEFORE BEGINNING ANY WORK ON-SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY RELOCATION EXPENSE.



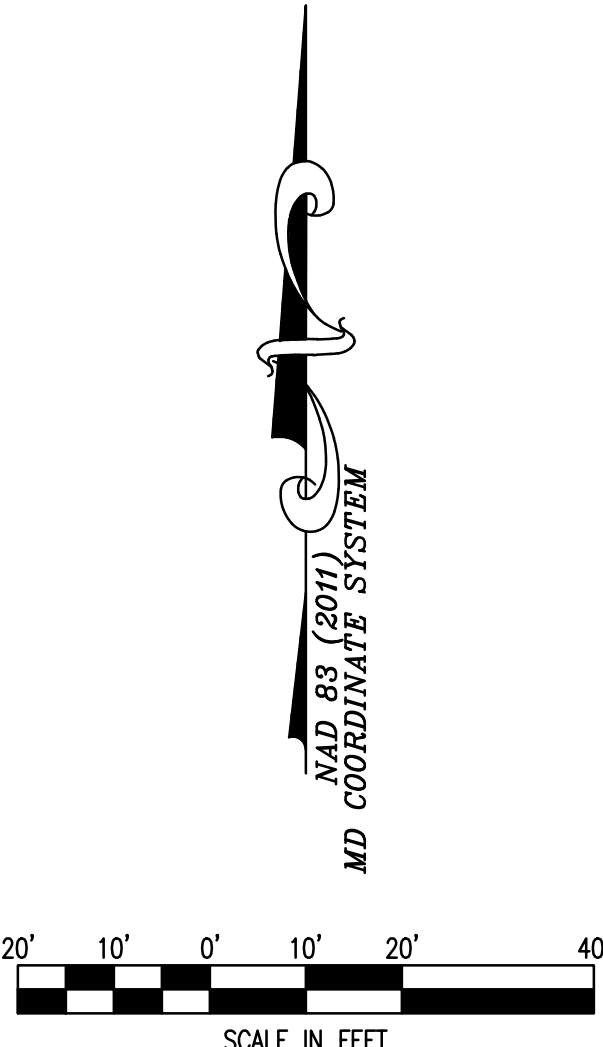
Lane Engineering, LLC
Established 1986
Civil Engineers • Land Planning • Land Surveyors
E-mail: general@laneinc.com
117 Bay St. Easton, MD 21601 (410) 822-8003
15 Washington St. Centreville, MD 21613 (410) 221-0818
354 Pennsylvania Ave. Centreville, MD 21617 (410) 758-2095

PROFESSIONAL CERTIFICATION: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 45188, Expiration Date: 12/28/2025.



ILLUSTRATIVE
SITE PLAN
ON THE LANDS OF
NAI SATURN EASTERN, LLC
IN THE TOWN OF EASTON, WARD DISTRICT 1
TALBOT COUNTY, MARYLAND
TAX MAP 104 TAX PARCEL 612

ISSUED/REVISED FOR: _____ DATE: _____ BY: _____
SHEET No. 1 OF 1
JOB No. 240014
AS NOTED
FILE No. B412



From: [Rick VanEmburch](#)
To: [mlenhart](#)
Cc: [Richard Baker \(SHA\)](#); [Robert Engel](#); [Nick Driban](#); [Henry Dierker](#); [Sierra Clem](#)
Subject: Re: Safeway Site (139 N. Washington) Scoping
Date: Tuesday, April 2, 2024 3:29:35 PM
Attachments: [image001.png](#)
[image002.png](#)
[Safeway Site Scoping Exhibits \(1\).pdf](#)
[2024-03-27.pdf](#)

Rich -

I spoke to Mike Lenahrt on the phone today about the proposed townhouse project at our old Safeway site.

I understand the townhouses will generate less traffic than the Safeway and feel that the Scope is reasonable based on the reduction in traffic.

In summary, the Scope looks acceptable to me, but defer to you if there is something you would like modified.

Thank you.

Rick Van Emburgh, P.E.
Town Engineer
Town of Easton
[Engineering Department](#)
410-820-8822

On Tue, Apr 2, 2024 at 3:05 PM mlenhart <mlenhart@lenharttraffic.com> wrote:

Hi Rich (Baker),

I sent a scoping agreement to Rick Van Emburgh and he asked that I forward it to you for your review. He also pointed out that Bay Street is a state road which I didn't realize at first.

1. Site plan is attached.
2. This site was previously developed with a Safeway that has access to Bay Street and N. W. Street. (Attached Exhibit 1)
3. The 22 ksf Safeway generated 64 AM trips and 231 PM trips based on ITE Trip Generation (Attached Exhibit 2)
4. The proposed 35 townhomes will generate 16 AM and 22 PM trips.

5. A TIA would not normally be required by SHA since it generates fewer than 50 peak hour trips, and particularly in this case since the proposed redevelopment is a significant reduction in trips.
6. Even though a traffic study would not normally be required, we are providing one to the Town in case any questions arise during the review. The attached scope goes to the next intersection in each direction from the two access points.

We've run this scope by Rick at the Town and he is ok with it, but wanted us to make you aware and ensure you don't have any comments. We'll be sure the SHA gets a copy during the review process.

Thanks,

Mike

Mike Lenhart, P.E., PTOE

President

Office: [\(410\) 216-3333](tel:(410)216-3333) (Ext. 1)

Mobile: [\(410\) 980-2367](tel:(410)980-2367)



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From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Tuesday, April 2, 2024 2:08 PM
To: 'Rick Van Emburgh' <rvanemburgh@eastonmd.gov>
Cc: Robert Engel <rengel@LENHARTTRAFFIC.COM>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Subject: RE: Safeway Site (139 N. Washington) Scoping

Hi Rick,

Just wanted to follow up on the email trail below. We are placing cameras tomorrow to collect this traffic data. Please advise if you have any questions or comments, otherwise, we'll assume that the proposed scope (attached) is adequate.

As Nick pointed out in his email below, the townhomes will generate a fraction of the traffic that was generated by the Safeway. Also, the townhouses generate only 16 AM and 22 PM peak hour trips, therefore this should be adequate.

Thanks,

Mike

Mike Lenhart, P.E., PTOE

President

Office: [\(410\) 216-3333](tel:(410)216-3333) (Ext. 1)

Mobile: [\(410\) 980-2367](tel:(410)980-2367)



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From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Wednesday, March 27, 2024 5:23 PM
To: 'Rick Van Emburgh' <rvanemburgh@eastonmd.gov>
Cc: Robert Engel <rengel@LENHARTTRAFFIC.COM>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Subject: RE: Safeway Site (139 N. Washington) Scoping

Hi Rick,

I just wanted to follow up on Nick's scoping email below. See attached pdf for study intersections.

Please confirm this is acceptable. We're conducting traffic counts next week after school is back in session from Spring Break.

Thanks,

Mike

Mike Lenhart, P.E., PTOE
President

Office: [\(410\) 216-3333](tel:(410)216-3333) (Ext. 1)

Mobile: [\(410\) 980-2367](tel:(410)980-2367)



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From: Nick Driban <ndriban@LENHARTTRAFFIC.COM>
Sent: Monday, March 25, 2024 3:26 PM
To: 'Rick Van Emburgh' <rvanemburgh@eastonmd.gov>
Cc: mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Robert Engel <rengel@LENHARTTRAFFIC.COM>
Subject: Safeway Site (139 N. Washington) Scoping

Hi Rick,

I hope all is well with you!

I've attached scoping exhibits for a redevelopment of the old Safeway site, located at 139 North Washington. The development is proposed to include up to 35 units, mostly townhomes, but also a few single-family units. As shown, the site generates a very low volume of traffic, especially when compared to the Safeway that previously occupied the site. As such, I think any potential impacts from this minimal volume of traffic would be limited to the immediately adjacent intersections, which are what I've identified as the Study Intersections. As far as the Safeway, I don't intend to take credit for the Safeway trips in the study in terms of removing them from the roadway network (unless you say otherwise) as I know the store has been closed for quite some time, but I wanted to at least show the numbers on the exhibit since that use was in fact open and operating on this site at one point.

Access to the proposed residences is via Bay Street and along West Street.

Please confirm that the attached is acceptable. In particular, we'd like to get the counts done ASAP, so if you could confirm the study intersections as soon as possible, I'd really appreciate it.

I'm out of the office for a few days after today, but Mike or Robert Engel, both Cc'd on this email, can answer any questions you may have.

Thanks,

Nick

Nick Driban, P.E., PTOE

Associate Vice President

Cell Phone: [\(410\) 294-7195](tel:(410)294-7195)

Direct Dial: [\(410\) 777-9253](tel:(410)777-9253)

Office Directory: [\(410\) 216-3333](tel:(410)216-3333)



Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																			Total	
	West St Northbound					Driveway Southbound					Bay St Eastbound					Bay St Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
6:30-6:45	0	8	0	3	0	0	0	1	0	0	0	1	25	3	0	0	2	41	0	0	84
6:45-7:00	0	15	0	2	0	0	0	0	0	0	0	1	28	9	0	0	4	57	0	0	116
7:00-7:15	0	16	0	6	0	0	0	0	0	0	0	1	25	13	0	0	8	44	2	0	115
7:15-7:30	0	9	1	6	0	0	0	0	0	0	0	0	61	14	0	0	12	48	1	0	152
7:30-7:45	0	12	0	6	1	0	0	0	0	1	0	3	61	14	0	0	12	59	7	0	174
7:45-8:00	0	10	0	5	2	0	0	0	1	0	0	2	90	22	0	0	20	78	1	0	229
8:00-8:15	0	15	0	9	0	0	0	0	0	0	0	1	74	33	0	0	16	74	7	1	229
8:15-8:30	0	17	0	10	0	0	0	0	0	0	0	1	59	27	0	0	24	60	7	0	205
8:30-8:45	0	15	1	12	0	0	0	0	0	2	0	2	60	27	0	0	22	54	5	0	198
8:45-9:00	0	7	0	15	1	0	0	0	1	0	0	0	61	24	0	0	22	49	4	1	183
9:00-9:15	0	16	0	9	0	0	0	0	0	2	0	2	47	15	0	0	12	49	0	0	150
9:15-9:30	0	9	0	5	0	0	0	0	0	0	0	1	59	14	0	0	14	41	4	1	147

Hourly Totals																					
6:30-7:30	0	48	1	17	0	0	0	1	0	0	0	3	139	39	0	0	26	190	3	0	467
6:45-7:45	0	52	1	20	1	0	0	0	0	1	0	5	175	50	0	0	36	208	10	0	559
7:00-8:00	0	47	1	23	3	0	0	0	1	1	0	6	237	63	0	0	52	229	11	0	674
7:15-8:15	0	46	1	26	3	0	0	0	1	1	0	6	286	83	0	0	60	259	16	1	789
7:30-8:30	0	54	0	30	3	0	0	0	1	1	0	7	284	96	0	0	72	271	22	1	842
7:45-8:45	0	57	1	36	2	0	0	0	1	2	0	6	283	109	0	0	82	266	20	1	866
8:00-9:00	0	54	1	46	1	0	0	0	1	2	0	4	254	111	0	0	84	237	23	2	820
8:15-9:15	0	55	1	46	1	0	0	0	1	4	0	5	227	93	0	0	80	212	16	1	742
8:30-9:30	0	47	1	41	1	0	0	0	1	4	0	5	227	80	0	0	70	193	13	2	685
AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:45-8:45	0	57	1	36	2	0	0	0	1	2	0	6	283	109	0	0	82	266	20	1	866

	Weekday Evening Peak Hour (4 pm - 7 pm)																				
	West St Northbound					Driveway Southbound					Bay St Eastbound					Bay St Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	28	0	22	0	0	0	0	1	0	0	2	62	9	0	0	12	71	1	1	208
4:15-4:30	0	27	0	19	0	0	0	0	0	0	0	4	67	13	0	0	18	57	3	0	208
4:30-4:45	0	28	0	24	0	0	0	0	0	0	0	2	90	15	0	0	16	47	1	0	223
4:45-5:00	0	20	0	20	1	0	0	0	0	1	0	2	79	3	0	0	16	59	0	0	199
5:00-5:15	0	44	2	23	0	0	0	0	0	0	0	0	62	11	0	0	10	42	1	0	195
5:15-5:30	0	26	0	18	0	0	0	0	0	0	0	1	73	16	0	0	15	43	2	0	194
5:30-5:45	0	16	0	12	0	0	0	1	0	0	0	2	48	7	0	0	12	41	2	0	141
5:45-6:00	0	8	2	11	0	0	0	0	1	0	0	0	49	8	0	0	13	33	2	0	127
6:00-6:15	0	15	2	18	0	0	0	0	0	0	0	1	46	9	0	0	7	37	4	0	139
6:15-6:30	0	13	0	6	1	0	0	0	0	0	0	1	54	4	0	0	9	20	2	0	109
6:30-6:45	0	10	0	2	0	0	1	0	0	1	0	1	36	10	0	0	9	25	0	0	94
6:45-7:00	0	12	0	6	2	0	0	0	0	0	0	1	32	5	0	0	9	21	0	1	86

Hourly Totals																					
4:00-5:00	0	103	0	85	1	0	0	0	1	1	0	10	298	40	0	0	62	234	5	1	841
4:15-5:15	0	119	2	86	1	0	0	0	0	1	0	8	298	42	0	0	60	205	5	0	827
4:30-5:30	0	118	2	85	1	0	0	0	0	1	0	5	304	45	0	0	57	191	4	0	813
4:45-5:45	0	106	2	73	1	0	0	1	0	1	0	5	262	37	0	0	53	185	5	0	731
5:00-6:00	0	94	4	64	0	0	0	1	1	0	0	3	232	42	0	0	50	159	7	0	657
5:15-6:15	0	65	4	59	0	0	0	1	1	0	0	4	216	40	0	0	47	154	10	0	601
5:30-6:30	0	52	4	47	1	0	0	1	1	0	0	4	197	28	0	0	41	131	10	0	517
5:45-6:45	0	46	4	37	1	0	1	0	1	1	0	3	185	31	0	0	38	115	8	0	471
6:00-7:00	0	50	2	32	3	0	1	0	0	1	0	4	168	28	0	0	34	103	6	1	433
PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	103	0	85	1	0	0	0	1	1	0	10	298	40	0	0	62	234	5	1	841

Peak Hour
Turning Movement Count



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Bay St & Driveway
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Thursday, April 11, 2024
Jurisdiction: Talbot County

Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total	
	MD 565 Northbound					MD 565 Southbound					Bay St Eastbound					Driveway Westbound						
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		
6:30-6:45	0	23	17	0	0	0	0	29	19	0	0	10	0	19	0	0	0	1	0	0	118	
6:45-7:00	0	32	22	0	0	0	0	44	40	0	0	7	1	21	0	0	0	0	0	0	167	
7:00-7:15	0	24	11	0	0	0	0	22	29	0	0	10	0	20	0	0	0	0	0	0	116	
7:15-7:30	0	24	27	0	0	0	0	37	37	1	0	23	0	44	0	0	0	0	0	0	192	
7:30-7:45	0	33	38	0	0	0	0	50	44	0	0	17	2	47	1	0	0	0	0	0	231	
7:45-8:00	0	49	28	0	0	0	0	47	57	0	0	23	1	73	0	0	0	0	0	0	278	
8:00-8:15	0	27	48	0	0	0	0	52	65	1	0	14	1	66	1	0	0	0	0	0	273	
8:15-8:30	0	35	28	2	0	0	0	47	56	0	0	25	0	46	0	0	0	0	1	2	240	
8:30-8:45	0	30	44	0	0	0	0	44	53	0	0	27	0	41	3	0	0	0	0	0	239	
8:45-9:00	0	26	44	1	0	0	0	46	50	0	0	31	1	46	0	0	0	0	0	0	245	
9:00-9:15	0	27	52	0	0	0	0	1	44	33	0	0	14	0	39	0	0	0	0	1	2	211
9:15-9:30	0	31	38	0	0	0	0	1	40	28	0	0	17	0	45	3	0	0	0	1	0	201

Hourly Totals																					
6:30-7:30	0	103	77	0	0	0	0	132	125	1	0	50	1	104	0	0	0	1	0	0	594
6:45-7:45	0	113	98	0	0	0	0	153	150	1	0	57	3	132	1	0	0	0	0	0	708
7:00-8:00	0	130	104	0	0	0	0	156	167	1	0	73	3	184	1	0	0	0	0	0	819
7:15-8:15	0	133	141	0	0	0	0	186	203	2	0	77	4	230	2	0	0	0	0	0	978
7:30-8:30	0	144	142	2	0	0	0	196	222	1	0	79	4	232	2	0	0	0	1	2	1027
7:45-8:45	0	141	148	2	0	0	0	190	231	1	0	89	2	226	4	0	0	0	1	2	1037
8:00-9:00	0	118	164	3	0	0	0	189	224	1	0	97	2	199	4	0	0	0	1	2	1004
8:15-9:15	0	118	168	3	0	0	1	181	192	0	0	97	1	172	3	0	0	0	2	4	942
8:30-9:30	0	114	178	1	0	0	2	174	164	0	0	89	1	171	6	0	0	0	2	2	904
AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:45-8:45	0	141	148	2	0	0	0	190	231	1	0	89	2	226	4	0	0	0	1	2	1037

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																				Total
	MD 565 Northbound					MD 565 Southbound					Bay St Eastbound					Driveway Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	29	60	0	0	0	2	55	56	0	0	36	0	52	1	0	0	0	4	2	294
4:15-4:30	0	17	54	0	0	0	0	59	58	0	0	26	2	54	0	0	0	0	0	0	270
4:30-4:45	0	22	57	2	0	0	0	60	44	0	0	39	2	75	0	0	0	0	4	0	305
4:45-5:00	0	24	56	1	0	0	1	62	47	0	0	35	0	59	0	0	0	0	0	0	285
5:00-5:15	0	19	51	1	3	0	0	63	32	0	0	29	0	64	0	0	0	1	0	0	260
5:15-5:30	0	21	44	1	0	0	0	54	38	2	0	30	0	60	1	0	0	0	3	0	251
5:30-5:45	0	17	41	1	3	0	1	58	36	1	0	21	0	41	0	0	0	0	2	0	218
5:45-6:00	0	10	41	1	1	0	0	52	38	0	0	14	0	47	1	0	0	0	1	0	204
6:00-6:15	0	12	29	2	0	0	0	47	35	0	0	25	1	37	0	0	0	0	0	0	188
6:15-6:30	0	10	45	0	1	0	0	50	20	2	0	12	0	48	2	0	0	1	1	0	187
6:30-6:45	0	10	24	0	1	0	1	39	21	2	0	6	1	33	1	0	0	2	1	3	138
6:45-7:00	0	8	35	0	2	0	1	38	21	0	0	6	0	32	0	0	0	1	2	2	144

Hourly Totals																					
4:00-5:00	0	92	227	3	0	0	3	236	205	0	0	136	4	240	1	0	0	0	8	2	1157
4:15-5:15	0	82	218	4	3	0	1	244	181	0	0	129	4	252	0	0	0	1	4	0	1123
4:30-5:30	0	86	208	5	3	0	1	239	161	2	0	133	2	258	1	0	0	1	7	0	1107
4:45-5:45	0	81	192	4	6	0	2	237	153	3	0	115	0	224	1	0	0	1	5	0	1024
5:00-6:00	0	67	177	4	7	0	1	227	144	3	0	94	0	212	2	0	0	1	6	0	945
5:15-6:15	0	60	155	5	4	0	1	211	147	3	0	90	1	185	2	0	0	0	6	0	870
5:30-6:30	0	49	156	4	5	0	1	207	129	3	0	72	1	173	3	0	0	1	4	0	808
5:45-6:45	0	42	139	3	3	0	1	188	114	4	0	57	2	165	4	0	0	3	3	3	731
6:00-7:00	0	40	133	2	4	0	2	174	97	4	0	49	2	150	3	0	0	4	4	5	673
PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	92	227	3	0	0	3	236	205	0	0	136	4	240	1	0	0	0	8	2	1157

Hourly Totals																					
6:30-7:30	0	2	69	2	3	0	1	53	5	5	0	1	0	2	0	0	1	1	1	2	148
6:45-7:45	0	5	80	4	3	0	2	64	8	7	0	2	0	2	0	0	1	1	2	1	182
7:00-8:00	0	7	78	7	8	0	2	85	10	13	0	2	1	4	2	0	1	1	6	6	233
7:15-8:15	0	9	73	9	11	0	2	104	8	21	0	3	2	5	2	0	3	0	14	9	275
7:30-8:30	0	9	82	10	10	0	2	113	6	29	0	4	2	6	3	0	3	0	16	11	306
7:45-8:45	0	7	94	9	11	0	2	126	8	34	0	3	4	8	3	0	4	0	17	12	342
8:00-9:00	0	10	103	9	6	0	3	122	11	40	0	4	3	6	1	0	6	0	16	10	350
8:15-9:15	0	10	109	6	3	0	3	104	13	41	0	5	2	6	2	0	4	0	8	7	323
8:30-9:30	0	12	97	7	1	0	3	95	15	37	0	6	2	4	1	0	4	0	7	7	298
AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
8:00-9:00	0	10	103	9	6	0	3	122	11	40	0	4	3	6	1	0	6	0	16	10	350

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																			Total	
	West St Northbound					West St Southbound					Federal St Eastbound					Federal St Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
4:00-4:15	0	1	38	0	0	0	0	22	2	3	0	4	0	2	2	1	2	1	2	1	75
4:15-4:30	0	1	32	1	0	0	1	26	3	0	0	0	1	0	1	0	0	1	3	1	69
4:30-4:45	0	3	38	1	6	0	2	26	2	1	0	2	2	5	4	0	0	1	2	0	84
4:45-5:00	0	0	29	3	0	0	1	21	3	3	0	3	1	3	1	2	1	1	4	1	72
5:00-5:15	0	1	40	1	2	0	2	24	2	3	0	3	0	3	2	0	2	1	4	0	83
5:15-5:30	0	4	28	2	0	0	0	32	4	4	0	0	1	1	3	1	0	0	0	0	73
5:30-5:45	0	0	24	1	0	0	0	19	2	2	0	1	2	1	1	1	0	0	1	4	52
5:45-6:00	0	2	11	3	2	0	1	17	3	1	0	1	0	3	0	0	2	0	2	2	45
6:00-6:15	0	0	26	1	0	0	0	15	1	2	0	2	0	1	1	2	6	0	2	0	56
6:15-6:30	0	0	17	6	7	0	0	13	1	1	0	0	0	1	0	1	4	2	4	1	49
6:30-6:45	0	1	11	3	2	0	1	14	3	6	0	0	0	0	0	0	3	3	1	0	40
6:45-7:00	0	0	14	2	4	0	0	10	2	0	0	0	1	1	0	0	2	1	2	1	35

Hourly Totals																					
4:00-5:00	0	5	137	5	6	0	4	95	10	7	0	9	4	10	8	3	3	4	11	3	324
4:15-5:15	0	5	139	6	8	0	6	97	10	7	0	8	4	11	8	2	3	4	13	2	333
4:30-5:30	0	8	135	7	8	0	5	103	11	11	0	8	4	12	10	3	3	3	10	1	342
4:45-5:45	0	5	121	7	2	0	3	96	11	12	0	7	4	8	7	4	3	2	9	5	306
5:00-6:00	0	7	103	7	4	0	3	92	11	10	0	5	3	8	6	2	4	1	7	6	279
5:15-6:15	0	6	89	7	2	0	1	83	10	9	0	4	3	6	5	4	8	0	5	6	248
5:30-6:30	0	2	78	11	9	0	1	64	7	6	0	4	2	6	2	4	12	2	9	7	226
5:45-6:45	0	3	65	13	11	0	2	59	8	10	0	3	0	5	1	3	15	5	9	3	215
6:00-7:00	0	1	68	12	13	0	1	52	7	9	0	2	1	3	1	3	15	6	9	2	205
PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:30-5:30	0	8	135	7	8	0	5	103	11	11	0	8	4	12	10	3	3	3	10	1	342

Peak Hour	Turning Movement Count
07:00-08:00	100
08:00-09:00	120
09:00-10:00	150
10:00-11:00	180
11:00-12:00	200
12:00-13:00	180
13:00-14:00	150
14:00-15:00	120
15:00-16:00	100
16:00-17:00	80
17:00-18:00	60
18:00-19:00	40
19:00-20:00	20
20:00-21:00	10
21:00-22:00	5
22:00-23:00	2
23:00-00:00	1

Intersection: Federal St & West St
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Thursday, April 11, 2024
Jurisdiction: Talbot County



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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TRAFFIC GROWTH PROJECTION

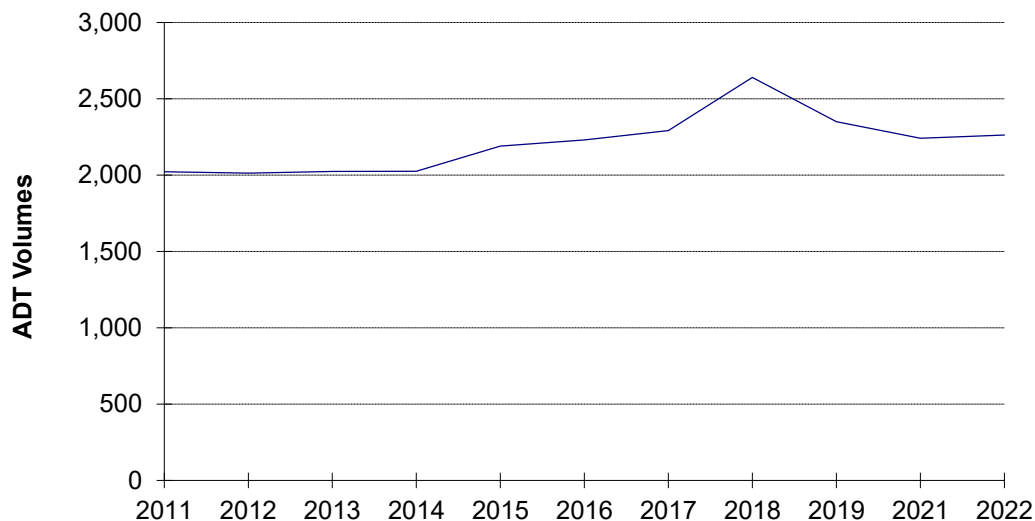
LOCATION: MD 565, north of MD 322

REPORT DATE: 17-Apr-24

AVERAGE GROWTH: 1.34%

MATHEMATICAL GROWTH: 1.13%

Year	ADT Volume	Vol. increase	% increase	Average %
2011	2,022			
2012	2,013	-9	-0.45%	-0.45%
2013	2,024	11	0.55%	0.05%
2014	2,025	1	0.05%	0.05%
2015	2,190	165	8.15%	2.07%
2016	2,231	41	1.87%	2.03%
2017	2,292	61	2.73%	2.15%
2018	2,640	348	15.18%	4.01%
2019	2,350	-290	-10.98%	2.14%
2021	2,242	-108	-4.60%	1.39%
2022	2,263	21	0.94%	1.34%



TRAFFIC GROWTH
MD 565, north of MD 322

Appendix B

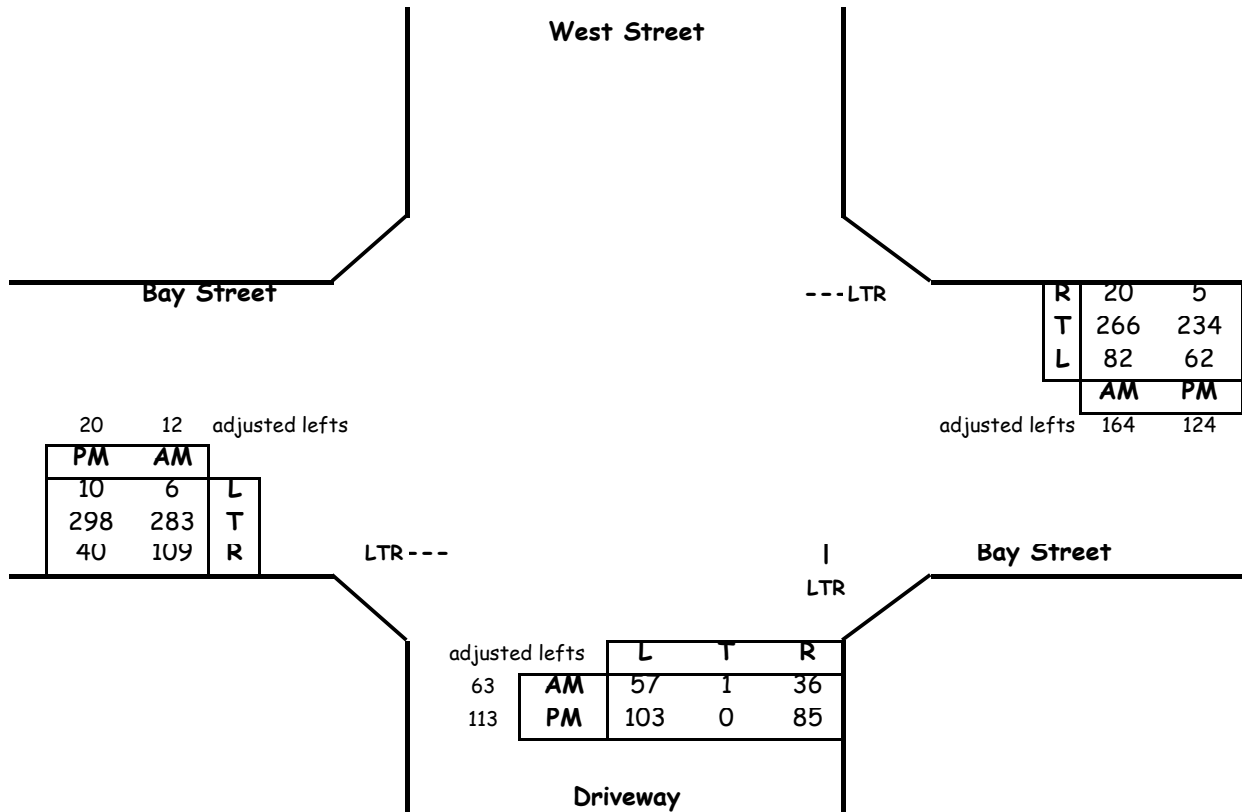
Critical Lane Volume (LOS) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Bay Street
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	100	1.00	100	0	0	0	100
SB	0	0.00	0	57	1	57	
EB	404	1	404	82	1	82	486
WB	450	1	450	6	1	6	
CLV TOTAL=							586
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF =	Total	VOL	x LUF =	Total	CLV
NB	198	1.00	198	0	0	0	198
SB	0	0.00	0	103	1	103	
EB	358	1	358	62	1	62	420
WB	363	1	363	10	1	10	
						CLV TOTAL=	618
						Level of Service (LOS) =	A

