



46 Saratoga Avenue
South Glens Falls, New York 12803-1210
Telephone (518) 793-1455 Fax (518) 793-3063

Public Hearing Local Law 1 6:55 PM
Public Meeting 7:00 PM
June 03, 2026
Mayor Joseph Orlow, Presiding

Pledge of Allegiance

Public Hearing – Local Law 1 of 2026

Public Forum

1. Route 9 Corridor Study
2. Grant Projects Update
 - a. Ferry Blvd
 - i. Disb 1 - \$ 429,436.13
 1. Barton & Loguidice - \$62,052.96
 2. TKC Engineering - \$367,333.17
 - ii. Set public hearing for June 17, 7:00pm for public hearing on progress of CDBG
 - b. Sewer Main
 - i. TKC Engineering - \$229,248.49
 - ii. TKC Engineering - \$50,799.58
3. Transfers
4. Motion to Approve the Bills and Payroll as Audited
 - a. General - \$57,519.24
 - b. Water - \$26,088.10
 - c. Sewer - \$2,339.69
 - d. Sewer Main- \$3,641.15
 - e. Payroll -
 - i. 05/20/26 - \$44,932.02
 - ii. 05/27/26 - \$38,408.00
5. Motion to approve the minutes for 04/01/26
6. Motion to receive and file May monthly reports for Animal Control, DPW and PD
7. Transient Permit Fees for Summer Concert Series Vendors
8. RFP for I&I study
9. Fire Department
 - a. Key Policy
 - b. Truck Annual Maintenance
10. Temporary Code Enforcement Officer (Stipend vs. Hourly)
11. Water resolution clarification



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12. Old Business

- a. RFQ for plumbing services
- b. Spectrum Franchise Agreement
- c. 48 Harrison Ave

13. New Business

- a. Spectrum Franchise Agreement

14. Trustee Reports

- a. Fitness Court

15. Mayor's Report

16. Executive Session: DPW New Hire, PBA Negotiations

**VILLAGE OF SOUTH GLENS FALLS
LOCAL LAW NO. _____ OF 2026**

**A LOCAL LAW ESTABLISHING A COMBINED PLANNING BOARD AND
ZONING BOARD OF APPEALS**

BE IT ENACTED by the Board of Trustees of the Village of South Glens Falls as follows:

§ 1. TITLE

This Local Law shall be known as the “Combined Planning Board and Zoning Board of Appeals Law of the Village of South Glens Falls”.

§ 2. LEGISLATIVE AUTHORITY

This Local Law is adopted pursuant to the authority granted to villages under :

- Article IX of the New York State Constitution;
- Article 2 of the NYS Municipal Home Rule Law, and
- NYS Village Law §§ 7-712 and 7-718.

§ 3. LEGISLATIVE FINDINGS AND INTENT

The Village Board of Trustees finds that the consolidation of the Planning Board and Zoning Board of Appeals into a single board will

1. Promote administrative efficiency;
2. Assure an adequate number of land use decision-making members;
3. Reduce municipal costs and duplicative governmental operations;
4. Preserve the independent quasi-judicial functions required under New York law; and
5. Continue to provide fair and impartial review of land use applications and zoning appeals.

§ 4. CREATION OF COMBINED BOARD

There is hereby created a consolidated board to be known as the “Planning Board and Zoning Board of Appeals” (“Combined Board”). The Combined Board shall possess and exercise all powers and duties previously vested in the Planning Board and Zoning Board of Appeals under NYS Village Law, the zoning regulations of the Village, and all other applicable local laws and regulations.

§ 5. ABOLITION OF SEPARATE BOARDS

Effective upon the effective date of this Local Law, the existing Planning Board is abolished, the existing Zoning Board of Appeals is abolished, and all references in the Municipal Code to either Board shall thereafter mean the Combined Board unless the context clearly indicates otherwise.

§ 6. MEMBERSHIP

A. Number of Members

A Combined Board shall consist of seven (7) members appointed by the Mayor with the approval of the Board of Trustees;

B. Terms

Members shall served staggered terms of five (5) years, except that initial appointments shall be staggered so as to maintain continuity;

C. Existing Members

Current members of the Planning Board and Zoning Board of Appeals may be appointed to the Combined Board for the remainder of their existing terms;

D. Chairperson

The Mayor shall annually designate a Chairperson, or the Combined Board may annually elect a Chairperson from among its membership.

E. ALTERNATE MEMBERS

The Board of Trustees may appoint up to two (2) alternate members to serve in the absence or disqualification of regular members.

§ 7. POWERS AND DUTIES

The Combined Board shall exercise all powers authorized by New York State Law, including but not limited to:

A. Planning Functions

Subdivision review; special use permit review where authorized; advisory recommendations on zoning amendments; and comprehensive site-plan review and recommendations.

B. Zoning Board of Appeals Functions

Area variances; use variances; administrative appeals; interpretations of zoning regulations; and any other appellate or quasi-judicial functions authorized by law.

§ 8. PROCEDURAL SAFEGUARDS

A. Separate Consideration of Matters

The Combined Board shall separately consider and vote upon matters involving:

1. Planning and subdivision review; and
2. Zoning appeals or variances.

B. Recusal

Any member having a conflict of interest shall recuse himself or herself in accordance with applicable law and the Municipal Code of Ethics.

C. Training

All members shall complete training required under New York State Law for Planning and Zoning Officials.

D. Rules of Procedure

The Combined Board may adopt rules and procedures consistent with State Law and this Local Law.

§ 9. SUPERSESION OF STATE LAW

This Local Law is intended to supersede, to the extent permitted by the NYS Municipal Home Rule Law, any provisions of the NYS Village Law requiring separate planning boards and zoning boards of appeals. It is specifically the intent of this Local Law to exercise the municipality's authority under Municipal Home Rule Law § 10 to adopt a local law relating to the property, affairs, and government of the municipality and the powers, duties, qualifications, number, mode of selection, and terms of office of its officers and employees.

§ 10. TRANSFER OF RECORDS AND PENDING APPLICATIONS

All records, files, proceedings, applications, and matters pending before the former Planning Board and Zoning Board of Appeals shall be transferred to and continued before the Combined Board without interruption.

§ 11. SEQRA DETERMINATION

The Board of Trustees hereby determines that this Local Law constitutes a Type II Action pursuant to 6 NYCRR § 617.5(c), as it relates solely to the organization and administration of a local governmental body and does not involve a change in land use or development policy. Therefore, no further review under the State Environmental Quality Review Act is required.

§ 12. SEVERABILITY

If any clause, sentence, paragraph, section, or part of this Local Law shall be judged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, section or part directly involved in the controversy.

§ 13. EFFECTIVE DATE

This Local Law shall take effect immediately upon filing with the Secretary of State of the State of New York in accordance with the provisions of the Municipal Home Rule Law.

VILLAGE OF SOUTH GLENS FALLS

Route 9 Corridor
Adaptive Signal Control Technologies

FEASIBILITY STUDY

Final Draft

Issue Date: 04/06/2026

Prepared by:

akrf
Barton & Loguidice

Project Sponsor:

 **A/GFTC**
Adirondack/Glens Falls Transportation Council

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DRAFT

A. EXECUTIVE SUMMARY

The Route 9 corridor in South Glens Falls, NY serves as the primary business district for the Village, providing access to the local school campuses as well as commuter and visitor traffic to/from Interstate-87. The corridor experiences traffic congestion throughout the day due to the multimodal demands including midblock pedestrian crossings and high vehicle volumes. The Village and Adirondack/Glens Falls Transportation Council (A/GFTC) have been evaluating and upgrading signal and pedestrian infrastructure along the corridor and now seek to evaluate further solutions to congestion management specifically Adaptive Signal Control Technology (ASCT) compared to traditional signal timing strategies. As most signals along the corridor are under New York State Department of Transportation (NYSDOT) jurisdiction, close coordination for construction and ongoing operations and maintenance will be required for ASCT operations.

The corridor contains four signalized intersections and two flashing signal intersections. All signals are under NYSDOT jurisdiction except the intersection of Route 9 and Mohican Street/Oakland Avenue, which is operated by the City of Glens Falls. Although several signals have been upgraded, the lack of corridor-wide coordination reduces traffic progression efficiency and contributes to peak-period congestion, most notably during the weekday PM peak hour. The corridor experiences consistent pedestrian activity due to surrounding walkable land uses. No designated bicycle facilities are provided, though shared roadway signage is present.

Although sidewalks are generally present and largely ADA-compliant, gaps in pedestrian connectivity, inconsistent crossing treatments, and the absence of dedicated bicycle facilities limit safe and efficient multimodal travel. Safety analysis identified 112 reportable crashes between 2022 and 2024, including two fatalities and multiple pedestrian and bicycle crashes, with the Glen Street/Main Street/Mohican Street intersection meeting the criteria for a high-crash location. To address these issues, the study recommends a variety of Complete Streets improvements. Proposed pedestrian enhancements include closing sidewalk gaps, installing high-visibility crosswalks, deploying Rectangular Rapid Flashing Beacons (RRFBs), and implementing targeted curb extensions to improve sight distance and reduce crossing lengths. Bicycle accommodations were evaluated, with on-street bike lanes on Main Street identified as feasible but requiring trade-offs such as removal of on-street parking, while other bicycle facility options were determined to be impractical due to traffic volumes and right-of-way constraints.

Existing traffic operational analysis of the weekday PM peak hour indicates that the corridor experiences congested conditions, with average travel speeds of approximately 19 miles per hour, frequent vehicle stopping, and more than 60 vehicle-hours of delay systemwide. Southbound travel is particularly affected, exhibiting longer travel times and less reliable operations than the northbound direction. Two traffic signal improvement alternatives were evaluated using microsimulation modeling: a fully actuated coordinated signal system along Main Street and a software-based Adaptive Signal Control Technology (ASCT) system. Both alternatives provide measurable operational improvements over existing conditions, including reduced delay, fewer stops, and shorter travel times, particularly in the southbound direction. The coordinated signal system offers substantial benefits at a relatively low cost, while ASCT delivers the greatest overall performance improvements by dynamically adjusting signal timing in response to real-time traffic conditions.

A benefit–cost analysis conducted in accordance with U.S. Department of Transportation guidance demonstrates that both signal improvement alternatives yield strong returns on investment. Signal optimization through coordination produces the highest benefit–cost ratio, reflecting its cost effectiveness, while ASCT generates the greatest total mobility benefits over the project lifecycle. Although safety and emissions benefits were conservatively excluded from the quantitative analysis, both alternatives are expected to further enhance safety and reduce fuel consumption. Overall, the Route 9 Corridor Study establishes a clear, data-driven case for advancing signal optimization and multimodal improvements, positioning the corridor for implementation funding and near-term delivery of meaningful mobility and safety benefits.

B. INTRODUCTION

The Adirondack/Glens Falls Transportation Council (A/GFTC) on behalf of the Village of South Glens Falls conducted the Route 9 Corridor Study to investigate opportunities to improve traffic congestion, safety and multimodal access. The Route 9 corridor includes a portion of Glens Street in the City of Glens Falls as well as Main Street and Saratoga Avenue within the Village of South Glens Falls (see **Figure 1**). A/GFTC in coordination with the Village of South Glens Falls and the New York State Department of Transportation (NYSDOT) developed a plan for future multimodal corridor improvements best suited for the Route 9 corridor including project phasing, concept-level designs and cost estimates. In addition, the study is intended to position the involved agencies to apply for implementation funding.

C. BACKGROUND

The Route 9 corridor between Mohican Street/ Oakland Avenue and Feeder Dam Road/ William Street is classified as an Urban Principal Arterial with an average of approximately 17,500 to 18,500 Vehicles per Day (vpd), based on 2022 NYSDOT data. Route 9 within the area of study is divided into two segments: Main Street to the north, approximately 3,100 feet in length and Saratoga Avenue to the south, approximately 5,600 feet long. These two segments intersect at 5th Street. Land use along the corridor includes a mix of commercial properties, civic institutions, and residential areas including driveways along the corridor as well as local intersecting streets for neighborhood access.

Route 9 in the study area includes four signalized intersections, and two intersections with flashing signals. All signals are under the jurisdiction of NYSDOT except for the intersection of Route 9 and Mohican Street/ Oakland Avenue which is owned and operated by the City of Glens Falls. Although many of the signals have been recently upgraded, the signals do not operate as one cohesive system which contributes to the high levels of congestion observed, particularly in the weekday PM peak hour. Smooth traffic flow along Route 9 is further limited by the presence of five midblock crossings, parking along the east side of the roadway and a two-way left-turn lane with frequent driveways.

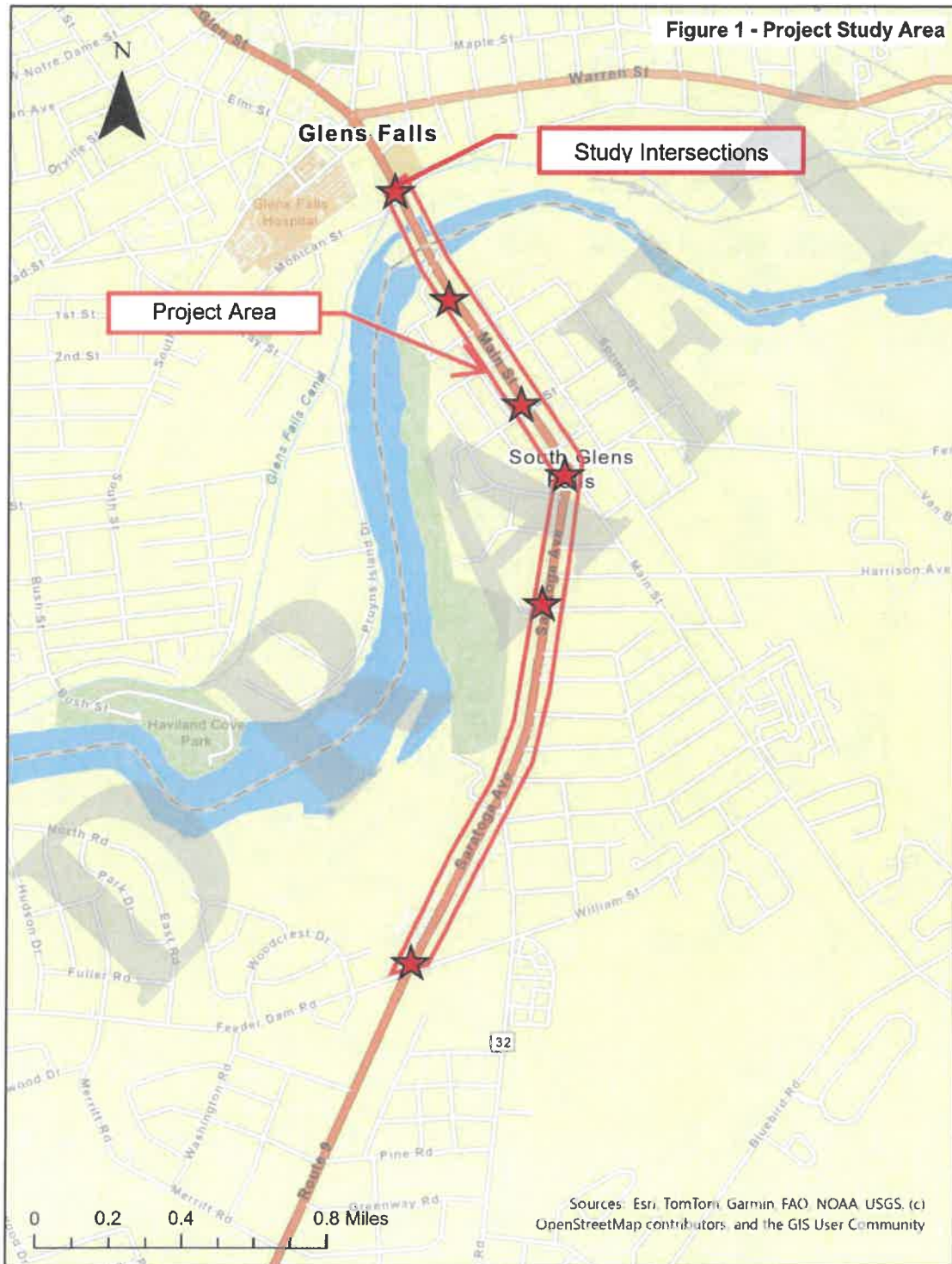
Due to the walkability of the surrounding land uses, the existing pedestrian infrastructure including the midblock crossings experience regular pedestrian demand. However, although pedestrian demand exists, there are insufficient pedestrian crosswalks in areas of the corridor such as south of the intersection of Main Street and 5th Street. In addition, there are no designated bicycle facilities along Route 9, although shared roadway signs are present.

As this roadway corridor is owned and maintained by NYSDOT, a Highway Work Permit (HWP) from NYSDOT is required for any work considered on the roadway, and within the ROW, of Route 9. Additionally, the proposed work will need to meet the current published NYSDOT design standards and directives at the time of application for the permit. This includes all signals, sidewalks, shoulders, pavement striping, signage, lane widths, and RRFB's.

D. EXISTING CONDITIONS

STUDY AREA

This corridor assessment focused on Route 9 between Mohican Street/Oakland Avenue and Feeder Dam Road/William Street. The following critical intersections were identified in coordination with A/GFTC as the primary intersections for evaluation:



- Route 9 / Glen Street and Mohican Street / Oakland Avenue
- Main Street and River Street
- Main Street and 3rd Street
- Main Street and 5th Street / Saratoga Avenue
- Saratoga Avenue and Marion Avenue / West Marion Avenue
- Saratoga Avenue and William Street / Feeder Dam Road

ROADWAY CHARACTERISTICS

The following is a brief description of the major roadways within the study area.

The Route 9 corridor has a typical cross-section from River Street to Saratoga Avenue that includes two 14-foot-wide travel lanes, an 11-foot-wide center two-way left-turn lane which transitions to a dedicated left-turn lane at signalized intersections, and a 9-foot-wide parking lane on the east side. No shoulders are present along Main Street aside from the parking lane. Sidewalks are present on both sides of the corridor, with an approximate 3-foot buffer area between the edge of the roadway and the sidewalk. There are no designated bicycle facilities along Main Street, although shared roadway signs are present. The posted speed limit is 30 miles per hour (mph) and the recorded 85th percentile speed for this segment is approximately 31 mph.

On the Saratoga Avenue segment, the typical cross-section includes three 12-foot-wide lanes, two travel lanes and a center two-way left-turn lane, with 3-foot shoulders on each side. Sidewalks are present directly adjacent to the edge of roadway on both sides of the roadway until Beach Road where the west sidewalk discontinues. There are no designated bicycle facilities along Saratoga Avenue, although shared roadway signs are present in the southbound direction. The posted speed limit between Route 32 and Main Street is 30 mph and the 85th percentile speed along this segment was recorded at approximately 38 mph.

EXISTING INFRASTRUCTURE EVALUATION

On June 10, 2025 a field visit was conducted to inventory the signal equipment at each study intersection. The inventory included identifying the controller hardware, software, and controller programming at each signal as well as the presence of vehicle detection, the type of signal installation (span wire or mast arm) and general condition of the signal equipment. The inventory sheets are provided in Appendix A.

An additional field inventory of the Route 9 corridor using ArcGIS Survey123 to document baseline pedestrian conditions was conducted on July 7, 2025. Data collection included pavement characteristics, sidewalk presence and accessibility, roadside obstructions, signage, and pedestrian crossings. GPS coordinates and photographs were recorded to support field observations.

Sidewalks are generally present along both sides of the corridor. Along Saratoga Avenue, sidewalks extend continuously along the east side for approximately 5,300 feet, while the west side includes approximately 3,670 feet of sidewalk, with a gap between Feeder Dam Road and Beach Road. On Main Street, sidewalks are provided along both sides for approximately 2,400 feet north of the Main Street intersection to the Glen Street Bridge. All sidewalk segments were evaluated for ADA compliance and overall, sidewalks were determined to be mostly compliant with ADA accessibility criteria.

Pedestrian crossing facilities were also inventoried. Five midblock crossings were identified, along with 15 marked crosswalks at signalized intersections, five crosswalks at flashing signal intersections, and 14 additional crossings at sidewalk connection points, for a total of 34 crossings. All crossings were equipped with ADA-compliant curb ramps and pavement markings. Signage and pedestrian amenities varied by location, with some crossings lacking dedicated pedestrian signing or enhancements.

TRAFFIC DATA COLLECTION

Existing vehicular turning movement and pedestrian counts were collected on Wednesday, May 14, 2025, when schools were in session, during the weekday PM (4:00 PM to 6:00 PM) peak period. Automatic Traffic Recorder (ATR) counts were collected on each approach of the intersection of Saratoga Avenue and Marion Avenue/West Marion Avenue for the same day, to collect traffic data necessary to conduct volume-based

warrants in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) for evaluating potential improvements. The results of the signal warrant analysis are provided in Appendix B.

Based on a review of the traffic count data, the vehicular traffic peak hour for the weekday PM period was determined to be 4:15 PM to 5:15 PM.

EXISTING TRAFFIC OPERATIONS

Utilizing the Synchro/SimTraffic software, a microsimulation model for the weekday PM peak hour was developed. As SimTraffic is a stochastic model where multiple simulation runs will generate different driver behaviors (i.e. acceptable available gaps for turns, changing lanes, etc.) and system results, an average of 10 runs was used to achieve confidence in the simulation results and to obtain the following measures of effectiveness (MOEs):

- **Percent Demand Served** – is a measure of the total throughput of the system. This measure takes into consideration the actual volume served versus the demand. When the system is over capacity, this measure provides a better understanding of overall traffic operations than delay or level of service.
- **Average Travel Speed** – is a measure of the overall travel speed through the system. The average travel speed calculation considers the average delay throughout the system and vehicle queues.
- **Number of Stops** – the total number of stops for vehicles during the peak hour of analysis on the full study area.
- **Vehicle Hours of Delay** – is the amount of delay incurred during the peak hour as a result of congestion.
- **Travel Time** – is the time needed to traverse study area segment.
- **Buffer Time Index** – The buffer index represents extra time that travelers must add to the average travel time when planning trips to ensure on-time arrival.

RESULTS

Systemwide performance measures indicate that the corridor operates under congested conditions during the weekday PM peak period. The network serves 100 percent of modeled demand, with an average travel speed of approximately 19 mph. Operations are characterized by frequent stopping and delay, with approximately 4,600 stops and 61 vehicle-hours of delay recorded across the system. Travel times along the Main Street/Saratoga Avenue corridor are longer in the southbound direction compared to the northbound direction. As seen from the higher Buffer Time Index, the southbound direction experiences more variability and less predictable operations during the PM peak period. These results are presented in **Table 1**.

Table 1
Systemwide Measures of Effectiveness (MOE)

Measure of Effectiveness	Weekday PM Peak
Percent Demand Served	100.0%
Average Travel Speed	19 mph
Number of Stops	4,598
Vehicles Hours of Delay	61 hrs
Travel Time (mm:ss)	
Main Street/Saratoga Avenue Northbound	4:00
Main Street/Saratoga Avenue Southbound	5:47
Buffer Time Index (%)	
Main Street/Saratoga Avenue Northbound	3.8%
Main Street/Saratoga Avenue Southbound	12.1%
Notes: Based on 10 simulation runs	

EXISTING CRASH HISTORY AND SAFETY ASSESSMENT

Crash data for the study area was obtained from NYSDOT for the three-year period between January 1, 2022, and December 31, 2024 (representing post COVID-19 conditions). The data obtained quantifies the total number of reportable crashes (involving fatality, injury, or more than \$1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of vehicular crashes with pedestrians and bicycles at each location.

During this period, there were a total of 112 reportable crashes with 2 fatalities, 17 injuries, four crashes involving pedestrians, and one involving a bicyclist.

Table 2 depicts total crashes by intersection during the study period, as well as a breakdown of pedestrian and bicycle crashes by year and location.

Table 2
Crash Summary

Intersection		Vehicular Crashes					Pedestrian and Bicycle Crashes					
North-South Roadway	East-West Roadway	All Crashes by Year			Total Fatalities	Total Injuries	Pedestrian Crashes			Bicycle Crashes		
		2022	2023	2024			2022	2023	2024	2022	2023	2024
Glen Street/Main Street	Mohican Street/Oakland Avenue	24	9	15	1	1	0	0	0	0	0	0
Main Street	River Street	8	6	6	0	8	1	1	0	0	0	1
Main Street	3rd Street	2	4	2	0	2	0	0	0	0	0	0
Main Street	Saratoga Avenue/5th Street	9	7	8	1	5	1	0	0	0	0	0
Saratoga Avenue	Marion Avenue	0	3	1	0	1	0	0	0	0	0	0
Saratoga Avenue	Feeder Dam Road/William Street	3	4	1	0	8	1	0	0	0	0	0

Source: Crash data from NYSDOT for January 2022 through December 2024
Note: Bold intersections are high crash locations, defined as intersection having ten or more crashes in a 12-month period.

High crash locations are generally defined as intersections experiencing more than ten crashes within a consecutive 12-month period. Based on NYSDOT crash data, the intersections of Glen Street/Main Street and Mohican Street/Oakland Avenue meet this threshold and are therefore considered high crash locations. One fatal crash occurred at this intersection within the past three years when a northbound vehicle traveling across the Glen Street Bridge at an unsafe speed disregarded the traffic signal and struck an eastbound vehicle on Mohican Street, resulting in a right-angle collision. Five additional right-angle crashes were also reported at this location during the same period, indicating a recurring conflict pattern.

At Main Street and River Street, one bicycle-related crash and two pedestrian crashes were recorded. The bicycle crash involved a vehicle making a right turn on red and striking a bicyclist traveling from the sidewalk against the flow of traffic. Brake failure was noted as a possible contributing factor. The pedestrian crashes involved turning vehicles striking pedestrians within the intersection, with nighttime and unlit conditions noted as potential contributing factors in at least one instance.

Two additional pedestrian crashes were documented along the corridor. At Saratoga Avenue/5th Street and Main Street, a northbound vehicle struck a pedestrian crossing Main Street, resulting in serious injury and then death. Lighting and winter conditions were noted as possible factors. Another pedestrian crash occurred at Saratoga Avenue and Feeder Dam Road/Williams Street when a northbound vehicle struck a pedestrian crossing Saratoga Avenue.

Across the study area, rear-end (48) collisions are found to be the predominant crash type, followed by overtaking (17), right-angle (11), and left-turn crashes (8). Rear-end crashes are primarily associated with distracted driving and following too closely. Right-angle crashes are generally linked to failure-to-yield or signal violations, while left-turn crashes are commonly associated with improper turning maneuvers and may be influenced by factors such as sight distance, signal timing, and gap acceptance. Sideswipe and overtaking crashes are consistent with congested traffic conditions, lane changes, and driver inattention.

E. PEDESTRIAN AND BICYCLE IMPROVEMENTS

Improvement opportunities in the study area along Route 9 were evaluated in collaboration with A/GFTC and the Village. The following recommended alternatives emphasize providing a complete ADA-compliant sidewalk networks, improving pedestrian crossings through high-visibility markings and Retroreflective Flashing Beacons (RRFBs), implementing curb extensions, and introducing bicycle facilities where feasible. Recommended improvement options are as follows:

- **Sidewalk Connections** – The recommended improvement is the installation of an ADA-compliant 5-foot-wide sidewalk with a 3-foot-wide buffer to enhance pedestrian safety and accommodate snow storage, along the west side of Saratoga Avenue between Feeder Dam Road and Beach Road. Based on the available ROW mapping from GIS, the design of the proposed sidewalk and buffer space would be accommodated within the existing roadway dimensions and curbline by repurposing the driveway islands to sidewalks. Temporary easements may be required for grading and driveway restoration. Utility poles are not expected to constrain the design due to adequate offsets for ADA compliance. Minor relocations or removals of features such as mailboxes, signage, and trees would likely be necessary.
- **High Visibility Crosswalks** - New pedestrian crosswalks should be considered at three locations along Saratoga Avenue: Wilson Avenue (to improve access to adjacent commercial uses), across from the Common Roots Bierhall & Barrel House, and the Saratoga Avenue/Hannaford Driveway intersection. These locations present opportunities to strengthen pedestrian connectivity and provide more clearly defined crossing points along the corridor.

At existing signalized intersections, pedestrian facilities are generally ADA-compliant and in good condition. At the intersection of Main Street/River Street, pedestrian signals, crosswalks, and curbs are ADA-compliant and crosswalk marking should be replaced. At the intersection of Saratoga Avenue/NYS Route 32, crosswalk markings should be replaced. At Main Street/5th Avenue/Saratoga Avenue, the intersection operates with ADA-compliant and well-maintained pedestrian infrastructure.

Upgrading and installing crosswalk markings in addition to “Pedestrian Ahead” signs, would enhance driver awareness of pedestrian activity and reinforce designated crossing locations. High-visibility ladder-style pavement markings using durable materials such as epoxy paint or thermoplastic with glass beads are recommended. As an alternative, imprinted asphalt thermoplastic treatments may be considered to provide a more visually prominent crossing surface, if approved for use on the State Highway System.

- **Install Rectangular Rapid Flashing Beacons (RRFBs)** - Installation of RRFBs should be considered at proposed and existing crosswalks along Saratoga Avenue and at the existing midblock crossing on Main Street to enhance pedestrian visibility and driver yielding. RRFBs are

well suited for multilane roadways with moderate-to-high traffic volumes and speeds under 40 mph, consistent with Saratoga Avenue conditions. The corridor's traffic volumes and observed speeds present challenges for pedestrian crossings; RRFBs can improve conspicuity by providing an additional visual queue for drivers.

- **Bump-outs/Curb Extensions** - Curb extensions should be considered to improve pedestrian safety by reducing crossing distances, enhancing visibility, and calming traffic. For this project, a bump-out is recommended at the existing midblock crossing on the east side of Main Street within the parking lane to address sight distance limitations caused by parked vehicles. If a bump-out is not implemented, restricting parking within 20 feet of the crosswalk is recommended to maintain adequate visibility. Bump-outs are not recommended on the west side of Main Street or along Saratoga Avenue due to the absence of parking lanes and limited shoulder width.

The following alternatives for improvements to bicycle facilities in the existing study area were considered:

- **Bike Lane** - A potential bicycle accommodation along Main Street would consist of a 4.5-foot bike lane on each side of the roadway. Implementation would require repurposing the existing east-side parking lane and shifting roadway striping to create the necessary width, resulting in the removal of on-street parking and shoulders along this segment. No crown modification is anticipated based on existing roadway geometry.

Bike lanes are not recommended along Saratoga Avenue due to physical constraints, including narrow shoulders and the need to maintain minimum lane widths to accommodate traffic volumes and truck activity.

- **Shared Roadway** - A shared roadway typically maintains the existing roadway configuration while designating travel lanes for use by both motorists and cyclists through signage and pavement markings. Based on guidance from FHWA, this treatment is appropriate on streets with speeds 25mph or lower and traffic volumes of 3000 vehicles per day or less. Due to the high traffic volumes on both Main Street and Saratoga Avenue, this alternative is not recommended.
- **Side Path** - A shared use path provides a separate facility for pedestrians and cyclists, typically requiring an 8 to 12-foot-wide path and minimum separation of 5 feet from the roadway. While this alternative offers a low-stress environment for nonmotorized users, it is not recommended for this corridor as its implementation would require relocation of utility poles, numerous conflict points at driveways and side street crossings, and right-of-way acquisition.

The recommended complete streets alternatives are presented in Appendix C.

F. SIGNAL COMPARISON

COORDINATED SIGNAL SYSTEM TRAFFIC OPERATIONS

Using the calibrated existing conditions Synchro/SimTraffic model, a fully actuated coordinated signal system was developed to evaluate opportunities for improving traffic progression along Main Street without reliance on advanced or adaptive signal technologies. This coordination strategy assumes vehicle detection on all approaches, a common cycle length among coordinated intersections, and synchronization through GPS clock or wireless communication.

Infrastructure upgrades are needed at the intersection of Main Street and Mohican Street/Oakland Street to support coordinated operations, including enhanced vehicle detection, controller, cabinet, and wireless communication. The remaining Main Street intersections, under NYSDOT jurisdiction, were recently upgraded to have the necessary detection and communication systems to be capable of coordinated operations.