Critical Lane Volume Analysis



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West Street &
Bay Street
(Existing Traffic)

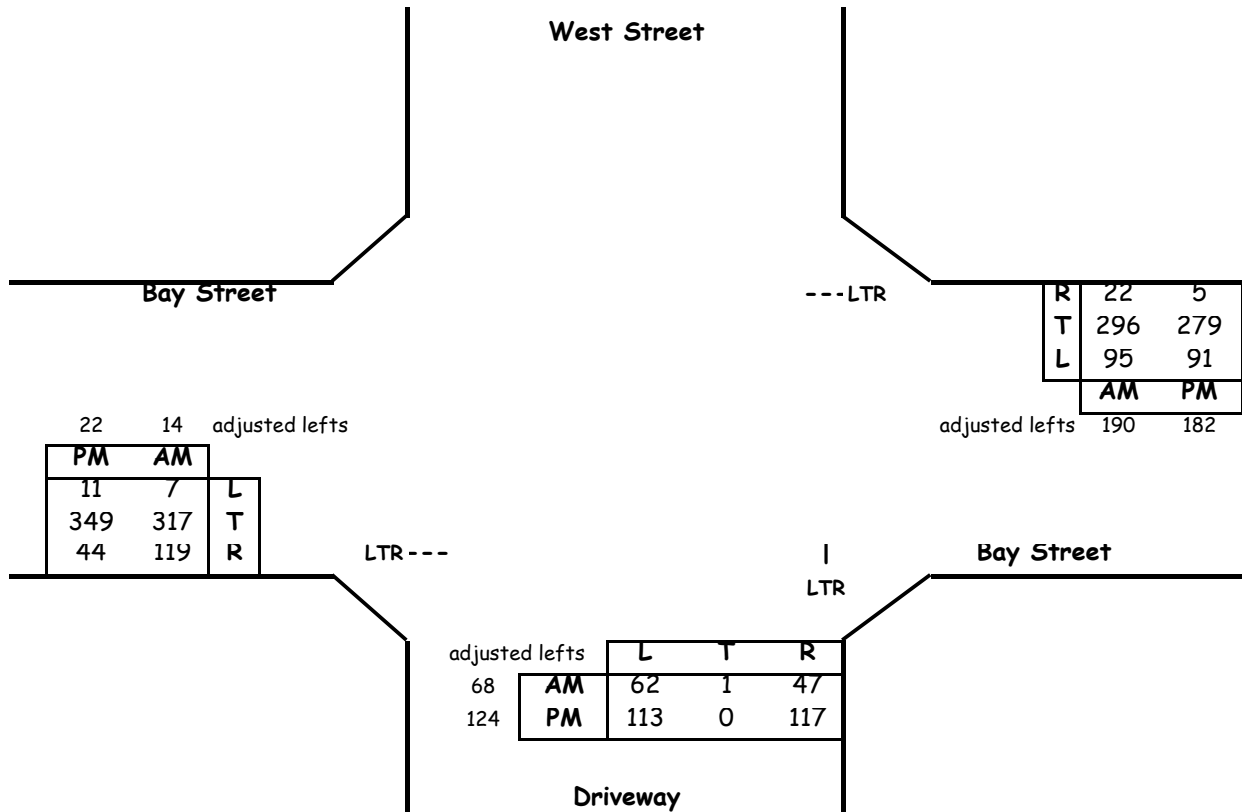
Intersection 1

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Bay Street
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	116	1.00	116	0	0	0
SB	0	0.00	0	62	1	62
EB	450	1	450	95	1	95
WB	508	1	508	7	1	7
CLV TOTAL=						661
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	241	1.00	241	0	0	0
SB	0	0.00	0	113	1	113
EB	415	1	415	91	1	91
WB	466	1	466	11	1	11
CLV TOTAL=						747
Level of Service (LOS)=						A

Critical Lane Volume Analysis



**West Street &
Bay Street**
(Background Traffic)

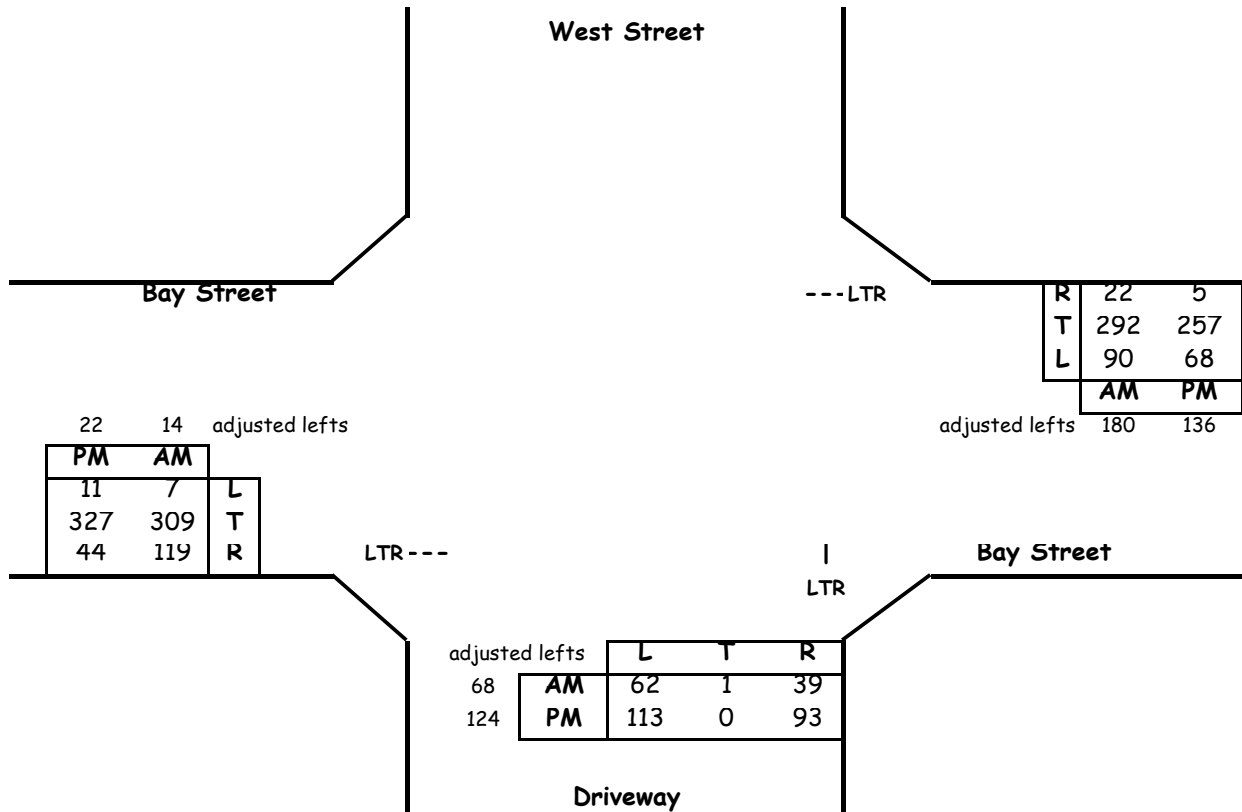
**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Bay Street
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	108	1.00	108	0	0	0	108
SB	0	0.00	0	62	1	62	
EB	442	1	442	90	1	90	532
WB	494	1	494	7	1	7	
CLV TOTAL=							640
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF =	Total	VOL	x LUF =	Total	CLV
NB	217	1.00	217	0	0	0	217
SB	0	0.00	0	113	1	113	
EB	393	1	393	68	1	68	461
WB	398	1	398	11	1	11	
CLV TOTAL=							678
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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West Street &
Bay Street
(Total Traffic)

Intersection
1

Critical Lane Volume (CLV) Methodology for MSHA

Main Line: Bay Street
Minor Street: Site Access
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

BAY STREET

---TL

	AM	PM
T	372	297
L	0	0

adjusted lefts 0 0

PM	AM	
380	317	T
0	0	R

T---
TR---

BAY STREET

|
LR

Site Access

	L	R
AM	0	0
PM	0	0

Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	0	1.00	0			
EB	317	0.55	174	0	1.00	0
WB	372	1.00	372			
CLV TOTAL=						372
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	0	1.00	0			
EB	380	0.55	209	0	1.00	0
WB	297	1.00	297			
CLV TOTAL=						297
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**Bay Street &
 Site Access
 (Existing Traffic)**

**Intersection
 2**

Critical Lane Volume (CLV) Methodology for MSHA

Main Line: Bay Street
Minor Street: Site Access
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

BAY STREET

---TL

	AM	PM
T	406	325
L	22	68

adjusted lefts 44 136

PM	AM	
415	346	T
47	16	R

T---
TR---

BAY STREET

|
LR

Site Access

	L	R
AM	10	16
PM	46	70

Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	26	1.00	26			
EB	362	0.55	199	22	1.00	22
WB	450	1.00	450			
CLV TOTAL=						476
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	116	1.00	116			
EB	462	0.55	254	68	1.00	68
WB	461	1.00	461			
CLV TOTAL=						577
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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Bay Street &
 Site Access
 (Background Traffic)

Intersection
2

Critical Lane Volume (CLV) Methodology for MSHA

Main Line: Bay Street
Minor Street: Site Access
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

BAY STREET

---TL

	AM	PM
T	406	325
L	3	11

adjusted lefts 6 22

PM	AM	
415	346	T
1	0	R

T---
TR---

BAY STREET

|
LR

Site Access

	L	R
AM	1	9
PM	1	7

Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	10	1.00	10			
EB	346	0.55	190	3	1.00	3
WB	412	1.00	412			
CLV TOTAL=						422
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	8	1.00	8			
EB	416	0.55	229	11	1.00	11
WB	347	1.00	347			
CLV TOTAL=						355
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**Bay Street &
 Site Access
 (Total Traffic)**

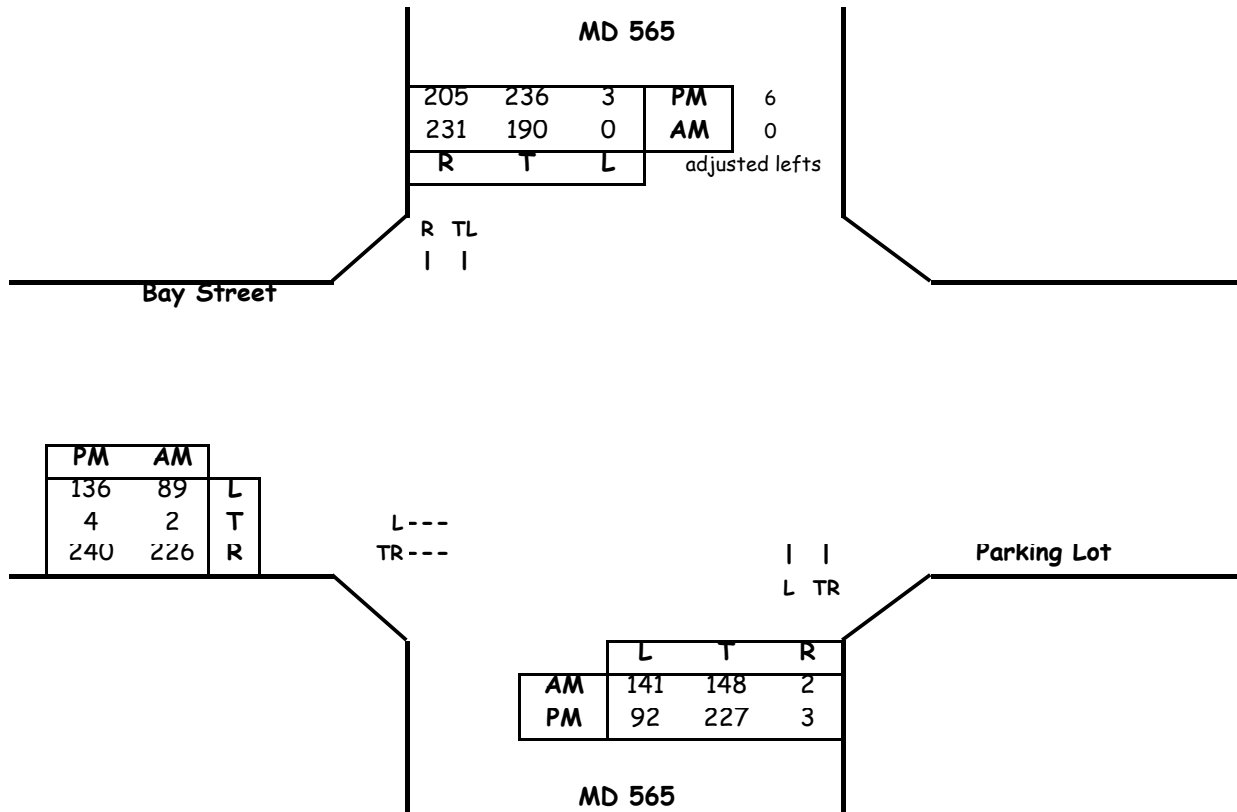
**Intersection
 2**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: MD 565
Minor Street: Parking Lot
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	150	1.00	150	0	1	0	331
SB	190	1.00	190	141	1	141	
EB	228	1	228	0	0	0	228
WB	0	0	0	89	1	89	
CLV TOTAL=							559
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF =	Total	VOL	x LUF =	Total	CLV
NB	230	1.00	230	3	1	3	334
SB	242	1.00	242	92	1	92	
EB	244	1	244	0	0	0	244
WB	0	0	0	136	1	136	
CLV TOTAL=							578
Level of Service (LOS)=							A

Critical Lane Volume Analysis



**MD 565 &
Parking Lot**
(Existing Traffic)

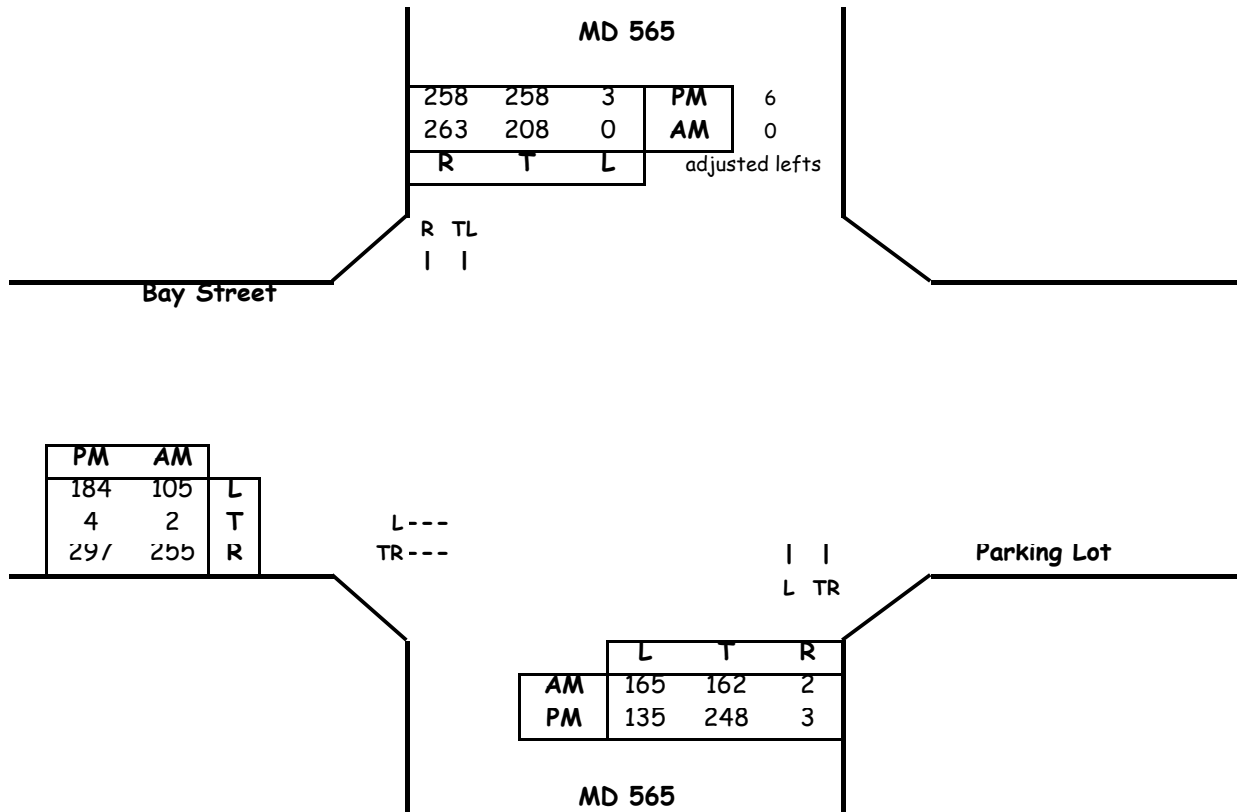
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: MD 565
Minor Street: Parking Lot
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	164	1.00	164	0	1	0
SB	208	1.00	208	165	1	165
EB	257	1	257	0	0	0
WB	0	0	0	105	1	105
CLV TOTAL=						630
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	251	1.00	251	3	1	3
SB	264	1.00	264	135	1	135
EB	301	1	301	0	0	0
WB	0	0	0	184	1	184
CLV TOTAL=						700
Level of Service (LOS) =						A

Critical Lane Volume Analysis



**MD 565 &
Parking Lot**
(Background Traffic)

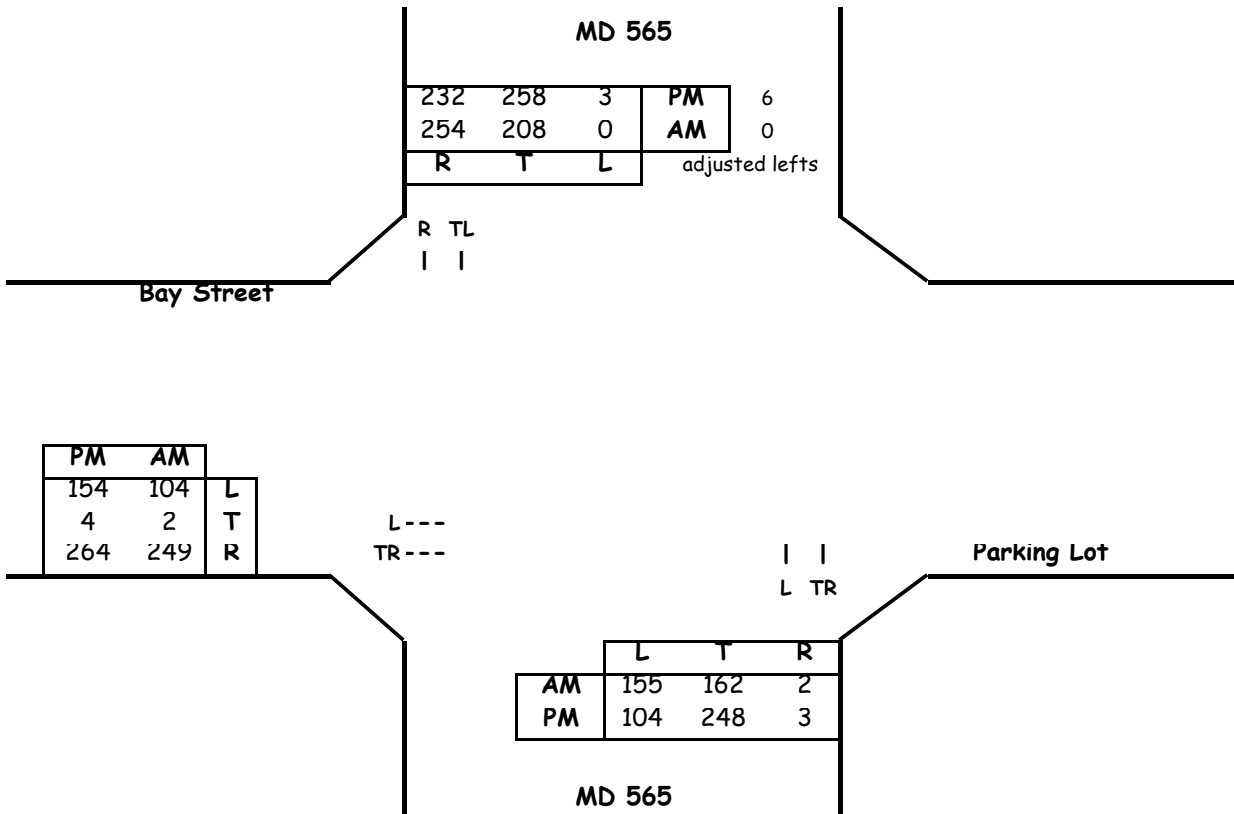
Intersection
3

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: MD 565
Minor Street: Parking Lot
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	164	1.00	164	0	1	0	363
SB	208	1.00	208	155	1	155	
EB	251	1	251	0	0	0	251
WB	0	0	0	104	1	104	
CLV TOTAL=							614
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	251	1.00	251	3	1	3	368
SB	264	1.00	264	104	1	104	
EB	268	1	268	0	0	0	268
WB	0	0	0	154	1	154	
CLV TOTAL=							636
Level of Service (LOS) =							A

Critical Lane Volume Analysis



**MD 565 &
Parking Lot**
(Total Traffic)

**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Choose your methodologies

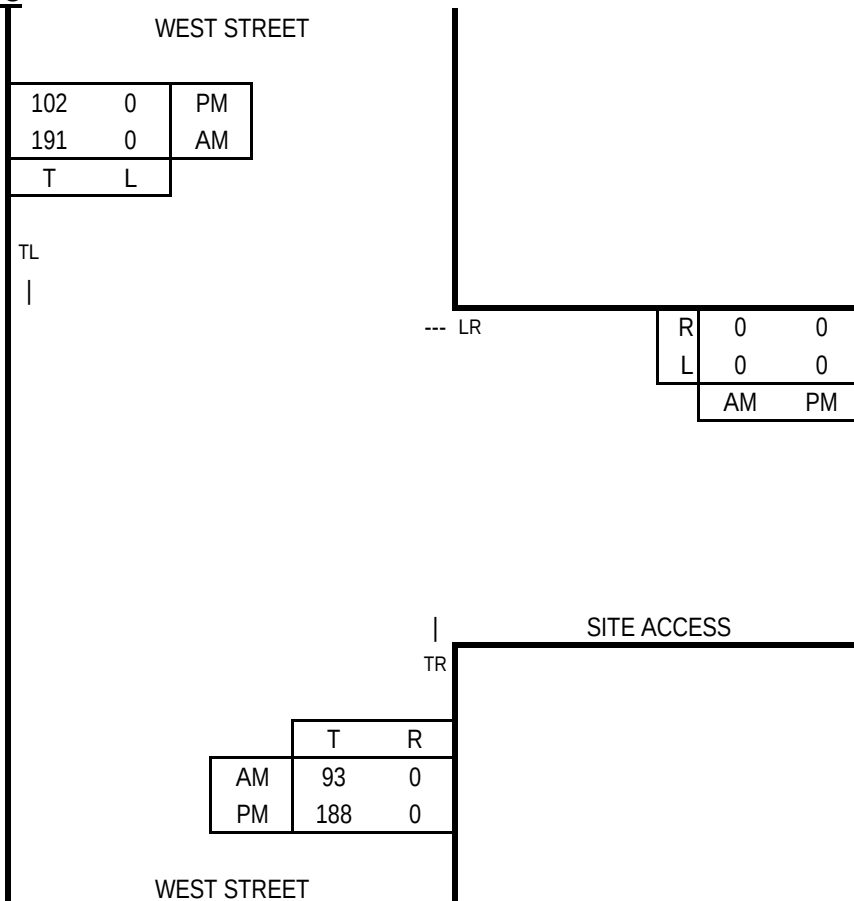
Intersection of: West Street

Analyst: Lenhart Traffic Consulting

and: Site Access

Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

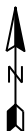
Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	0	1.00	0			
NB	93	1.00	93	0	1.00	0
SB	191	1.00	191			
CLV TOTAL=						191
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	0	1.00	0			
NB	188	1.00	188	0	1.00	0
SB	102	1.00	102			
CLV TOTAL=						188
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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West Street &
Site Access
(Existing Traffic)

Intersection
4

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Choose your methodologies

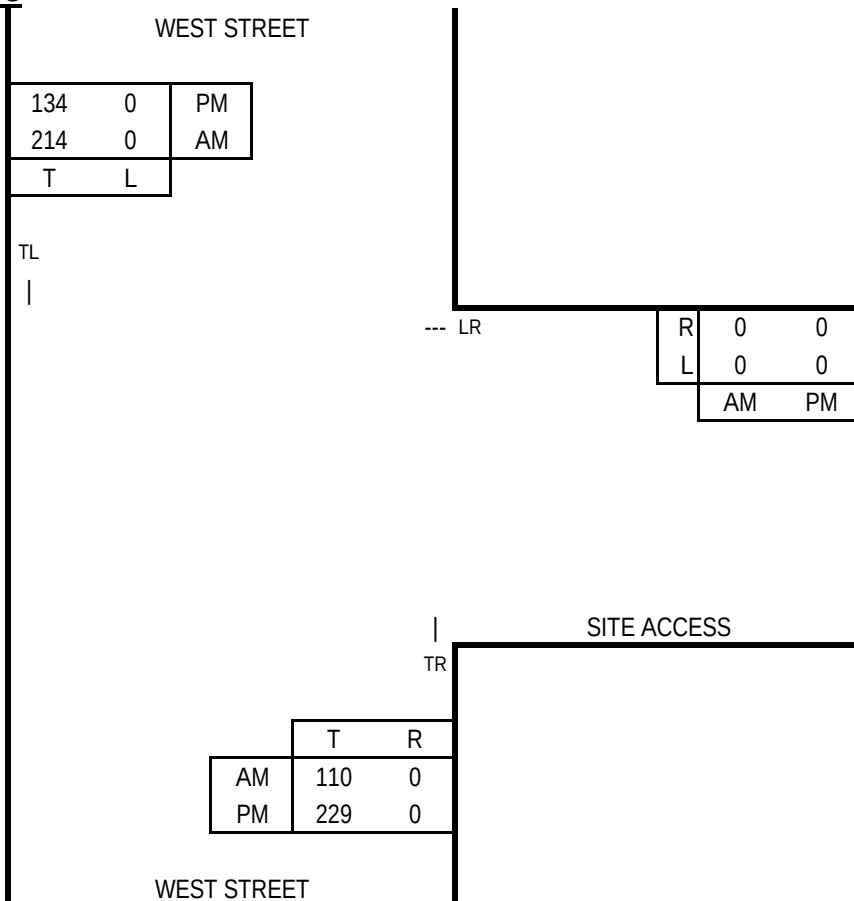
Intersection of: West Street

Analyst: Lenhart Traffic Consulting

and: Site Access

Conditions: Background Traffic

Lane Use + Traffic Volumes



Capacity Analysis

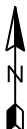
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	0	1.00	0				0
NB	110	1.00	110	0	1.00	0	214
SB	214	1.00	214				
CLV TOTAL=							214
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	0	1.00	0				0
NB	229	1.00	229	0	1.00	0	229
SB	134	1.00	134				
CLV TOTAL=							229
Level of Service (LOS)=							A

Critical Lane Volume Analysis



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**West Street &
Site Access**
(Background Traffic)

**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Choose your methodologies

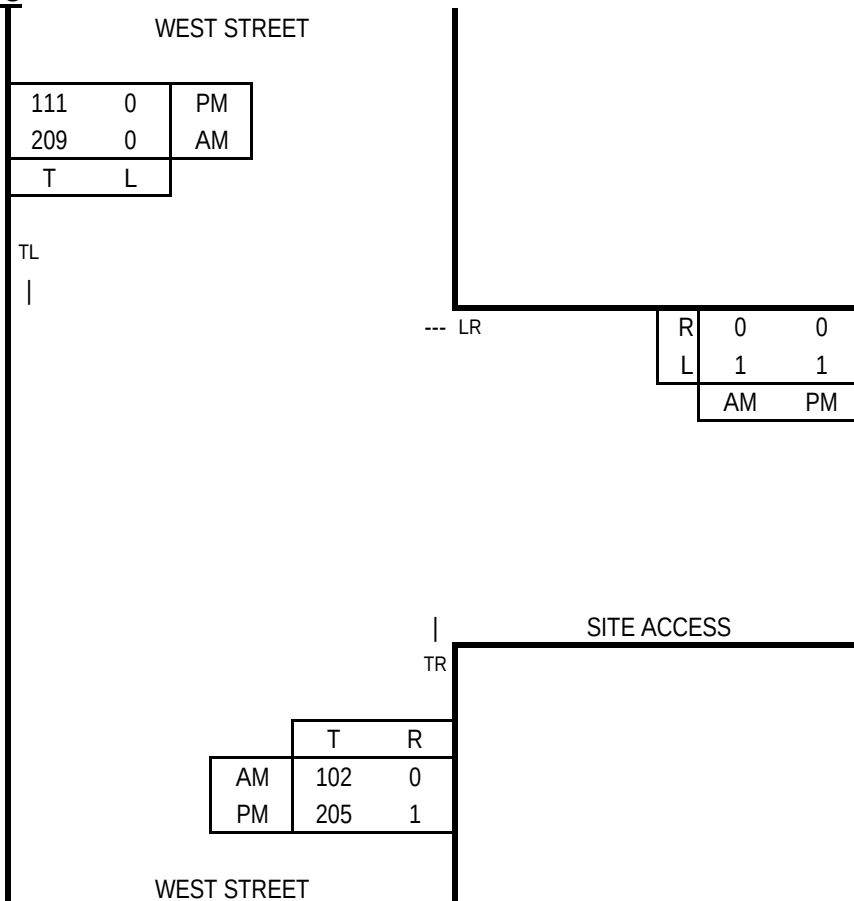
Intersection of: West Street

Analyst: Lenhart Traffic Consulting

and: Site Access

Conditions: Total Traffic

Lane Use + Traffic Volumes



Capacity Analysis

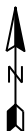
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	1	1.00	1				1
NB	102	1.00	102	0	1.00	0	209
SB	209	1.00	209				
CLV TOTAL=							210
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	1	1.00	1				1
NB	206	1.00	206	0	1.00	0	206
SB	111	1.00	111				
CLV TOTAL=							207
Level of Service (LOS)=							A

Critical Lane Volume Analysis



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West Street &
Site Access
(Total Traffic)

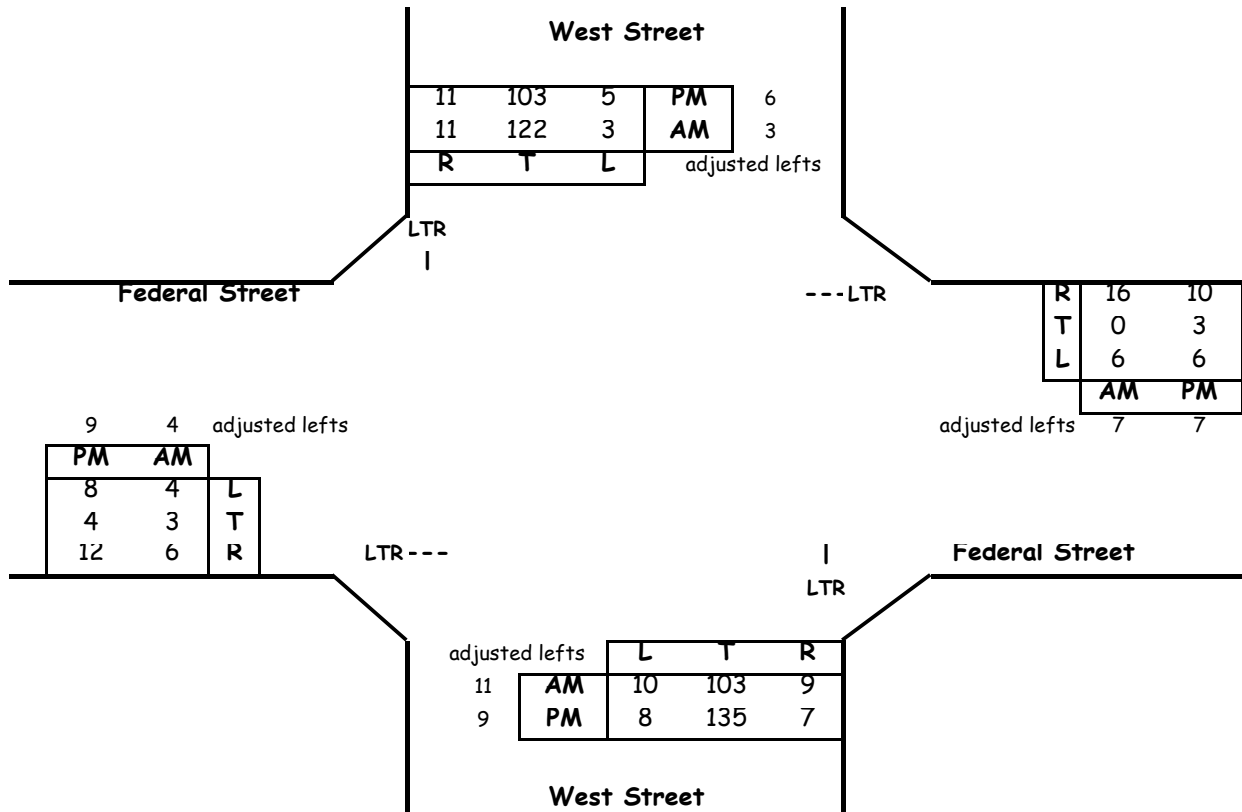
Intersection
4

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Federal Street
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	123	1.00	123	3	1	3
SB	136	1.00	136	10	1	10
EB	13	1	13	6	1	6
WB	23	1	23	4	1	4
CLV TOTAL=						173
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	151	1.00	151	5	1	5
SB	120	1.00	120	8	1	8
EB	25	1	25	6	1	6
WB	20	1	20	8	1	8
CLV TOTAL=						187
Level of Service (LOS)=						A

Critical Lane Volume Analysis



**West Street &
Federal Street**
(Existing Traffic)

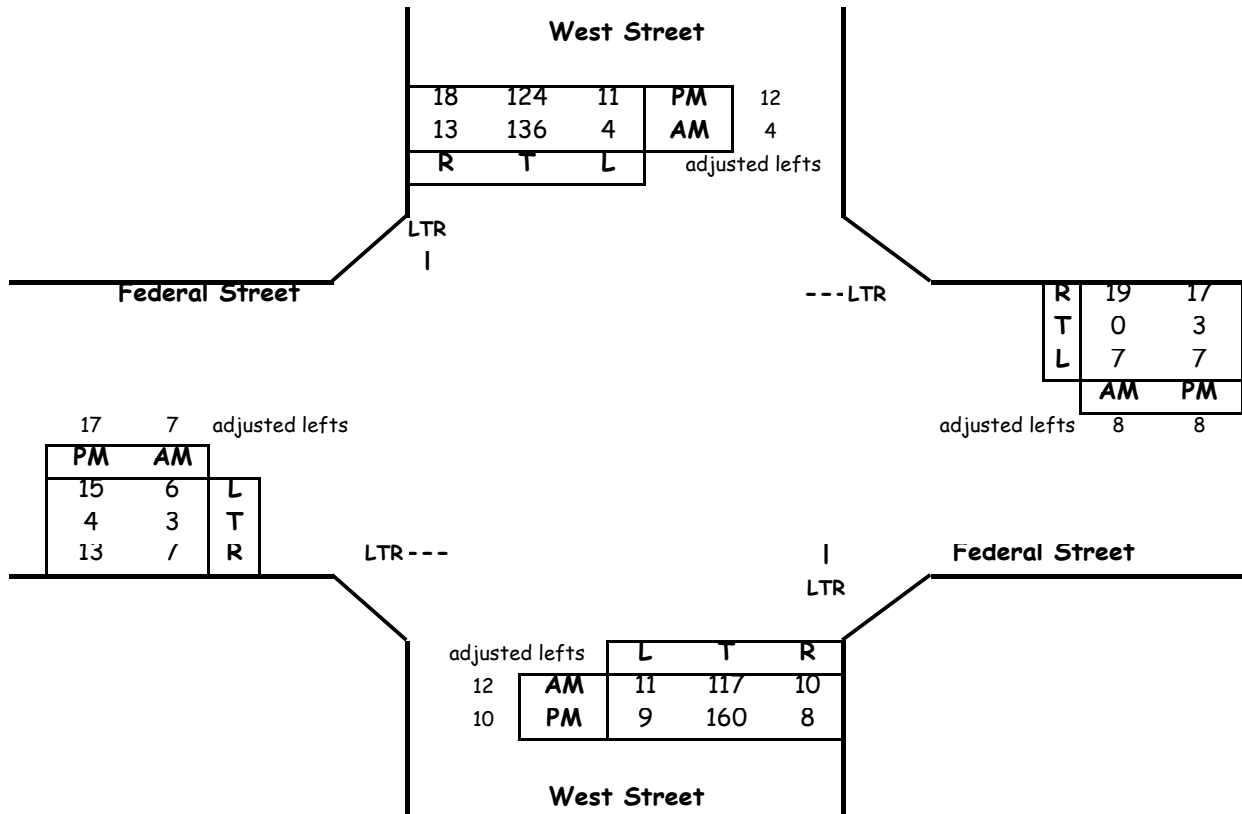
**Intersection
5**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Federal Street
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	139	1.00	139	4	1	4	164
SB	153	1.00	153	11	1	11	
EB	17	1	17	7	1	7	33
WB	27	1	27	6	1	6	
CLV TOTAL=							197
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	178	1.00	178	11	1	11	189
SB	154	1.00	154	9	1	9	
EB	34	1	34	7	1	7	43
WB	28	1	28	15	1	15	
CLV TOTAL=							232
Level of Service (LOS) =							A

Critical Lane Volume Analysis



**West Street &
Federal Street**
(Background Traffic)

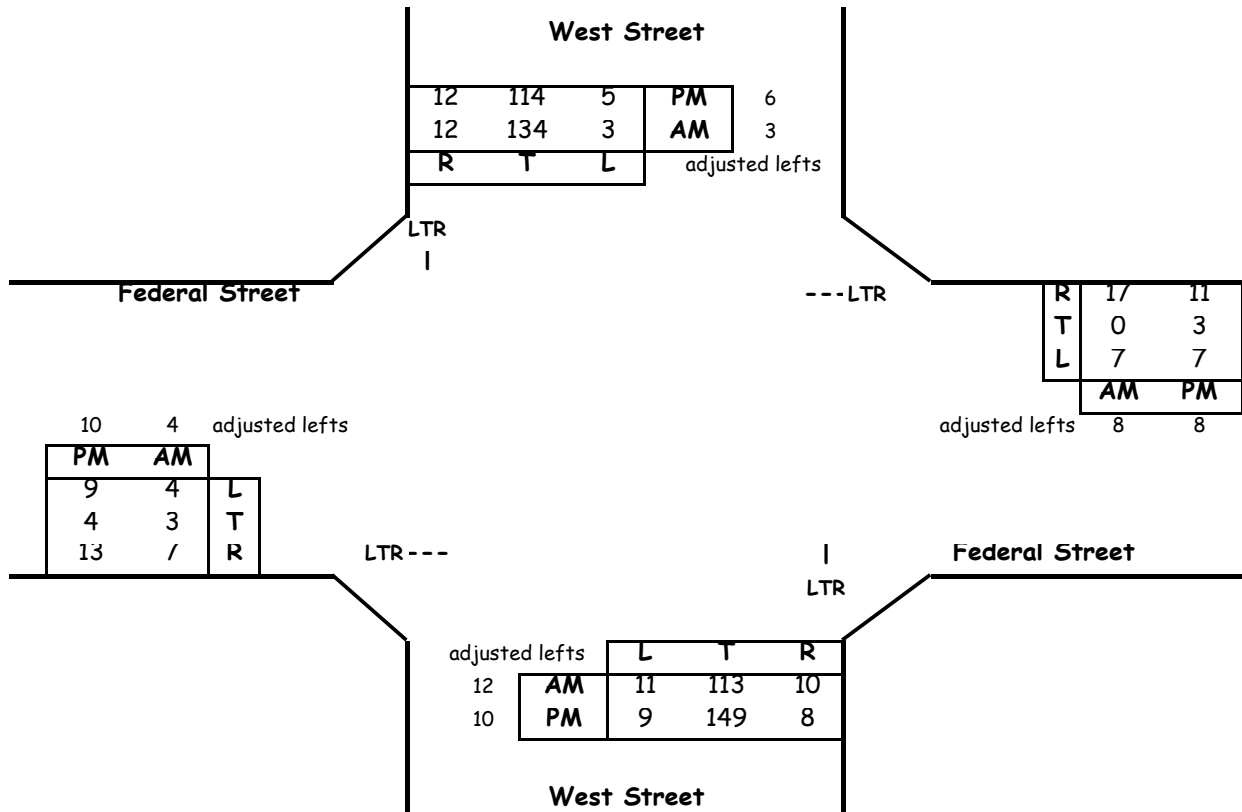
**Intersection
5**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Federal Street
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	135	1.00	135	3	1	3
SB	149	1.00	149	11	1	11
EB	14	1	14	7	1	7
WB	25	1	25	4	1	4
CLV TOTAL=						189
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	167	1.00	167	5	1	5
SB	132	1.00	132	9	1	9
EB	27	1	27	7	1	7
WB	22	1	22	9	1	9
CLV TOTAL=						206
Level of Service (LOS)=						A

Critical Lane Volume Analysis



**West Street &
Federal Street**
(Total Traffic)

**Intersection
5**

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	283	109	82	266	20	57	1	36	0	0	0
Future Volume (Veh/h)	6	283	109	82	266	20	57	1	36	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	308	118	89	289	22	62	1	39	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	385											
pX, platoon unblocked												
vC, conflicting volume	311			426			859	870	367	898	918	300
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	311			426			859	870	367	898	918	300
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			92			76	100	94	100	100	100
cM capacity (veh/h)	1249			1133			259	265	678	229	249	740
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	433	400	102									
Volume Left	7	89	62									
Volume Right	118	22	39									
cSH	1249	1133	339									
Volume to Capacity	0.01	0.08	0.30									
Queue Length 95th (ft)	0	6	31									
Control Delay (s)	0.2	2.5	20.1									
Lane LOS	A	A	C									
Approach Delay (s)	0.2	2.5	20.1									
Approach LOS	C											
Intersection Summary												
Average Delay	3.4											
Intersection Capacity Utilization	57.0%			ICU Level of Service					B			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
AM Existing

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	317	0	0	372	0	0
Future Volume (Veh/h)	317	0	0	372	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	345	0	0	404	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				149		
pX, platoon unblocked					0.99	
vC, conflicting volume				345	749	172
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				345	738	172
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	100	100
cM capacity (veh/h)				1211	348	841
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	230	115	404	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1211	1700		
Volume to Capacity	0.14	0.07	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS				A		
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS				A		
Intersection Summary						
Average Delay				0.0		
Intersection Capacity Utilization				22.9%	ICU Level of Service	A
Analysis Period (min)				15		

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	2	226	0	0	0	141	148	2	0	190	231
Future Volume (vph)	89	2	226	0	0	0	141	148	2	0	190	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1586					1770	1859			1863	1583
Flt Permitted	0.95	1.00					0.57	1.00			1.00	1.00
Satd. Flow (perm)	1770	1586					1054	1859			1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	2	246	0	0	0	153	161	2	0	207	251
RTOR Reduction (vph)	0	213	0	0	0	0	0	0	0	0	0	107
Lane Group Flow (vph)	97	35	0	0	0	0	153	163	0	0	207	144
Turn Type	Perm	NA					pm+pt	NA			NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	9.4	9.4					52.6	52.6			40.8	40.8
Effective Green, g (s)	9.4	9.4					52.6	52.6			40.8	40.8
Actuated g/C Ratio	0.13	0.13					0.74	0.74			0.57	0.57
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	234	209					854	1377			1070	909
v/s Ratio Prot		0.02					c0.02	0.09			c0.11	
v/s Ratio Perm	c0.05						0.11					0.09
v/c Ratio	0.41	0.17					0.18	0.12			0.19	0.16
Uniform Delay, d1	28.3	27.3					2.8	2.6			7.2	7.1
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	1.2	0.4					0.1	0.2			0.4	0.4
Delay (s)	29.5	27.7					2.9	2.8			7.6	7.4
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.2			0.0			2.8			7.5	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.6				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.23									
Actuated Cycle Length (s)			71.0				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			43.3%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
AM Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	93	0	0	191
Future Volume (Veh/h)	0	0	93	0	0	191
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	101	0	0	208
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	309	101			101	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	309	101			101	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	683	954			1491	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	101	208			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1491			
Volume to Capacity	0.00	0.06	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			13.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	4	3	6	3	0	16	10	103	9	3	122	11
Future Volume (vph)	4	3	6	3	0	16	10	103	9	3	122	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	7	3	0	17	11	112	10	3	133	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	14	20	133	148								
Volume Left (vph)	4	3	11	3								
Volume Right (vph)	7	17	10	12								
Hadj (s)	-0.21	-0.45	0.01	-0.01								
Departure Headway (s)	4.3	4.1	4.1	4.1								
Degree Utilization, x	0.02	0.02	0.15	0.17								
Capacity (veh/h)	768	813	852	865								
Control Delay (s)	7.4	7.2	7.9	7.9								
Approach Delay (s)	7.4	7.2	7.9	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				7.8								
Level of Service				A								
Intersection Capacity Utilization				21.2%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
AM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	317	119	95	296	22	62	1	47	0	0	0
Future Volume (Veh/h)	7	317	119	95	296	22	62	1	47	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	345	129	103	322	24	67	1	51	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					385							
pX, platoon unblocked												
vC, conflicting volume	346			474			966	978	410	1017	1030	334
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	346			474			966	978	410	1017	1030	334
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			91			69	100	92	100	100	100
cM capacity (veh/h)	1213			1088			216	225	642	183	210	708
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	482	449	119									
Volume Left	8	103	67									
Volume Right	129	24	51									
cSH	1213	1088	302									
Volume to Capacity	0.01	0.09	0.39									
Queue Length 95th (ft)	0	8	45									
Control Delay (s)	0.2	2.8	24.4									
Lane LOS	A	A	C									
Approach Delay (s)	0.2	2.8	24.4									
Approach LOS			C									
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			62.8%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
AM Background

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	346	16	22	406	10	16
Future Volume (Veh/h)	346	16	22	406	10	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	376	17	24	441	11	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked				0.98		
vC, conflicting volume				393	874	196
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				393	859	196
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				98	96	98
cM capacity (veh/h)				1162	283	812
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	251	142	465	28		
Volume Left	0	0	24	11		
Volume Right	0	17	0	17		
cSH	1700	1700	1162	468		
Volume to Capacity	0.15	0.08	0.02	0.06		
Queue Length 95th (ft)	0	0	2	5		
Control Delay (s)	0.0	0.0	0.6	13.2		
Lane LOS				A	B	
Approach Delay (s)	0.0		0.6	13.2		
Approach LOS				B		
Intersection Summary						
Average Delay				0.8		
Intersection Capacity Utilization				46.0%	ICU Level of Service	A
Analysis Period (min)				15		

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington
AM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	2	255	0	0	0	165	162	2	0	208	263
Future Volume (vph)	105	2	255	0	0	0	165	162	2	0	208	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1585					1770	1860			1863	1583
Flt Permitted	0.95	1.00					0.56	1.00			1.00	1.00
Satd. Flow (perm)	1770	1585					1034	1860			1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	2	277	0	0	0	179	176	2	0	226	286
RTOR Reduction (vph)	0	238	0	0	0	0	0	0	0	0	0	125
Lane Group Flow (vph)	114	41	0	0	0	0	179	178	0	0	226	161
Turn Type	Perm	NA					pm+pt	NA			NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	10.2	10.2					52.6	52.6			40.3	40.3
Effective Green, g (s)	10.2	10.2					52.6	52.6			40.3	40.3
Actuated g/C Ratio	0.14	0.14					0.73	0.73			0.56	0.56
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	251	225					837	1362			1045	888
v/s Ratio Prot		0.03					c0.02	0.10			0.12	
v/s Ratio Perm	c0.06						c0.13					0.10
v/c Ratio	0.45	0.18					0.21	0.13			0.22	0.18
Uniform Delay, d1	28.2	27.1					3.0	2.8			7.9	7.7
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	1.3	0.4					0.1	0.2			0.5	0.4
Delay (s)	29.6	27.5					3.2	3.0			8.3	8.1
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.1			0.0			3.1			8.2	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			13.0				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			71.8				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			47.2%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
AM Background

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	110	0	0	214
Future Volume (Veh/h)	0	0	110	0	0	214
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	120	0	0	233
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	353	120			120	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	120			120	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	645	931			1468	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	120	233			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1468			
Volume to Capacity	0.00	0.07	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			14.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
AM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	6	3	7	7	0	19	11	117	10	4	136	13
Future Volume (vph)	6	3	7	7	0	19	11	117	10	4	136	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	3	8	8	0	21	12	127	11	4	148	14
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	18	29	150	166								
Volume Left (vph)	7	8	12	4								
Volume Right (vph)	8	21	11	14								
Hadj (s)	-0.15	-0.35	0.01	-0.01								
Departure Headway (s)	4.5	4.3	4.2	4.1								
Degree Utilization, x	0.02	0.03	0.17	0.19								
Capacity (veh/h)	739	774	839	852								
Control Delay (s)	7.6	7.4	8.1	8.1								
Approach Delay (s)	7.6	7.4	8.1	8.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.0								
Level of Service				A								
Intersection Capacity Utilization				22.1%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington

AM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	309	119	90	292	22	62	1	39	0	0	0
Future Volume (Veh/h)	7	309	119	90	292	22	62	1	39	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	336	129	98	317	24	67	1	42	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	385											
pX, platoon unblocked												
vC, conflicting volume	341			465			942	954	400	984	1006	329
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	341			465			942	954	400	984	1006	329
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			91			70	100	94	100	100	100
cM capacity (veh/h)	1218			1096			225	234	650	197	218	712
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	473	439	110									
Volume Left	8	98	67									
Volume Right	129	24	42									
cSH	1218	1096	300									
Volume to Capacity	0.01	0.09	0.37									
Queue Length 95th (ft)	0	7	41									
Control Delay (s)	0.2	2.7	23.7									
Lane LOS	A	A	C									
Approach Delay (s)	0.2	2.7	23.7									
Approach LOS			C									
Intersection Summary												
Average Delay				3.8								
Intersection Capacity Utilization				61.4%	ICU Level of Service				B			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
AM Total

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	346	0	3	406	1	9
Future Volume (Veh/h)	346	0	3	406	1	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	376	0	3	441	1	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked					0.98	
vC, conflicting volume				376	823	188
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				376	809	188
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	100	99
cM capacity (veh/h)				1179	311	822
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	251	125	444	11		
Volume Left	0	0	3	1		
Volume Right	0	0	0	10		
cSH	1700	1700	1179	715		
Volume to Capacity	0.15	0.07	0.00	0.02		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	0.0	0.0	0.1	10.1		
Lane LOS				A	B	
Approach Delay (s)	0.0		0.1	10.1		
Approach LOS				B		
Intersection Summary						
Average Delay				0.2		
Intersection Capacity Utilization				33.8%	ICU Level of Service	A
Analysis Period (min)				15		

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington

AM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	2	249	0	0	0	155	162	2	0	208	254
Future Volume (vph)	104	2	249	0	0	0	155	162	2	0	208	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1585					1770	1860			1863	1583
Flt Permitted	0.95	1.00					0.56	1.00			1.00	1.00
Satd. Flow (perm)	1770	1585					1035	1860			1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	2	271	0	0	0	168	176	2	0	226	276
RTOR Reduction (vph)	0	233	0	0	0	0	0	0	0	0	0	120
Lane Group Flow (vph)	113	40	0	0	0	0	168	178	0	0	226	156
Turn Type	Perm	NA					pm+pt	NA			NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	10.2	10.2					52.6	52.6			40.5	40.5
Effective Green, g (s)	10.2	10.2					52.6	52.6			40.5	40.5
Actuated g/C Ratio	0.14	0.14					0.73	0.73			0.56	0.56
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	251	225					836	1362			1050	892
v/s Ratio Prot		0.03					c0.02	0.10			c0.12	
v/s Ratio Perm	c0.06						0.13					0.10
v/c Ratio	0.45	0.18					0.20	0.13			0.22	0.17
Uniform Delay, d1	28.2	27.1					3.0	2.8			7.8	7.6
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	1.3	0.4					0.1	0.2			0.5	0.4
Delay (s)	29.5	27.5					3.1	3.0			8.2	8.0
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.1			0.0			3.1			8.1	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.9				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			71.8				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			46.4%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
AM Total

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	102	0	0	209
Future Volume (Veh/h)	1	0	102	0	0	209
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	111	0	0	227
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	338	111			111	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	338	111			111	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	658	942			1479	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	1	111	227			
Volume Left	1	0	0			
Volume Right	0	0	0			
cSH	658	1700	1479			
Volume to Capacity	0.00	0.07	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			21.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
AM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	3	7	7	0	17	11	113	10	3	134	12
Future Volume (vph)	4	3	7	7	0	17	11	113	10	3	134	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	8	8	0	18	12	123	11	3	146	13
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	15	26	146	162								
Volume Left (vph)	4	8	12	3								
Volume Right (vph)	8	18	11	13								
Hadj (s)	-0.23	-0.32	0.01	-0.01								
Departure Headway (s)	4.4	4.3	4.2	4.1								
Degree Utilization, x	0.02	0.03	0.17	0.19								
Capacity (veh/h)	756	775	844	857								
Control Delay (s)	7.4	7.4	8.0	8.1								
Approach Delay (s)	7.4	7.4	8.0	8.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.0									
Level of Service			A									
Intersection Capacity Utilization			22.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	298	40	62	234	5	103	0	85	0	0	0
Future Volume (Veh/h)	10	298	40	62	234	5	103	0	85	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	324	43	67	254	5	112	0	92	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					385							
pX, platoon unblocked												
vC, conflicting volume	259			367			758	760	346	850	780	256
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	259			367			758	760	346	850	780	256
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			64	100	87	100	100	100
cM capacity (veh/h)	1306			1192			308	314	697	232	306	782
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	378	326	204									
Volume Left	11	67	112									
Volume Right	43	5	92									
cSH	1306	1192	411									
Volume to Capacity	0.01	0.06	0.50									
Queue Length 95th (ft)	1	4	67									
Control Delay (s)	0.3	2.1	22.1									
Lane LOS	A	A	C									
Approach Delay (s)	0.3	2.1	22.1									
Approach LOS			C									
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			55.6%			ICU Level of Service			B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
PM Existing

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↖	↗
Traffic Volume (veh/h)	380	0	0	297	0	0
Future Volume (Veh/h)	380	0	0	297	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	413	0	0	323	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked					1.00	
vC, conflicting volume			413		736	206
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			413		733	206
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1142		354	800
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	275	138	323	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1142	1700		
Volume to Capacity	0.16	0.08	0.00	0.02		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS				A		
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			19.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington

PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	4	240	0	0	0	92	227	3	3	236	205
Future Volume (vph)	136	4	240	0	0	0	92	227	3	3	236	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1588					1770	1859			1862	1583
Flt Permitted	0.95	1.00					0.53	1.00			1.00	1.00
Satd. Flow (perm)	1770	1588					993	1859			1859	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	4	261	0	0	0	100	247	3	3	257	223
RTOR Reduction (vph)	0	219	0	0	0	0	0	0	0	0	0	93
Lane Group Flow (vph)	148	46	0	0	0	0	100	250	0	0	260	130
Turn Type	Perm	NA					pm+pt	NA		Perm	NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	11.9	11.9					53.5	53.5			43.4	43.4
Effective Green, g (s)	11.9	11.9					53.5	53.5			43.4	43.4
Actuated g/C Ratio	0.16	0.16					0.72	0.72			0.58	0.58
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	283	253					772	1336			1084	923
v/s Ratio Prot		0.03					0.01	c0.13				
v/s Ratio Perm	c0.08						0.08				c0.14	0.08
v/c Ratio	0.52	0.18					0.13	0.19			0.24	0.14
Uniform Delay, d1	28.6	27.0					3.3	3.4			7.5	7.0
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	1.7	0.3					0.1	0.3			0.5	0.3
Delay (s)	30.4	27.4					3.4	3.7			8.0	7.4
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.5			0.0			3.6			7.7	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		13.4			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.30										
Actuated Cycle Length (s)		74.4			Sum of lost time (s)			13.5				
Intersection Capacity Utilization		51.0%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
PM Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	188	0	0	102
Future Volume (Veh/h)	0	0	188	0	0	102
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	204	0	0	111
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	315	204			204	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	315	204			204	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	678	837			1368	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	204	111			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1368			
Volume to Capacity	0.00	0.12	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			13.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
PM Existing

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control	Stop				Stop			Stop			Stop									
Traffic Volume (vph)	8	4	12	6	3	10	8	135	7	5	103	11								
Future Volume (vph)	8	4	12	6	3	10	8	135	7	5	103	11								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
Hourly flow rate (vph)	9	4	13	7	3	11	9	147	8	5	112	12								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	26	21	164	129																
Volume Left (vph)	9	7	9	5																
Volume Right (vph)	13	11	8	12																
Hadj (s)	-0.20	-0.21	0.02	-0.01																
Departure Headway (s)	4.4	4.4	4.2	4.2																
Degree Utilization, x	0.03	0.03	0.19	0.15																
Capacity (veh/h)	760	761	846	849																
Control Delay (s)	7.5	7.5	8.1	7.9																
Approach Delay (s)	7.5	7.5	8.1	7.9																
Approach LOS	A	A	A	A																
Intersection Summary																				
Delay			7.9																	
Level of Service			A																	
Intersection Capacity Utilization			20.5%	ICU Level of Service					A											
Analysis Period (min)			15																	

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
PM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	349	44	91	279	5	113	0	117	0	0	0
Future Volume (Veh/h)	11	349	44	91	279	5	113	0	117	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	379	48	99	303	5	123	0	127	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					385							
pX, platoon unblocked												
vC, conflicting volume	308			427			930	933	403	1058	954	306
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	308			427			930	933	403	1058	954	306
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			91			46	100	80	100	100	100
cM capacity (veh/h)	1253			1132			229	241	647	151	234	734
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	439	407	250									
Volume Left	12	99	123									
Volume Right	48	5	127									
cSH	1253	1132	341									
Volume to Capacity	0.01	0.09	0.73									
Queue Length 95th (ft)	1	7	138									
Control Delay (s)	0.3	2.7	39.7									
Lane LOS	A	A	E									
Approach Delay (s)	0.3	2.7	39.7									
Approach LOS			E									
Intersection Summary												
Average Delay		10.2										
Intersection Capacity Utilization		65.1%		ICU Level of Service					C			
Analysis Period (min)		15										