Coordination along Saratoga Avenue was evaluated but determined to be impractical due to the spacing between key intersections. Specifically, the distance between Saratoga Avenue at Feeder Dam Road/William Street and Main Street at Saratoga Avenue/5th Street limits the effectiveness of progression-based timing and could introduce unnecessary delays on side streets if operated with a fixed cycle length

as compared to current free operations. As such, the Feeder Dam Road/William Street intersection was modeled under free operation, while the remaining signals were coordinated.

Weekday PM peak timing plans were developed, including optimized cycle lengths, offsets, and phase splits to improve corridor progression and reduce delay. Simulation results indicate corridor travel time reductions of approximately 14 percent northbound and 28 percent southbound, with an overall reduction in vehicle-hours of delay of approximately 10 percent and improved travel time reliability. These results are presented in **Table 3**.

Table 3
Coordinated Signal System Alternative
Systemwide Measures of Effectiveness (MOEs)

Measure of Effectiveness	Weekday PM Peak
Percent Demand Served	100%
Average Travel Speed	10 mph
Number of Stops	4,445
Vehicles Hours of Delay	55.4 hrs
Travel Time (mm:ss)	
Northbound	
Main Street (From 5th Street to Oakland Avenue)	2:37
Saratoga Avenue (From Feeder Dam Road to 5th Street)	2:37
Southbound	
Main Street (From Oakland Avenue to 5th Street)	3:19
Saratoga Avenue (South of Main Street to Feeder Dam Road)	1:36
Buffer Time Index (%) for Total Travel Time	
Main Street/Saratoga Avenue Northbound	3.8%
Main Street/Saratoga Avenue Southbound	5.0%
Notes: Based on 10 simulation runs	

ADAPTIVE SIGNAL CONTROL TECHNOLOGY

To assess whether ASCT could provide additional operational benefits along Main Street and at the intersection of Saratoga Avenue and Feeder Dam Road/Williams Street, the SynchroGreen Software-in-the-Loop Simulation Tool was applied in conjunction with the Synchro/SimTraffic model. SynchroGreen was selected for evaluation due to its compatibility with NYSDOT's existing ATMS now central management platform. Evaluation of SynchroGreen does not preclude consideration of alternative ASCT capable of delivering comparable optimization benefits.

SynchroGreen is a software-based, real-time adaptive signal control system designed to dynamically optimize cycle lengths, phase splits, and offsets based on existing traffic conditions. The system's optimization algorithms seek to minimize total network delay while maintaining reasonable mainline progression. Detection data are used to estimate green time phase demand and the degree of saturation. These are then evaluated globally for all phases at all intersections to determine optimal signal timing parameters that are applied in the field. Offsets are optimized based on user-defined travel paths and known travel times.

SynchroGreen allows the user to customize the algorithm to accommodate a variety of scenarios and test different scenarios prior to deployment. The adaptive system allows the user to select the Balanced, Progression, or Critical Movement mode to minimize overall network delay, promote mainline bandwidth, or favor critical movements.

Implementation of an ASCT was determined to be generally consistent with the infrastructure requirements identified for the fully actuated coordinated signal system. No substantial additional roadside hardware is anticipated beyond vehicle detection and wireless communications. Communications infrastructure, including wireless connectivity, is necessary to enable controller-to-server data exchange and maintain

systemwide synchronization. Existing NYSDOT-operated intersections are equipped with 360-degree video detection systems suitable for adaptive operation. Supplemental detection improvements at Main Street and Mohican Street/Oakland Street would be required, consistent with upgrades necessary for coordinated control. Controller hardware requirements include 2070E or ATC controllers operating Naztec firmware. The older controller at the intersection of Main Street/Mohican Street would require replacement.

Controller and cabinet hardware compatibility is a critical consideration for ASCT deployment. SynchroGreen requires the use of 2070E or ATC controllers operating Naztec firmware (v76 or higher) to support adaptive timing logic and central system integration. Older models of traffic controllers including 170/179s present at the intersection of Main Street and Mohican Street/Oakland Street, lack the processing capability and software support required for adaptive control and would require replacement. Other study intersections are already equipped with Naztec-compatible hardware.

Software-based ASCT deployment also requires software licenses and a central system license to enable adaptive optimization engines, data management, and system monitoring functions. The central license may be hosted on a physical server or cloud-based environment. As NYSDOT currently operates several SynchroGreen systems, maintains a physical server, and has central licensing, many foundational components necessary for system implementation are already established.

ASCT OPERATIONS

A Software-in-the-Loop simulation utilizing actual signal controller databases was developed to evaluate adaptive traffic operations. To ensure statistical reliability, the analysis incorporated an average of ten simulation runs using different random seeds. This approach is particularly important for adaptive systems, which dynamically adjust signal timings in response to real-time traffic conditions and may vary by cycle.

The five intersections were separated into two SynchroGreen systems, one along Main Street from Mohican Street/ Oakland Street to 5th Street/ Saratoga Avenue comprising of four signalized intersections, and a separate system for the intersection of Saratoga Avenue at Feeder Dam/William Street. This allows for the intersection of Saratoga Avenue and Feeder Dam/ William Street to run a cycle length independent of Main Street given their distance from one another and will help to minimize unnecessary delays to side street traffic.

Tables 4 summarizes the travel times and systemwide MOEs with adaptive traffic operations. Two ASCT scenarios are presented:

1. All five study area intersections operating ASCT as described above
2. With the four Main Street signals operating as an ASCT and the intersection of Saratoga Avenue and Feeder Dam/ Williams Street operating with existing free operations

The primary difference between the two ASCT scenarios is the systemwide vehicle hours of delay which are notably reduced (from 57.2 hours to 46.4 hours) with the intersection of Saratoga Avenue and Feeder Dam/Williams Street operating with free operations. Number of stops also decreased from 4,102 to 4,052 stops. Based on the results, the ASCT along Main Street only is recommended and further comparison between coordinated and ASCT systems was based on this configuration.

Table 4
Adaptive Signal Control Technology Alternatives
Systemwide Measures of Effectiveness (MOEs)

Measure of Effectiveness	Weekday PM Peak	
	All Intersections with ASCT	Main Street Only ASCT
Percent Demand Served	100%	100%
Average Travel Speed	21 mph	21 mph
Number of Stops	4,102	4,052
Vehicles Hours of Delay	57.2 hrs	46.4 hrs
Travel Time (mm:ss)		
Northbound		
Main Street (From 5th Street to Oakland Avenue)	2:43	2:40
Saratoga Avenue (From Feeder Dam Road to 5th Street)	2:27	2:30
Southbound		
Main Street (From Oakland Avenue to 5th Street)	2:54	2:47
Saratoga Avenue (South of Main Street to Feeder Dam Road)	1:34	1:36
Buffer Time Index (%) for Total Travel Time		
Main Street/Saratoga Avenue Northbound	1.3%	3.3%
Main Street/Saratoga Avenue Southbound	3.3%	6.2%
Notes: Based on 10 simulation runs		

COORDINATED AND ASCT MEASURES OF EFFECTIVENESS COMPARISON

Based on the comparisons shown in **Tables 5** and **6**, both the coordinated signal system and the ASCT provide measurable operational benefits relative to the existing conditions, including reductions in delay, stops, and corridor travel times. The ASCT alternative provides further reduction in vehicle hours of delay due to its ability to reduce overall cycle lengths, thereby minimizing unnecessary delays to side street traffic. The ASCT scenario also produces the most favorable performance along the critical southbound Main Street movement during the weekday PM peak hour.

Table 5
Systemwide Measures of Effectiveness (MOEs) Alternatives Comparison

Measures of Effectiveness	Existing	Main Street Coordinated System	Percent Change ¹ (%)	Main Street ASCT	Percent Change ² (%)
Weekday PM Peak Hour					
Percent Demand Served	100.0%	100.0%	N/A	100%	N/A
Average Travel Speed	19 mph	20 mph	+4.0%	21 mph	+5.9%
Number of Stops	4,573	4,445	-2.8%	4,102	-7.7%
Vehicle Hours of Delay	61.7 hrs	55.4 hrs	-10.2%	46.4 hrs	-16.2%
Notes:					
(1) Percent Change compares the existing condition to the coordinated signal system condition					
(2) Percent Change compares the coordinated signal system condition to the ASCT condition.					

Table 6
Alternatives Travel Time Comparison

Arterial	Travel Time (mins)				
	Existing (mm:ss)	Main Street Coordinated System (mm:ss)	Percent Change ¹ (%)	Main Street ASCT (mm:ss)	Percent Change ² (%)
Weekday PM Peak Hour					
Northbound					
Main Street (From 5th Street to Oakland Avenue)	3:08	2:37	-16.1%	2:40	+1.4%
Saratoga Avenue (From Feeder Dam Road to 5th Street)	2:58	2:37	-11.9%	2:30	-4.2%
Southbound					
Main Street (From Oakland Avenue to 5th Street)	5:03	3:19	-34.4%	2:47	-16.0%
Saratoga Avenue (South of Main Street to Feeder Dam Road)	1:45	1:36	-9.1%	1:36	0%
Notes:					
(1) Percent Change compares the existing condition to the coordinated signal system condition					
(2) Percent Change compares the coordinated signal system condition to the ASCT condition.					

G. ESTIMATED COSTS

Both Capital and Operation and Maintenance Costs are heavily dependent on the agencies that will operate and maintain the system and their current infrastructure and staffing. As four of the five signals located in the study area are currently owned and operated by NYSDOT, the following estimated costs assume all five intersections will be operated and maintained by NYSDOT.

CAPITAL COSTS

To facilitate either the coordinated or ASCT signal system summarized above the existing signal equipment will require similar capital improvements. Equipment necessary to operate either signal system alternative is described below. This list should not be considered exhaustive as the compatibility of the existing devices can vary by ASCT system. Ongoing expenses including subscription models are accounted for under operational costs below.

- **Stop bar Detection** – Additional signal detection will be necessary for operations of both signal system alternatives. Coordinated signal systems best operate with full actuation, with detectors at the stop bar for each lane or phase. ASCT best operates with detectors for each lane at the stop bar and advanced detection where the nearest adjacent intersection is 1,000 feet or more. Available signal detection technology includes loops, video detection (either directional or 360 degree) and radar. It should be noted that NYSDOT is moving away from in ground detection including loops and has existing 360 degree video detection for their intersections along the corridor. The ASCT can work with any of these detection solutions; however, camera technology is the preferred option and is represented in the costs presented in **Table 7** below.
- **Communications** – The existing conditions inventory identified cellular modems at the NYSDOT operated traffic signals. As this type of communication is in place and most cost effective for expansion, a cellular modem was assumed to be the primary communication infrastructure for capital and ongoing cost comparisons. As the wireless modem can maintain time sync between the adjacent intersections, supplemental technology such as GPS clocks are not necessary.
- **Traffic Signal Controllers** – Traffic signal controllers along the corridor range from an older 179 model to common 2070 models. Older model 179 controllers should be replaced to best operate a coordinated system with 2070 or newer controllers. To facilitate ASCT, 2070 or higher models are required. In particular, 2070 controllers must have a 1C module, which includes an ethernet port, to operate the ASCT. Presently, the 2070 controllers operated by NYSDOT along the corridor are 2070E and would not require additional equipment upgrades. To operate the ASCT NYSDOT currently employs all

controllers will require Naztec v76 software. However, as the State is in the process of migrating their existing central system and controller firmware, the firmware necessary to operate the desired ASCT solution should be determined at the time of installation. For the purposes of this study Naztec v76 software was assumed. In addition, it is recommended that the cabinet at the intersection of Route 9 / Glen Street and Mohican Street / Oakland Avenue be upgraded from a standard 330 cabinet to 330 stretch-type for additional space for necessary equipment.

- **Central Software** – The SynchroGreen ASCT requires installation in a central location such as the Cloud or a local server. NYSDOT currently hosts local servers through OITS to maintain existing ASCT systems. As such, it was assumed that while an additional central license may be required, the necessary local server was previously established by NYSDOT. SynchroGreen currently operates their ASCT as a one-time software purchase rather than part of a software-as-a-service model with a reoccurring fee. As such, the initial deployment fee is included in **Table 7** below and no ongoing subscription costs are assumed under Operational Costs in **Table 8**.
- **Local Intersection Software** - The SynchroGreen ASCT requires software licensing at each intersection to operate ASCT. SynchroGreen currently operates their ASCT intersection licenses as a one-time software purchase rather than part of a software-as-a-service model with a reoccurring fee. As such, the initial deployment fee is included in **Table 7** below and no ongoing subscription costs are assumed under Operational Costs in **Table 8**.

Table 7 summarizes the necessary signal equipment upgrades with order-of-magnitude cost estimates.

**Table 7
Capital Cost Summary**

Component	Price per Unit	Quantity	Total
Coordinated Signal System			
Traffic Signal Controller	\$5,250	1	\$5,250
Traffic Signal Cabinet	\$12,000	1	\$12,000
Communication Equipment	\$4,430	1	\$4,430
360 Degree Video Detection System	\$23,140	1	\$23,140
Install Optimized Traffic Signal Programming and Rewiring	\$2,000	4	\$8,000
EQUIPMENT SUBTOTAL			\$52,820
% WZTC based on project complexity		10%	\$5,280
% for Incidentals, Inflation and Contingencies		20%	\$10,564
% for Mobilization		5%	\$2,641
TOTAL ESTIMATED CONSTRUCTION COST			\$71,307
% for Survey		10%	\$7,130.70
\$10,000 + 10% for Design (adjust for project complexity)		10%	\$17,130.70
% for Construction Inspection (adjust for project complexity)		15%	\$10,696.05
TOTAL ESTIMATED PROJECT COST			\$106,264.45
Adaptive Signal Control Technology			
Traffic Signal Controller	\$5,250	1	\$5,250
Traffic Signal Cabinet	\$12,000	1	\$12,000
Communication Equipment	\$4,430	1	\$4,430
360 Degree Video Detection System	\$23,140	1	\$23,140
Install Optimized Traffic Signal Programming and Rewiring	\$2,000	4	\$8,000
Software and One-Time Deployment Costs			
Central Software (Including installation, configuration and training)	\$21,145	1	\$21,145
Intersection Licensing	\$26,185	4	\$38,556
EQUIPMENT SUBTOTAL			\$178,705
% WZTC based on project complexity		10%	\$17,870.50
% for Incidentals, Inflation and Contingencies		20%	\$35,741
% for Mobilization		5%	\$8,935.25
TOTAL ESTIMATED CONSTRUCTION COST			\$241,251.75
% for Survey		10%	\$24,125.18
\$10,000 + 10% for Design (adjust for project complexity)		10%	\$34,125.18
% for Construction Inspection (adjust for project complexity)		15%	\$36,187.76
TOTAL ESTIMATED PROJECT COST			\$335,689.86

OPERATIONAL COSTS

Coordinated and ASCT signal systems require effective operation and maintenance to maintain improved operations. Both the coordinated and ASCT systems require increased detection; this additional equipment can result in increased maintenance. Other equipment such as the upgraded controllers do not require additional maintenance; however, if the user is unfamiliar with the equipment, training may be necessary to continue to properly operate the equipment. As all of the NYSDOT operated intersection currently have the necessary detection, communication and controller infrastructure, additional equipment for maintenance is anticipated to be limited to the City of South Glens Falls if they continue to maintain the signal with a coordinated signal system.

There are two primary differences in operation and maintenance of a coordinated system compared to an ASCT. A coordinated system is based on time-of-day plans designed around current traffic conditions. These plans need to be updated on a regular basis every 3 to 5 years or whenever a notable change in traffic occurs along a corridor to maintain optimal operations. ASCT is actively adjusting to traffic over time

so while the adaptive parameters may need to be adjusted, the effort would be less frequent and less intensive than a full-scale retiming. With these communications an ASCT is viewed as less maintenance intensive and more operational intensive, knowing when and how to adjust adaptive parameters.

It is noted that NYSDOT currently utilizes a local server for ASCT operations. As any future ASCT is anticipated to be hosted by NYSDOT, reoccurring fees for maintenance of the local server was not included as they are already present and being maintained.

**Table 8
Operational Cost Summary**

Component	Price per Unit	Term	Quantity	Total
Coordinated Signal System				
General O&M for signal coordination (5% of capital costs)	\$5,313	10 years	1	\$5,313
Reoccurring wireless communication fees	\$180	Per year	10	\$1,800
Total Fee				\$7,113
Coordinated Signal System				
General O&M for signal coordination (75% of coordination costs)	\$3,985	10 years	1	\$3,985
Reoccurring wireless communication fees	\$180	Per year	10	\$1,800
Total Fee				\$5,785
Note: General O&M Costs obtained from Virginia Transportation Research Council, Quantifying the Benefits of Coordinated Actuated Traffic Signal Systems: A Case Study, September 2010				

H. BENEFIT COST ANALYSIS

The BCA conducted for the Route 9 Corridor Study was prepared using the latest available guidance from U.S. DOT, which includes the following documents which are contained in Appendix D:

- U.S. DOT. "A Guide for Leveraging ITS Evaluation Tools for Benefit-Cost Analysis (BCA) and Return-on-Investment (ROI)". July 2022.
- U.S. DOT. "Use Case: Adaptive Signal Control Benefit-Cost Analysis". July 2022.
- U.S. DOT. "Benefit-Cost Analysis Guidance for Discretionary Grant Programs". May 2025.

PROJECT ALTERNATIVES

The following signal system alternatives were evaluated in the BCA:

- Baseline (Existing/No Build Alternative): This alternative assumes the signal system is not upgraded. The baseline alternative is used to measure the incremental benefits and costs associated with the proposed signal system upgrades.
- Coordinated Signal System (Signal Optimization): This alternative assumes the existing signal system for intersections 1 through 4 above¹ will be upgraded to allow for operation of a fully actuated coordinated signal system.

¹ The intersection of Saratoga Avenue at Feeder Dam/William Street was maintained as free operations as coordination is not anticipated to improve vehicle progression along Saratoga Avenue due to the distance to the nearest signal.

- ASCT: This alternative assumes the existing signal system will be upgraded to a software-based adaptive system for intersections 1 through 4 above².

GENERAL ASSUMPTIONS

The BCA measures benefits and costs throughout a period of analysis beginning at the base year and ending after the expected useful service life of an upgraded signal system. Using U.S. DOT guidance, the following assumptions were made to avoid overestimating expected project benefits and underestimating expected project costs:

- All costs are expressed in 2023 dollars. This year, also known as the base year, represents the latest year where dollar values for costs and benefits are available.
- The BCA analysis period begins in 2023 and ends in 2037. It assumes that construction will take place from 2026 through 2027 and upgraded signal systems will be implemented in 2028. The estimated service life (lifecycle) for either a coordinated signal system or an ASCT system is assumed to be 10 years.
- A real discount rate of 7 percent per year is assumed in the analysis to convert expected future revenue streams of benefits and costs to the same present value (2023 dollars) and remove the effects of inflation over time.
- Recommended Complete Streets improvement options detailed within the *SGF Route 9 Corridor Study Recommended Options Technical Memorandum* dated September 19, 2025, were conservatively omitted from the BCA. Qualitatively, it's expected that Complete Streets improvement measures would yield additional benefits to bicyclists and pedestrians along the corridor.
- Safety and emissions improvements associated with the proposed signal system upgrades were conservatively omitted from the BCA. Qualitatively, it's expected that both the signal optimization and ASCT alternatives would yield additional benefits to safety (reduced crashes) and emissions (reduced fuel consumption).

ESTIMATION OF SIGNAL SYSTEM UPGRADE BENEFITS

It is expected that the proposed signal system upgrades will enhance mobility in the study area. This section provides a summary of monetized benefits, along with key findings. Refer to Appendix E for detailed calculations of expected benefits associated with the proposed signal system upgrades.

The BCA conservatively assumes that benefits associated with the proposed signal system upgrades will begin to accrue the first year after the estimated time of construction completion, which is 2028.

² Systemwide vehicle hours of delay are notably reduced with the intersection of Saratoga Avenue and Feeder Dam/Williams Street operating with free operations. Based on the results, the ASCT only along Main Street is recommended and further comparison between systems was based on this system.

MOBILITY (TRAVEL TIME) BENEFITS

Proposed signal upgrades are expected to optimize traffic flow and reduce peak hour travel times, particularly during the weekday PM peak hour. MOEs for each signal alternative were obtained from the *Signal Coordination and ATCS Comparison Memorandum* dated October 21, 2025. Using May 2025 traffic data and U.S. DOT recommended values, peak hour travel time savings were monetized according to U.S. DOT guidance.

Monetized mobility benefits are summarized in **Table 9**. ASCT is expected to generate a higher mobility benefit and is expected to generate approximately \$11.6 million over the project lifecycle, when discounted at seven percent. Signal optimization is expected to generate approximately \$10.1 million over the project lifecycle, when discounted at seven percent.

Table 9
Expected Mobility (Travel Time) Benefits

Alternatives	Estimated Benefits over the Project Lifecycle (Discounted at 7 Percent ¹)
Signal Optimization	\$10,114,539
ASCT	\$11,592,992

Note: ¹ This discount rate is applied to convert expected future revenue streams of benefits to the same present value (2023 dollars) and remove the effects of inflation over time.

ESTIMATION OF SIGNAL SYSTEM UPGRADE COSTS

The proposed signal system upgrades require different levels of investment depending on the technology deployed. Refer to **Section G** for detailed cost estimates incorporated into the BCA and **Appendix F** for detailed calculations.

The BCA assumes that any capital costs associated with the proposed signal system upgrades will be spread out evenly over the duration of construction (2026 through 2027). Operations and Maintenance (O&M) costs were assumed to be spread out annually over the service life of the upgraded signal system (2028 through 2036).

For purposes of this BCA, capital costs account for all equipment expenses assumed to be necessary to upgrade the signal system and O&M costs account for all expenses required to maintain a state of good repair once the signal system is upgraded. Signal Optimization is expected to be the least expensive alternative.

SUMMARY OF FINDINGS AND BCA OUTCOMES

The Benefit Cost Ratio (BCR) is a method to evaluate the return on investment for an alternative. In this measure, the total value of expected benefits is placed in the numerator of the ratio and the value of expected costs is placed in the denominator. For example, an alternative with total expected benefit of \$2 million and a total expected cost of \$1 million would result in a BCR of 2.0 (\$2 million/\$1 million = 2.0). This indicates that the alternative is expected to bring twice the amount of benefits to the public when compared to the cost. A BCR greater than or equal to 1.0 indicates that an alternative's benefits outweigh the costs.

It should also be noted that no analysis is performed for the No Build Alternative since it does not provide any benefits (a theoretical BCR of 0.00).

The findings of the BCA are summarized in **Table 10**. Considering monetized mobility benefits and costs (Capital and O&M), all alternatives would provide a positive return on investment with net present values ranging from \$10.0 million for Signal Optimization to \$11.3 million for an ASCT system. Signal Optimization provides the best return on investment and is a more cost-effective alternative when compared to an ASCT system, with a BCR of approximately 116.94.

**Table 10
BCA Results**

Alternatives	Signal Optimization	ASCT
Total Discounted Benefits	\$10,114,539	\$11,592,992
Total Discounted Costs	\$86,491	\$267,872
Net Present Value (Benefits – Costs)	\$10,028,047	\$11,325,120
BCR	116.94	43.28
Note: ¹ This discount rate is applied to convert expected future revenue streams of benefits to the same present value (2023 dollars) and remove the effects of inflation over time.		

APPENDIX A: EXISTING CONDITIONS MEMORANDUM

DRAFT

Memorandum

To: Jack Mance, AICP, Adirondack | Glens Falls Transportation Council
From: Marissa Tarallo, PE, PTOE and Sanam Lakhwara, AKRF, Inc.
Date: July 28, 2025
Re: Village of South Glens Falls Route 9 Corridor Study - Existing Conditions Technical Memorandum
cc: Daniel Rourke, PE, Barton & Loguidice

INTRODUCTION

This memorandum summarizes the existing transportation conditions along the Route 9 corridor in the Village of South Glens Falls, NY. The study focuses on traffic operations, pedestrian and bicycle infrastructure, and traffic control devices within the study area. The findings from this analysis will guide the assessment of corridor needs and improvement opportunities, including a calibrated simulation model that assesses improved signal coordination plans with and without Adaptive Signal Control Technology (ASCT). The memorandum also identifies opportunities for multimodal improvements, including pedestrian and bicycle infrastructure enhancements.

STUDY AREA

This corridor assessment is focused on Route 9 between Mohican Street/Oakland Avenue and Feeder Dam Road/William Street. The following is a brief description of the major roadways within the study area.

The study area encompasses approximately 1.6 miles of Route 9 including four signalized intersections, two intersections with flashing signals, and five midblock pedestrian crossings. Route 9 within the area of study is divided into two segments: Main Street to the north, approximately 3,100 feet in length, and Saratoga Avenue to the south, approximately 5,600 feet long. These two segments intersect at 5th Street. Land use along the corridor includes a mix of commercial properties, civic institutions, and residential areas including driveways along the corridor as well as local intersection streets for neighborhood access.



Route 9 Looking South Near 2nd St.

Route 9 is classified as an Urban Principal Arterial throughout the corridor. Along Main Street, the Annual Average Daily Traffic (AADT) is 18,522 vehicles per day (vpd), based on 2022 NYSDOT data. The posted speed limit is 30 miles per hour (mph) and the recorded 85th percentile speed for this segment is approximately 31 mph. The typical cross-section from River Street to Saratoga Avenue includes two 14-foot-wide travel lanes, an 11-foot-wide center two-way left-turn lane which transitions to a dedicated left-turn lane at signalized intersections, and a 9-foot-wide parking lane on the east side. No shoulders are present along Main Street aside from the parking lane. Sidewalks are present on both sides of the corridor, with an approximate 3-foot buffer area between the edge of the roadway and the sidewalk. There are no

designated bicycle facilities along Main Street, although shared roadway signs are present. On the Saratoga Avenue segment, the AADT is 17,682 vpd, based on 2022 NYSDOT data. The posted speed limit between Route 32 and Main Street is 30 mph and the 85th percentile speed along this segment was recorded at approximately 38 mph. The typical cross-section includes three 12-foot-wide lanes, two travel lanes and a center two-way left-turn lane, with 3-foot shoulders on each side. Sidewalks are present directly adjacent to the edge of roadway on both sides of the roadway until Beach Road where the west sidewalk discontinues. There are no designated bicycle facilities along Saratoga Avenue, although shared roadway signs are present in the southbound direction.

EXISTING CONDITIONS FIELD INVENTORY

On July 7, 2025, B&L staff conducted a field inventory using ArcGIS Survey123 to document roadway features, pedestrian infrastructure, and the location of signal equipment along the corridor. Data collected includes pavement width and condition, sidewalk presence and accessibility, drainage infrastructure, obstructions, signage, signal equipment and the location and condition of midblock crosswalks. Photos and GPS coordinates were used to support the inventory.

Roadside Conditions

The corridor transitions between residential and commercial land uses throughout, with multiple driveways and building frontages located close to the roadway. In many areas, the sidewalk is directly adjacent to buildings or fenced property lines. Utility poles are primarily located along the east side of the corridor and are often positioned immediately behind the sidewalk. Additional obstructions beyond the sidewalk include mature trees, traffic control and business signage, and landscaping features. Several drainage structures, including catch basins and manholes, are in conflict areas, such as directly in front of curb ramps or within marked crosswalks. There is also a cemetery that is located adjacent to the sidewalk on the Saratoga Avenue segment between Harrison Avenue and New Street.



Typical Roadside Condition Near 3rd St.

Existing Sidewalks

Sidewalks are present along both sides of the Route 9 corridor. On the Saratoga Avenue segment, the east side includes sidewalk for the whole length, approximately 5,300 feet of sidewalk extending from the Feeder Dam Road intersection to the Main Street intersection. The west side has about 3,670 feet of sidewalk, with a gap from Feeder Dam Road to Beach Road. On the Main Street segment, north of the Main Street intersection, sidewalks continue on both sides of the road for approximately 2,400 feet to the Glen Street Bridge.



Existing Sidewalk Adjacent to Stewarts

All existing sidewalk segments were evaluated for compliance with the Americans with Disabilities Act (ADA), based on key criteria such as missing panels, panel heaving, obstructions, and width. Each segment was analyzed individually, with a segment representing one block, unless interrupted by features such as large driveways or unusually long stretches.

While most segments were generally accessible, some sections exhibited minor deficiencies such as small cracks, creeping vegetation, slight panel heaving and areas of minor curb erosion. These issues may affect long-term accessibility and maintenance but do not currently constitute major barriers to pedestrians. All sidewalks were mostly to fully accessible, resulting in an overall compliant condition with ADA standards.

Signage

The existing signage along Route 9 corridor was documented, including details on sign type, location, and proximity to the roadway edge. A total of 95 signs were recorded along the corridor, with their distances from the edge of the roadway ranging from 1 to 9 ft.

Pedestrian Crossings

The survey identified a total of five midblock (between intersections and not signal controlled) pedestrian crossings across Main Street/Saratoga Avenue within the study area. At intersections controlled by standard three-color traffic signals, 15 marked crosswalks were identified. An additional five crosswalks were found at intersections with flashing traffic signals and 14 more crosswalks were located where sidewalks intersect with crossing points (driveways/ side streets) along the corridor, bringing the total number of crosswalks to 34.



Pedestrian Crossing at 3rd St.

All midblock and intersection crossings were equipped with ADA-compliant curb ramps. All crosswalks were marked with pavement striping, and curb ramps were provided on both ends. However, several of the crosswalk markings were faded and in need of repainting which is typical of heavily travelled roadways such as Route 9.

Pedestrian amenities such as Walk/Don't Walk signals, push buttons, countdown timers, and pedestrian signal heads were present at locations with standard three-color traffic signals. Of the five midblock crossings, three had pedestrian signs, while only two of the five crosswalks at flashing signal intersections included pedestrian crossing signs. The 14 additional crosswalks at sidewalk connections lacked pedestrian crossing amenities.

**Table 1
Existing Mid-Block Crossings**

Mid-Block Crossings		
Road	ADA Compliant?	Location
Main St	Yes	1 st St Intersection
Main St	Yes	2 nd St Intersection
Main St	Yes	Between 2 nd St and 3 rd St
Saratoga Ave	Yes	St Michaels Church
Saratoga Ave	Yes	St Michaels Church

Right of Way

The right-of-way (ROW) is a critical factor when evaluating the feasibility of expanding, or introducing new, multi-modal facilities along the corridor. Adequate ROW ensures that such facilities can be integrated into the existing transportation network while minimizing the need for timely and costly land acquisition or reconfiguration existing roadway footprint. It should be noted that the Saratoga County GIS Web Map Parcel Viewer was referenced and is based on tax mapping data and should not be used as a replacement for a formal property boundary survey. Based on field observations of utility locations and comparisons with parcel boundaries from the GIS Parcel Viewer, the average ROW width along Saratoga Avenue is estimated at 63 feet. The distance from the edge of pavement to the edge of the ROW is about 9 feet centered evenly on both the east and west sides. On Main Street, the ROW is slightly wider, averaging 65 feet, with an estimated 8.5 feet from the edge of pavement to the ROW on both sides of the roadway.

Aerial maps, identifying opportunities and constraints relating to existing conditions in the study area are presented in **Figures 1 and 2**.



Legend

- ROW
 - ROW Constraint
 - Sidewalk Opportunity
 - Crosswalk Opportunity
 - Utility Poles Constraint
- 1:24,000



Legend

- ROW
- ROW Constraint
- Utility Poles Constraint
- Sidewalk Opportunity
- Crosswalk Opportunity



1:24,000

EXISTING INTERSECTION TRAFFIC OPERATIONS

To assess the existing traffic operations, the following intersections were identified for analysis in coordination with A/GFTC:

- Route 9/Glen Street and Mohican Street/Oakland Avenue
- Main Street and River Street
- Main Street and 3rd Street
- Main Street and 5th Street/Saratoga Avenue
- Saratoga Avenue and Marion Avenue/West Marion Avenue
- Saratoga Avenue and William Street/Feeder Dam Road

Figure 3 presents the study area and intersections.