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
PM Background

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	47	415	68	325	46	70
Future Volume (Veh/h)	47	415	68	325	46	70
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	451	74	353	50	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				149		
pX, platoon unblocked					0.98	
vC, conflicting volume			502		778	251
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			502		762	251
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		84	90
cM capacity (veh/h)			1059		311	749
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	34	468	427	126		
Volume Left	0	0	74	50		
Volume Right	0	451	0	76		
cSH	1700	1700	1059	480		
Volume to Capacity	0.02	0.28	0.07	0.26		
Queue Length 95th (ft)	0	0	6	26		
Control Delay (s)	0.0	0.0	2.1	15.2		
Lane LOS			A	C		
Approach Delay (s)	0.0		2.1	15.2		
Approach LOS				C		
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			52.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington
PM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	4	297	0	0	0	135	248	3	3	258	258
Future Volume (vph)	184	4	297	0	0	0	135	248	3	3	258	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1587					1770	1860			1862	1583
Flt Permitted	0.95	1.00					0.50	1.00			1.00	1.00
Satd. Flow (perm)	1770	1587					928	1860			1859	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	200	4	323	0	0	0	147	270	3	3	280	280
RTOR Reduction (vph)	0	261	0	0	0	0	0	0	0	0	0	132
Lane Group Flow (vph)	200	66	0	0	0	0	147	273	0	0	283	148
Turn Type	Perm	NA					pm+pt	NA		Perm	NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	14.7	14.7					52.7	52.7			40.4	40.4
Effective Green, g (s)	14.7	14.7					52.7	52.7			40.4	40.4
Actuated g/C Ratio	0.19	0.19					0.69	0.69			0.53	0.53
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	340	305					726	1283			983	837
v/s Ratio Prot		0.04					0.02	c0.15				
v/s Ratio Perm	c0.11						0.12				c0.15	0.09
v/c Ratio	0.59	0.22					0.20	0.21			0.29	0.18
Uniform Delay, d1	28.1	26.0					4.4	4.3			10.0	9.4
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	2.6	0.4					0.1	0.4			0.7	0.5
Delay (s)	30.7	26.4					4.5	4.7			10.7	9.8
Level of Service	C	C					A	A			B	A
Approach Delay (s)		28.0			0.0			4.6			10.3	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay		14.9			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.36										
Actuated Cycle Length (s)		76.4			Sum of lost time (s)			13.5				
Intersection Capacity Utilization		56.8%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
PM Background

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	229	0	0	134
Future Volume (Veh/h)	0	0	229	0	0	134
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	249	0	0	146
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	395	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	395	249			249	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	610	790			1317	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	249	146			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1317			
Volume to Capacity	0.00	0.15	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			15.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
PM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	15	4	13	7	3	17	9	160	8	11	124	18
Future Volume (vph)	15	4	13	7	3	17	9	160	8	11	124	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	4	14	8	3	18	10	174	9	12	135	20
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	34	29	193	167								
Volume Left (vph)	16	8	10	12								
Volume Right (vph)	14	18	9	20								
Hadj (s)	-0.12	-0.28	0.02	-0.02								
Departure Headway (s)	4.6	4.4	4.2	4.2								
Degree Utilization, x	0.04	0.04	0.23	0.20								
Capacity (veh/h)	713	736	827	833								
Control Delay (s)	7.8	7.6	8.5	8.2								
Approach Delay (s)	7.8	7.6	8.5	8.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.3								
Level of Service				A								
Intersection Capacity Utilization				21.4%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
PM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	327	44	68	257	5	113	0	93	0	0	0
Future Volume (Veh/h)	11	327	44	68	257	5	113	0	93	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	355	48	74	279	5	123	0	101	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					385							
pX, platoon unblocked												
vC, conflicting volume	284			403			832	835	379	934	856	282
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	284			403			832	835	379	934	856	282
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			55	100	85	100	100	100
cM capacity (veh/h)	1278			1156			272	281	668	197	273	757
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	415	358	224									
Volume Left	12	74	123									
Volume Right	48	5	101									
cSH	1278	1156	371									
Volume to Capacity	0.01	0.06	0.60									
Queue Length 95th (ft)	1	5	95									
Control Delay (s)	0.3	2.2	28.4									
Lane LOS	A	A	D									
Approach Delay (s)	0.3	2.2	28.4									
Approach LOS			D									
Intersection Summary												
Average Delay			7.3									
Intersection Capacity Utilization			60.0%			ICU Level of Service			B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
PM Total

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↖	↗
Traffic Volume (veh/h)	415	1	11	325	1	7
Future Volume (Veh/h)	415	1	11	325	1	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	451	1	12	353	1	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked					0.99	
vC, conflicting volume			452		828	226
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			452		823	226
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1105		306	777
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	301	151	365	9		
Volume Left	0	0	12	1		
Volume Right	0	1	0	8		
cSH	1700	1700	1105	663		
Volume to Capacity	0.18	0.09	0.01	0.01		
Queue Length 95th (ft)	0	0	1	1		
Control Delay (s)	0.0	0.0	0.4	10.5		
Lane LOS			A	B		
Approach Delay (s)	0.0		0.4	10.5		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			36.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington
PM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	4	264	0	0	0	104	248	3	3	258	232
Future Volume (vph)	154	4	264	0	0	0	104	248	3	3	258	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1587					1770	1860			1862	1583
Flt Permitted	0.95	1.00					0.51	1.00			1.00	1.00
Satd. Flow (perm)	1770	1587					955	1860			1859	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	4	287	0	0	0	113	270	3	3	280	252
RTOR Reduction (vph)	0	239	0	0	0	0	0	0	0	0	0	107
Lane Group Flow (vph)	167	52	0	0	0	0	113	273	0	0	283	145
Turn Type	Perm	NA					pm+pt	NA		Perm	NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	12.7	12.7					53.6	53.6			43.3	43.3
Effective Green, g (s)	12.7	12.7					53.6	53.6			43.3	43.3
Actuated g/C Ratio	0.17	0.17					0.71	0.71			0.58	0.58
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	298	267					742	1323			1068	910
v/s Ratio Prot		0.03					0.01	c0.15				
v/s Ratio Perm	c0.09						0.10				c0.15	0.09
v/c Ratio	0.56	0.20					0.15	0.21			0.26	0.16
Uniform Delay, d1	28.7	26.9					3.6	3.7			8.0	7.5
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	2.4	0.4					0.1	0.4			0.6	0.4
Delay (s)	31.1	27.3					3.7	4.0			8.6	7.9
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.7			0.0			3.9			8.3	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			13.8				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			75.3				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			54.8%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
PM Total

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	205	1	0	111
Future Volume (Veh/h)	1	0	205	1	0	111
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	223	1	0	121
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	344	224			224	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	344	224			224	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	652	816			1345	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	1	224	121			
Volume Left	1	0	0			
Volume Right	0	1	0			
cSH	652	1700	1345			
Volume to Capacity	0.00	0.13	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			20.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
PM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	4	13	7	3	11	9	149	8	5	114	12
Future Volume (vph)	9	4	13	7	3	11	9	149	8	5	114	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	4	14	8	3	12	10	162	9	5	124	13
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	28	23	181	142								
Volume Left (vph)	10	8	10	5								
Volume Right (vph)	14	12	9	13								
Hadj (s)	-0.19	-0.21	0.02	-0.01								
Departure Headway (s)	4.4	4.4	4.2	4.2								
Degree Utilization, x	0.03	0.03	0.21	0.17								
Capacity (veh/h)	744	745	840	842								
Control Delay (s)	7.6	7.6	8.3	8.0								
Approach Delay (s)	7.6	7.6	8.3	8.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.1									
Level of Service			A									
Intersection Capacity Utilization			21.9%	ICU Level of Service					A			
Analysis Period (min)			15									

Appendix C

Background Developments

Existing Trip Generation Rates

Supermarket (ksf, ITE-850)

Morning Trips = 2.86 x ksf

Ln(Evening Trips) = 0.81 x Ln(ksf) + 2.92

Trip Distribution (In/Out)

60/41

51/49

Existing Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 850	Supermarket (ksf, ITE-850)	22,547 sq.ft.	38	26	64	115	116	231

NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition

Traffic Impact Analysis



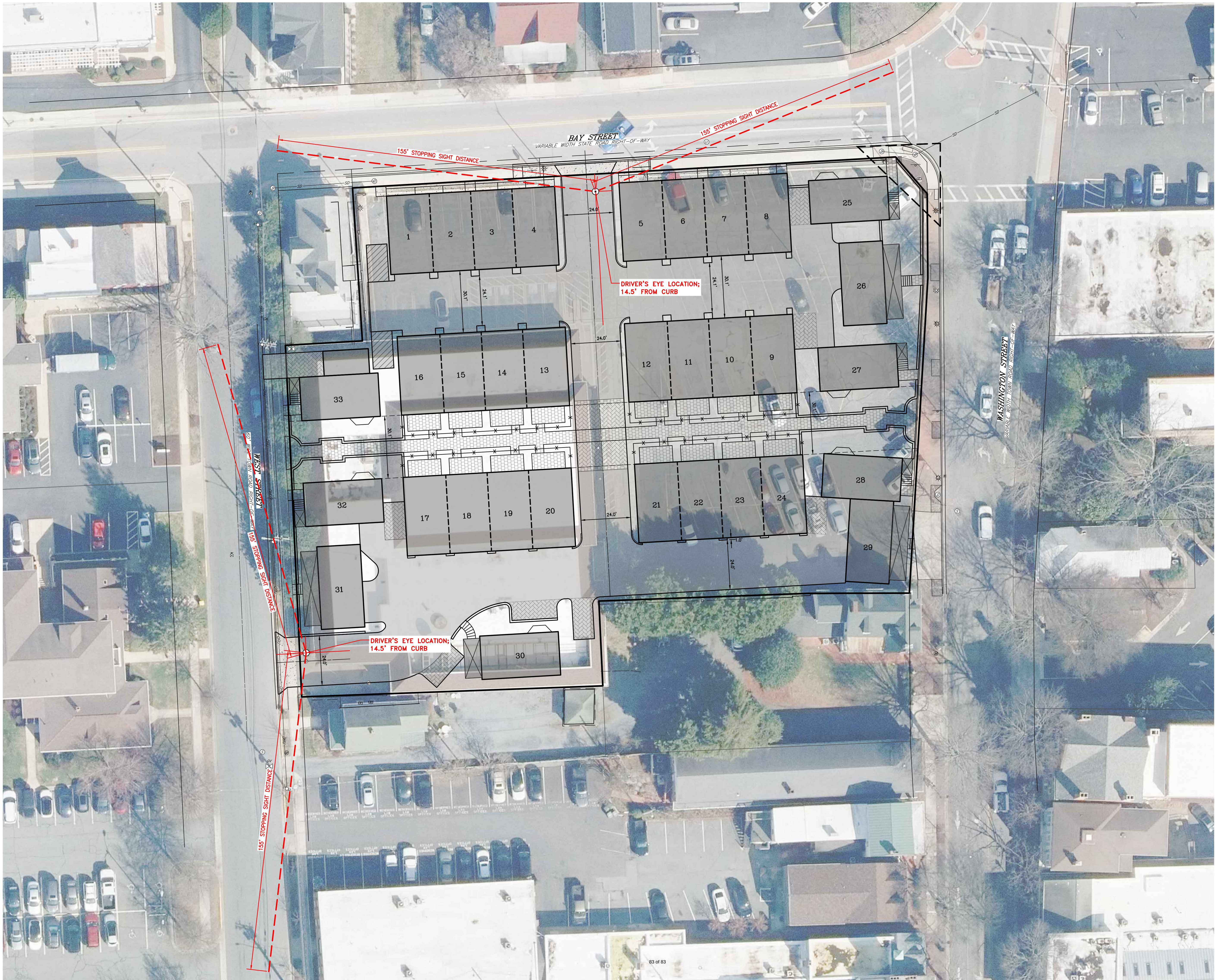
LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Trip Generation for
Previous Use on Site

**Exhibit
C-1**

Appendix D

Sight Distance Evaluation





TOWN OF EASTON

Planning & Zoning Department

14 South Harrison Street

P.O. Box 520

Easton, Maryland 21601

Easton Staff Development Review Worksheet

Date: April 25, 2024

Project: 139 North Washington Street

To: Mr. Brett Ewing, Lane Engineering, LLC.

CC: Mr. Ryan D. Showalter, MDSW

CC: Ms. Julie Carroll, Lane Engineering, LLC.

CC: Mr. Jarret Beyer, Lane Engineering, LLC.

CC: Mr. Robert Miller, Miller Development Corporation

The Easton Staff Development Review (ESDR) Committee meeting was held on April 24th at 11:00 am. Staff reviewed the proposed Planned Unit Development (Infill) application. The site includes four-story townhomes (24 units) and single-family detached dwellings (9 units) on the property located at 139 North Washington Street, also known as Tax Map 104, Parcel 612.

The Committee determined that the project will need to address all agency comments as specified in the attached review letters and at ESDR. Review comments from the Engineering Department will be forwarded under a separate item. It was determined by the Committee that the application may be scheduled for Planning Commission review. Please submit all revised documents.

The next Planning Commission meeting is scheduled for **Thursday, May 16, 2024 at 1:00 pm.** Submit all documentation to the Planning and Zoning Department no later than Monday, April 29th at 1:00 pm. Files for presentation at the Planning Commission need to be provided on a flash drive. In addition, provide a digital submittal (via email) of all supporting documents necessary for the Planning Commissions review, including **six paper copies.**

Please contact the Planning & Zoning Department at 410 822-1943 with any questions.

Sincerely,

Joseph A. Mayer

Plan Reviewer



TOWN OF EASTON PLANNING & ZONING DEPARTMENT

P.O. Box 520
Easton, Maryland 21601
410-822-1943
www.EastonMD.gov

DATE: April 24, 2024

TO: Brett Ewing – Lane Engineering, LLC (Agent)

Robert Miller - % Miller Development Corporation (Developer)

Cc: Miguel Salinas – Director, Planning & Zoning Department

Rick VanEmburch – Town Engineer, Department of Engineering

FROM: Joseph A. Mayer - Plan Reviewer, Planning & Zoning Department

SUBJECT: 139 North Washington Street - PUD (Infill)

We reviewed the **April 3, 2024** Sketch Plan Submittal for the Subject Project and have the following comments:

PLANNING & ZONING COMMENTS

Sketch Site Plan Review #1

1. Single-Family Detached unit #30 needs an accessible path towards the proposed mews.
2. Determine applicable Bufferyards required for the site adjacent to Parcels 610, 619 and 1268.
3. Please submit a *Subdivision & Property Line Adjustment Application* with the required fee.
4. Is the proposed service vehicle space intended for a loading and unloading area for the proposed site? If so, please provide applicable screening per Chapter 28-308.2.J of the Zoning Code.
5. Will there be any on-site lighting, especially along the mews? If so, please indicate on the site plan.
6. Show and label all building restriction lines and easements on all applicable plan views.
7. Revise the Traffic Impact Analysis within Section 5: Conclusions/Recommendations, sheet 20 of 83. There are twenty-four (24) single family attached units proposed.
8. Any proposed monument sign will require a *Signage Application* to be submitted prior to installation. Please add this statement within the Project Notes on sheet 1 of 6.

9. Provide additional understory trees between single family unit #25 through unit #27 detached buildings.
10. Is the existing brick wall adjacent to parcel 610 going to remain? If so, please label all applicable plan views.
11. Per *Chapter 28-1014.6.A.1* of the Zoning Code, Street trees are required along West Street.
12. Show and label existing structures at Parcels 618 and 1268.
13. Dimension between the paving and adjacent property line to verify distance.
14. Provide dimensions between the proposed structures and adjacent property lines.

Please address review comments 1 through 3 prior to your Planning Commission submission. All remaining comments are to be addressed prior to Preliminary Site Plan review.

Plan Review Status

Sketch Site Plan Review			Comments
Plans Approved	☐ Y	☒ N	Please review the comments above. Revise and resubmit.

Forest Stand Delineation & Forest Conservation Plan	
☐ Required ☐ Submitted ☐ Approved	Exempt from Forest Conservation per Article III, § 31-3.2 O. The proposed activity is on a previously developed area covered by impervious surface and is located within the priority funding area. As noted on the Sketch Site Plans, sheet 1 of 6. Analysis - The site is within the priority funding area and is an existing developed area covered by impervious surface; existing building, parking lot and utilities. The overall site area is 1.522 acres with nine (9) proposed single-family detached dwellings and twenty-four (24) proposed 4-story townhomes with associated parking, stormwater management and landscaping. Required Forest Conservation would be 0.228 acres or 9,945 square feet. The intent of the project is to maximize density within the infill area and provide adequate facilities to accommodate the site. The applicant has provided a landscape plan with ten (10) deciduous-shade/canopy trees, fourteen (14) understory trees and one (1) evergreen tree that is sixty (60) percent of the required forest conservation area. Based on the existing conditions and priority funding area, the staff supports the exemption.
Other	
☒ Required ☐ Submitted ☐ Approved	<u>IMPACT FEES</u> Please note, there will be a required Impact Fee for all proposed buildings. The Town's Impact Fees and Inspection Fees are to be paid upon the time you pick up your Building Permit. Please provide building square footage with appropriate use for calculation of Impact Fee. Talbot County Impact Fees are due prior to obtaining your Building Permit. Please provide receipt of payment to the Town's Building Inspection Division. Please add estimated Town Impact Fee calculations to cover sheet and add note below calculations; "Note: The Impact Fee indicated in this notation shall not be construed as vested and until submission of the building application."

Please contact me if you have any questions. Thank you.



TOWN OF EASTON
PO Box 520
Easton, Maryland 21601
(410)-822-2526 Fax (410)-822-8738



ESDR- Building Inspection and Permit Department Comments

Date: April 24, 2024

Project; 139 N. Washington Street (Safeway)

Owner; NAI Saturn Eastern, LLC 250 Park Center Blvd, Boise, ID 83706

Developer: Miller Development Corporation c/o Robby Miller

8120 Woodmont Ave, Ste #160, Bethesda, MD 20814

A Town of Easton Building Permit is required for all new Residential Construction.

Contact this Department and verify current Building Codes including the Town of Easton's modifications prior to preparation of Building plans. Town will be adopting the 2021 ICC Codes including the International Residential and Energy Conservation Codes by the end of May 2024.

The following lists items required on the construction drawings in order to apply for a Building Permit.

- Construction Documents (3 sets) for any new construction will be required. Documents must be prepared by a registered Maryland Registered Architect, with original plans signed and sealed.
- All mechanical, electrical, and plumbing permits as required must include construction documents signed and sealed by a professional engineer and by a responsible party for the contractor receiving the permit. Be sure the Town of Easton modifications are included. Section 6-16 of the Town Code.
- An appointment may be set up with this department to review your permit application materials prior to permit application submission.
- **State Fire Marshal**, (410-822-7609) plan review and inspections are required. It is your responsibility to contact them and make application.



EASTON UTILITIES

Life. Made better.™

Easton Utilities Commission

Plan Review Comments

Date: Tuesday, April 16, 2024

To: Joe Mayer; Nicholas Johnson; Sierra Clem

From: Kia Gibbs on behalf of Aaron Goller, PE

No. of Pages: 1

Regarding: 139 N. Washington Street - Safeway Townhomes

Phase: Sketch Site Plan

SUBM: 1

Status: **Approved as Noted**

Easton Utilities Commission has reviewed the above referenced plans and have provided the following comments. Please provide your corrections as listed below. Additional reviews will be required to ensure comments have been addressed. Items or documents not provided on initial submission will be subject to further review. Please contact Kia Gibbs, Admin Support at kgibbs@eucmail.com should you have any questions.

ITEM:	DRAWING / PAGE	COMMENTS:
1	General	Consider above ground utility locations. (trans, peds, etc)
2	General	Capital charges required
3	General	Utilities must maintain separation of 10'
4	General	Provide communication design



Town of Easton
Engineering, Planning and Zoning
14 South Harrison Street, Easton, MD 21601

RECEIVED
APR 03 2024
TOWN OF EASTON

Easton Staff Development Review

Property Information

Address	139 N Washington St, Easton, MD 21601					
Tax Map	104	Grid	EA	Parcel	612	Lot
Deed Reference:	Liber	2237	Folio	62		
Plat Reference:	Liber	21 / 37	Folio	48 / 10		
Base Zoning District	CB	Historic District	Y ☒ N ☐	Planning Redevelopment	Y ☐ N ☐	

Purpose of Application / Description of Work:

Construction of 4-story town homes and single-family detached dwellings totaling 33 units.

Owner

Name	NAI Saturn Eastern, LLC	Developer:	Miller Development Corporation c/o Robby Miller
Mailing Address	250 Park Center Blvd, Boise, ID 83706		8120 Woodmont Ave, Ste #160, Bethesda, MD 20814
Telephone No.	301-807-7057	Email	rmiller@miller.group

Applicant / Agent

Name	Lane Engineering, LLC c/o Brett Ewing, AICP		
Mailing Address	117 Bay St, Easton, MD 21601		
Telephone No.	410-822-8003	Email	bewing@leinc.com

Surveyor / Engineer

Name	Jarret Beyer, P.E.	License No.	48188	Expiration Date	12/28/2025
Mailing Address	117 Bay St, Easton, MD 21601				
Telephone No.	410-822-8003	Email	jbeyer@leinc.com		

Any modifications during review shall warrant an updated application.

I do hereby solemnly declare and affirm that the information provided by this application and the documents attached hereto accurately represent the conditions of the request and that submission of an incomplete application will be returned for correction prior to processing.

Signature of Applicant or Agent

Date

4/3/2024

Printed Name of Applicant or Agent

Brett Ewing, AICP, Lane Engineering, LLC

For Office Use Only

Easton Staff Development Review Meeting Required Y ☒ N ☐ **2024-1182 / ESDR 24-08**
Easton Staff Development Review Meeting Date 04/24/2024
Completeness Check Date 04/03/2024
Revisions/Resubmissions Required Y ☐ N ☒
Resubmission Date Documents Received Y ☐ N ☐

Staff Determination

Planning Commission Required Y ☒ N ☐ **05/16/2024**

BOZA Required Y ☐ N ☒

Historic District Commission Required Y ☒ N ☐

Resubmission for ESDR Required Y ☐ N ☐

Staff Signature Samantha N. Smith

Date 04/03/2024

Revised 02-2019



TOWN OF
EASTON
ENGINEERING DEPARTMENT

DATE: April 26, 2024

TO: Brett Ewing – Lane Engineering, LLC
Cc: Rick Van Emburgh – Town Engineer
Lynn Thomas – Town Planner
Aaron Goller – EUC

FROM: Sierra Clem – Engineering Department

SUBJECT: 139 N Washington St
Sketch Site Plan, Sketch Subdivision, Traffic Impact Analysis &
Sketch Stormwater Management Review for ESDR

Our office has reviewed the Application for the Subject project received on 4/3/2024 and the Traffic Impact Analysis received 4/22/2024.

It is noted that the proposed internal pavement is a parking lot with associated drive aisles and will not include proposed Town ROW. Bay Street is owned and maintained by the State. Washington Street, including the intersection with Bay Street and the traffic signals are owned and maintained by the Town of Easton. West Street is owned and maintained by the Town of Easton.

The **Sketch Site Plan** is **Acceptable** to the Engineering Department.

The following comments should be addressed with the Preliminary Site Plan submission:

1. Reconstruct existing entrance on West Street to ensure ADA compliance.
2. Remove the curb cut and driveway entrance on Washington Street and install sidewalk.
3. Verify that no steps are located within the Town ROW.
4. Label the width of the ROW in plan view on all sheets.
5. Show and describe how refuse collection will be managed, municipal services offered will not access the private property for collection.
6. Verify the dimensions of the parking space associated with unit 33.
7. All retaining walls shown on the concept plan are to be located on the private property, not within the Town ROW.

Please address the comment above and submit a Preliminary Site Plan.

The **Traffic Impact Analysis** is **Acceptable** to the Engineering Department with the following comments that should be addressed by the Traffic Consultant at the Planning Commission meeting:

8. **SHEET 83 OF 83:** AASHTO stopping sight distance layout is acceptable. Curb markings indicating NO PARKING locations must be labeled on the Preliminary Site Plan.
9. Are there any recommended improvements to the intersection at Bay/Washington or Bay/West?

139 N Washington St
Sketch Site Plan, Sketch Subdivision, Traffic Impact Analysis &
Sketch Stormwater Management Review for ESDR

The **Sketch Stormwater Management Plan is Approved.**

The following comments must be address prior to providing a Preliminary Site Plan and Preliminary Stormwater Management Plan:

10. **SHEET 5 OF 6 - SWM QUANTITY SUMMARY CHART** - The POI-1 Impervious Area appears incorrect.
11. **SHEET 5 OF 6 - ESD SUMMARY CHART** - Where is the Bayfilter referenced in the Chart located on the Plan view?
12. Calculations appear to assume the entire site is captured by the proposed stormwater management system. Illustrate how runoff is collected along the perimeter of the property and conveyed to the proposed stormwater management system.

Please address the comment above and submit a Preliminary Stormwater Management Plan.

The **Sketch Plat** is **Acceptable** to the Engineering Department pending bulk standards approval by Town Council associated with the PUD. The Preliminary Plat will be reviewed by a licensed surveyor. The Preliminary Plat should address the following comments:

13. Street Trees - Address how the proposed Subdivision will comply with Public Street Tree Requirements.

Please address the comment above and submit a Preliminary Plat.

Please contact me if you have any questions. Thank you.

Lane Engineering, LLC

Established 1986

Civil Engineering • Land Planning • Land Surveyors

15 Washington Street
Cambridge, Maryland 21613
Tel 410-221-0818
Fax 410-476-9942

117 Bay Street
P.O. Box 1767
Easton, Maryland 21601
Tel 410-822-8003
Fax 410-822-2024

354 Pennsylvania Avenue
Centreville, Maryland 21617
Tel 410-758-2095
Fax 410-758-4422

April 26, 2024

Joe Mayer; Plan Reviewer
Town of Easton
14 South Harrison Street Easton, MD 21601

Subject: 139 North Washington Street ESDR Review;
139 North Washington Street Easton, MD

Dear Mr. Mayer,

We have received the review comments issued April 25, 2024 regarding the ESDR meeting held on April 24th and have incorporated the requested items (noted as P&Z comments 1-3) into this submission for the May 16th Planning Commission meeting and provided our comment responses herein.

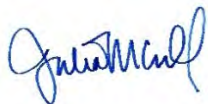
Our responses are in order with comments as follows:

Comment responses to Planning & Zoning:

1. As discussed and agreed upon with Joe Mayer in prior correspondence, an ADA accessible path has been provided from Unit 30 to West Street (to provide walkable access to the mews).
2. Although the project proposes a 6' – 8' tall privacy fence/ masonry wall along all adjoining property lines, as shown on the concept site plan, we believe bufferyards are not required per town code article X as all adjoining properties are comprised of the same CBD zoning as the subject property and uses that are compatible and consistent with the proposed project.
3. Subdivision & Property Line Adjustment Application and fee have been submitted with this resubmission package for PC.

Thank you for your review of this project. Should you have any questions or need additional information, please contact me directly at 410-822-8003.

Sincerely,



Julie Carroll, Project Design Team



www.leinc.com
general@leinc.com

APG Media of Chesapeake, LLC

29088 Airpark Drive
Easton, MD 21601

Phone: Fax:

INVOICE
04/29/24

Cust. AcctID:	Creation Date: 04/29/24 Ad Date: 05/01/24 Class: Ad ID: Words: Lines: Agate Lines: Depth: Inserts: Blind Box:
Name: Joanne Drummer Company: TOWN OF EASTON (L) Address: PO Box 520 EASTON, MD 21601	
Telephone: (410) 822-2525 Description: Planning Comm Meeting	

Other Charges:
Discount:
Surcharge:
Credits:
Bill Depth:

Total:
Paid Amount:
Amount Due:

CREDIT CARD DETAILS

PT	CT	CN	Number	Exp.	Amnt.

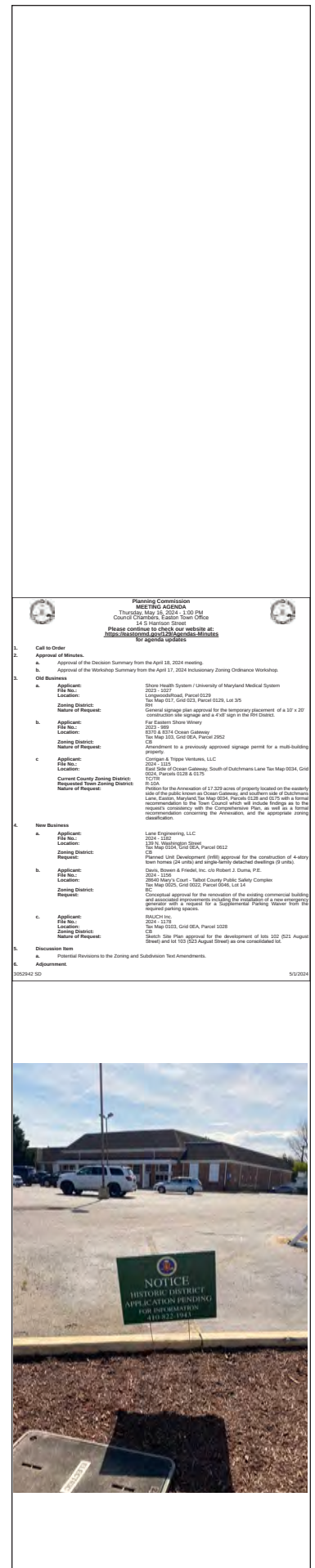
Publication	Start	Stop	Inserts
The Star Democrat	05/01/24	05/01/24	1

Ad Note:

Sign posted on April 8, 2024

Customer Note:

We Appreciate Your Business!
Thank You Joanne Drummer!



APG Media of Chesapeake, LLC

29088 Airpark Drive
Easton, MD 21601

Phone: Fax:

INVOICE
05/06/24

Cust. AcctID:	Creation Date: 05/06/24 Ad Date: 05/08/24
Name: Joanne Drummer Company: TOWN OF EASTON (L) Address: PO Box 520 EASTON, MD 21601	Class: Ad ID: Words: Lines: Agate Lines: Depth: Inserts: Blind Box:
Telephone: (410) 822-2525 Description: Planning Comm Meeting	

Other Charges: Total:
Discount:
Surcharge: Paid Amount:
Credits:
Bill Depth: Amount Due:

CREDIT CARD DETAILS

PT	CT	CN	Number	Exp.	Amnt.

Publication	Start	Stop	Inserts
The Star Democrat	05/08/24	05/08/24	1

Ad Note:

Customer Note:

We Appreciate Your Business!
Thank You Joanne Drummer!

Planning Commission
MEETING AGENDA
Thursday, May 16, 2024 - 1:00 PM
Council Chambers, Easton Town Office
14 S Harrison Street
Please continue to check our website at:
<https://www.eastonmd.gov/226/Agenda-Minutes>
for agenda updates.