DATA COLLECTION

Existing vehicular turning movement and pedestrian counts were collected on Wednesday, May 14, 2025, when schools were in session, during the weekday PM (4:00 PM to 6:00 PM) peak period. Automatic Traffic Recorder (ATR) counts were collected on each approach of the intersection of Saratoga Avenue and Marion Avenue/West Marion Avenue for the same day, to collect traffic data necessary to conduct volume-based warrants in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) for evaluating potential improvements. Additionally, AKRF conducted field visits to observe traffic operations during the peak period, as well as to inventory the signal equipment and timing parameters along the corridor in coordination with the City of Glens Falls and the New York State Department of Transportation (NYSDOT).

SIGNAL INVENTORY

On June 10, 2025 a field visit was conducted to inventory the signal equipment at each study intersection. The inventory included identifying the controller hardware, software, and controller programming at each signal as well as the presence of vehicle detection, the type of signal installation (span wire or mast arm) and general condition of the signal equipment. In addition, it was noted if pedestrian signal heads and pedestrian push buttons were provided and were ADA compliant. The inventory sheets are provided in **Attachment A**.

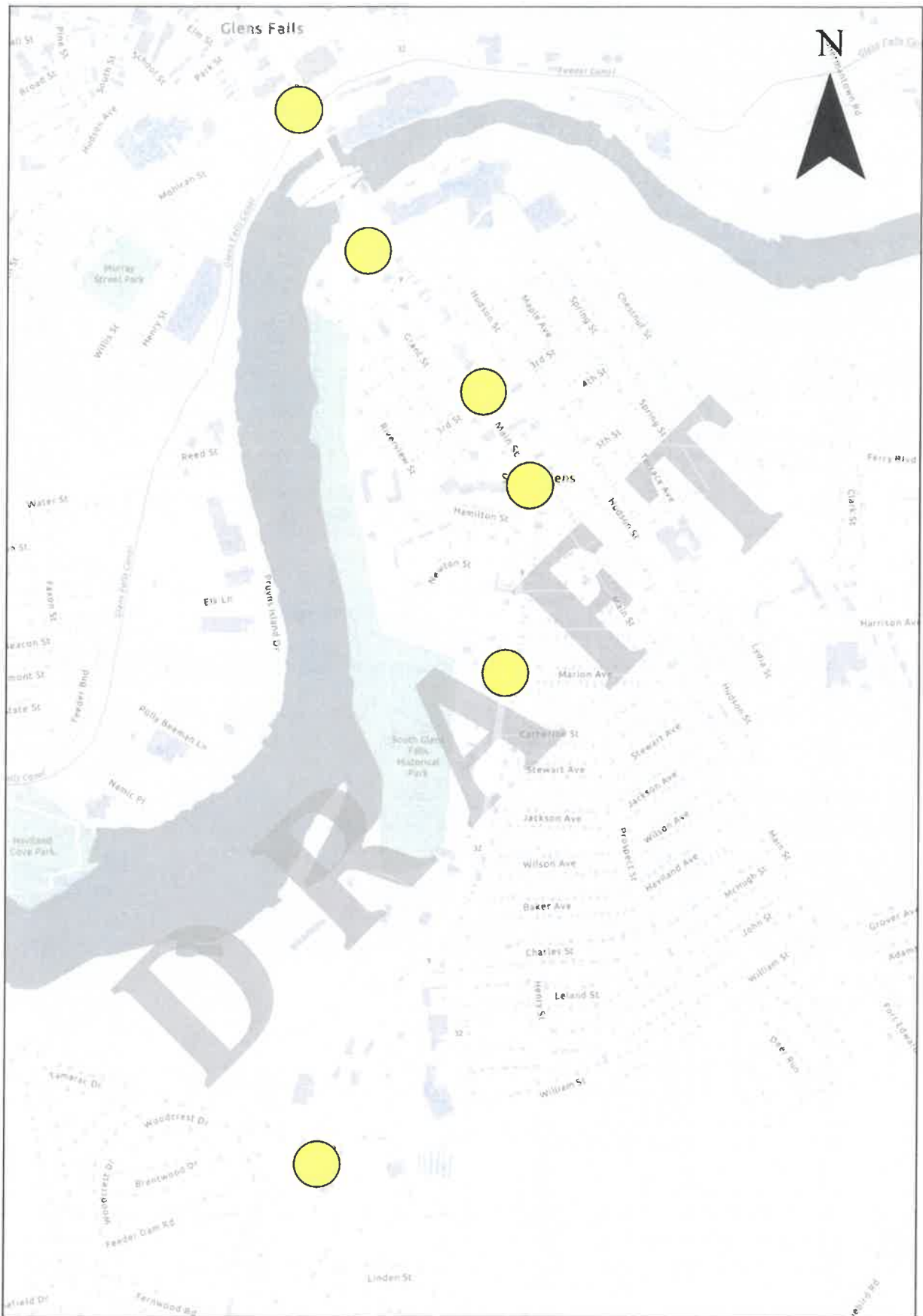
MEASURES OF EFFECTIVENESS

Utilizing the Synchro/SimTraffic software, a microsimulation model for the weekday PM peak hour was developed. As SimTraffic is a stochastic model where multiple simulation runs will generate different driver behaviors (i.e. acceptable available gaps for turns, changing lanes, etc.) and system results, an average of 10 runs was used to achieve confidence in the simulation results and to obtain the following measures of effectiveness (MOEs):

- **Percent Demand Served** – is a measure of the total throughput of the system. This measure takes into consideration the actual volume served versus the demand. When the system is over capacity, this measure provides a better understanding of overall traffic operations than delay or level of service.
- **Average Travel Speed** – is a measure of the overall travel speed through the system. The average travel speed calculation considers the average delay throughout the system and vehicle queues.
- **Number of Stops** – the total number of stops for vehicles during the peak hour of analysis on the full study area.
- **Vehicle Hours of Delay** – is the amount of delay incurred during the peak hour as a result of congestion.
- **Travel Time** – is the time needed to traverse study area segment.
- **Buffer Time Index** – The buffer index represents extra time that travelers must add to the average travel time when planning trips to ensure on-time arrival.

RESULTS

Table 2 summarizes the systemwide MOEs in the study area during the weekday PM peak period. The simulation reports presented in **Attachment B**. The average speed is 19 mph, below the 30 mph posted



 Study Intersections

0 0.05 0.1 0.2 Feet

speed limit indicating congestion and the Buffer Time Index notes a degree of variation in the travel time with notably less reliability in the southbound direction.

Table 2
Systemwide Measures of Effectiveness (MOE)

Measure of Effectiveness	Weekday PM Peak
Percent Demand Served	100.0%
Average Travel Speed	19 mph
Number of Stops	4,598
Vehicles Hours of Delay	61 hrs
Travel Time (mm:ss)	
Main Street/Saratoga Avenue Northbound	4:00
Main Street/Saratoga Avenue Southbound	5:47
Buffer Time Index (%)	
Main Street/Saratoga Avenue Northbound	3.8%
Main Street/Saratoga Avenue Southbound	12.1%
Notes: Based on 10 simulation runs	

CRASH HISTORY AND SAFETY ASSESSMENT

Crash data for the study area was obtained from NYSDOT for the three-year period between January 1, 2022, and December 31, 2024 (representing post COVID-19 conditions). The data obtained quantifies the total number of reportable crashes (involving fatality, injury, or more than \$1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of vehicular crashes with pedestrians and bicycles at each location.

During this period, there were a total of 112 reportable crashes with 2 fatalities, 17 injuries, four crashes involving pedestrians, and one involving a bicyclist.

Table 5 depicts total crashes by intersection during the study period, as well as a breakdown of pedestrian and bicycle crashes by year and location.

Table 5
Crash Summary

Intersection		Vehicular Crashes					Pedestrian and Bicycle Crashes					
North-South Roadway	East-West Roadway	All Crashes by Year			Total Fatalities	Total Injuries	Pedestrian Crashes			Bicycle Crashes		
		2022	2023	2024			2022	2023	2024	2022	2023	2024
Glen Street/Main Street	Mohican Street/Oakland Avenue	24	9	15	1	1	0	0	0	0	0	0
Main Street	River Street	8	6	6	0	8	1	1	0	0	0	1
Main Street	3rd Street	2	4	2	0	2	0	0	0	0	0	0
Main Street	Saratoga Avenue/5th Street	9	7	8	1	5	1	0	0	0	0	0
Saratoga Avenue	Marion Avenue	0	3	1	0	1	0	0	0	0	0	0
Saratoga Avenue	Feeder Dam Road/William Street	3	4	1	0	8	1	0	0	0	0	0

Source: Crash data from NYSDOT for January 2022 through December 2024
Note: Bold intersections are high crash locations, defined as intersection having ten or more crashes in a 12-month period.

High crash locations are generally considered intersections with more than ten crashes over a consecutive 12-month period. Based on the crash data provided by NYSDOT, Glen Street/Main Street and Mohican Street/Oakland Avenue would be considered a high crash location. One fatal crash has occurred at the intersection in the past three years when a vehicle travelling northbound across the Glen Street Bridge at unsafe speeds, disregarded the traffic signal and collided with another vehicle travelling eastbound on Mohican Street in a right-angle crash. Five additional right-angle collisions have occurred at the intersection in the past three years.

One bicycle crash occurred at the intersection of Main Street and River Street with a vehicle making an eastbound right turn on red and striking the bicyclist as they came off the sidewalk travelling against the flow of traffic towards the west crosswalk. The failure of the bike brakes was noted as a possible contributing factor to this crash. Two pedestrian crashes also took place at this intersection. One occurred when a vehicle travelling westbound on River Street hit a pedestrian on a motorless scooter while making a right-turn onto Main Street. The second pedestrian crash occurred when a vehicle travelling southbound on Main Street was making a left-turn onto River Street and hit a pedestrian in the crosswalk. This crash occurred at 11:20 PM when the road was unlighted. Lack of visibility at the intersection could be a contributing factor.

The pedestrian crash at the intersection of Saratoga Avenue/5th Street and Main Street occurred when a vehicle was travelling northbound on Main Street and struck a pedestrian crossing Main Street resulting in serious injury then death. The crash occurred at 7:20 PM during winter conditions when the road was noted as being unlit and may have been a contributing factor. The fourth pedestrian crash occurred at the intersection of Saratoga Avenue and Feeder Dam/Williams Street when a vehicle travelling northbound on Saratoga Avenue hit a pedestrian crossing Saratoga Avenue.

The most common crash types occurring in the study area are rear-end crashes (48), followed by overtaking crashes (17), right angle crashes (11) and left-turn crashes (8). Distracted driving and following too closely were the leading cause of rear-end crashes. Right-turn crashes at non-signalized intersections may be improved through the installation of a traffic signal where warranted. One of the right-angle crashes occurred at the flashing only signalized intersection of Saratoga Avenue and Marion Avenue. Left-turn crashes are typically caused during improper turns where drivers fail to yield to oncoming traffic and at times can be attributed to inadequate sight distance, inadequate clearance times (yellow and red time) or aggressive driving due to minimal gaps in conflicting traffic. The sideswipes and overtaking crashes typically occur due to inattentive driver behavior, congested conditions or during lane changes.

APPENDIX B: COMPLETE STREETS RECOMMENDATIONS MEMO

DRAFT

Village of South Glens Falls Route 9 Corridor Study

Complete Streets Improvements

Memo To: Jack Mance, AICP
Senior Transportation Planner
A|GFTC

Date: October 16, 2025

Cc: AKRF, Inc.

From: Barton & Loguidice, D.P.C. (B&L)

File: 2197.004

I. INTRODUCTION

On behalf of the Village of South Glens Falls and the Adirondack/Glens Falls Transportation Council (A/GFTC), Barton & Loguidice, in collaboration with AKRF, has prepared this Technical Memorandum to evaluate improvement opportunities along Route 9 within the Village of South Glens Falls, NY. The study area extends from Mohican Street/ Oakland Avenue to Feeder Dam Road/ William Street and encompasses two main segments: Main Street to the north and Saratoga Avenue to the south, which intersect at 5th Street. Land use along the corridor includes a mix of commercial properties, civic institutions, and residential areas. The corridor also serves as a primary business district and is frequently used by pedestrians and cyclists. This memorandum provides an overall assessment of the corridor's conditions and provides recommendations to enhance safety, accessibility, and mobility, including installing continuous ADA-compliant sidewalks, improving pedestrian crossings with high-visibility markings and Rectangular Rapid Flashing Beacons (RRFBs), adding curb extension, and providing dedicated bicycle facilities where feasible.

Route 9 - South Glens Falls, NY



Figure 1- Project Area Map

II. COMPLETE STREETS IMPROVEMENT OPTIONS

The Village of South Glens Falls has identified the need to improve safety, accessibility, and mobility along Main Street and Saratoga Avenue. The recommendations focus on filling pedestrian mobility gaps, enhancing crossing safety, and exploring bicycle mobility improvements while considering the physical and operational constraints of the corridor.

A. Recommended Improvements to Pedestrian Facilities:

1. Sidewalk Connections

Install an ADA-compliant sidewalk that connects to the existing curb ramps at each end of the segment between Feeder Dam Road and Beach Road along the west side of Saratoga Avenue. This corridor currently lacks a continuous sidewalk, creating a gap in pedestrian connectivity. The proposed improvement would involve constructing a 5 ft. wide sidewalk along the roadway, with a 3 ft. buffer to enhance pedestrian safety and provide space for snow storage. The design would maintain the existing roadway dimensions and curblines and repurpose the driveway islands to accommodate the sidewalk.



Figure 2. Segment between Feeder Dam Road and Beach Road

Although the proposed sidewalk and buffer space generally fits within the existing right-of-way, temporary construction easements will likely be required for grading activities and driveway restoration. Based on the available ROW mapping from GIS, the ROW appears to be sufficient to install a sidewalk in this location without acquiring property. Utility poles are generally 4-5 ft. from the edge of the driveway island and will not be a constraint as there is adequate clearance to meet ADA standards (4 ft. min). However, some mailboxes, signage, and trees would need to be relocated or removed to accommodate the design.

2. High Visibility Crosswalks

New pedestrian crosswalks should be considered at three locations crossing Saratoga Avenue: at Wilson Avenue to connect to Dollar General, across from the Common Roots Bierhall & Barrel House, and at the Saratoga Avenue/Hannaford Driveway intersection (see Figure 3). These locations are recommended to strengthen pedestrian connections to nearby businesses.

In addition, existing conditions at the corridor’s signalized intersections should be addressed as noted below:

- Main Street/River Street intersection: pedestrian signals, crosswalks, and curb ramps are ADA-compliant, although the crosswalk markings should be replaced.
- Main Street/5th Avenue/Saratoga Avenue intersection: pedestrian facilities are ADA-compliant and in good condition.
- Saratoga Avenue/NYS Route 32 intersection: pedestrian signals are absent, though pedestrian crossing signs and marked crosswalks are in place; however, the crosswalk markings should be replaced.

The installation of new crosswalk markings will improve driver awareness of pedestrian activity and provide clearly defined crossing points. All crosswalks should use highly visible ladder-bar pavement markings with epoxy paint or thermoplastic with glass beads for retro-reflectivity.



Figure 3. Recommended Locations for Crosswalk Installation

An alternative treatment may include imprinted asphalt thermoplastic surface treatments, which heat and stamp the asphalt pavement with a contrasting color and pattern to provide a durable and visually prominent crossing (see Figure 4).



Figure 4. Imprinted Thermoplastic Crosswalks. Source: Harbour Roads and Ennis-Flint

3. Install Rectangular Rapid Flashing Beacons (RRFB'S)

To enhance pedestrian safety, (RRFBs) should be installed at the proposed and existing crosswalk locations along Saratoga Avenue and the existing midblock on Main Street. According to FHWA, RRFBs are particularly effective at multilane crossings with posted speeds under 40 mph and moderate-to-high traffic volumes, which align with conditions in this corridor. Saratoga Avenue consists of two travel lanes and one two-way left-turn lane (TWTL), with an AADT of 17,682 vehicles per day and an 85th percentile speed of approximately 38 mph. These factors pose a challenge to pedestrians crossing at Saratoga Avenue. RRFBs will enhance visibility and encourage driver yielding at these locations. Push button activated rapid flashing beacons are mounted on both sides of the crosswalk below the pedestrian crossing sign and above the diagonal downward arrow plaque to alert drivers that there is a pedestrian that wants to cross the roadway (see Figure 5).



Figure 5. RRFBs Used at a Crossing. Source: FHWA

4. Bump-outs / Curb extensions

Curb extensions, or bumpouts, extend the sidewalk or curb line into the roadway at intersections or midblock locations to enhance pedestrian safety, reduce crossing distances for pedestrians, and calm traffic. They are generally recommended at intersections with full-time parking lanes and can also be used at midblock crossings (see Figure 6).

For this project, a bumpout is recommended at the existing midblock crossing on the east side of Main Street within the existing parking lane. Sight distance for pedestrians is currently limited by parked vehicles. If a bumpout is not installed, a "No Parking" signs should be established on the east side of Main Street within 20 ft. from the crosswalk. This will help ensure adequate sight distance for both drivers and pedestrians. Bumpouts are not recommended on the west side of Main Street or along Saratoga Avenue due to the absence of parking lanes and adequate shoulder width.



Figure 6. Mid-Block Curve Extension. Source: NYC Street Design Manual

B. Considerations for Bicycle Facilities:

While not a primary consideration of this project, the feasibility of providing dedicated bicycle facilities was analyzed to determine if improvements could be made given existing curb-to-curb width of the roadway. It is important to note that, even when dedicated facilities cannot be accommodated, cyclists are permitted to ride in the travel lane or seek alternate routes. Should a large-scale roadway reconstruction project be proposed in the future, consideration should be given to adjusting the curb location to provide additional space for dedicated bicycle facilities.

Additional Bicycle Facility Options Investigated But Not Progressed

1. Bike Lane

A potential bicycle facility accommodation along Main Street is a 4.5 ft. bike lane on each side of the roadway. However, this falls short of the AASHTO minimum standard of 5 ft. lane when the bike lane is adjacent to the curb. In addition, to achieve these narrow bike lanes, the existing on-street parking and shoulders would need to be eliminated. Given that many of the businesses on Main Street rely solely on the on-street parking, the recommendation for bike lanes along Main Street is not supported at this time.

Bike lanes are not recommended along Saratoga Avenue due to physical constraints such as the existing shoulders, which are about 3 ft. wide. Narrowing the road is also not feasible because of high traffic volumes and a truck percentage of 5%, which requires a minimum 12 ft. lane for safe operation.

2. Shared Roadway

The shared roadway alternative involves a design where travel lanes are shared between motorists and cyclists, while a sidewalk used for pedestrians. This option maintains the existing roadway configuration but includes signage designating the road as a shared roadway, along with pavement markings to alert motorists of the potential presence of cyclists. According to FHWA this alternative is suitable in urban areas on streets with low speeds, 25 mph or less, or low traffic volumes (3,000 vehicles per day or less, depending on speed and land use). Due to the high AADT volume of 18,522 vehicle per day at Main Street and 17,682 vehicle per day at Saratoga Avenue this alternative is not recommended for either segment. The segment of Saratoga Avenue between Feeder Dam Road and Beach Road is a 14 ft. wide lane and unstriped, which meets the standards for a wide curb shared roadway and allows motorists to pass cyclists without entering the adjacent lane. However, given the noted high traffic volume along Saratoga Avenue, a shared roadway is not a feasible option.

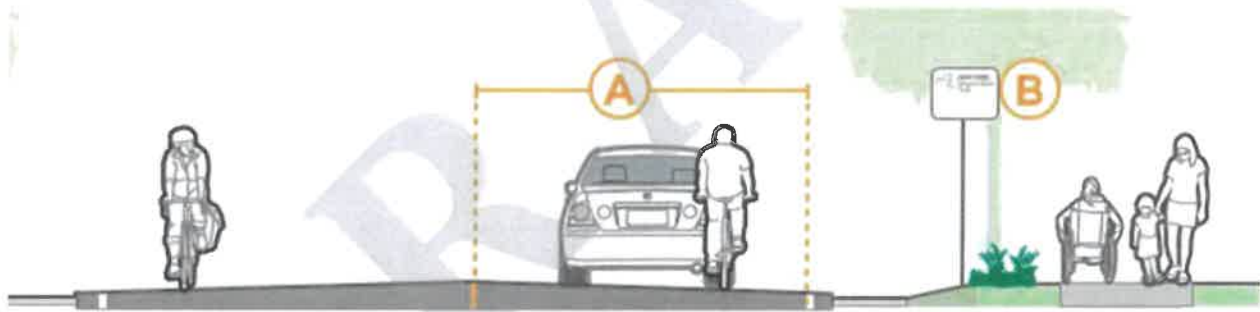


Figure 7: Shared Roadway. Source: Empire State Trail Guide

3. Side Path

A shared use path (also known as a side path) is an 8-12 ft. path designed for use by both cyclists and pedestrians along the east side of the roadway, as shown in Figure 8. By providing a paved asphalt facility separate from non-motorized traffic, shared use paths create a low-stress experience and comfortable environment for users of every age and ability. A 2 ft. shoulder/clear zone is recommended on either side of the path to facilitate drainage and user safety; however, this may be reduced in constrained environments. In addition, the minimum recommended separation from the roadway is 5 ft.

This alternative is not recommended for either segment since it would require the relocation of numerous utility poles to create the necessary space for the construction of a side path, as a minimum of 2 ft. between a utility pole and trail edge is required. Additionally, this option would involve the largest right-of-way acquisition on one side of the roadway, likely requiring multiple property acquisitions. In several locations, buildings are immediately adjacent to the existing sidewalk, creating substantial constraints. The current sidewalks on both sides of the roadway are in good condition and already provide pedestrian connectivity.

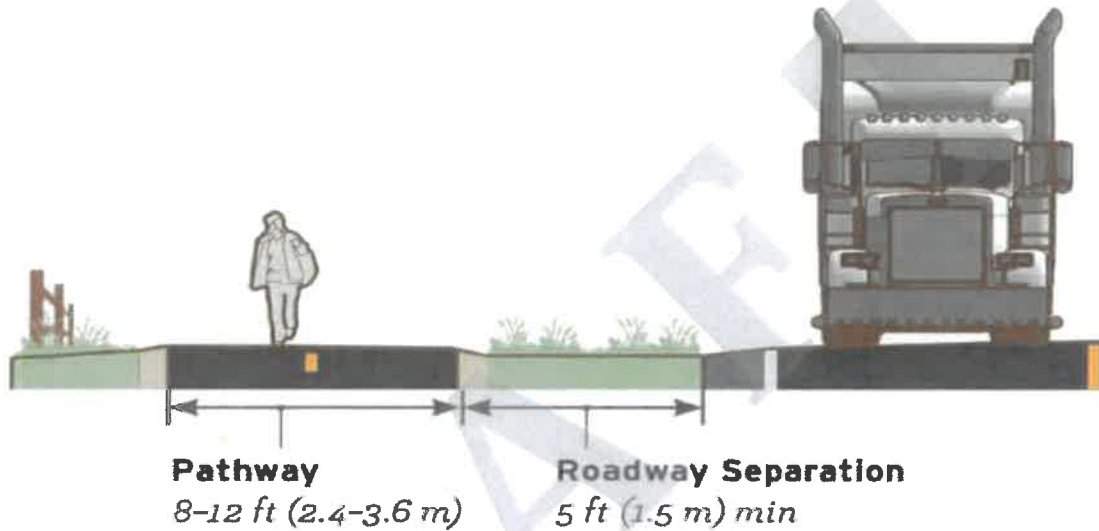
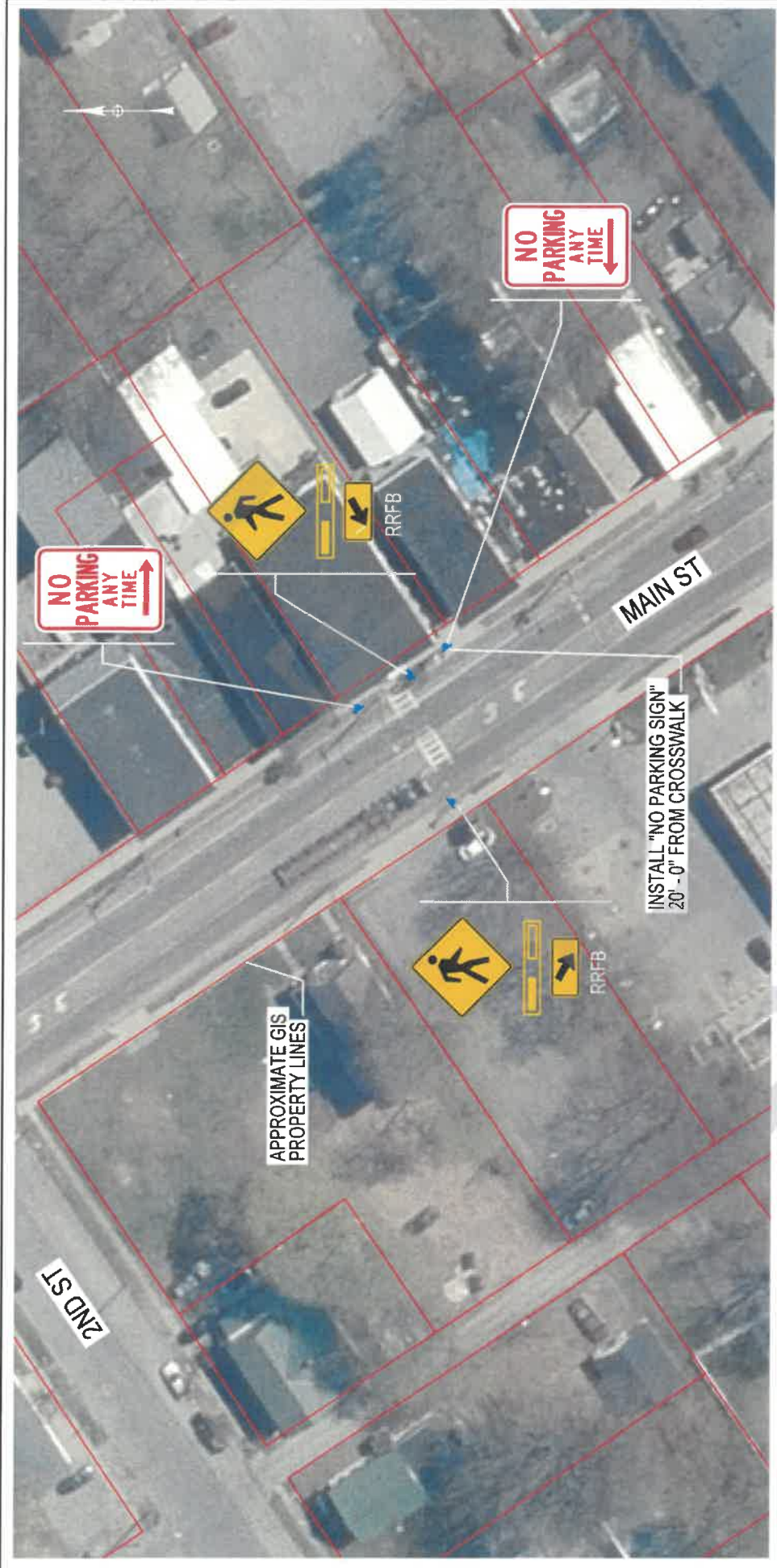


Figure 8 - Typical Shared Use Path configuration. Source: FHWA



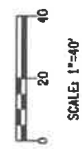
**CONCEPT 1 - MIDBLOCK CROSSING AND RRFB LAYOUT ON MAIN ST
OPTION WITH NO PARKING AREA**



**CONCEPT 2 - MID-BLOCK CROSSING, RRFB, AND BUMPOUT LAYOUT ON MAIN ST
OPTION WITH CURB BUMPOUT**



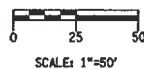




OCTOBER 2025



**CONCEPT 3 - SIDEWALK, CROSSWALK AND RRFB
LAYOUT ON SARATOGA AVE**



akrf



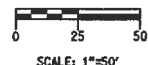
**Barton
& Loguidice**



OCTOBER 2025



CONCEPT 4 - CROSSWALK AND RRFB LAYOUT ON SARATOGA AVE



akrf

Barton & Loguidice

AIGFTC

NOVEMBER 2025

OCTOBER 2025



**CONCEPT 5 - CROSSWALK AND RRFB
LAYOUT ON SARATOGA AVE**









 OCTOBER 2025

APPENDIX C: TRAFFIC SIGNAL CONDITION INVENTORY

DRAFT

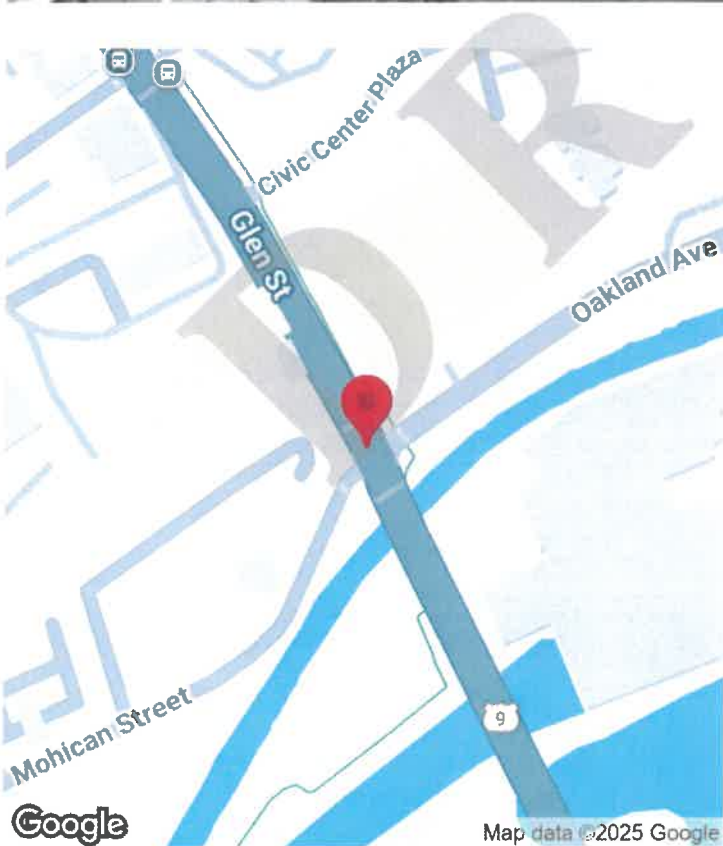
NY Traffic Signal Inventory

Inventory of Traffic Signal Infrastructure within NY



Route 9 and Mohican Street/ Oakland Avenue

7/25/2025, 3:10:17 PM UTC



CREATED

🕒 6/10/2025, 3:52:59 PM UTC
👤 by Greenwich ATCS

UPDATED

🕒 7/25/2025, 3:10:17 PM UTC
👤 by Marissa Tarallo

STATUS

🟢 Complete

LOCATION

📍 43.307441, -73.642235

PROJECT

No Project

ASSIGNED TO

👤 No Assignment

General Info

Date	June 10, 2025
Time	11:53
Location	48 Glen St Glens Falls NY 12801 US
Municipality	S Glens Falls
Intersection	Route 9 and Mohican Street/ Oakland Avenue
Signal No.	
Staff Initials	MT

Cabinet

Year of Controller/Cabinet Assembly	
Conflict Monitor Model/Size	EDI 210SA
Load Switches Installed/Type	9 installed
Backpanel Size	14 position
Controller Type	179
Controller Make	U.S. Traffic Corp
Controller Model	179
Cabinet Type	330
Cabinet Mount	Ground
Cabinet Door	Single, Police
Signal Coordination	No
Type of Coordination	
Overall Cabinet Rating	
Cabinet Notes	Only detector working is microwave
Cabinet Photos	

Cabinet Files 1 Attachment

Pedestrian Facilities

Ped Signals Yes

Location of Ped Signals and Notes No countdown

Ped Buttons Yes

Meets ADA Requirements? No

Pedestrian Infrastructure Notes None of buttons work, all on ped recall

Signal Infrastructure

Year of Signal Installation

Overall Condition Good

Poles Mast

Span Type N/A

Signal Heads 12", LED

Maintenance Record Notes

Detection

Detection Available Semi-Actuated

Detection Type Loops, Other

Functional Detection? No

Detection Notes Only detector working is microwave

Pre-emption

Pre-empt Equipment

Pre-empt 1 Functioning? N/A

Pre-empt 2 Functioning? N/A

Pre-empt 3 Functioning? N/A

Pre-empt 4 Functioning? N/A

Pre-empt Notes

MUTCD Compliance

Two Signal Faces per Approach? Yes

Proper Use of Signal Heads? Yes

Proper Size Vehicle Displays? Yes

8' min separation of signals?	Yes
Post/Poles 2' min off curb?	Yes
Proper Timing/Clearance (Vehicle)?	
Proper Timing/Clearance (Ped)?	
Adequate Visibility?	Yes
Both signals <120/180' from stop bar?	Yes
Atleast one signal >40' from stop bar?	Yes
MUTCD Compliant?	Yes