- Call to Order
- Approval of Minutes.
 - Approval of the Decision Summary from the April 18, 2024 meeting.
 - Approval of the Workshop Summary from the April 17, 2024 Interim Zoning Ordinance Workshop.
- Old Business
 - Shore Health System / University of Maryland Medical System**
File No.: 2024 - 1027
Location: Lombard/Chesapeake, Parcel 0129
Zoning District: Tax Map 017, Grid 023, Parcel 0129
Nature of Request: General average plan approved for the temporary placement of a 12' x 20' construction site sign and a 4'x8' sign in the RH District.
Request: Easton Town Veterinary
 - File No.:** 2024 - 989
Location: 8211 Chesapeake
Zoning District: Tax Map 020, Grid 04, Parcel 0002
Nature of Request: The amendment to a previously approved signage permit for a multi-building property has been withdrawn from the May 16, 2024 Planning Commission agenda.
 - File No.:** 2024 - 1124
Location: Conquest & Tyne Ventures, LLC
Zoning District: East Side of Ocean Gateway, South of Duckhams Lane Tax Map 024, Grid 024, Parcels 0139 & 0175
Nature of Request: Request for the Acquisition of 1.223 acres of property located on the eastern side of the public access to Ocean Gateway, and southern side of Duckhams Lane, Easton, Maryland, Tax Map 024, Parcels 0139 and 0175. This is a formal recommendation to the Town Council which will include findings as to the property's consistency with the Comprehensive Plan, as well as a formal recommendation concerning the Acquisition, and the appropriate zoning classification.
- New Business
 - File No.:** 2024 - 1102
Location: 1319 N. Washington Street
Zoning District: Tax Map 020, Grid 04, Parcel 0012
Request: A/C/D info recommendation to the Town Council and Subdivision Sketch Plan approval for the construction of two-story, 124 units, and single-unit detached dwellings (D units). This application (2024-1102) is also scheduled to appear on the May 13, 2024 Eastern District Commission agenda for the determination of the 1st Subdivision and subsequent construction of the 33 total units.
 - File No.:** 2024 - 1106
Location: 8200 Maryland 4, Parcel 0041, "Solid County Public Safety Complex
Zoning District: Tax Map 020, Grid 022, Parcel 0041, Lot 14
Request: Request for a Supplemental Parking Waiver from the required parking spaces. This application (2024-1106 / 12-04-04) is scheduled to appear on the May 21, 2024 Board of Zoning Appeals agenda to allow a Special Exception pursuant to use and to hold a 1st Subdivision of the Public Safety Complex, to be utilized as a Fire, Rescue, or Police Station. The Eastern District Commission agenda for the determination of the 1st Subdivision of the Public Safety Complex is scheduled to appear on the May 21, 2024 Board of Zoning Appeals agenda.
 - File No.:** 2024 - 1119
Location: 5121 August Street, Tax Map 020, Grid 04, Parcel 0028
Zoning District: C2
Nature of Request: Sketch Site Plan approval for the development of 141 1021 August Street and 141 0021 August Street, also known as 141 0021 August Street, for the development of a 141-unit multi-family residential development with a total of 7 units in total. The application is scheduled to appear on the May 21, 2024 Board of Zoning Appeals agenda.
 - File No.:** 2024 - 1120
Location: 141 0021 August Street, Tax Map 020, Grid 04, Parcel 0028
Zoning District: C2
Nature of Request: Sketch Site Plan approval for the development of 141 1021 August Street and 141 0021 August Street, also known as 141 0021 August Street, for the development of a 141-unit multi-family residential development with a total of 7 units in total. The application is scheduled to appear on the May 21, 2024 Board of Zoning Appeals agenda.
- Discussion Item
 - Potential Revisions to the Zoning and Subdivision Text Amendments.
- Adjournment.

5/8/2024 10:00 AM 5/8/2024

Page 157 of 19

Date: 04/29/2024 -- 8:56am User: jcarroll Project Manager: BCE
Drawing Path: C:\maps\publish\11068\CSK_PUD-PLT-240014.dwg | 2-Aerial Context Plan
XREF File(s): \LD-BASE-240014\2024-03-18-CAR\CSF-SRCE-240014\CSK-BASE-240014\CSK-BASE-240014\PAR-BASE-240014\RLD-ELC-OLD-BASE-240014\XSF-BASE-240014\XSF-BASE-240014\LRN-PUD-BASE-240014\LRN-PUD-BASE-240014



APPROVED: **PLANS ARE**
TOWN OF EASTON - TOWN PLANNER DATE
ISSUED FOR
APPROVED: **REVIEW ONLY**
TOWN OF EASTON - TOWN ENGINEER DATE
APPROVED: **PLANS ARE NOT**
EASTON TOWNSHIP ENGINEER DATE
APPROVED FOR
CONSTRUCTION

REVISIONS TO APPROVED PLANS			
No.	DATE	DESCRIPTION	BY

WARNING!!
THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. THE QUANTITIES SHOWN ON THIS PLAN ARE FOR INFORMATIONAL AND PERMITTING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL QUANTITIES TO HIS OWN SATISFACTION PRIOR TO BEGINNING CONSTRUCTION.

THE CONTRACTOR SHALL TEST PIT AND LOCATE EXISTING UNDERGROUND UTILITIES PRIOR TO THE BEGINNING OF ANY WORK ON-SITE. THE CONTRACTOR SHALL NOTIFY DEPT. OF PUBLIC WORKS OF ANY POSSIBLE CONFLICT AND REQUEST THE RELOCATION OF THE EXISTING UNDERGROUND UTILITIES BEFORE BEGINNING ANY WORK ON-SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY RELOCATION EXPENSE.



Lane Engineering, LLC
Established 1986
Civil Engineers • Land Planning • Land Surveyors

117 Bay St. Easton, MD 21821 (410) 822-8003
15 Washington St. Cambridge, MD 21613 (410) 221-0818
324 Perryman Ave. Cambridge, MD 21617 (410) 796-3086

PROFESSIONAL CERTIFICATION: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 48188, Expiration Date: 12/28/2025.

SEAL

STATE OF MARYLAND
JAMES M. LANE
Professional Engineer
No. 48188
12/28/2025

4-26-24 DATE

**AERIAL
CONTEXT PLAN**

ON THE LANDS OF
NAI SATURN EASTERN, LLC

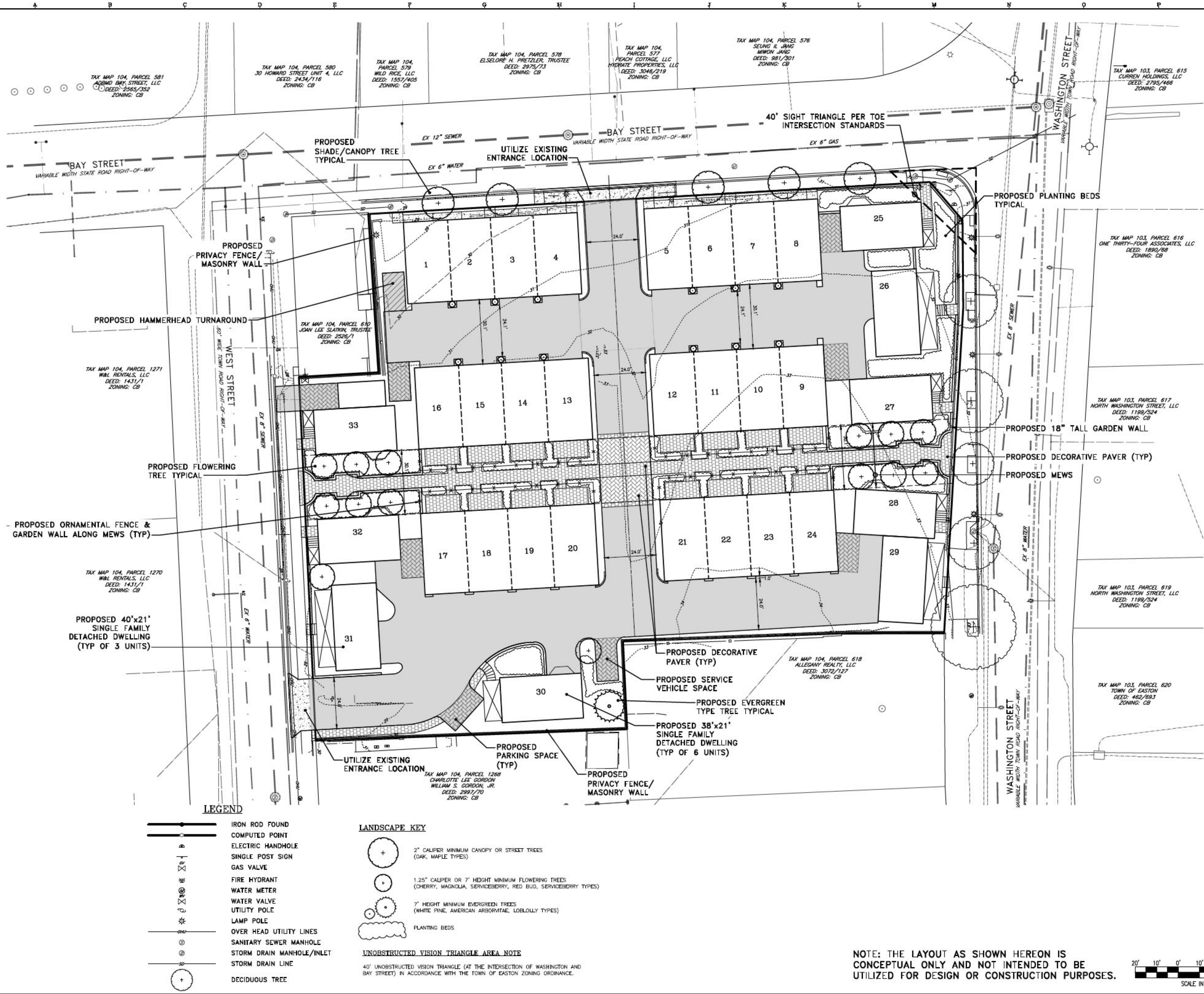
IN THE TOWN OF EASTON, WARD DISTRICT 1
TALBOT COUNTY, MARYLAND
TAX MAP 104 TAX PARCEL 612

ISSUED/REVISED FOR: DATE: BY:
ESDR 04/03/24 BCE
PC 04/26/24 BCE

SHEET No. 2 OF 6	JOB No. 240014
SCALE: AS NOTED	FILE No. B412

Page 158 of 197

Date: 04/29/2024 - 8:56am User: jcarroll Project Manager: BCE
Drawing Path: C:\wep\publish\11068\CSK-PUD-PLTS-240014.dwg | 3-Sketch
XREF File(s): MD-BASE-240014/2024-03-18-CAR/CSF-SRCE-240014/CSK-BASE-240014/PLD-EDUC-OLD-BASE-240014/RAIR-BASE-240014/CBB-BASE-2436-240014/CBB-BASE-240014/CSK-BASE-240014/CSW-BASE-240014/VSF-BASE-240014/OLD-BASE-240014/PLD-EDUC-OLD-BASE-240014/XRN-PUD-BASE-240014/PLD-PUD-BASE-240014



APPROVED: _____
TOWN OF EASTON - TOWN PLANNER DATE: _____
ISSUED FOR REVIEW ONLY
TOWN OF EASTON - TOWN ENGINEER DATE: _____
APPROVED: _____
PLANS ARE NOT APPROVED FOR CONSTRUCTION
EASTON ENGINEER DATE: _____

REVISIONS TO APPROVED PLANS			
No.	DATE	DESCRIPTION	BY

WARNING!!
THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. THE QUANTITIES SHOWN ON THIS PLAN ARE FOR INFORMATIONAL AND PERMITTING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL QUANTITIES TO HIS OWN SATISFACTION PRIOR TO BEGINNING CONSTRUCTION.
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117 Bay St., Cambridge, MD 21613 (410) 822-8003
15 Washington St., Cambridge, MD 21613 (410) 221-0818
354 Pennsylvania Ave., Centerville, MD 21617 (410) 798-2095
E-mail: general@lanecc.com

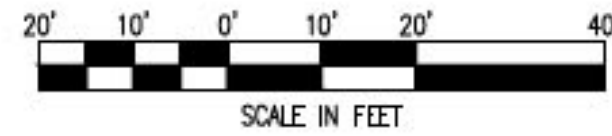
PROFESSIONAL CERTIFICATION: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 48188, Expiration Date: 12/28/2025.



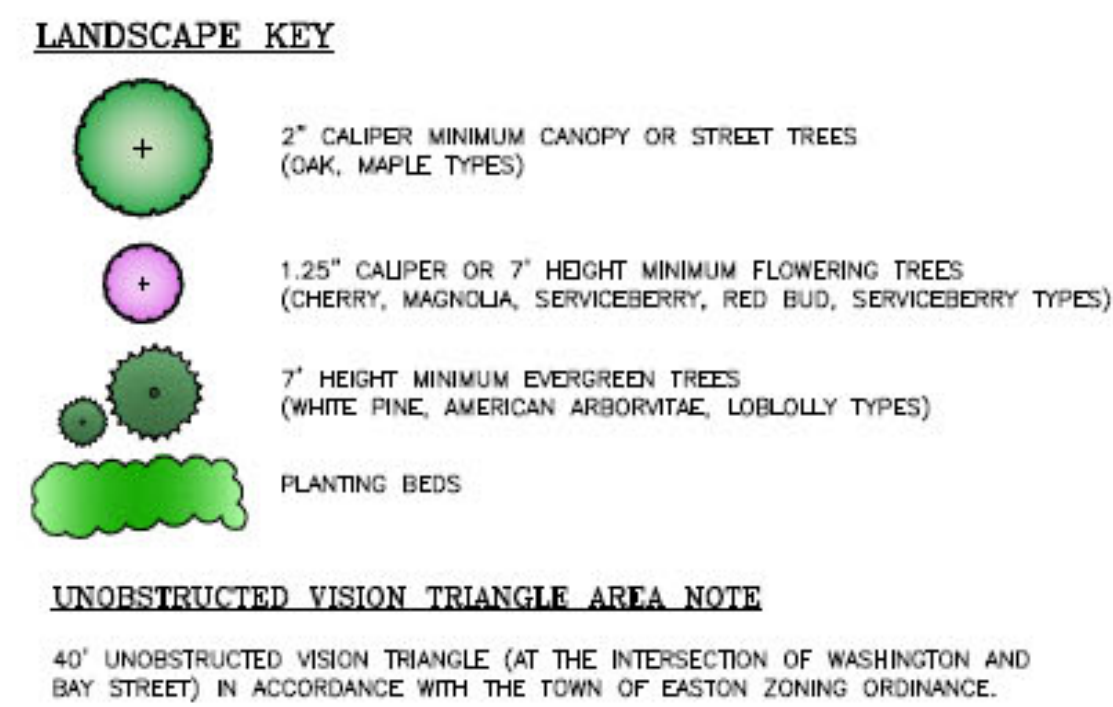
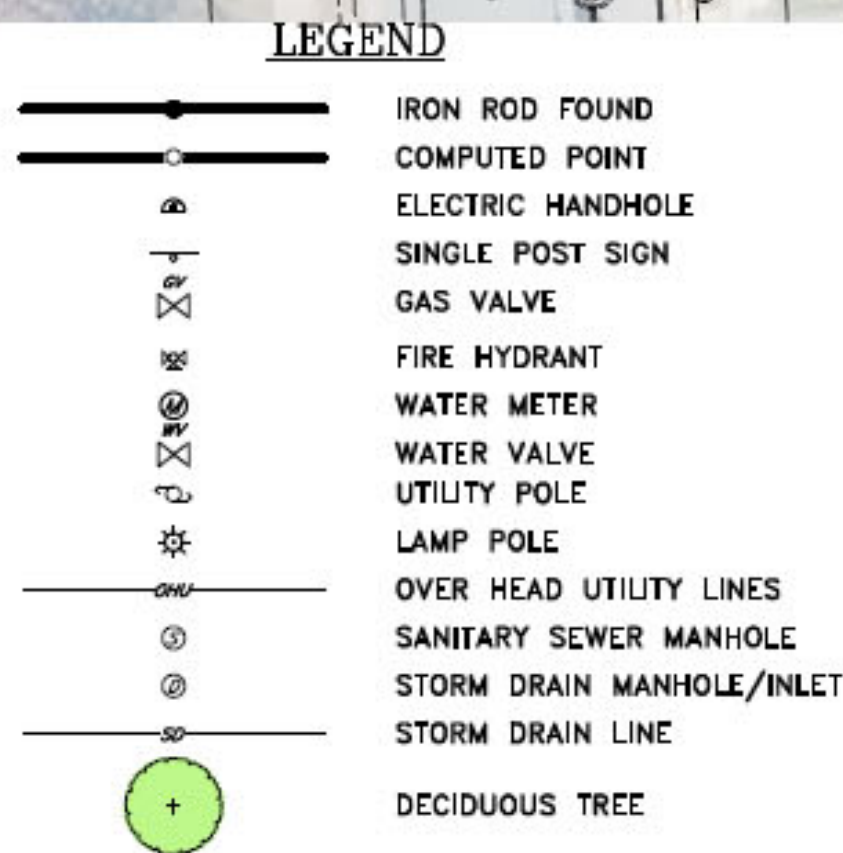
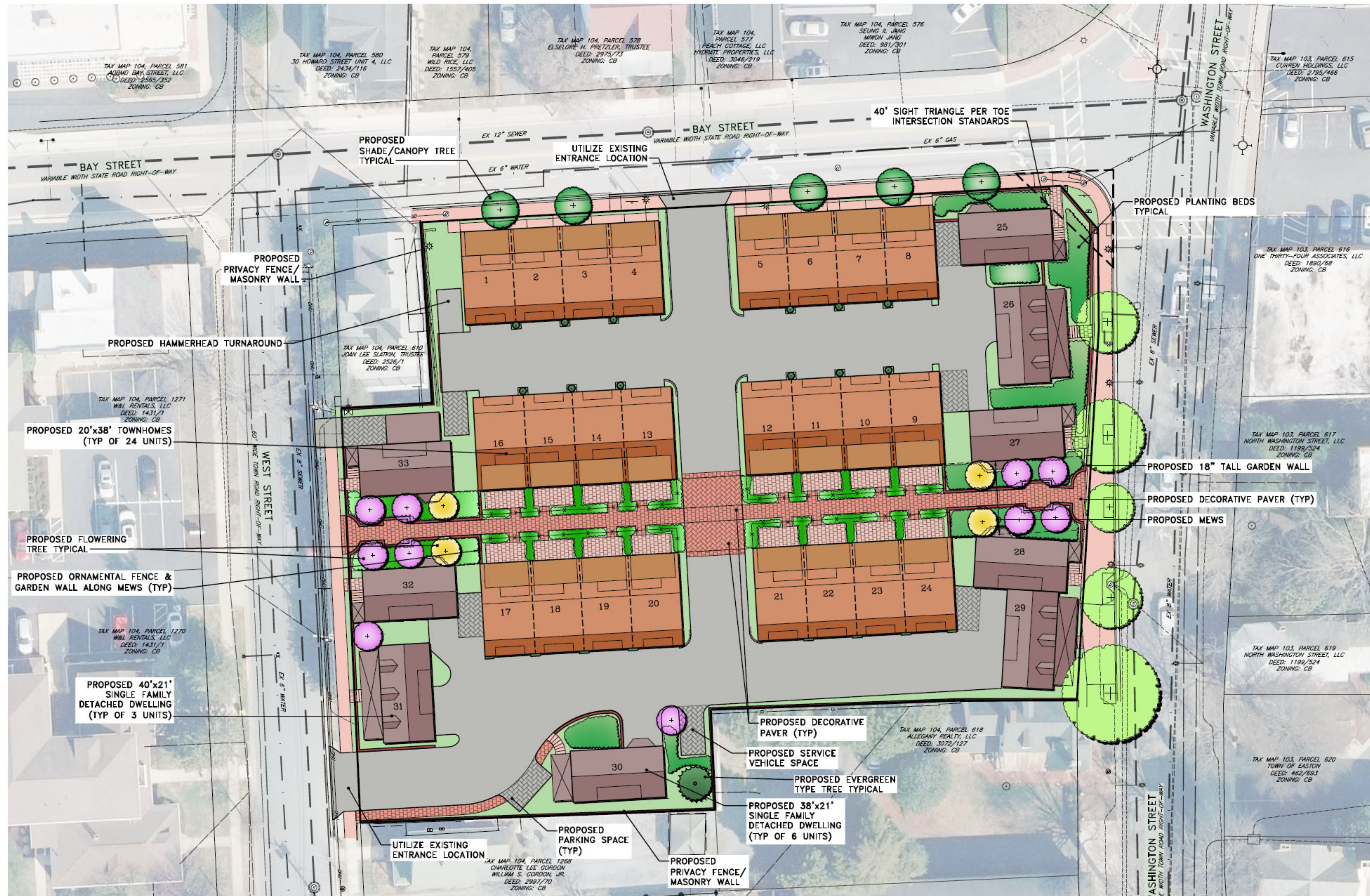
SKETCH SITE PLAN
ON THE LANDS OF NAI SATURN EASTERN, LLC
IN THE TOWN OF EASTON, WARD DISTRICT 1
TALBOT COUNTY, MARYLAND
TAX MAP 104 TAX PARCEL 612

ISSUED/REVISED FOR: _____ DATE: 04/03/24 BY: ESR PC
PC
SHEET No. 3 OF 6
SCALE: AS NOTED
JOB No. 240014
FILE No. B412

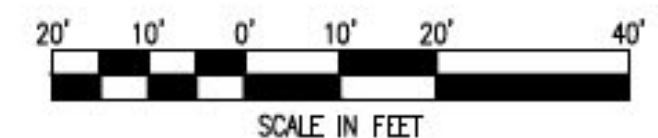
NOTE: THE LAYOUT AS SHOWN HEREON IS CONCEPTUAL ONLY AND NOT INTENDED TO BE UTILIZED FOR DESIGN OR CONSTRUCTION PURPOSES.



Date: 04/29/2024 - 8:56am User: jcorral Project Manager: BCE
Drawing Path: C:\temp\AspPublish\11088\CSK-PUD-P1S-240014.dwg | 4-illustrative
XREF File(s): U:\D-BASE-240014\CSK-BASE-240014\PAR-BASE-240014\RD-ELC-OLD-BASE-240014\VF-BASE-240014\CSK-BASE-240014\XRN-PUD-BASE-240014\LP-PUD-BASE-240014



NOTE: THE LAYOUT AS SHOWN HEREON IS CONCEPTUAL ONLY AND NOT INTENDED TO BE UTILIZED FOR DESIGN OR CONSTRUCTION PURPOSES.



APPROVED: _____
TOWN OF EASTON - TOWN ENGINEER DATE _____
PLANS ARE ISSUED FOR REVIEW ONLY

APPROVED: _____
TOWN OF EASTON - TOWN ENGINEER DATE _____
PLANS ARE NOT APPROVED FOR CONSTRUCTION

REVISIONS TO APPROVED PLANS			
No.	DATE	DESCRIPTION	BY

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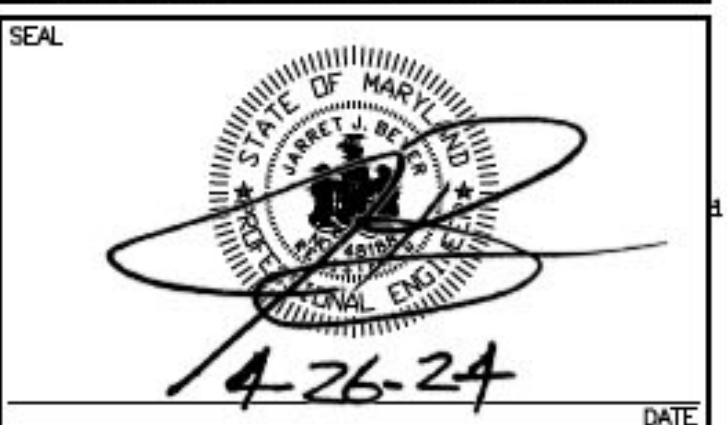
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Lane Engineering, LLC
Established 1986
Civil Engineers • Land Planning • Land Surveyors

C-mail: general@laneinc.com
117 Bay St., Easton, MD 21801 (410) 825-8003
15 Washington St., Cambridge, MD 21613 (410) 221-0818
354 Pennsylvania Ave., Centreville, MD 21617 (410) 758-2085

PROFESSIONAL CERTIFICATION: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 48188, Expiration Date: 12/28/2025.



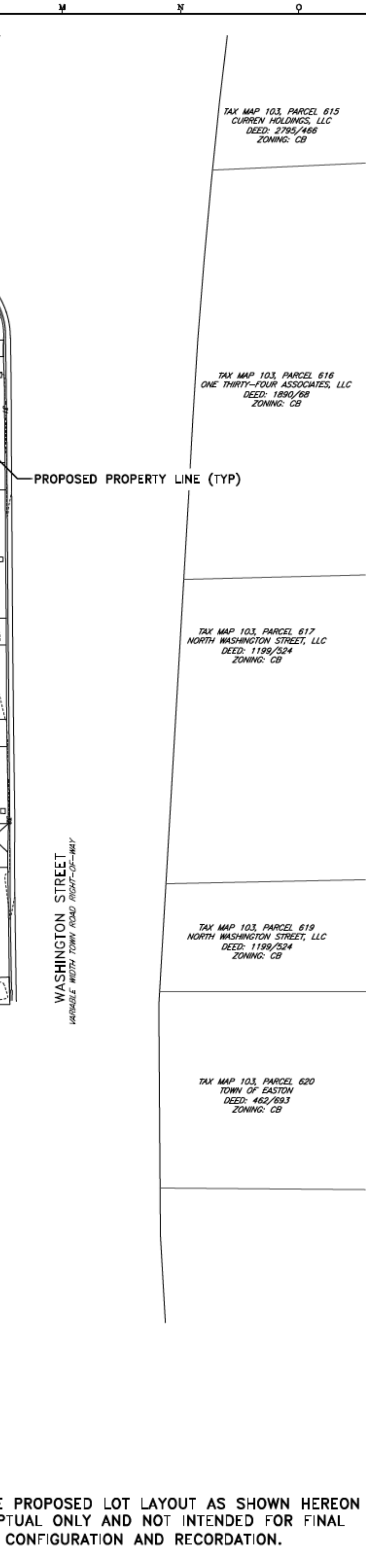
ILLUSTRATIVE SITE PLAN

ON THE LANDS OF
NAI SATURN EASTERN, LLC

IN THE TOWN OF EASTON, WARD DISTRICT 1
TALBOT COUNTY, MARYLAND
TAX MAP 104 TAX PARCEL 612

ISSUED/REVISED FOR: ESDR PC DATE: 04/03/24 BCE 04/28/24 BCE

SHEET No. 4 OF 6
SCALE: AS NOTED
JOB No. 240014
FILE No. B412

[illegible][illegible]

MISS UTILITY



BEFORE YOU DIG CALL
1-800-441-8355 OR 811
PROTECT YOURSELF, GIVE
TWO WORKING DAYS NOTICE

PROFESSIONAL CERTIFICATION: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 48188 , Expiration Date: 12/28/2025.

PROPOSED
LOT LAYOUT

ON THE LANDS OF
NAI SATURN EASTERN, LLC

IN THE TOWN OF EASTON, WARD DISTRICT 1
TALBOT COUNTY, MARYLAND
TAX MAP 104 TAX PARCEL 612

ISSUED/REVISED FOR:		DATE:		BY:	
ESDR		04/03/24		BCE	
PCD		04/26/24		BCE	
SHEET No.					
6 OF 6					
SCALE:			JOB No. 240014		
AS NOTED			FILE No. B412		

20' 10' 0' 10' 20' 40'

SCALE IN FEET



TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

May 1, 2024

Dear Resident,

The Easton Planning Commission (Commission) will hold a public meeting on **Thursday, May 16, 2024 at 1:00 p.m.** in the Easton Town Council Chambers located on the second floor of 14 South Harrison Street. The Town of Easton Zoning Ordinance requires that owners of property located within 400 feet of a parcel on which certain types of applications are pending be given notice of upcoming meetings or hearings. If you are a tenant in or an owner of a multi-unit building, please distribute or post this notice in a visible location for all other tenants or owners to view. If you are a tenant of a rental property, please notify the property owner that this notice letter has been distributed to their property. Notice has also been sent to the Star Democrat, a sign has been posted at the subject property and the hearing agenda has been posted on the Town of Easton website: <http://eastonmd.gov/>.

This letter is sent to inform you that Lane Engineering has filed Planned Unit Development (PUD) Infill application 2024 - 1182 on behalf of NAI Saturn Eastern, LLC to request PUD Sketch Site Plan approval for the construction of townhomes (24 units) and single-family detached dwellings (9 units) on the property located at 139 N. Washington Street, also known as Tax Map 0104, Grid 0EA, Parcel 0612. This application is also scheduled to appear on the May 13, 2024 Historic District Commission agenda for the demolition of the old Safeway building and subsequent construction of the 33 total units.

Copies of the proposed application are on file and available for public review in the Town's Planning Office at 14 South Harrison Street between the hours of 8:30 a.m. and 4:00 p.m., Monday through Friday. **In addition, digital copies will be available for review one week prior to the scheduled meeting via the Town's website at <https://www.eastonmd.gov/129/Agendas-Minutes>.** If you have any questions regarding this application, please contact the Planning Office at (410) 822-1943 or via email at ssmith@eastonMD.gov.

Samantha N. Smith

Samantha N. Smith, Administrative Specialist
Planning & Zoning Department
410-822-1943 ssmith@eastonMD.gov

**Town of Easton**

Engineering, Planning and Zoning

13 South Harrison Street, Easton, MD 21601

Subdivision & Property Line Adjustment Application**Application Type**Subdivision ☒Minor Subdivision ☐Lot Line Revision ☐**Subdivision Information**

Name	139 North Washington			
Property Size	Acres	1.522 AC ±	Square Feet	66,298 SF ±
Number of Lots Proposed	33			

Property Information

Address	139 N Washington St, Easton, MD 21601						
Tax Map	104	Grid	EA	Parcel	612	Lot	
Deed Reference:	Liber	2237	Folio	62			
Plat Reference:	Liber	21 / 37	Folio	48 / 10			
Zoning District	CB	Planned Redevelopment Y ☐ N ☒ Historic District Y ☒ N ☐					
Source of Electricity	Easton Utilities						

Owner

Name	Owner: NAI Saturn Eastern, LLC		Contract Purchaser: Miller Development Corp. c/o Robby Miller	
Mailing Address	250 Park Center Blvd, Boise, ID 83706		8120 Woodmont Ave, #160, Bethesda, MD 20814	
Telephone No.	301-807-7057	Email	rmiller@miller.group	

Surveyor / Engineer

Name	Jarret Beyer P.E.	License No.	48188	Expiration Date	12/28/2025
Mailing Address	Lane Engineering, LLC, 117 Bay St, Easton, MD 21601				
Telephone No.	410-822-8003	Email	jbeyer@leinc.com		

Applicant or Agent

Name	Brett Ewing, AICP, Lane Engineering, LLC		
Mailing Address	117 Bay St, Easton, MD 21601		
Telephone No.	410-822-8003	Email	bewing@leinc.com

Additional Comments:

33 Lot Subdivision through the PUD process.

Minimum Lot Size	CB: 5,000 SF PUD: N/A	Minimum Lot Frontage	30'
Minimum Lot Envelope	20' x 30'	Existing Lot Coverage	34%
		Proposed Lot Coverage	41%

- ☐ ESDR Letter
☐ \$200 Per Subdivided Lot Fee
☐ \$500 Lot Line Revision Fee

Any modifications during review shall warrant an updated application.

I hereby certify that I have reviewed and satisfied the Town of Easton Subdivision Regulations Article 4, Procedures and Requirements and that submission of an incomplete application will be returned for correction prior to processing.

Signature of Applicant or Agent



Date 4/29/2024

Printed Name of Applicant or Agent

Brett Ewing, AICP, Lane Engineering, LLC

For Office Use Only

Planning Commission Y ☐ N ☐			
Planning Commission Meeting Date			
PC Approval Date		Subdivision No.	
Conditions? Y / N		Application No.	
Recordation Date		Fee Amount	
ESDR Y / N Date		Review Fee Paid	
<i>Revised 02-2019</i>			

Selection Criteria:

From Date : 07/01/2024

To Date : 07/31/2024

or

From Period :

To Period :

Bank Code : 00

Page Break by Fund: Y

Include Vendor No.: Y

Print Recap Only .: N

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
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07/10/2024	84026	3107	BEALEFELD, JACOB	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025 Total	225.00 225.00
07/10/2024	84027	59	BRAMBLE INC, DAVID A	32750		001-3040-530.30-52		12/2024 Total	563.97 563.97
07/10/2024	84028	2347	BUTLER, MICHAEL E	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025 Total	285.00 285.00
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07/10/2024	84031	3115	CHESAPEAKE EMPLOYERS IN	070124	INITIAL DEPOSIT PAYMENT	001-7030-570.30-45		1/2025 Total	117,578.00 117,578.00
07/10/2024	84032	2500	CHESTER RIVER BEHAVIORA	053124 060424	SERVICES SVCS/EASTON POLICE	001-2010-520.30-31 001-2010-520.30-31		12/2024 12/2024 Total	400.00 400.00 800.00
07/10/2024	84034	1929	CONSUMER PROTECTION DIV	061824 063024	MAY 2024 HOME BLDR FUND JUN '24 HOME BLDR FUND	001-0000-201.03-00 001-0000-201.03-00		12/2024 13/2024 Total	100.00 50.00 150.00
07/10/2024	84035	3374	DAVID PAUL ROSEN & ASSO	1EASTON062624	SERVICES	001-1310-513.30-34		12/2024 Total	22,500.00 22,500.00
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07/10/2024	84037	2975	DELAWARE ELEVATOR SERVI	412346	MONTHLY SVC	001-1400-514.30-46		1/2025 Total	137.00 137.00
07/10/2024	84038	129	DEPENDABLE SSR LLC	2013 2013	BRUSH,DIRT,CONCRETE BRUSH,DIRT,CONCRETE	001-3040-530.30-34 001-3045-530.30-34		12/2024 12/2024	693.51 162.55

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT

Total									856.06
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				062424		001-1065-510.30-41		12/2024	143.18
				062424		001-1070-510.30-41		12/2024	119.32
				062424		001-1075-510.30-41		12/2024	119.32
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				062424		001-2220-522.30-41		12/2024	143.18
				062424		001-2310-523.30-41		12/2024	286.37
				062424		001-3010-530.30-41		12/2024	286.37
				062424		001-3010-530.30-43		12/2024	1,497.21
				062424		001-3040-530.30-43		12/2024	9,721.55
				062424		001-4010-540.30-41		12/2024	71.59
				062424		001-4010-540.30-43		12/2024	162.15
				062424		001-6000-560.30-41	ED2401	12/2024	167.04
Total									18,785.36
07/10/2024	84041	171	EASTON VOL FIRE DEPT IN	28938	REIMB/NAME PLATES	001-2110-521.30-35		12/2024	685.94
Total									685.94
07/10/2024	84042	1509	EVIDENT INC	241408A		001-2020-520.30-52		12/2024	411.77
				241408B		001-2010-520.30-52		12/2024	359.00
Total									770.77
07/10/2024	84043	181	EWING DIETZ FOUNTAIN &	346	LEGAL SVCS/RETAINER	001-1010-510.30-31	ED1003	12/2024	4,693.00
				346	LEGAL SVCS/RETAINER	001-1050-510.30-31		12/2024	225.50
				346	LEGAL SVCS/RETAINER	001-1060-510.30-31		12/2024	635.50
				346	LEGAL SVCS/RETAINER	001-1065-510.30-31		12/2024	246.00
				346	LEGAL SVCS/RETAINER	001-1075-510.30-31		12/2024	41.00
				346	LEGAL SVCS/RETAINER	001-1200-512.30-31		12/2024	82.00
				346	LEGAL SVCS/RETAINER	001-1310-513.30-31		12/2024	2,975.50
				346	LEGAL SVCS/RETAINER	001-2010-520.30-31		12/2024	964.50
				346	LEGAL SVCS/RETAINER	001-2210-522.30-31		12/2024	943.00
				346	LEGAL SVCS/RETAINER	001-2310-523.30-31		12/2024	1,804.00
				346	LEGAL SVCS/RETAINER	001-4010-540.30-31	24-26	12/2024	410.00
				346	LEGAL SVCS/RETAINER	001-6000-560.30-31		12/2024	41.00
				4	CORRIGAN/TRIPPE ANNEX.	001-1310-513.30-31	AN0020	12/2024	1,225.00
Total									14,286.00
07/10/2024	84044	2348	FEMI, BRIAN T	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	3,077.50
Total									3,077.50
07/10/2024	84046	2624	FLUHARTY'S ELECTRIC	A00113806		001-4010-540.30-52		12/2024	75.00
Total									75.00

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/10/2024	84047	1269	FRATERNAL ORDER OF POLI	063024	JUN '24 LODGE DUES	001-0000-217.17-00		13/2024	1,320.00
								Total	1,320.00
07/10/2024	84048	213	GEORGE'S GREEN THUMB IN	061224	PLANT MAINT/EASTON POLICE	001-2010-520.30-46		12/2024	2,013.00
								Total	2,013.00
07/10/2024	84049	2930	GOOD LIFE LAWN CARE/LAN	6901	STUMP REMOVAL SVCS	001-3040-530.30-34		13/2024	1,300.50
								Total	1,300.50
07/10/2024	84050	3002	HARDY, KYLE M	062224	REIMB/DRY CLEANING	001-2020-520.30-37		12/2024	51.00
								Total	51.00
07/10/2024	84051	3225	HARTFORD, THE	625263082410	JULY 2024 INSURANCE	001-1010-510.10-23		1/2025	84.75
				625263082410	JULY 2024 INSURANCE	001-1050-510.10-23		1/2025	80.13
				625263082410	JULY 2024 INSURANCE	001-1060-510.10-23		1/2025	10.50
				625263082410	JULY 2024 INSURANCE	001-1065-510.10-23		1/2025	142.92
				625263082410	JULY 2024 INSURANCE	001-1070-510.10-23		1/2025	193.32
				625263082410	JULY 2024 INSURANCE	001-1075-510.10-23		1/2025	84.78
				625263082410	JULY 2024 INSURANCE	001-1200-512.10-23		1/2025	343.40
				625263082410	JULY 2024 INSURANCE	001-1310-513.10-23		1/2025	212.23
				625263082410	JULY 2024 INSURANCE	001-1400-514.10-23		1/2025	132.31
				625263082410	JULY 2024 INSURANCE	001-2010-520.10-23		1/2025	481.32
				625263082410	JULY 2024 INSURANCE	001-2020-520.10-23		1/2025	777.51
				625263082410	JULY 2024 INSURANCE	001-2040-520.10-23		1/2025	206.61
				625263082410	JULY 2024 INSURANCE	001-2210-522.10-23		1/2025	269.90
				625263082410	JULY 2024 INSURANCE	001-2310-523.10-23		1/2025	273.98
				625263082410	JULY 2024 INSURANCE	001-3010-530.10-23		1/2025	96.16
				625263082410	JULY 2024 INSURANCE	001-3025-530.10-23		1/2025	305.58
				625263082410	JULY 2024 INSURANCE	001-3040-530.10-23		1/2025	339.57
				625263082410	JULY 2024 INSURANCE	001-3045-530.10-23		1/2025	408.84
				625263082410	JULY 2024 INSURANCE	001-4010-540.10-23		1/2025	104.15
				625263082410	JULY 2024 INSURANCE	001-7020-570.10-23		1/2025	21.15
				625263082410	JULY 2024 INSURANCE	001-7030-570.10-23		1/2025	218.49
								Total	4,787.60
07/10/2024	84052	2571	HILYARD'S BUSINESS SOLU	INV297030	COPIER SVCS	001-3010-530.30-46		13/2024	175.00
								Total	175.00
07/10/2024	84053	3108	ISEMAN, NOAH J	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	275.00
								Total	275.00
07/10/2024	84054	269	LASER LETTERS INC	70330	TAX BILLS INSERTS	001-1200-512.30-47		13/2024	2,472.00
								Total	2,472.00
07/10/2024	84055	2889	LEDNUM, TRACY	062624	PETTY CASH	001-1400-514.30-52		12/2024	15.00
				062624	PETTY CASH	001-3010-530.30-51		12/2024	4.12
				062624	PETTY CASH	001-4020-540.30-49		12/2024	99.02
								Total	118.14
07/10/2024	84056	3377	LILLY, ROBERTA	063024	REIMBURSE	001-0000-111.07-00		13/2024	100.00
								Total	100.00
07/10/2024	84057	2142	LIVING ECOSYSTEMS	24-0957	MOW LOT 8 MECKLENBURG AVE	001-2220-522.30-34		13/2024	40.00

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT	

									Total	40.00
07/10/2024	84058	1786	LOCAL GOVT INSURANCE TR	124059		001-7030-570.30-45		12/2024	97.00	
									Total	97.00
07/10/2024	84061	278	LOWE'S	81220	MISCELLANEOUS PRODUCTS	001-3045-530.30-52		12/2024	25.30	
				81262	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		12/2024	9.48	
				82394		001-1400-514.30-52		12/2024	92.04	
				83212		001-1400-514.30-50		12/2024	43.90	
				83276		001-3010-530.30-50		12/2024	67.34	
				83301		001-3010-530.30-50		12/2024	33.23	
				83316		001-3040-530.30-52		12/2024	17.38-	
				83325		001-3040-530.30-52		12/2024	17.10-	
				84010		001-3040-530.30-52		12/2024	17.08	
				84456		001-3040-530.30-52		12/2024	88.21	
				84496		001-3010-530.30-50		12/2024	174.52	
				85498		001-6000-560.30-52	ED2401	12/2024	41.74	
				85573		001-4010-540.30-50		12/2024	204.60	
				86003		001-1400-514.30-52	20-04	12/2024	29.32	
				86081		001-3040-530.30-52		12/2024	15.16	
				87105		001-1400-514.30-52	20-04	12/2024	6.50	
				87612		001-1050-510.30-48		12/2024	40.32	
				88099		001-4010-540.30-46		12/2024	95.50	
				88113		001-3040-530.30-52		12/2024	41.75	
				88258		001-3010-530.30-50		12/2024	11.86	
				88768		001-1400-514.30-50		12/2024	24.68	
				88789		001-3040-530.30-52		12/2024	13.54	
				90378	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		12/2024	23.70	
				90486	MISCELLANEOUS PRODUCTS	001-3045-530.30-52		12/2024	102.40	
				90711		001-1050-510.30-48		12/2024	35.08	
				90765		001-3010-530.30-50		12/2024	33.23	
				91924	MISCELLANEOUS PRODUCTS	001-3025-530.30-52		12/2024	19.89	
				93096	MISCELLANEOUS PRODUCTS	001-3045-530.30-52		12/2024	421.77	
				93831		001-6000-560.30-50	ED2401	12/2024	47.48	
				96441		001-4010-540.30-52		12/2024	262.84	
				96644		001-3040-530.30-52		12/2024	62.15	
				96729		001-3040-530.30-52		12/2024	11.38	
				97692	MISCELLANEOUS PRODUCTS	001-3040-530.30-56		12/2024	42.08	
				97701		001-4010-540.30-50		12/2024	196.69	
				98477		001-1400-514.30-52		12/2024	1.69	
				99363		001-3010-530.30-50		12/2024	448.91	
									Total	2,750.88
07/10/2024	84062	3151	MAGNET FORENSICS LLC	SIN064376		001-2040-520.30-46		12/2024	4,345.00	
									Total	4,345.00
07/10/2024	84063	2248	MARSHALL PROPERTY MANAG	37962	6/4/24 MOWING SVCS	001-3040-530.30-34		12/2024	2,372.00	
				38326	6/10/24 MOWING SVCS	001-3040-530.30-34		12/2024	2,007.00	
									Total	4,379.00
07/10/2024	84064	3327	MARYLAND DEPT OF BUDGET	062824	JUNE 2024 HEALTH INS	001-1010-510.10-23		12/2024	6,776.60	
				062824	JUNE 2024 HEALTH INS	001-1050-510.10-23		12/2024	3,497.95	
				062824	JUNE 2024 HEALTH INS	001-1060-510.10-23		12/2024	2,361.62	

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07/10/2024	84064	3327	MARYLAND DEPT OF BUDGET	062824	JUNE 2024 HEALTH INS	001-1065-510.10-23		12/2024	4,624.03
				062824	JUNE 2024 HEALTH INS	001-1070-510.10-23		12/2024	4,143.89
				062824	JUNE 2024 HEALTH INS	001-1075-510.10-23		12/2024	3,396.71
				062824	JUNE 2024 HEALTH INS	001-1200-512.10-23		12/2024	8,671.72
				062824	JUNE 2024 HEALTH INS	001-1310-513.10-23		12/2024	4,252.31
				062824	JUNE 2024 HEALTH INS	001-1400-514.10-23		12/2024	4,100.08
				062824	JUNE 2024 HEALTH INS	001-2010-520.10-23		12/2024	17,851.38
				062824	JUNE 2024 HEALTH INS	001-2020-520.10-23		12/2024	31,199.47
				062824	JUNE 2024 HEALTH INS	001-2040-520.10-23		12/2024	8,951.57
				062824	JUNE 2024 HEALTH INS	001-2210-522.10-23		12/2024	8,756.92
				062824	JUNE 2024 HEALTH INS	001-2220-522.10-23		12/2024	3,357.59
				062824	JUNE 2024 HEALTH INS	001-2310-523.10-23		12/2024	14,158.12
				062824	JUNE 2024 HEALTH INS	001-3025-530.10-23		12/2024	15,546.57
				062824	JUNE 2024 HEALTH INS	001-3040-530.10-23		12/2024	14,096.60
				062824	JUNE 2024 HEALTH INS	001-3045-530.10-23		12/2024	13,798.30
				062824	JUNE 2024 HEALTH INS	001-4010-540.10-23		12/2024	5,171.99
				062824	JUNE 2024 HEALTH INS	001-7020-570.10-23		12/2024	233,012.76
								Total	407,726.18
07/10/2024	84065	322	MARYLAND ENVIRONMENTAL	336490	6/1-14/24 WASTE SVCS	001-3025-530.30-34		12/2024	30,320.71
								Total	30,320.71
07/10/2024	84066	1489	MARYLAND INDUSTRIAL TRU	062524	2 YD REFUSE CAN/EASTON PD	001-2010-520.30-52		12/2024	2,824.00
								Total	2,824.00
07/10/2024	84067	1597	MARYLAND POLICE & CORRE	ADP23935		001-2020-520.30-33		12/2024	70.00
								Total	70.00
07/10/2024	84068	2781	MARYLAND TRANSPORTATION	B1531135651277		001-2020-520.30-56		12/2024	6.00
				B1531135802613	TOLL	001-2020-520.30-49		12/2024	6.00
								Total	12.00
07/10/2024	84069	2205	MATHESON TRI-GAS INC	29875968	CYLINDER LEASES	001-3040-530.30-52		12/2024	268.62
								Total	268.62
07/10/2024	84070	307	MATTHEW BENDER & CO INC	41515676		001-1200-512.30-54		13/2024	725.32
								Total	725.32
07/10/2024	84071	3199	MCDANIEL, JAMES B	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	150.00
								Total	150.00
07/10/2024	84072	2533	MCI	061924		001-2010-520.30-41		12/2024	.30
								Total	.30
07/10/2024	84073	2478	MUNICIPAL EMERGENCY SER	IN2066582		001-2040-520.30-37		12/2024	2,103.60
				SO1887336		001-2040-520.30-37		12/2024	2,644.80
				SO1887346		001-2020-520.30-37		12/2024	4,172.40
				SO1893096		001-2020-520.30-37		12/2024	237.96
								Total	9,158.76
07/10/2024	84074	2963	NATIONAL HVAC SERVICE	SRVCE183352	QUARTERLY SERVICE	001-2010-520.30-46		12/2024	3,620.00
								Total	3,620.00

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Program: GM179L				CHECK REGISTER BY FUND					
Bank: 00 SHORE UNITED BANK									
CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/10/2024	84075	2828	NEWNAM, NICK	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025 Total	275.00 275.00
07/10/2024	84076	1978	ORRISON, ALLEN K	062524	REIMB/RIFLE SLING	001-2020-520.30-37		12/2024 Total	85.54 85.54
07/10/2024	84077	2118	PLUGGE, JESSICA PETTY C	062624 062624 062624 062624		001-2010-520.10-26 001-2010-520.30-41 001-2010-520.30-52 001-2020-520.30-37		12/2024 12/2024 12/2024 12/2024 Total	2.11 24.10 35.71 28.00 89.92
07/10/2024	84078	2378	POSITIVE PROMOTIONS INC	014693		001-2010-520.30-48		12/2024 Total	1,480.40 1,480.40
07/10/2024	84079	3376	PRICE, JULIE	070524	REFUND/SOCCER CAMP	001-0000-347.03-00	PK1801	1/2025 Total	150.00 150.00
07/10/2024	84080	2901	QUADIENT FINANCE USA IN	062024	POSTAGE	001-1400-514.30-41		12/2024 Total	500.00 500.00
07/10/2024	84081	411	QUILL CORPORATION	39107278 39107278 39107278 39107944	OTHER OTHER OTHER OTHER	001-1070-510.30-52 001-1200-512.30-51 001-1400-514.30-52 001-3010-530.30-51		12/2024 12/2024 12/2024 12/2024 Total	7.32 11.07 171.27 56.99 246.65
07/10/2024	84082	3111	REGULSKI, JORDAN	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025 Total	200.00 200.00
07/10/2024	84083	3005	RELIABLE CONCRETE SERVI	1555 1583	CONCRETE SVCS CONCRETE SVCS	001-3040-530.30-52 001-3045-530.30-52		12/2024 12/2024 Total	2,022.00 2,665.00 4,687.00
07/10/2024	84084	1811	RICHARDSON, DONALD J	063024	REIMB/MEALS MML CONV.	001-1065-510.30-39		13/2024 Total	123.76 123.76
07/10/2024	84085	9999999	RICOH USA INC	000201036	TAX REFUNDS	001-0000-201.00-00		1/2025 Total	14.56 14.56
07/10/2024	84086	3201	ROYER, ETHAN	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025 Total	200.00 200.00
07/10/2024	84087	984	RUF, KATHY M	062724	REIMB/MILEAGE MML CONV.	001-1050-510.30-39		12/2024 Total	81.74 81.74
07/10/2024	84088	3150	SALINAS, MICHAEL	062024	REIMB/PLANNING COMM LUNCH	001-1310-513.30-49		12/2024 Total	286.73 286.73
07/10/2024	84089	3214	SEEK, JACOB	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025 Total	60.00 60.00
07/10/2024	84092	2870	TEAM ONE NETWORK LLC	22242T	TRAINING/EASTON POLICE	001-2020-520.30-33		12/2024	1,050.00

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Total									1,050.00
07/10/2024	84093	2263	TRACTOR SUPPLY CREDIT P	892382	SPRAYER WIRING HARNESS	001-3040-530.30-52		12/2024	17.99
Total									17.99
07/10/2024	84094	3000	TURNER, MICHAEL	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	300.00
Total									300.00
07/10/2024	84095	2614	UNIFIRST CORPORATION	1430132110	PUBLIC WORKS UNIFORMS	001-3025-530.30-36		12/2024	105.47
				1430132111	PUBLIC WORKS UNIFORMS	001-3025-530.30-36		12/2024	29.26
				1430132111	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		12/2024	74.09
				1430132111	PUBLIC WORKS UNIFORMS	001-3045-530.30-36		12/2024	65.48
				1430132112	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		12/2024	41.69
				1430132112	PUBLIC WORKS UNIFORMS	001-3010-530.30-46		12/2024	11.09
				1430132113	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		12/2024	100.53
				1430132114	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		12/2024	22.82
				1430133123	PUBLIC WORKS UNIFORMS	001-3025-530.30-36		12/2024	105.47
				1430133124	PUBLIC WORKS UNIFORMS	001-3025-530.30-36		12/2024	29.26
				1430133124	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		12/2024	74.09
				1430133124	PUBLIC WORKS UNIFORMS	001-3045-530.30-36		12/2024	65.48
				1430133125	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		12/2024	41.69
				1430133125	PUBLIC WORKS UNIFORMS	001-3010-530.30-46		12/2024	11.09
				1430133126	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		12/2024	100.53
				1430133127	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		12/2024	22.82
Total									900.86
07/10/2024	84096	2827	VENER, JACK	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	125.00
Total									125.00
07/10/2024	84097	2995	VENER, RONALD	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	75.00
Total									75.00
07/10/2024	84098	2251	VERIZON	061324		001-2010-520.30-41		12/2024	1,055.80
				061524		001-2010-520.30-41		12/2024	50.72
				061524A		001-2010-520.30-41		12/2024	107.38
Total									1,213.90
07/10/2024	84099	2423	VERIZON BUSINESS	68267576		001-2010-520.30-41		12/2024	39.90
Total									39.90
07/10/2024	84100	714	VERIZON WIRELESS	9967038138	TOWN CELL PHONE SVCS	001-1010-510.30-41		12/2024	169.52
				9967038138	TOWN CELL PHONE SVCS	001-1050-510.30-41		12/2024	42.38
				9967038138	TOWN CELL PHONE SVCS	001-1060-510.30-41		12/2024	42.38
				9967038138	TOWN CELL PHONE SVCS	001-1065-510.30-41		12/2024	42.38
				9967038138	TOWN CELL PHONE SVCS	001-1070-510.30-41		12/2024	224.53
				9967038138	TOWN CELL PHONE SVCS	001-1075-510.30-41		12/2024	42.38
				9967038138	TOWN CELL PHONE SVCS	001-1310-513.30-41		12/2024	42.38
				9967038138	TOWN CELL PHONE SVCS	001-1400-514.30-41		12/2024	64.66
				9967038138	TOWN CELL PHONE SVCS	001-2210-522.30-41		12/2024	94.76
				9967038138	TOWN CELL PHONE SVCS	001-2220-522.30-41		12/2024	42.38
				9967038138	TOWN CELL PHONE SVCS	001-2310-523.30-41		12/2024	224.48
				9967038138	TOWN CELL PHONE SVCS	001-3010-530.30-41		12/2024	602.99
				9967038138	TOWN CELL PHONE SVCS	001-4010-540.30-41		12/2024	171.10

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT

Total									1,806.32
07/10/2024	84101	1810	VULCAN CONSTRUCTION MAT	42632640	STONES	001-3040-530.30-52		12/2024	1,845.83
				42644684	#3	001-3040-530.30-52		13/2024	413.93
Total									2,259.76
07/10/2024	84102	3198	WALLACE, ELI	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	200.00
Total									200.00
07/10/2024	84103	2631	WALLACE, ZACHARY S	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	375.00
Total									375.00
07/10/2024	84104	3202	WALLS, JACK	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	150.00
Total									150.00
07/10/2024	84105	515	WALMART	060724		001-2020-520.30-52		12/2024	349.00
Total									349.00
07/10/2024	84106	940	WARREN'S WOOD WORKS INC	689215		001-6000-560.30-52	ED2401	12/2024	14.08
Total									14.08
07/10/2024	84107	3378	WHITTEN, JORDAN	070524	REFUND/BASEBALL CAMP	001-0000-347.03-00	PK1304	1/2025	150.00
Total									150.00
07/10/2024	84108	2994	WINDSOR, CONNER	070524	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	275.00
Total									275.00
07/10/2024	84109	1220	XEROX CORPORATION	021505315		001-2010-520.30-46		12/2024	10.51
Total									10.51
07/10/2024	84110	2292	A-1 SANITATION SERVICE	439845		001-2020-520.30-44		13/2024	115.00
Total									115.00
07/10/2024	84111	3372	ABBATIELLO, DONALD	062727	REIMB/MEALS MML CONV.	001-1010-510.30-39		13/2024	125.65
Total									125.65
07/10/2024	84112	2923	ACME AUTO LEASING LLC	24065020N		001-8010-580.70-71		13/2024	110.76
Total									110.76
07/10/2024	84113	2737	ALARM ENGINEERING INC	706162		001-0000-121.02-00		13/2024	7,796.04
				706655		001-0000-121.02-00		13/2024	1,410.00
Total									9,206.04
07/10/2024	84114	2689	AMAZON CAPITAL SERVICES	1KGD-GN9C-1FTJ		001-1070-510.30-35		13/2024	242.78
				1LQW-LYWX-1WJL		001-2020-520.30-37		13/2024	303.14
				11WX-WXM1-WCFP		001-2020-520.30-37		13/2024	338.79
				199T-FNML-3MX1		001-3010-530.30-50		13/2024	348.84
Total									1,233.55
07/17/2024	84116	2292	A-1 SANITATION SERVICE	441874		001-2020-520.30-44		13/2024	115.00
Total									115.00
07/17/2024	84117	2923	ACME AUTO LEASING LLC	24070311	POLICE LEASED VEHICLES	001-8010-580.70-71		13/2024	625.00

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/17/2024	84117	2923	ACME AUTO LEASING LLC	24070315	POLICE LEASED VEHICLES	001-8010-580.70-71		13/2024	1,250.00
								Total	1,875.00
07/17/2024	84118	3186	ALL ROADS TRUCKS	9003471G	MISCELLANEOUS PRODUCTS	001-3040-530.30-56		12/2024	254.55
								Total	254.55
07/17/2024	84119	2877	AMERICAN PUBLIC SAFETY	SI-116590		001-2020-520.30-52		13/2024	660.00
				SI-116624		001-2020-520.30-52		13/2024	1,926.00
								Total	2,586.00
07/17/2024	84121	98	APG MEDIA OF CHESAPEAKE	3053765	ADVERTISING	001-1050-510.30-48		13/2024	87.50
				3055022	ADVERTISING	001-1310-513.30-48		12/2024	280.00
				3055527	ADVERTISING	001-1310-513.30-48		12/2024	96.25
				3055530	ADVERTISING	001-1310-513.30-48		12/2024	96.25
				3055532	ADVERTISING	001-1310-513.30-48		12/2024	140.00
				3056082	ADVERTISING	001-1050-510.30-48		13/2024	43.75
				3056083	ADVERTISING	001-1050-510.30-48		12/2024	70.00
				3056680	ADVERTISING	001-1050-510.30-48		12/2024	87.50
				3056689	ADVERTISING	001-1050-510.30-48		12/2024	87.50
				3056749	ADVERTISING	001-1050-510.30-48		12/2024	43.75
				3056987	ADVERTISING	001-1050-510.30-48		12/2024	87.50
				3057310	ADVERTISING	001-1310-513.30-48		13/2024	113.75
								Total	1,233.75
07/17/2024	84122	98	APG MEDIA OF CHESAPEAKE	063024	ADVERTISING/EASTON POLICE	001-2010-520.30-48		13/2024	4,625.00
								Total	4,625.00
07/17/2024	84123	3113	ARMIGER'S AUTO CENTER	9599	TRACK MOWER PARTS	001-3040-530.30-56		13/2024	64.00
								Total	64.00
07/17/2024	84124	1609	ATLANTIC TRACTOR	P96273	MISCELLANEOUS PRODUCTS	001-3040-530.30-56		12/2024	184.64
								Total	184.64
07/17/2024	84125	2806	BACKTOWN AUTOMOTIVE/ACC	2759	DOT INSP.	001-3040-530.30-46		12/2024	115.00
								Total	115.00
07/17/2024	84126	1859	BELL CREEK EQUIPMENT	172436		001-3040-530.30-56		12/2024	175.96
								Total	175.96
07/17/2024	84127	2790	BLUE TECH LLC	3138	POLICE VEHICLE SVCS	001-2020-520.30-56		12/2024	336.25
								Total	336.25
07/17/2024	84128	59	BRAMBLE INC, DAVID A	32775		001-3040-530.30-52		12/2024	159.22
								Total	159.22
07/17/2024	84129	2704	BURKE EQUIPMENT COMPANY	FEL-1017610	MOWER PARTS	001-3040-530.30-56		12/2024	299.24
								Total	299.24
07/17/2024	84130	2347	BUTLER, MICHAEL E	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	725.00
								Total	725.00
07/17/2024	84131	3263	CAREFLEX LLC	2406-06783	JUNE 2024 SERVICES	001-0000-217.12-00		13/2024	218.50
								Total	218.50