Notes

Photos

DRAFT



Attachments

Video Observations

DRAFT

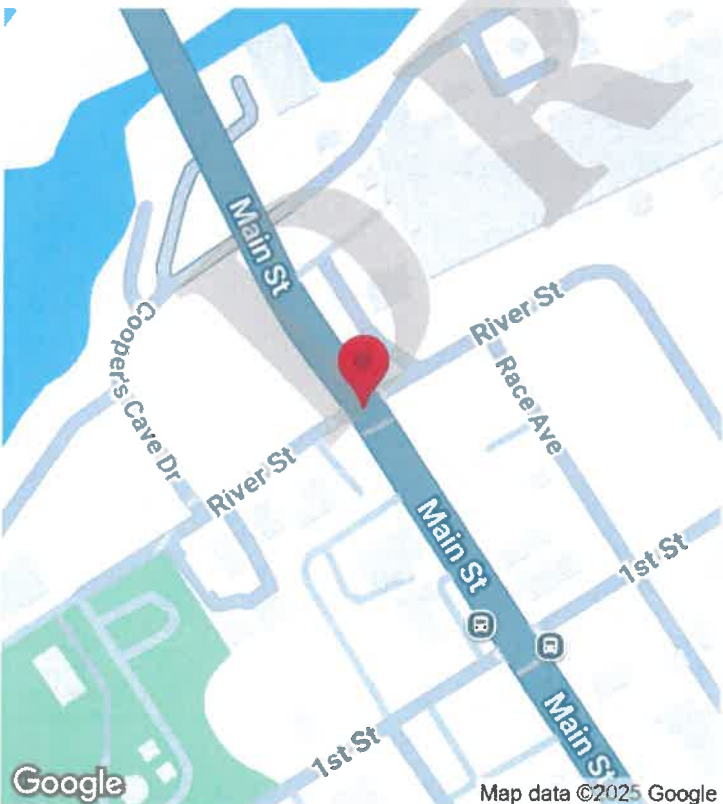
NY Traffic Signal Inventory

Inventory of Traffic Signal Infrastructure within NY



Main Street and River Street

7/25/2025, 3:37:55 PM UTC



CREATED

🕒 6/10/2025, 4:08:57 PM UTC
👤 by Greenwich ATCS

UPDATED

🕒 7/25/2025, 3:37:55 PM UTC
👤 by Marissa Tarallo

STATUS

🟢 Complete

LOCATION

📍 43.304217, -73.639885

PROJECT

📁 No Project

ASSIGNED TO

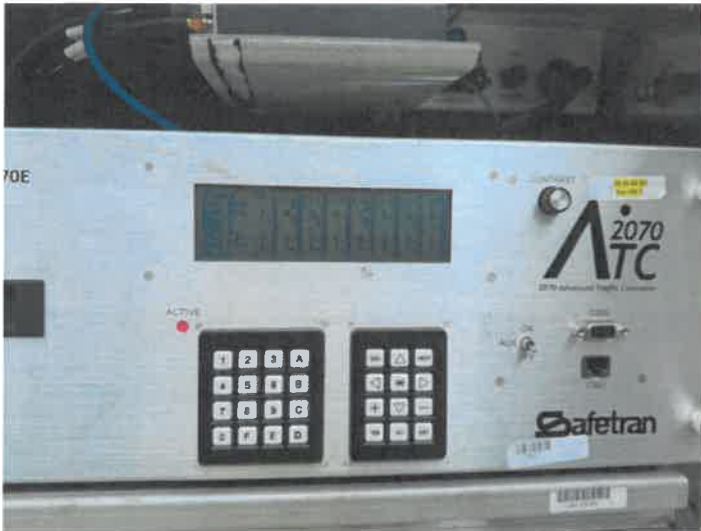
👤 No Assignment

General Info

Date	June 10, 2025
Time	12:09
Location	16 Main St South Glens Falls NY 12803 US
Municipality	S Glen Falls
Intersection	Main Street and River Street
Signal No.	43
Staff Initials	MT

Cabinet

Year of Controller/Cabinet Assembly	
Conflict Monitor Model/Size	
Load Switches Installed/Type	8 installed
Backpanel Size	14 position
Controller Type	2070
Controller Make	Safetran ATC
Controller Model	2070E
Cabinet Type	330
Cabinet Mount	Ground
Cabinet Door	Single, Police
Signal Coordination	No
Type of Coordination	
Overall Cabinet Rating	
Cabinet Notes	Modem present for communication
Cabinet Photos	



Controller Programming Sheet Images

Cabinet Files

Pedestrian Facilities

Ped Signals	Yes
Location of Ped Signals and Notes	
Ped Buttons	Yes
Meets ADA Requirements?	Yes
Pedestrian Infrastructure Notes	

Signal Infrastructure

Year of Signal Installation	
Overall Condition	
Poles	Span/Strain
Span Type	Tethered
Signal Heads	12", LED
Maintenance Record Notes	Red ball is out for EB river st approach





Attachments

Video Observations

DRAFT

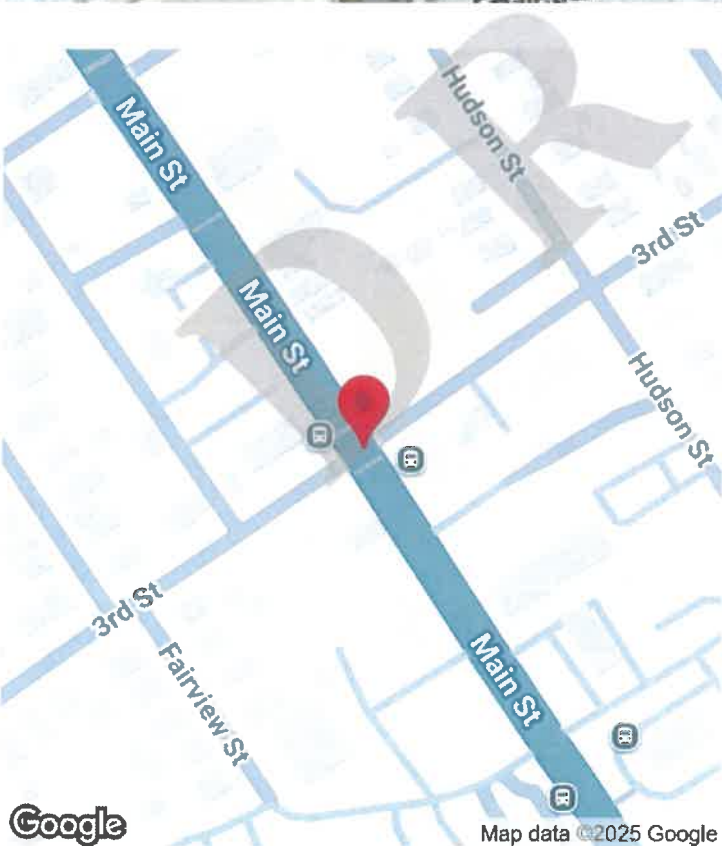
NY Traffic Signal Inventory

Inventory of Traffic Signal Infrastructure within NY



Main Street and 3rd Street

7/25/2025, 3:57:33 PM UTC



CREATED

🕒 6/10/2025, 4:42:31 PM UTC
👤 by Greenwich ATCS

UPDATED

🕒 7/25/2025, 3:57:33 PM UTC
👤 by Marissa Tarallo

STATUS

🟢 Complete

LOCATION

📍 43.300994, 73.636902

PROJECT

No Project

ASSIGNED TO

👤 No Assignment

Google

Map data ©2025 Google

General Info

Date	June 10, 2025
Time	12:42
Location	15 Third St South Glens Falls NY 12803 US
Municipality	Village of S Glens Falls
Intersection	Main Street and 3rd Street
Signal No.	111
Staff Initials	MT

Cabinet

Year of Controller/Cabinet Assembly	
Conflict Monitor Model/Size	
Load Switches Installed/Type	11 installed
Backpanel Size	14 position
Controller Type	2070
Controller Make	McCain
Controller Model	2070E
Cabinet Type	330
Cabinet Mount	Side of Pole
Cabinet Door	Single, Police, Aux Cabinet
Signal Coordination	No
Type of Coordination	
Overall Cabinet Rating	
Cabinet Notes	Modem for Communication
Cabinet Photos	





Controller Programming Sheet Images

Cabinet Files

Pedestrian Facilities

Ped Signals	Yes
Location of Ped Signals and Notes	All corners
Ped Buttons	Yes
Meets ADA Requirements?	Yes
Pedestrian Infrastructure Notes	Ped head skewed

Signal Infrastructure

Year of Signal Installation	
Overall Condition	Good
Poles	Span/Strain
Span Type	Tethered
Signal Heads	12", LED
Maintenance Record Notes	

Detection

Detection Available	Actuated
Detection Type	Video (360)
Functional Detection?	Yes
Detection Notes	

Pre-emption

Pre-Empt Equipment	
Pre-Empt 1 Functioning?	N/A
Pre-Empt 2 Functioning?	N/A
Pre-Empt 3 Functioning?	N/A
Pre-Empt 4 Functioning?	N/A
Pre-Empt Notes	

MUTCD Compliance

Two Signal Faces per Approach?	Yes
Proper Use of Signal Heads?	Yes
Proper Size Vehicle Displays?	Yes
8' min separation of signals?	Yes
Post/Poles 2' min off curb?	Yes
Proper Timing/Clearance (Vehicle)?	
Proper Timing/Clearance (Ped)?	
Adequate Visibility?	Yes
Both signals <120/180' from stop bar?	Yes
Atleast one signal >40' from stop bar?	No
MUTCD Compliant?	
Notes	3rd Street westbound may be less than 40'

Photos

Attachments

Video Observations

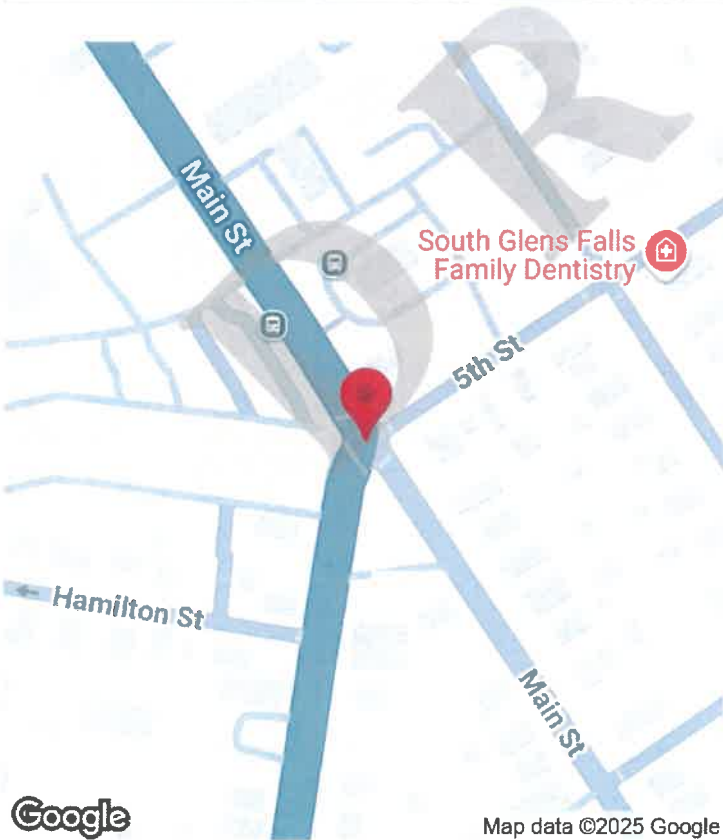
NY Traffic Signal Inventory

Inventory of Traffic Signal Infrastructure within NY



Route 9/Main Street and Saratoga Avenue and 5th Street

7/25/2025, 7:02:15 PM UTC



CREATED

6/10/2025, 4:51:14 PM UTC
by Greenwich ATCS

UPDATED

7/25/2025, 7:02:15 PM UTC
by Marissa Tarallo

STATUS

Complete

LOCATION

43.299180, -73.635311

PROJECT

No Project

ASSIGNED TO

No Assignment



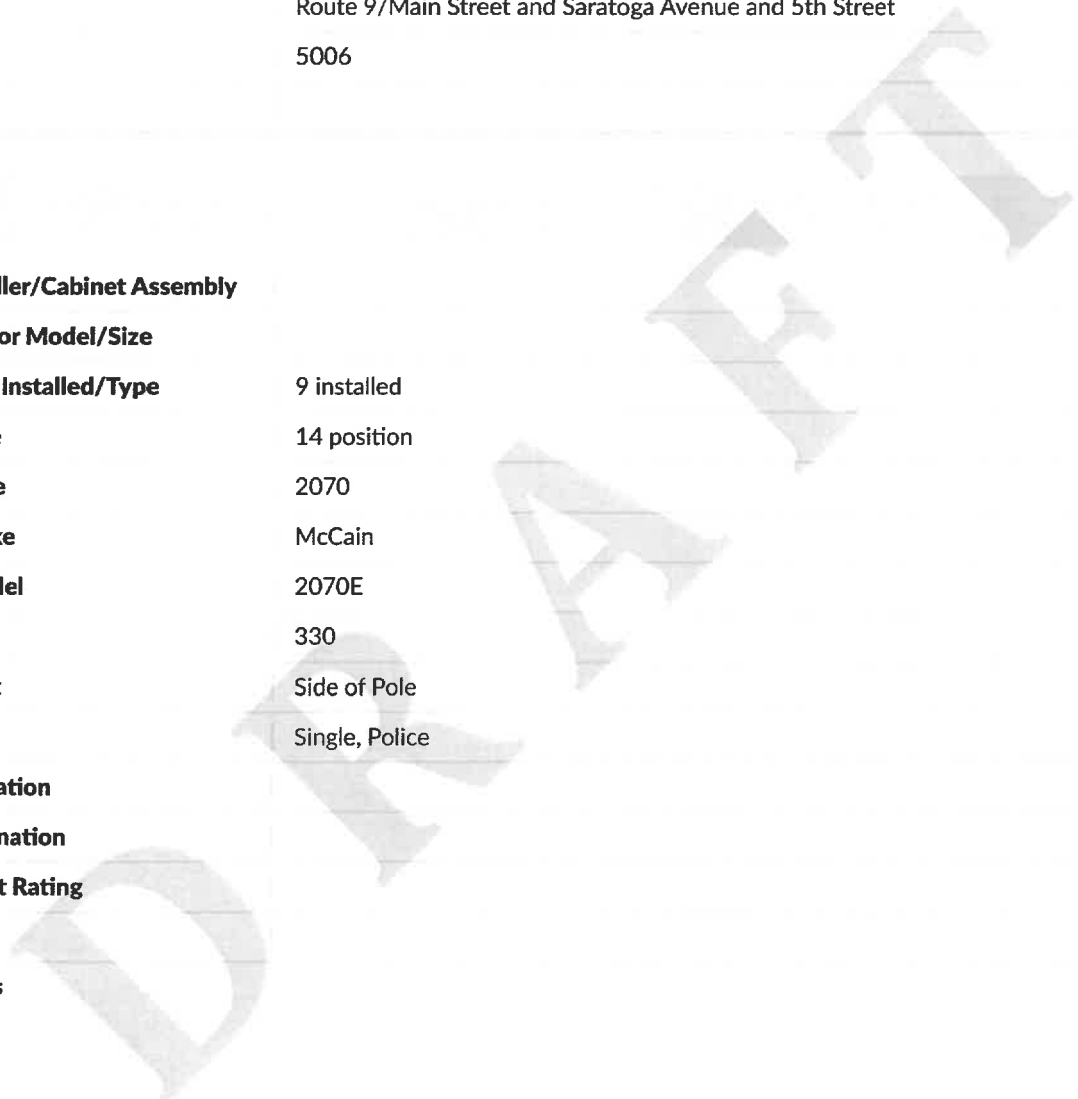
Map data ©2025 Google

General Info

Date	June 10, 2025
Time	
Location	2-6 Saratoga Ave South Glens Falls NY 12803 US
Municipality	Village of South Glens Falls
Intersection	Route 9/Main Street and Saratoga Avenue and 5th Street
Signal No.	5006
Staff Initials	

Cabinet

Year of Controller/Cabinet Assembly	
Conflict Monitor Model/Size	
Load Switches Installed/Type	9 installed
Backpanel Size	14 position
Controller Type	2070
Controller Make	McCain
Controller Model	2070E
Cabinet Type	330
Cabinet Mount	Side of Pole
Cabinet Door	Single, Police
Signal Coordination	
Type of Coordination	
Overall Cabinet Rating	
Cabinet Notes	
Cabinet Photos	





Controller Programming Sheet Images

akrf AKRF
 440 PARK AVE S FL 7
 MEMPHIS, TN 38102

Cabinet Files

Pedestrian Facilities

Ped Signals	Yes
Location of Ped Signals and Notes	all crosswalks
Ped Buttons	Yes
Meets ADA Requirements?	Yes
Pedestrian Infrastructure Notes	

Signal Infrastructure

Year of Signal Installation	
Overall Condition	Good
Poles	Span/Strain
Span Type	Tethered
Signal Heads	12", LED
Maintenance Record Notes	

Detection

Detection Available	Actuated
Detection Type	Video (360)
Functional Detection?	Yes
Detection Notes	

Pre-emption

Pre-Empt Equipment	
Pre-Empt 1 Functioning?	
Pre-Empt 2 Functioning?	
Pre-Empt 3 Functioning?	
Pre-Empt 4 Functioning?	
Pre-Empt Notes	

MUTCD Compliance

Two Signal Faces per Approach?	Yes
Proper Use of Signal Heads?	Yes
Proper Size Vehicle Displays?	Yes

8' min separation of signals? Yes

Post/Poles 2' min off curb? Yes

Proper Timing/Clearance (Vehicle)?