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/17/2024	84132	6	CARTER MACHINERY COMPAN	5357787 5357788 5361631 5362133		001-3040-530.30-56 001-3040-530.30-56 001-3040-530.30-56 001-3040-530.30-56		12/2024 12/2024 12/2024 12/2024 Total	505.95 83.00 593.15 388.29- 793.81
07/17/2024	84133	1059	CHOPTANK ELECTRIC COOPE	063024	ST LIGHTS	001-3040-530.30-43		13/2024 Total	801.00 801.00
07/17/2024	84134	1603	CINTAS FIRST AID & SAFE	5217495849 5217495849 5217495849		001-3010-530.30-52 001-3025-530.30-52 001-3040-530.30-52		12/2024 12/2024 12/2024 Total	28.03 28.03 28.02 84.08
07/17/2024	84135	1603	CINTAS FIRST AID & SAFE	5217495871	POLICE SUPPLIES	001-2010-520.30-52		12/2024 Total	118.93 118.93
07/17/2024	84136	943	COMMUNITY ANIMAL HOSPIT	267385 268087	POLICE K9 SVCS POLICE K9 SVCS	001-2020-520.30-49 001-2020-520.30-49		13/2024 13/2024 Total	144.54 80.00 224.54
07/17/2024	84137	1224	DEAN'S JANITORIAL SERVI	109000 109000 23906	MONHLY JANITOR SVCS MONHLY JANITOR SVCS MONTHLY JANITOR SVC/PARKS	001-1400-514.30-34 001-6000-560.30-34 001-4010-540.30-34	ED2401	13/2024 13/2024 13/2024 Total	1,090.00 260.00 3,170.99 4,520.99
07/17/2024	84138	129	DEPENDABLE SSR LLC	2024		001-3040-530.30-34		13/2024 Total	558.45 558.45
07/17/2024	84140	191	DPSCS- - ITCD	AB4-06-325 AB4-06-325	SVCS/EASTON POLICE SVCS/EASTON POLICE	001-2010-520.30-46 001-2020-520.30-46		13/2024 13/2024 Total	7.00 14.00 21.00
07/17/2024	84141	146	E D SUPPLY CO INC	6675-1358537		001-4010-540.30-52		12/2024 Total	31.17 31.17
07/17/2024	84143	2680	EASTERN SHORE AUTO PART	530667 530736 530853 530952 531005 531907 531914 531989 531996 532246 532247 532471 532576 532585 532875 532951	MISCELLANEOUS PRODUCTS MISCELLANEOUS PRODUCTS MISCELLANEOUS PRODUCTS MISCELLANEOUS PRODUCTS MISCELLANEOUS PRODUCTS	001-3025-530.30-56 001-3025-530.30-56 001-3025-530.30-56 001-3025-530.30-56 001-3025-530.30-56 001-3025-530.30-56 001-3025-530.30-56 001-3025-530.30-56 001-3025-530.30-56 001-3025-530.30-56 001-3040-530.30-56 001-3040-530.30-56 001-3025-530.30-56 001-3040-530.30-56 001-3040-530.30-56		12/2024 12/2024 12/2024 12/2024 12/2024 12/2024 12/2024 12/2024 12/2024 12/2024 13/2024 12/2024 12/2024 12/2024 13/2024 13/2024 13/2024 Total	67.29 3.55 117.90- 63.73 160.00 6.86 7.57 78.38 16.44 57.87 81.36 53.44- 40.39 2.49 3.55 3.55 421.69

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/17/2024	84144	1000	EASTERN SHORE COFFEE &	342663		001-3010-530.30-52		13/2024	8.95
				801659		001-3010-530.30-52		12/2024	8.95
				802499		001-3025-530.30-52		12/2024	41.83
				802499		001-3040-530.30-52		12/2024	41.83
				802499		001-3045-530.30-52		12/2024	41.83
								Total	143.39
07/17/2024	84145	162	EASTON HARDWARE INC	259946		001-1400-514.30-52		13/2024	5.40
				260421		001-4010-540.30-52		13/2024	17.99
				260751		001-1400-514.30-50		13/2024	13.50
				260772		001-1400-514.30-50		13/2024	9.00
				261206		001-1400-514.30-35		13/2024	11.70
				262139		001-1400-514.30-52		13/2024	6.30
				262223		001-1400-514.30-52		13/2024	2.58
				262704		001-3040-530.30-52		13/2024	2.70
				262884		001-3025-530.30-56		13/2024	7.20
				262967		001-1400-514.30-52		13/2024	11.70
				264761		001-2310-523.30-52		13/2024	6.30
								Total	94.37
07/17/2024	84146	2593	EASTON TRUCK CENTER	CM71030AUP		001-3040-530.30-56		12/2024	30.16-
				70870AUP	MISCELLANEOUS PRODUCTS	001-3040-530.30-56		12/2024	108.32
				70957AUP		001-3025-530.30-56		12/2024	198.69
				71030AUP		001-3040-530.30-56		12/2024	287.04
								Total	563.89
07/17/2024	84147	170	EASTON UTILITIES	062424		001-2010-520.30-41		13/2024	2,066.21
				062424		001-2010-520.30-43		13/2024	5,859.43
				062824		001-1400-514.30-43		12/2024	108.72
								Total	8,034.36
07/17/2024	84148	3381	ENDZEL, JACQUELINE P	070524	SVCS - 6/28,7/3 & 7/5/24	001-1200-512.30-34		1/2025	570.00
				071224	SVCS - 7/9 & 7/12/24	001-1200-512.30-34		1/2025	480.00
								Total	1,050.00
07/17/2024	84149	2848	ENTERPRISE FM TRUST	428419B-070324	PUB WKS VEHICLE LEASES	001-3010-530.30-44		1/2025	16,076.51
								Total	16,076.51
07/17/2024	84151	179	EWING INC, PAUL T	520071	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		12/2024	160.86
				520079	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		12/2024	74.50
				520083-CM		001-3040-530.30-52		12/2024	79.90-
				520091	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		12/2024	116.70
				520229	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		12/2024	990.00
				520374	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		12/2024	65.90
				520383	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		12/2024	454.70
				520387	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		12/2024	739.89
				520643	MISCELLANEOUS PRODUCTS	001-3040-530.30-56		12/2024	119.00
				520776		001-3040-530.30-52		12/2024	679.78
				521059		001-3040-530.30-52		12/2024	1,509.20
				521140		001-3040-530.30-52		12/2024	219.80
				521483		001-3040-530.30-52		12/2024	395.00
				521553		001-1050-510.30-48		12/2024	109.99
				521601		001-1050-510.30-48		12/2024	94.50

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT	
									Total	5,649.92
07/17/2024	84152	2348	FEMI, BRIAN T	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	2,581.25	
									Total	2,581.25
07/17/2024	84153	2463	FIDELITY POWER SYSTEMS	FPSMC0060868	ANNUAL GENERATOR CONTRACT	001-2010-520.30-46		1/2025	1,302.00	
									Total	1,302.00
07/17/2024	84154	3290	FLORES & ASSOCIATES	574218	JUL '24 ADMIN RETIREE HRA	001-7020-570.10-23		1/2025	100.00	
									Total	100.00
07/17/2024	84155	2930	GOOD LIFE LAWN CARE/LAN	6952	JUNE 2024 MOWING SVCS	001-3040-530.30-34		13/2024	11,040.00	
									Total	11,040.00
07/17/2024	84156	3379	HALSEY, BRYANNA	071124	REFUND/BASEBALL CAMP	001-0000-347.03-00	PK1304	1/2025	150.00	
									Total	150.00
07/17/2024	84157	2062	HAVTECH SERVICE DIVISIO	S-242628	HVAC REPAIR	001-2110-521.30-46		13/2024	2,580.41	
									Total	2,580.41
07/17/2024	84158	2063	HERTRICH FORD OF EASTON	5054612		001-2020-520.30-56		13/2024	79.95	
				5054645		001-2020-520.30-56		12/2024	108.24	
				5054721		001-2020-520.30-56		12/2024	375.70	
				5054722		001-2020-520.30-56		12/2024	6.78	
									Total	570.67
07/17/2024	84159	2063	HERTRICH FORD OF EASTON	6108361	REPAIR POLICE VEHICLE	001-2020-520.30-56		12/2024	4,267.77	
									Total	4,267.77
07/17/2024	84160	237	HOME PARAMOUNT PEST CON	6859703	MONTHLY PEST SVCS	001-1400-514.30-46	ED2401	12/2024	33.00	
				6859708	MONTHLY PEST SVCS	001-6000-560.30-46		12/2024	36.00	
				6859957	MONTHLY PEST SVCS	001-1400-514.30-46		12/2024	33.00	
									Total	102.00
07/17/2024	84161	239	HOPKINS SALES CO INC	482043	MISCELLANEOUS PRODUCTS	001-3045-530.30-52		12/2024	54.01	
				482494	OTHER	001-1400-514.30-52		12/2024	312.71	
				482495	MISCELLANEOUS PRODUCTS	001-3025-530.30-52		12/2024	139.20	
				483243		001-1400-514.30-52		12/2024	168.79	
				483464		001-3025-530.30-52		13/2024	124.53	
				483464		001-4010-540.30-52		13/2024	373.76	
									Total	1,173.00
07/17/2024	84162	239	HOPKINS SALES CO INC	482840		001-2110-521.30-52		12/2024	96.44	
									Total	96.44
07/17/2024	84163	239	HOPKINS SALES CO INC	482556		001-2010-520.30-52		12/2024	477.08	
				482632		001-2010-520.30-52		12/2024	255.60	
									Total	732.68
07/17/2024	84164	3125	HOWARD UNIFORM COMPANY	282786	CLOTHING/EASTON POLICE	001-2020-520.30-37		13/2024	2,028.20	
									Total	2,028.20
07/17/2024	84165	3108	ISEMAN, NOAH J	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	550.00	

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Total									550.00
07/17/2024	84166	2916	KOMATSU AMERICA CORP	W09192	REPAIRS	001-3040-530.30-56		12/2024	2,226.83
Total									2,226.83
07/17/2024	84167	269	LASER LETTERS INC	70342	BUSINESS CARDS	001-2310-523.30-47		1/2025	100.00
				70342	BUSINESS CARDS	001-3010-530.30-47		1/2025	100.00
Total									200.00
07/17/2024	84168	3383	LEONARD, DIANA	071124	REFUND/BASEBALL CAMP	001-0000-347.03-00	PK1304	1/2025	225.00
Total									225.00
07/17/2024	84169	2142	LIVING ECOSYSTEMS	062524	MOW 305 SOUTH ST	001-2220-522.30-34		13/2024	40.00
				062524A	MOW 305 NORTH ST	001-2220-522.30-34		13/2024	40.00
Total									80.00
07/17/2024	84170	278	LOWE'S	99757		001-2020-520.30-52		12/2024	261.73
Total									261.73
07/17/2024	84171	2248	MARSHALL PROPERTY MANAG	38506		001-3040-530.30-34		12/2024	2,372.00
Total									2,372.00
07/17/2024	84172	322	MARYLAND ENVIRONMENTAL	336551	6/17-28/24 WASTE SVCS	001-3025-530.30-34		13/2024	28,989.09
				336551CR	TK # 1039020 & 1038565	001-3025-530.30-34		13/2024	87.50-
				616261	6/17-28/24 WASTE SVCS	001-3025-530.30-34		13/2024	1,905.02
Total									30,806.61
07/17/2024	84173	1489	MARYLAND INDUSTRIAL TRU	P15388		001-3025-530.30-56		13/2024	539.49-
				P15578		001-3025-530.30-56		12/2024	1,106.94
Total									567.45
07/17/2024	84174	3199	MCDANIEL, JAMES B	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	200.00
Total									200.00
07/17/2024	84175	333	MID-ATLANTIC WASTE SYST	PSO019261-1	MISCELLANEOUS PRODUCTS	001-3040-530.30-56		12/2024	451.08
				PSO019415-1	MISCELLANEOUS PRODUCTS	001-3025-530.30-56		12/2024	102.43
				PSO020025-1		001-3025-530.30-56		12/2024	268.12
Total									821.63
07/17/2024	84176	826	MR ROOTER MID-SHORE	54336	PIPE LINE INSP./JETTING	001-3040-530.30-34		13/2024	1,125.00
Total									1,125.00
07/17/2024	84177	3192	MURDOCH, WILLIAM	061024	REIMB/SUPPLIES	001-3040-530.30-34		13/2024	23.09
Total									23.09
07/17/2024	84178	2963	NATIONAL HVAC SERVICE	SF-P16574	REPLACE COMPRESSOR	001-2010-520.30-46		13/2024	7,905.00
Total									7,905.00
07/17/2024	84179	2404	NORTHEASTERN SUPPLY INC	4217392		001-3010-530.30-52		12/2024	12.49
Total									12.49
07/17/2024	84180	3386	NOVA SIXA LLC	9	RENT OFFICE SPACE/POLICE	001-2010-520.30-34		1/2025	10,000.00
Total									10,000.00

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07/17/2024	84181	2461	PETERBILT STORE - DELAW	15P223810		001-3025-530.30-56		12/2024	79.62-
				15P223881		001-3025-530.30-56		12/2024	305.51
				15P224030		001-3025-530.30-56		12/2024	319.25
				15P224038		001-3040-530.30-56		12/2024	252.01
				15P224085		001-3025-530.30-56		12/2024	1,663.09-
				15P224305		001-3025-530.30-56		12/2024	305.51-
				15P224360		001-3025-530.30-56		12/2024	380.24-
				15P227547.02		001-3040-530.30-56		12/2024	892.96
				15P230503		001-3040-530.30-56		12/2024	104.03
				15P232503		001-3025-530.30-56		12/2024	682.08
								Total	127.38
07/17/2024	84182	389	PIERSON COMFORT GROUP L	QB060853	SERVICES	001-2310-523.30-44	24-28	13/2024	165.00
								Total	165.00
07/17/2024	84183	3300	POTTER, KIYA	071624	REFUND - BOND FEE	001-0000-219.10-95	DEMOBP	1/2025	2,500.00
								Total	2,500.00
07/17/2024	84184	825	R C HOLLOWAY CO	518698	MISCELLANEOUS PRODUCTS	001-3025-530.30-56		12/2024	364.22
				518698	MISCELLANEOUS PRODUCTS	001-3040-530.30-56		12/2024	130.32
				518876		001-3025-530.30-56		12/2024	37.00-
				519595		001-3025-530.30-56		12/2024	266.28
				520322		001-3025-530.30-56		13/2024	901.90
								Total	1,625.72
07/17/2024	84185	413	R E MICHEL CO LLC	311031826		001-3010-530.30-52		12/2024	50.88
								Total	50.88
07/17/2024	84186	3166	REDYREF	48729	JUNE '24 TRANSACTION FEES	001-1070-510.30-34		13/2024	32.09
								Total	32.09
07/17/2024	84187	3111	REGULSKI, JORDAN	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	150.00
								Total	150.00
07/17/2024	84188	3206	RICHARDSON, MELISSA	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	50.00
								Total	50.00
07/17/2024	84189	3201	ROYER, ETHAN	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	350.00
								Total	350.00
07/17/2024	84190	2260	SCREEN ID	INVCC106829	SVCS/EASTON POLICE	001-2010-520.30-31		13/2024	175.50
								Total	175.50
07/17/2024	84191	3214	SEEK, JACOB	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	400.00
								Total	400.00
07/17/2024	84192	448	SHERWIN-WILLIAMS CO, TH	5474-6		001-3010-530.30-50		12/2024	101.40
								Total	101.40
07/17/2024	84193	1029	SHORE JANITORIAL SERVIC	0129	JUN JANITORIAL SVCS	001-2010-520.30-34		13/2024	3,200.00
								Total	3,200.00
07/17/2024	84194	2513	SITEONE LANDSCAPE SUPPL	142641083-001		001-3040-530.30-52		12/2024	70.00

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/17/2024	84194	2513	SITEONE LANDSCAPE SUPPL	142732007-001 142759371-001 142759371-001 142760489-001 142940679-001		001-3040-530.30-52 001-3040-530.30-52 001-4010-540.30-52 001-4010-540.30-52 001-3040-530.30-52		12/2024 12/2024 12/2024 12/2024 12/2024 Total	244.27 439.00 439.00 9.56 369.92 1,571.75
07/17/2024	84195	461	SPURRY'S TIRE SERVICE I	107314 108556 108932	MISCELLANEOUS PRODUCTS	001-3025-530.30-56 001-2310-523.30-46 001-2310-523.30-46		12/2024 12/2024 12/2024 Total	254.79 258.68 258.68 772.15
07/17/2024	84196	461	SPURRY'S TIRE SERVICE I	108502 108503		001-2020-520.30-56 001-2020-520.30-56		12/2024 12/2024 Total	255.80 32.99- 222.81
07/17/2024	84197	1565	STAPLES	6005191046 6005191047 6005191047 6005191048 6005191049 6005191050		001-1075-510.30-51 001-1200-512.30-51 001-4010-540.30-51 001-2010-520.30-52 001-2020-520.30-52 001-3010-530.30-35		12/2024 12/2024 12/2024 12/2024 12/2024 12/2024 Total	79.07 47.21 156.50 249.99 267.29 395.56 1,195.62
07/17/2024	84198	1390	SUPERION LLC	414325 414326	TRAINING TRAINING	001-1200-512.30-46 001-1200-512.30-46		12/2024 12/2024 Total	135.00 3,607.50 3,742.50
07/17/2024	84199	2998	TALBOT COUNTY REPURPOSI	24-11397 24-11397		001-3040-530.30-34 001-3045-530.30-34		13/2024 13/2024 Total	720.00 100.00 820.00
07/17/2024	84200	3380	TOWERS, GLENN	061024	REIMB/STEAL TOE BOOTS	001-3045-530.30-37		13/2024 Total	100.00 100.00
07/17/2024	84201	3000	TURNER, MICHAEL	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025 Total	600.00 600.00
07/17/2024	84202	3373	URBAN 3 LLC	AC0000157B	CONSULTING SVCS	001-1310-513.30-34		12/2024 Total	41,585.00 41,585.00
07/17/2024	84203	2067	UTILITY EASTERN SHORE T	22622 23026 23201		001-3025-530.30-56 001-3040-530.30-56 001-3040-530.30-56		12/2024 12/2024 13/2024 Total	261.40 237.25 186.10 684.75
07/17/2024	84204	2827	VENER, JACK	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025 Total	100.00 100.00
07/17/2024	84205	714	VERIZON WIRELESS	9967325500		001-2010-520.30-41		13/2024 Total	4,215.48 4,215.48
07/17/2024	84206	1064	VERMEER ALL ROADS	A01822		001-3040-530.30-56		12/2024	146.93

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT

Total									146.93
07/17/2024	84207	3198	WALLACE, ELI	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	400.00
Total									400.00
07/17/2024	84208	2631	WALLACE, ZACHARY S	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	725.00
Total									725.00
07/17/2024	84209	2994	WINDSOR, CONNER	071124	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	500.00
Total									500.00
07/24/2024	84210	2689	AMAZON CAPITAL SERVICES	1FW9-M4TF-GK17		001-2020-520.30-52		12/2024	1,986.75
				1HKK-TGHT-QJC1		001-3010-530.30-50		12/2024	697.68
				1MDN-LQJC-PCC4		001-2310-523.30-35		12/2024	40.13
				1M4D-GQ4X-HYKM		001-2020-520.30-52		12/2024	488.55
				1VNY-JV9C-CC1R		001-2010-520.30-52		1/2025	151.58
				1V9Y-QMDQ-TQ9Q		001-2010-520.30-52		13/2024	135.18
				14GW-WC9W-LT13		001-2310-523.30-52		12/2024	28.91
Total									3,528.78
07/24/2024	84211	3259	AMAZON WEB SERVICES INC	1752860897	MONTHLY WEB SVCS	001-1070-510.30-34		13/2024	1,278.14
Total									1,278.14
07/24/2024	84212	3239	AUVIK NETWORKS INC	INV00175879	7/1/24-6/30/25 SERVICES	001-1070-510.30-34		1/2025	5,723.75
Total									5,723.75
07/24/2024	84213	1575	B&H PHOTO-VIDEO	225425130		001-1200-512.30-52		1/2025	32.58
				225425847		001-1065-510.30-35		1/2025	2,527.35
Total									2,559.93
07/24/2024	84220	3107	BEALEFELD, JACOB	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	200.00
Total									200.00
07/24/2024	84221	2060	BESTCO UA	070824	AUG 2024 INS. RETIREES	001-7020-570.10-23		1/2025	14,900.77
Total									14,900.77
07/24/2024	84222	3384	BURGESS, MICHELE	071724	REFUND/BASEBALL CAMP	001-0000-347.03-00	PK1304	1/2025	112.50
Total									112.50
07/24/2024	84223	3385	BURKE, TAMI	071724	REFUND/BASEBALL CAMP	001-0000-347.03-00	PK1304	1/2025	112.50
Total									112.50
07/24/2024	84224	3079	CARROLL INDEPENDENT FUE	112495-964877	6/1-15/24 FUEL PURCHASES	001-1400-514.30-55		13/2024	67.77
				112495-964877	6/1-15/24 FUEL PURCHASES	001-2010-520.30-55		13/2024	195.01
				112495-964877	6/1-15/24 FUEL PURCHASES	001-2020-520.30-55		13/2024	3,292.81
				112495-964877	6/1-15/24 FUEL PURCHASES	001-2040-520.30-55		13/2024	397.71
				112495-964877	6/1-15/24 FUEL PURCHASES	001-2210-522.30-55		13/2024	221.95
				112495-964877	6/1-15/24 FUEL PURCHASES	001-2220-522.30-55		13/2024	40.93
				112495-964877	6/1-15/24 FUEL PURCHASES	001-2310-523.30-55		13/2024	459.19
				112495-964877	6/1-15/24 FUEL PURCHASES	001-3010-530.30-55		13/2024	46.31
				112495-964877	6/1-15/24 FUEL PURCHASES	001-3025-530.30-55		13/2024	2,906.46
				112495-964877	6/1-15/24 FUEL PURCHASES	001-3040-530.30-55		13/2024	3,693.91
				112495-964877	6/1-15/24 FUEL PURCHASES	001-3045-530.30-55		13/2024	839.37

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07/24/2024	84224	3079	CARROLL INDEPENDENT FUE	112495-964877	6/1-15/24 FUEL PURCHASES	001-4010-540.30-55		13/2024	290.75
								Total	12,452.17
07/24/2024	84225	1224	DEAN'S JANITORIAL SERVI	23955	MONTHLY JANITOR SVCS	001-3010-530.30-34		13/2024	528.00
								Total	528.00
07/24/2024	84226	126	DELL MARKETING L.P.	10756554520		001-2040-520.30-35		12/2024	1,828.22
								Total	1,828.22
07/24/2024	84227	3006	DELMARVA DOCUMENT SOLUT	INV10969	COPIER MAINT	001-2210-522.30-46		13/2024	12.19
				INV10971	COPIER MAINT	001-3010-530.30-46		1/2025	7.00
								Total	19.19
07/24/2024	84228	2970	DYNAMIC DIESEL LLC	2991	FIRE ENGINE 68 REPAIRS	001-2110-521.30-56		1/2025	303.00
								Total	303.00
07/24/2024	84229	170	EASTON UTILITIES	063024		001-2110-521.30-43		13/2024	1,067.13
				063024		001-2310-523.30-43		13/2024	86.79
				063024		001-4010-540.30-43		13/2024	2,112.26
								Total	3,266.18
07/24/2024	84230	3381	ENDZEL, JACQUELINE P	072224	7/17 & 7/19/24 SERVICES	001-1200-512.30-34		1/2025	435.00
								Total	435.00
07/24/2024	84231	2348	FEMI, BRIAN T	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	3,365.63
								Total	3,365.63
07/24/2024	84232	1075	GARVEY, JACQUELINE C	072224	NATIONAL NIGHT OUT	001-2010-520.30-49	PD1602	1/2025	1,600.00
								Total	1,600.00
07/24/2024	84234	2930	GOOD LIFE LAWN CARE/LAN	6942	JULY MOWING SVCS	001-3040-530.30-34		1/2025	11,040.00
								Total	11,040.00
07/24/2024	84235	3121	GRIFFITH ENERGY SVCS IN	1396	CARDLOCK INV./FIRE DEPT	001-2110-521.30-55		13/2024	841.66
				593283	DIESEL FUEL/FIRE DEPT	001-2110-521.30-55		13/2024	411.03
				607634	FIRE DEPT DIESEL FUEL	001-2110-521.30-55		1/2025	1,124.74
								Total	2,377.43
07/24/2024	84236	3388	GRIFFITH, ANDREW	071424	REIMB. STEEL TOE BOOTS	001-4010-540.30-37		1/2025	100.00
								Total	100.00
07/24/2024	84237	3085	HARBINGER SIGN & DESIGN	070324	SIGN	001-4010-540.30-52		1/2025	1,462.00
								Total	1,462.00
07/24/2024	84238	226	HEALTH ENHANCEMENT CENT	61432	SERVICES	001-3025-530.30-31		13/2024	42.00
				61432	SERVICES	001-3040-530.30-31		13/2024	42.00
				61432	SERVICES	001-3045-530.30-31		13/2024	259.00
								Total	343.00
07/24/2024	84239	3217	HESSON, DANIEL	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	175.00
								Total	175.00
07/24/2024	84240	3108	ISEMAN, NOAH J	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	300.00

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Total									300.00
07/24/2024	84241	258 JONES	PEST CONTROL	1405	MONTHLY PEST SVCS	001-2110-521.30-46		13/2024	150.00
				1406	MONTHLY PEST SVCS	001-2110-521.30-46		13/2024	375.00
				Total					525.00
07/24/2024	84242	2889 LEDNUM,	TRACY	072224	RETIREMENT	001-1200-512.30-58		1/2025	250.00
								Total	250.00
07/24/2024	84243	1786 LOCAL GOVT	INSURANCE TR	124170	FY 2024-2025 INSURANCE	001-2010-520.30-45		1/2025	33,506.00
				124170	FY 2024-2025 INSURANCE	001-7030-570.30-45		1/2025	256,907.00
				Total					290,413.00
07/24/2024	84244	1956 MARYLAND MUNICIPAL	CLER 2025-21		FY 2024-25 DUES/K RUF	001-1050-510.30-54		1/2025	60.00
								Total	60.00
07/24/2024	84245	2509 MML - PARKS & RECREATIO	071724		FY 2025 ANNUAL MEMBERSHIP	001-4010-540.30-54		1/2025	35.00
								Total	35.00
07/24/2024	84246	2216 QUADIENT LEASING USA IN	Q1409471		LEASE PAYMENT	001-2010-520.30-46		1/2025	158.97
								Total	158.97
07/24/2024	84247	3005 RELIABLE CONCRETE SERVI	1592		CONCRETE SVCS	001-3045-530.30-34		1/2025	3,180.06
								Total	3,180.06
07/24/2024	84248	3206 RICHARDSON, MELISSA	071824		BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	50.00
								Total	50.00
07/24/2024	84249	3201 ROYER, ETHAN	071824		BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	200.00
								Total	200.00
07/24/2024	84250	3009 SADA SYSTEMS INC		INV245706	G MAIL SERVICES	001-1010-510.30-46		1/2025	736.92
				INV245706	G MAIL SERVICES	001-1050-510.30-46		1/2025	736.92
				INV245706	G MAIL SERVICES	001-1060-510.30-46		1/2025	736.92
				INV245706	G MAIL SERVICES	001-1065-510.30-46		1/2025	368.45
				INV245706	G MAIL SERVICES	001-1070-510.30-46		1/2025	368.45
				INV245706	G MAIL SERVICES	001-1075-510.30-46		1/2025	451.60
				INV245706	G MAIL SERVICES	001-1200-512.30-46		1/2025	3,612.69
				INV245706	G MAIL SERVICES	001-1310-513.30-46		1/2025	1,756.78
				INV245706	G MAIL SERVICES	001-1400-514.30-46		1/2025	2,863.74
				INV245706	G MAIL SERVICES	001-2010-520.30-46		1/2025	5,558.53
				INV245706	G MAIL SERVICES	001-2110-521.30-46		1/2025	162.41
				INV245706	G MAIL SERVICES	001-2210-522.30-46		1/2025	1,939.62
				INV245706	G MAIL SERVICES	001-2220-522.30-46		1/2025	228.41
				INV245706	G MAIL SERVICES	001-2310-523.30-46		1/2025	162.41
				INV245706	G MAIL SERVICES	001-3010-530.30-46		1/2025	423.99
				INV245706	G MAIL SERVICES	001-4010-540.30-46		1/2025	162.41
				INV246595	G MAIL SERVICES	001-1010-510.30-46		1/2025	261.72
				INV246595	G MAIL SERVICES	001-1050-510.30-46		1/2025	261.72
				INV246595	G MAIL SERVICES	001-1060-510.30-46		1/2025	261.72
				INV246595	G MAIL SERVICES	001-1065-510.30-46		1/2025	130.86
				INV246595	G MAIL SERVICES	001-1070-510.30-46		1/2025	130.86
				INV246595	G MAIL SERVICES	001-1075-510.30-46		1/2025	160.39

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07/24/2024	84250	3009	SADA SYSTEMS INC	INV246595	G MAIL SERVICES	001-1200-512.30-46		1/2025	1,283.05
				INV246595	G MAIL SERVICES	001-1310-513.30-46		1/2025	623.92
				INV246595	G MAIL SERVICES	001-1400-514.30-46		1/2025	1,017.06
				INV246595	G MAIL SERVICES	001-2010-520.30-46		1/2025	1,974.12
				INV246595	G MAIL SERVICES	001-2110-521.30-46		1/2025	57.66
				INV246595	G MAIL SERVICES	001-2210-522.30-46		1/2025	688.86
				INV246595	G MAIL SERVICES	001-2220-522.30-46		1/2025	81.12
				INV246595	G MAIL SERVICES	001-2310-523.30-46		1/2025	57.68
				INV246595	G MAIL SERVICES	001-3010-530.30-46		1/2025	150.58
				INV246595	G MAIL SERVICES	001-4010-540.30-46		1/2025	57.68
							Total	27,469.25	
07/24/2024	84251	1289	SALISBURY INC	457403-IN	SHADOW BOX/TRACY LEDNUM	001-1200-512.10-26		1/2025	266.95
								Total	266.95
07/24/2024	84252	3310	SAMSARA INC	310519553169690	VEHICLE TRACKING SVCS	001-3040-530.30-34		1/2025	2,397.90
								Total	2,397.90
07/24/2024	84253	3214	SEEK, JACOB	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	100.00
								Total	100.00
07/24/2024	84254	1390	SUPERION LLC	414802	MAINTENANCE	001-1070-510.30-46		1/2025	123.59
				414829	MAINTENANCE	001-1010-510.30-46		1/2025	506.94
				414829	MAINTENANCE	001-1050-510.30-46		1/2025	506.94
				414829	MAINTENANCE	001-1060-510.30-46		1/2025	506.94
				414829	MAINTENANCE	001-1065-510.30-46		1/2025	253.47
				414829	MAINTENANCE	001-1070-510.30-46		1/2025	253.47
				414829	MAINTENANCE	001-1075-510.30-46		1/2025	310.67
				414829	MAINTENANCE	001-1200-512.30-46		1/2025	2,485.21
				414829	MAINTENANCE	001-1310-513.30-46		1/2025	1,208.51
				414829	MAINTENANCE	001-1400-514.30-46		1/2025	1,970.00
				414829	MAINTENANCE	001-2010-520.30-46		1/2025	3,823.78
				414829	MAINTENANCE	001-2110-521.30-46		1/2025	111.72
				414829	MAINTENANCE	001-2210-522.30-46		1/2025	1,334.29
				414829	MAINTENANCE	001-2220-522.30-46		1/2025	157.12
				414829	MAINTENANCE	001-2310-523.30-46		1/2025	111.72
				414829	MAINTENANCE	001-3010-530.30-46		1/2025	291.67
				414829	MAINTENANCE	001-4010-540.30-46		1/2025	111.72
							Total	14,067.76	
07/24/2024	84255	2505	SUTPHEN EAST CORP	E0005378	FIRE TRUCK SERVICES	001-2110-521.30-56		13/2024	1,400.00
				E0005382	FIRE TRUCK SERVICES	001-2110-521.30-56		13/2024	800.00
								Total	2,200.00
07/24/2024	84256	487	TALBOT COUNTY MARYLAND	01-043447	2024-25 REAL PROP. TAX	001-4010-540.30-49		1/2025	120.00
				01-199181	2024-25 REAL PROP. TAX	001-6000-560.30-49		1/2025	2,907.87
				01-199183	2024-25 REAL PROP. TAX	001-6000-560.30-49		1/2025	3,014.75
				01-199184	2024-25 REAL PROP. TAX	001-6000-560.30-49		1/2025	2,728.48
								Total	8,771.10
07/24/2024	84257	3000	TURNER, MICHAEL	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	325.00
								Total	325.00

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/24/2024	84258	2614	UNIFIRST CORPORATION	1430134111		001-3025-530.30-36		13/2024	105.47
				1430134112	PUBLIC WORKS UNIFORMS	001-3025-530.30-36		13/2024	29.26
				1430134112	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		13/2024	74.09
				1430134112	PUBLIC WORKS UNIFORMS	001-3045-530.30-36		13/2024	65.48
				1430134113	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		13/2024	41.69
				1430134113	PUBLIC WORKS UNIFORMS	001-3010-530.30-46		13/2024	11.09
				1430134114	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		13/2024	100.53
				1430134115	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		13/2024	22.82
								Total	450.43
07/24/2024	84259	2827	VENER, JACK	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	150.00
								Total	150.00
07/24/2024	84260	2995	VENER, RONALD	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	150.00
								Total	150.00
07/24/2024	84261	2251	VERIZON	070124		001-1200-512.30-41		1/2025	200.08
				070124		001-2010-520.30-41		1/2025	67.60
				070124		001-2210-522.30-41		1/2025	73.64
				070124		001-3010-530.30-41		1/2025	67.59
								Total	408.91
07/24/2024	84262	3198	WALLACE, ELI	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	200.00
								Total	200.00
07/24/2024	84263	2631	WALLACE, ZACHARY S	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	400.00
								Total	400.00
07/24/2024	84264	3202	WALLS, JACK	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	100.00
								Total	100.00
07/24/2024	84265	3207	WHEELER, CONNOR	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	200.00
								Total	200.00
07/24/2024	84266	2994	WINDSOR, CONNER	071824	BASEBALL CAMP	001-4010-540.30-34	PK1304	1/2025	300.00
								Total	300.00
07/24/2024	84267	1220	XEROX CORPORATION	021574467		001-1310-513.30-46		12/2024	252.70
				021574468		001-2010-520.30-46		12/2024	163.88
				021574474		001-2310-523.30-46		12/2024	177.60
				021699671	COPIER MAINT	001-1200-512.30-46		13/2024	168.64
				021699672	COPIER MAINT	001-2210-522.30-46		13/2024	160.31
								Total	923.13
07/31/2024	84268	2737	ALARM ENGINEERING INC	704991	5/6-6/30/24 ACCESS CNTRL	001-4010-540.30-46	20-36	13/2024	115.73
								Total	115.73
07/31/2024	84269	2491	ALL TRAFFIC SOLUTIONS I	SIN041375	MISC/EASTON POLICE	001-2010-520.30-46		1/2025	1,500.00
								Total	1,500.00
07/31/2024	84271	2603	AXON ENTERPRISE INC	INUS261248	MISC/EASTON POLICE	001-2010-520.30-46		1/2025	53,341.16
								Total	53,341.16

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07/31/2024	84274	2712	BROPHY, MICHAEL	072624	SOCCER CAMP	001-4010-540.30-34	PK1801	1/2025	1,816.87
								Total	1,816.87
07/31/2024	84275	3263	CAREFLEX LLC	2405-06537	MAY 2024 SERVICES	001-0000-217.12-00		13/2024	218.50
								Total	218.50
07/31/2024	84276	3079	CARROLL INDEPENDENT FUE	112709-978507	6/16-30/24 FUEL PURCHASES	001-1065-510.30-55		13/2024	58.68
				112709-978507	6/16-30/24 FUEL PURCHASES	001-1070-510.30-55		13/2024	42.65
				112709-978507	6/16-30/24 FUEL PURCHASES	001-1400-514.30-55		13/2024	117.96
				112709-978507	6/16-30/24 FUEL PURCHASES	001-2010-520.30-55		13/2024	164.65
				112709-978507	6/16-30/24 FUEL PURCHASES	001-2020-520.30-55		13/2024	3,491.02
				112709-978507	6/16-30/24 FUEL PURCHASES	001-2040-520.30-55		13/2024	389.52
				112709-978507	6/16-30/24 FUEL PURCHASES	001-2210-522.30-55		13/2024	236.70
				112709-978507	6/16-30/24 FUEL PURCHASES	001-2220-522.30-55		13/2024	76.68
				112709-978507	6/16-30/24 FUEL PURCHASES	001-2310-523.30-55		13/2024	372.68
				112709-978507	6/16-30/24 FUEL PURCHASES	001-3010-530.30-55		13/2024	49.19
				112709-978507	6/16-30/24 FUEL PURCHASES	001-3025-530.30-55		13/2024	3,007.68
				112709-978507	6/16-30/24 FUEL PURCHASES	001-3040-530.30-55		13/2024	4,332.88
				112709-978507	6/16-30/24 FUEL PURCHASES	001-3045-530.30-55		13/2024	777.54
				112709-978507	6/16-30/24 FUEL PURCHASES	001-4010-540.30-55		13/2024	275.56
								Total	13,393.39
07/31/2024	84277	3115	CHESAPEAKE EMPLOYERS IN	071524	WORKERS COMP	001-1010-510.10-24		1/2025	9.96
				071524	WORKERS COMP	001-1050-510.10-24		1/2025	98.25
				071524	WORKERS COMP	001-1060-510.10-24		1/2025	3.26
				071524	WORKERS COMP	001-1065-510.10-24		1/2025	141.60
				071524	WORKERS COMP	001-1070-510.10-24		1/2025	164.11
				071524	WORKERS COMP	001-1075-510.10-24		1/2025	53.61
				071524	WORKERS COMP	001-1200-512.10-24		1/2025	331.99
				071524	WORKERS COMP	001-1310-513.10-24		1/2025	2,752.39
				071524	WORKERS COMP	001-1400-514.10-24		1/2025	1,865.23
				071524	WORKERS COMP	001-2010-520.10-24		1/2025	6,742.48
				071524	WORKERS COMP	001-2020-520.10-24		1/2025	19,500.29
				071524	WORKERS COMP	001-2030-520.10-24		1/2025	331.92
				071524	WORKERS COMP	001-2040-520.10-24		1/2025	7,004.10
				071524	WORKERS COMP	001-2110-521.10-24		1/2025	764.15
				071524	WORKERS COMP	001-2210-522.10-24		1/2025	2,607.59
				071524	WORKERS COMP	001-2220-522.10-24		1/2025	775.42
				071524	WORKERS COMP	001-2310-523.10-24		1/2025	4,499.01
				071524	WORKERS COMP	001-3010-530.10-24		1/2025	2,547.52
				071524	WORKERS COMP	001-3025-530.10-24		1/2025	4,896.26
				071524	WORKERS COMP	001-3040-530.10-24		1/2025	3,508.10
				071524	WORKERS COMP	001-3045-530.10-24		1/2025	5,938.47
				071524	WORKERS COMP	001-4010-540.10-24		1/2025	1,314.97
								Total	65,850.68
07/31/2024	84278	1567	CLIFTON LARSON ALLEN LL	L241470526	F24 AUDIT SVCS	001-1200-512.30-32		13/2024	14,000.00
								Total	14,000.00
07/31/2024	84279	2494	COVERTTRACK GROUP INC	INVCT011257	SVCS/EASTON POLICE DEPT	001-2040-520.30-46		13/2024	1,800.00
								Total	1,800.00
07/31/2024	84280	3390	EAST COAST LAND MANAGEM	071724	TAR/CHIP DRIVEWAY REPAIR	001-3045-530.30-34		1/2025	1,500.00

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									Total
									1,500.00
07/31/2024	84281	2369	EASTON ECONOMIC DEVELOP	94	JUL-SEP 2024 FUNDING	001-6000-560.80-82		1/2025	108,150.00
									Total
									108,150.00
07/31/2024	84282	170	EASTON UTILITIES	071624		001-2010-520.30-43		1/2025	33.81
				071624		001-2310-523.30-43		1/2025	248.61
				071624		001-3010-530.30-43		1/2025	1,640.00
				071624		001-4010-540.30-43		1/2025	524.92
				071624		001-6000-560.30-43		1/2025	638.28
									Total
									3,085.62
07/31/2024	84283	3381	ENDZEL, JACQUELINE P	073024	7/22 & 7/26/24 SERVICES	001-1200-512.30-34		1/2025	510.00
									Total
									510.00
07/31/2024	84284	1475	ENNIS-FLINT INC	283921	MISCELLANEOUS PRODUCTS	001-3040-530.30-52		1/2025	4,541.94
									Total
									4,541.94
07/31/2024	84285	181	EWING DIETZ FOUNTAIN &	347	RETAINER/LEGAL SVCS	001-1010-510.30-31	ED1003	13/2024	5,186.50
				347	RETAINER/LEGAL SVCS	001-1050-510.30-31		13/2024	389.50
				347	RETAINER/LEGAL SVCS	001-1060-510.30-31		13/2024	3,772.00
				347	RETAINER/LEGAL SVCS	001-1065-510.30-31		13/2024	246.00
				347	RETAINER/LEGAL SVCS	001-1310-513.30-31	AN0018	13/2024	1,734.50
				347	RETAINER/LEGAL SVCS	001-2010-520.30-31		13/2024	776.61
				347	RETAINER/LEGAL SVCS	001-2110-521.30-31		13/2024	123.00
				347	RETAINER/LEGAL SVCS	001-2210-522.30-31		13/2024	82.00
				347	RETAINER/LEGAL SVCS	001-2310-523.30-31		13/2024	2,665.00
				347	RETAINER/LEGAL SVCS	001-3010-530.30-31		13/2024	41.00
				347	RETAINER/LEGAL SVCS	001-4010-540.30-31	24-26	13/2024	143.50
				5	CORRIGAN/TRIPPE ANNEX.	001-1310-513.30-31	AN0020	13/2024	245.00
									Total
									15,404.61
07/31/2024	84286	2228	FIRST STATE INSPECTION	290525	MONTHLY SERVICES	001-2210-522.30-34		1/2025	3,650.00
									Total
									3,650.00
07/31/2024	84287	2325	FUNDRAISING BRICK LLC	11186	FULL PAVER	001-4010-540.30-52		1/2025	150.00
									Total
									150.00
07/31/2024	84288	226	HEALTH ENHANCEMENT CENT	61433	SVCS/EASTON POLICE DEPT	001-2010-520.30-31		13/2024	94.00
									Total
									94.00
07/31/2024	84289	2571	HILYARD'S BUSINESS SOLU	INV298671	COPIER MAINT	001-2220-522.30-46		1/2025	65.88
				INV298671	COPIER MAINT	001-4010-540.30-46		1/2025	65.88
									Total
									131.76
07/31/2024	84290	1292	INTERNATIONAL CODE COUN	1001912428	OTHER	001-2210-522.30-54		1/2025	2,192.29
									Total
									2,192.29
07/31/2024	84292	3243	LOMBARDO AYERS & CO LLC	9555	CONSULTING SERVICES	001-1200-512.30-32		13/2024	8,850.00
									Total
									8,850.00
07/31/2024	84293	278	LOWE'S	84106		001-2010-520.30-52		13/2024	105.68
									Total
									105.68

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07/31/2024	84294	2248	MARSHALL	PROPERTY MANAG	38819	JUL 2, '24 MOWING SVCS	001-3040-530.30-34	1/2025	2,007.00
								Total	2,007.00
07/31/2024	84295	3327	MARYLAND	DEPT OF BUDGET	072424	JULY 2024 HEALTH INS.	001-1010-510.10-23	1/2025	6,776.60
					072424	JULY 2024 HEALTH INS.	001-1050-510.10-23	1/2025	3,497.95
					072424	JULY 2024 HEALTH INS.	001-1060-510.10-23	1/2025	2,361.62
					072424	JULY 2024 HEALTH INS.	001-1065-510.10-23	1/2025	4,624.03
					072424	JULY 2024 HEALTH INS.	001-1070-510.10-23	1/2025	4,143.89
					072424	JULY 2024 HEALTH INS.	001-1075-510.10-23	1/2025	3,396.71
					072424	JULY 2024 HEALTH INS.	001-1200-512.10-23	1/2025	8,671.72
					072424	JULY 2024 HEALTH INS.	001-1310-513.10-23	1/2025	4,252.31
					072424	JULY 2024 HEALTH INS.	001-1400-514.10-23	1/2025	4,100.08
					072424	JULY 2024 HEALTH INS.	001-2010-520.10-23	1/2025	17,851.38
					072424	JULY 2024 HEALTH INS.	001-2020-520.10-23	1/2025	31,199.47
					072424	JULY 2024 HEALTH INS.	001-2040-520.10-23	1/2025	8,951.57
					072424	JULY 2024 HEALTH INS.	001-2210-522.10-23	1/2025	8,756.92
					072424	JULY 2024 HEALTH INS.	001-2220-522.10-23	1/2025	3,357.59
					072424	JULY 2024 HEALTH INS.	001-2310-523.10-23	1/2025	14,718.82
					072424	JULY 2024 HEALTH INS.	001-3025-530.10-23	1/2025	15,546.57
					072424	JULY 2024 HEALTH INS.	001-3040-530.10-23	1/2025	16,279.13
					072424	JULY 2024 HEALTH INS.	001-3045-530.10-23	1/2025	11,615.77
					072424	JULY 2024 HEALTH INS.	001-4010-540.10-23	1/2025	5,172.00
					072424	JULY 2024 HEALTH INS.	001-7020-570.10-23	1/2025	231,560.13
								Total	406,834.26
07/31/2024	84296	322	MARYLAND	ENVIRONMENTAL	336616	7/1-15/24 WASTE SVCS	001-3025-530.30-34	1/2025	30,561.10
					616318	7/1-15/24 WASTE SVCS	001-3025-530.30-34	1/2025	676.90
								Total	31,238.00
07/31/2024	84297	2781	MARYLAND	TRANSPORTATION	B1531136271339	TOLL	001-3040-530.30-49	13/2024	6.00
								Total	6.00
07/31/2024	84298	2533	MCI		071124		001-2010-520.30-41	1/2025	35.77
								Total	35.77
07/31/2024	84299	3391	MOREHEAD, EMILY		072424	REFUND/SOCCER CAMP	001-0000-347.03-00	PK1801 1/2025	75.00
								Total	75.00
07/31/2024	84300	2478	MUNICIPAL	EMERGENCY SER	IN2082096		001-2020-520.30-37	1/2025	1,099.67
								Total	1,099.67
07/31/2024	84302	3124	PHILLIPS	WHARF ENVIRONM	072524	SVCS/NAT'L NIGHT OUT	001-2010-520.30-49	PD1602 1/2025	400.00
								Total	400.00
07/31/2024	84303	389	PIERSON	COMFORT GROUP L	QB061253	SERVICES	001-4010-540.30-44	1/2025	285.00
					QB061254	SERVICES	001-4010-540.30-44	1/2025	307.00
					QB061255	SERVICES	001-2310-523.30-44	24-28 1/2025	130.00
								Total	722.00
07/31/2024	84304	2901	QUADIENT	FINANCE USA IN	071524	POSTAGE	001-1400-514.30-41	1/2025	1,003.00
								Total	1,003.00
07/31/2024	84305	1570	REPUBLIC	SERVICES #426	426001093217	JUNE RECYCLING SVCS	001-3025-530.30-34	13/2024	43,486.39

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07/31/2024	84305	1570	REPUBLIC SERVICES #426	426001093217A	JUNE RECYCLING SVCS	001-3025-530.30-34		13/2024	2,641.17
								Total	46,127.56
07/31/2024	84306	2879	SCHUSTER CONCRETE READY	609061	CONCRETE	001-3040-530.30-52		13/2024	2,194.38
								Total	2,194.38
07/31/2024	84307	2871	SHERWOOD, JILL	072524	TOE PETTY CASH	001-1200-512.30-41		1/2025	9.35
				072524	TOE PETTY CASH	001-1400-514.30-56		1/2025	15.00
				072524	TOE PETTY CASH	001-2310-523.30-56		1/2025	640.00
				072524	TOE PETTY CASH	001-4020-540.30-49		1/2025	128.37
								Total	792.72
07/31/2024	84308	495	TIDEWATER INN	288749670	LEADERSHIP TRAINING CLASS	001-1075-510.30-33		13/2024	4,967.53
								Total	4,967.53
07/31/2024	84309	499	TOM'S GENERAL SERVICES	9693D	1/2 - DEPOSIT	001-2010-520.30-46		1/2025	4,105.01
								Total	4,105.01
07/31/2024	84310	726	TRANS UNION LLC	06405048	SVCS/EASTON POLICE DEPT	001-2010-520.30-31		13/2024	105.00
								Total	105.00
07/31/2024	84311	2614	UNIFIRST CORPORATION	1430135372	PUBLIC WORKS UNIFORMS	001-3025-530.30-36		1/2025	105.47
				1430135373	PUBLIC WORKS UNIFORMS	001-3025-530.30-36		1/2025	29.26
				1430135373	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		1/2025	74.09
				1430135373	PUBLIC WORKS UNIFORMS	001-3045-530.30-36		1/2025	65.48
				1430135374	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		1/2025	42.09
				1430135374	PUBLIC WORKS UNIFORMS	001-3010-530.30-46		1/2025	11.09
				1430135375	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		1/2025	100.53
				1430135376	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		1/2025	22.82
				1430136445	PUBLIC WORKS UNIFORMS	001-3025-530.30-36		1/2025	105.47
				1430136446	PUBLIC WORKS UNIFORMS	001-3025-530.30-36		1/2025	29.26
				1430136446	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		1/2025	74.09
				1430136446	PUBLIC WORKS UNIFORMS	001-3045-530.30-36		1/2025	65.48
				1430136447	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		1/2025	41.69
				1430136447	PUBLIC WORKS UNIFORMS	001-3010-530.30-46		1/2025	11.09
				1430136448	PUBLIC WORKS UNIFORMS	001-3040-530.30-36		1/2025	100.53
				1430136449	PUBLIC WORKS UNIFORMS	001-3010-530.30-36		1/2025	22.82
								Total	901.26
07/31/2024	84312	2251	VERIZON	071324		001-1010-510.30-41		1/2025	5.66
				071324		001-1050-510.30-41		1/2025	13.87
				071324		001-1060-510.30-41		1/2025	11.71
				071324		001-1065-510.30-41		1/2025	24.71
				071324		001-1200-512.30-41		1/2025	33.38
				071324		001-1310-513.30-41		1/2025	24.71
				071324		001-2210-522.30-41		1/2025	33.38
				071324		001-2220-522.30-41		1/2025	24.71
				071324		001-2310-523.30-41		1/2025	33.38
				071324		001-3010-530.30-41		1/2025	216.74
				071324		001-4010-540.30-41		1/2025	11.25
				071324A		001-2110-521.30-41		1/2025	1,006.12
								Total	1,439.62

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/31/2024	84313	2251	VERIZON	071324		001-2010-520.30-41		1/2025	1,054.90
								Total	1,054.90
07/31/2024	84314	2423	VERIZON BUSINESS	00045651		001-2010-520.30-41		1/2025	40.82
								Total	40.82
07/31/2024	84315	714	VERIZON WIRELESS	9969291606		001-1070-510.30-41		1/2025	94.95
				9969468740		001-1010-510.30-41		1/2025	169.60
				9969468740		001-1050-510.30-41		1/2025	42.40
				9969468740		001-1060-510.30-41		1/2025	42.40
				9969468740		001-1065-510.30-41		1/2025	42.40
				9969468740		001-1070-510.30-41		1/2025	224.61
				9969468740		001-1075-510.30-41		1/2025	42.40
				9969468740		001-1310-513.30-41		1/2025	42.40
				9969468740		001-1400-514.30-41		1/2025	74.74
				9969468740		001-2210-522.30-41		1/2025	94.80
				9969468740		001-2220-522.30-41		1/2025	42.40
				9969468740		001-2310-523.30-41		1/2025	224.55
				9969468740		001-3010-530.30-41		1/2025	638.86
				9969468740		001-4010-540.30-41		1/2025	169.54
								Total	1,946.05
07/31/2024	84316	3389	WARRIOR21 LLC	053024	TRAINING/EASTON POLICE	001-2010-520.30-31		13/2024	10,000.00
								Total	10,000.00
07/31/2024	84317	1220	XEROX CORPORATION	021699665	METER USAGE/EASTON POLICE	001-2010-520.30-46		13/2024	10.95
								Total	10.95
						274 Checks	** Fund Total		2,145,420.42

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/10/2024	84023	3309	BAY HUNDRED COMMUNITY V	063024	SVCS FOR ALICE BLAKE	120-5000-550.30-34	TC0601	13/2024	7,056.40
								Total	7,056.40
07/10/2024	84043	181	EWING DIETZ FOUNTAIN &	346	LEGAL SVCS/RETAINER	120-5000-550.30-31	TC0601	12/2024	366.00
								Total	366.00
07/17/2024	84147	170	EASTON UTILITIES	062824		120-5000-550.30-43	TC1704	13/2024	85.27
								Total	85.27
07/31/2024	84285	181	EWING DIETZ FOUNTAIN &	347	RETAINER/LEGAL SVCS	120-5000-550.30-31	TC0601	13/2024	451.00
								Total	451.00
						4 Checks	** Fund Total		7,958.67

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/24/2024	84214	1365	BAY VANGUARD BANK	072224	IMPACT FEE/MUNICIPAL FAC	175-0000-101.80-01		1/2025 Total	15,208.11 15,208.11
07/24/2024	84215	1365	BAY VANGUARD BANK	072224	IMPACT FEE/POLICE	175-0000-101.80-02		1/2025 Total	10,156.13 10,156.13
07/24/2024	84216	1365	BAY VANGUARD BANK	072224	IMPACT FEE/FIRE & RESCUE	175-0000-101.80-03		1/2025 Total	26,113.13 26,113.13
07/24/2024	84217	1365	BAY VANGUARD BANK	072224	IMPACT FEE/TRANSPORTATION	175-0000-101.80-04		1/2025 Total	28,161.74 28,161.74
07/24/2024	84218	1365	BAY VANGUARD BANK	072224	IMPACT FEE/PARKS & REC	175-0000-101.80-05		1/2025 Total	47,315.49 47,315.49
07/24/2024	84219	1365	BAY VANGUARD BANK	072224	IMPACT FEE/DTORMWATER	175-0000-101.80-06		1/2025 Total	7,641.95 7,641.95
						6 Checks	** Fund Total		134,596.55

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/10/2024	84033	2962	COASTAL RESOURCES INC	19	WINDMILL STREAM SVCS	390-2310-523.60-63	ARP014	12/2024	266.53
								Total	266.53
07/10/2024	84045	2327	FIRE CHASERS FIRE EQUIP	13738		390-2110-521.60-64	24-12	12/2024	1,921.26
				13739		390-2110-521.60-64	24-12	12/2024	6,216.60
				13742		390-2110-521.60-64	24-12	12/2024	2,373.27
				13746		390-2110-521.60-64	24-12	12/2024	2,656.62
				13754		390-2110-521.60-64	24-12	12/2024	1,024.17
								Total	14,191.92
07/10/2024	84061	278	LOWE'S	86013		390-2310-523.60-63	23-35	12/2024	276.78
								Total	276.78
07/10/2024	84083	3005	RELIABLE CONCRETE SERVI	1556	CONCRETE SVCS	390-2310-523.60-63	24-17	12/2024	4,484.00
								Total	4,484.00
07/10/2024	84090	2455	TALBOT SOIL CONSERVATIO	070524	STORMWTR/N HARRISON ST	390-2310-523.60-63	ARP011	1/2025	200.00
								Total	200.00
07/10/2024	84091	2455	TALBOT SOIL CONSERVATIO	070524	STORMWTR/N HIGGINS ST	390-2310-523.60-63	ARP012	1/2025	200.00
								Total	200.00
07/10/2024	84115	3363	AMBITEC INC	1111731	RIFLE MINI SHIELDS/POLICE	390-2010-520.60-64	24-07	13/2024	12,599.82
								Total	12,599.82
07/17/2024	84139	2869	DOURON INC	111107	DESKS,CHAIR & ACCESSORIES	390-1200-512.60-64	24-04	13/2024	10,058.48
								Total	10,058.48
07/17/2024	84151	179	EWING INC, PAUL T	520232	OTHER	390-2110-521.60-64	24-12	12/2024	1,575.00
				520647		390-2310-523.60-63	23-35	12/2024	279.90
				520773		390-4010-540.60-62	20-36	12/2024	756.00
				520814		390-4010-540.60-62	20-36	12/2024	189.00
				521483		390-2310-523.60-63	24-28	12/2024	1,091.50
								Total	3,891.40
07/24/2024	84233	2794	GILLESPIE PRECAST LLC	123108	INLET/STORM DRAIN REPAIR	390-2310-523.60-63	21-19	1/2025	2,458.56
								Total	2,458.56
07/24/2024	84237	3085	HARBINGER SIGN & DESIGN	062424	PARKING LOT SIGN	390-2310-523.60-63	23-35	13/2024	516.00
								Total	516.00
07/31/2024	84268	2737	ALARM ENGINEERING INC	704992	NORTH BARN/SYSTEM INSTALL	390-4010-540.60-62	20-36	13/2024	2,899.39
								Total	2,899.39
07/31/2024	84272	3211	BOWEN AIA, CHARLES W	2753	SVCS/TRAINING FACILITY	390-2110-521.60-62	19-36	13/2024	914.00
								Total	914.00
07/31/2024	84273	59	BRAMBLE INC, DAVID A	24050-1	ANNUAL PAVING	390-2310-523.60-63	24-15	13/2024	44,848.81
								Total	44,848.81
07/31/2024	84301	2702	PATUXENT MATERIALS INC	244350	SAND & STONE	390-2310-523.60-63	24-28	1/2025	614.90
				244351	SAND & STONE	390-2310-523.60-63	24-28	1/2025	291.55
				244820	SAND & STONE	390-2310-523.60-63	24-28	1/2025	852.25

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT

CHECK DATE	CHECK NUMBER	VENDOR	NAME	INVOICE	DESCRIPTION	G/L NUMBER	PROJECT	PERIOD/ YEAR	AMOUNT
07/10/2024	84040	170	EASTON UTILITIES	062424		601-6000-560.30-43	EDMY01	12/2024	1,202.75
								Total	1,202.75
07/10/2024	84048	213	GEORGE'S GREEN THUMB IN	061324	PLANT MAINT/DISTRICT CT	601-6000-560.30-46	EDMY01	12/2024	579.00
								Total	579.00
07/17/2024	84193	1029	SHORE JANITORIAL SERVIC	0130	JUN JANITORIAL SVCS	601-6000-560.30-34	EDMY01	13/2024	2,700.00
								Total	2,700.00
07/31/2024	84270	801	ARNESEN TERMITE/PEST CO	102088	MONTHLY PEST SVCS	601-6000-560.30-46	EDMY01	1/2025	70.00
								Total	70.00
07/31/2024	84291	18	JOHNSON CONTROLS SECURI	40341441	FIRE MONITORING SVCS	601-6000-560.30-46	EDMY01	1/2025	226.29
								Total	226.29
						5 Checks	** Fund Total		4,778.04
						305 Checks	*** Bank Total		2,400,512.88
						305 Checks	**** Grand Total		2,400,512.88

BANK	NAME	FUND	AMOUNT
00	SHORE UNITED BANK	001 GENERAL FUND	2,145,420.42
		120 CDBG	7,958.67
		175 INFRASTRUCTURE DEVELOPMNT	134,596.55
		390 CAPITAL EQUIPMENT FUND	107,759.20
		601 LAND ENTERPRISE	4,778.04
		Total	2,400,512.88 *
		Grand Total	2,400,512.88 *