Proper Timing/Clearance (Ped)?

Adequate Visibility? Yes

Both signals <120/180' from stop bar? Yes

Atleast one signal >40' from stop bar? Yes

MUTCD Compliant? Yes

Notes

Photos

Attachments

Video Observations

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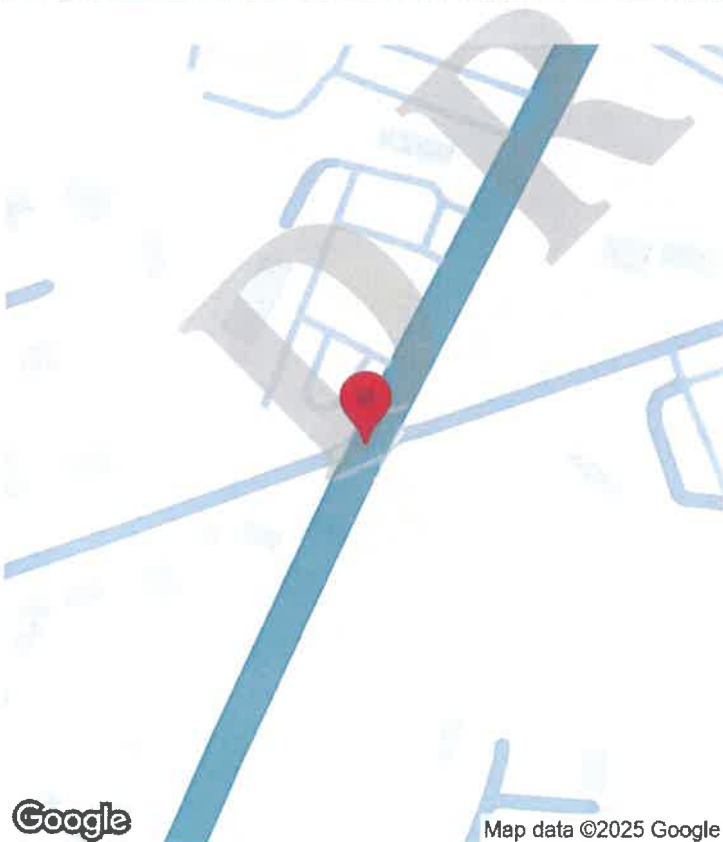
NY Traffic Signal Inventory

Inventory of Traffic Signal Infrastructure within NY



Route 9 and Feeder Dam Rd and William St

7/25/2025, 7:16:35 PM UTC



CREATED

🕒 6/10/2025, 5:10:54 PM UTC
👤 by Greenwich ATCS

UPDATED

🕒 7/25/2025, 7:16:35 PM UTC
👤 by Marissa Tarallo

STATUS

🟢 Complete

LOCATION

📍 43.284571, -73.641670

PROJECT

No Project

ASSIGNED TO

👤 No Assignment

Google

Map data ©2025 Google

General Info

Date	June 10, 2025
Time	13:10
Location	2-6 Feeder Dam Rd South Glens Falls NY 12803 US
Municipality	Village of South Glens Falls
Intersection	Route 9 and Feeder Dam Rd and William St
Signal No.	47
Staff Initials	MT

Cabinet

Year of Controller/Cabinet Assembly

Conflict Monitor Model/Size

Load Switches Installed/Type

Backpanel Size

Controller Type 2070

Controller Make McCain

Controller Model

Cabinet Type

Cabinet Mount Side of Pole

Cabinet Door Single, Police

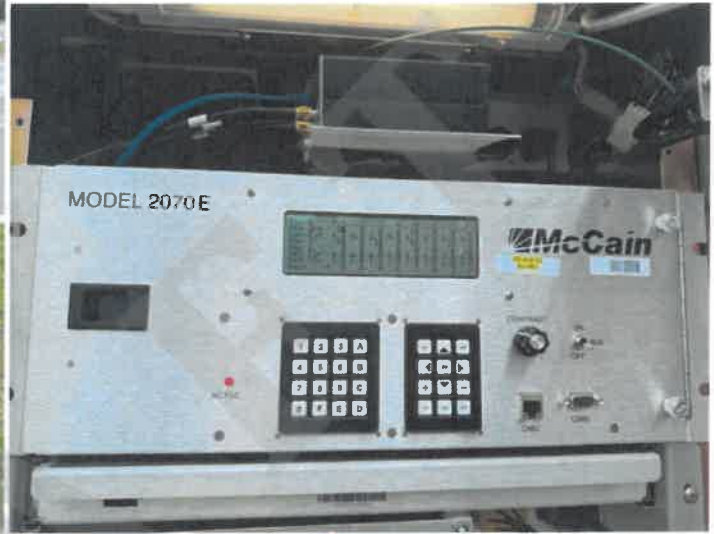
Signal Coordination

Type of Coordination

Overall Cabinet Rating

Cabinet Notes

Cabinet Photos



Controller Programming Sheet Images

akrf AKRF
 440 PARK AVE S FL 7
 MEMPHIS, TN 38117-0000

Pedestrian Facilities

Ped Signals	Yes
Location of Ped Signals and Notes	
Ped Buttons	Yes
Meets ADA Requirements?	Yes
Pedestrian Infrastructure Notes	

Signal Infrastructure

Year of Signal Installation	
Overall Condition	Good
Poles	Mast
Span Type	N/A
Signal Heads	12", LED
Maintenance Record Notes	

Detection

Detection Available	Actuated
Detection Type	Video (360)
Functional Detection?	Yes
Detection Notes	

Pre-emption

Pre-empt Equipment	
Pre-empt 1 Functioning?	N/A
Pre-empt 2 Functioning?	N/A
Pre-empt 3 Functioning?	N/A
Pre-empt 4 Functioning?	N/A
Pre-empt Notes	

MUTCD Compliance

Two Signal Faces per Approach?	Yes
Proper Use of Signal Heads?	Yes
Proper Size Vehicle Displays?	Yes

8' min separation of signals?	Yes
Post/Poles 2' min off curb?	No
Proper Timing/Clearance (Vehicle)?	
Proper Timing/Clearance (Ped)?	
Adequate Visibility?	Yes
Both signals <120/180' from stop bar?	Yes
Atleast one signal >40' from stop bar?	Yes
MUTCD Compliant?	Yes

Notes

Photos

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Attachments

Video Observations

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APPENDIX D: SIMTRAFFIC ANALYSIS

SECRET

Summary of All Intervals

Run Number	1	10	2	4	5	6	7
Start Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
End Time	7:55	7:55	7:55	7:55	7:55	7:55	7:55
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	55	55	55	55	55	55	55
# of Intervals	5	5	5	5	5	5	5
# of Recorded mScheduledIntervals	4	4	4	4	4	4	4
Vehs Entered	3050	2936	3001	3019	3031	2972	2995
Vehs Exited	3048	3005	3009	2970	3028	2945	2960
Starting Vehs	201	221	166	150	181	148	176
Ending Vehs	203	152	158	199	184	175	211
Denied Entry Before	3	2	0	2	1	2	1
Travel Distance (mi)	3307	3215	3233	3245	3290	3225	3224
Travel Time (hr)	174.9	196.7	166.7	170.7	165.7	169.5	174.8
Total Delay (hr)	65.0	89.9	59.8	62.8	56.4	62.4	68.0
Total Stops	4923	4730	4329	4474	4605	4605	4593
Fuel Used (gal)	122.5	125.0	118.6	119.4	119.8	118.5	120.6

Summary of All Intervals

Run Number	8	9	Avg
Start Time	6:45	6:45	6:45
End Time	7:55	7:55	7:55
Total Time (min)	70	70	70
Time Recorded (min)	55	55	55
# of Intervals	5	5	5
# of Recorded mScheduledIntervals	4	4	4
Vehs Entered	3021	2941	2997
Vehs Exited	3008	2993	2996
Starting Vehs	158	212	176
Ending Vehs	171	160	180
Denied Entry Before	1	1	1
Travel Distance (mi)	3290	3185	3246
Travel Time (hr)	169.9	174.1	173.7
Total Delay (hr)	60.6	68.2	65.9
Total Stops	4538	4612	4598
Fuel Used (gal)	120.6	119.3	120.5

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time 7:00
 End Time 7:15
 Total Time (min) 15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	4	5	6	7
Vehs Entered	761	783	764	800	815	772	786
Vehs Exited	812	812	771	761	827	731	778
Starting Vehs	201	221	166	150	181	148	176
Ending Vehs	150	192	159	189	169	189	184
Denied Entry Before	3	2	0	2	1	2	1
Travel Distance (mi)	885	932	838	840	909	817	892
Travel Time (hr)	45.6	54.5	41.3	43.3	43.9	40.4	44.0
Total Delay (hr)	16.3	23.8	13.6	15.2	13.8	13.2	14.6
Total Stops	1320	1367	1064	1124	1124	1160	1172
Fuel Used (gal)	32.7	35.6	30.6	31.0	32.4	29.6	32.4

Interval #1 Information Recording

Start Time 7:00
 End Time 7:15
 Total Time (min) 15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	Avg
Vehs Entered	774	788	783
Vehs Exited	772	833	788
Starting Vehs	158	212	176
Ending Vehs	160	167	170
Denied Entry Before	1	1	1
Travel Distance (mi)	846	918	875
Travel Time (hr)	42.6	47.3	44.8
Total Delay (hr)	14.5	16.9	15.8
Total Stops	1197	1305	1200
Fuel Used (gal)	30.3	33.7	32.0

Interval #2 Information Recording

Start Time 7:15
End Time 7:30
Total Time (min) 15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	4	5	6	7
Vehs Entered	825	820	775	773	766	757	788
Vehs Exited	811	813	735	795	781	763	799
Starting Vehs	150	192	159	189	169	189	184
Ending Vehs	164	199	199	167	154	183	173
Denied Entry Before	0	1	1	1	1	1	1
Travel Distance (mi)	882	886	850	876	839	867	852
Travel Time (hr)	44.7	46.8	47.8	46.2	40.7	45.8	45.0
Total Delay (hr)	15.2	17.4	19.6	17.2	12.8	17.1	16.8
Total Stops	1272	1297	1157	1231	1136	1153	1198
Fuel Used (gal)	32.1	32.4	31.9	32.2	30.0	31.7	31.6

Interval #2 Information Recording

Start Time 7:15
End Time 7:30
Total Time (min) 15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	Avg
Vehs Entered	834	786	790
Vehs Exited	774	781	784
Starting Vehs	160	167	170
Ending Vehs	220	172	174
Denied Entry Before	0	1	0
Travel Distance (mi)	895	843	866
Travel Time (hr)	45.6	42.2	45.0
Total Delay (hr)	15.9	14.1	16.2
Total Stops	1184	1175	1201
Fuel Used (gal)	32.5	30.7	31.7

Interval #3 Information Recording

Start Time 7:30
End Time 7:45
Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	10	2	4	5	6	7
Vehs Entered	917	859	912	901	931	953	881
Vehs Exited	884	875	909	871	882	914	841
Starting Vehs	164	199	199	167	154	183	173
Ending Vehs	197	183	202	197	203	222	213
Denied Entry Before	1	2	2	2	1	1	1
Travel Distance (mi)	910	890	920	941	934	976	897
Travel Time (hr)	51.3	52.6	46.0	49.5	48.7	53.6	47.6
Total Delay (hr)	21.0	22.9	15.7	18.2	17.6	21.2	17.7
Total Stops	1459	1326	1304	1358	1397	1496	1341
Fuel Used (gal)	34.6	34.6	33.3	34.7	34.7	36.4	33.2

Interval #3 Information Recording

Start Time 7:30
End Time 7:45
Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	Avg
Vehs Entered	882	897	899
Vehs Exited	893	865	883
Starting Vehs	220	172	174
Ending Vehs	209	204	203
Denied Entry Before	3	0	1
Travel Distance (mi)	941	922	926
Travel Time (hr)	49.4	48.7	49.7
Total Delay (hr)	18.2	17.8	18.9
Total Stops	1257	1394	1368
Fuel Used (gal)	35.0	34.1	34.5

Interval #4 Information Recording

Start Time 7:45
End Time 7:55
Total Time (min) 10

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	10	2	4	5	6	7
Vehs Entered	547	474	550	545	519	490	540
Vehs Exited	541	505	594	543	538	537	542
Starting Vehs	197	183	202	197	203	222	213
Ending Vehs	203	152	158	199	184	175	211
Denied Entry Before	1	54	2	0	5	0	22
Travel Distance (mi)	630	507	624	589	608	565	583
Travel Time (hr)	33.3	42.8	31.6	31.7	32.4	29.7	38.2
Total Delay (hr)	12.5	25.8	10.8	12.2	12.3	10.9	18.8
Total Stops	872	740	804	761	948	796	882
Fuel Used (gal)	23.2	22.3	22.8	21.5	22.7	20.8	23.5

Interval #4 Information Recording

Start Time 7:45
End Time 7:55
Total Time (min) 10

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	Avg
Vehs Entered	531	470	519
Vehs Exited	569	514	542
Starting Vehs	209	204	203
Ending Vehs	171	160	180
Denied Entry Before	0	3	9
Travel Distance (mi)	608	500	579
Travel Time (hr)	32.3	36.0	34.2
Total Delay (hr)	12.0	19.4	15.0
Total Stops	900	738	829
Fuel Used (gal)	22.8	20.8	22.3

1: Saratoga Ave & Feeder Dam Rd/William St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	3.0	0.3	0.3	0.0	0.0	0.0
Total Del/Veh (s)	32.8	29.0	22.7	30.6	29.1	22.5	24.4	11.9	6.4	24.9	12.0	12.8
Stop/Veh	0.90	0.80	0.86	0.86	0.84	0.86	0.92	0.35	0.40	0.88	0.22	0.42
Travel Time (hr)	1.4	0.9	0.2	1.6	1.3	0.3	0.2	3.7	0.5	0.6	12.7	2.9
Avg Speed (mph)	11	12	13	13	14	15	20	29	29	28	32	31
Fuel Used (gal)	0.7	0.4	0.1	0.8	0.7	0.2	0.1	2.9	0.3	0.5	12.1	2.6
Fuel Eff. (mpg)	23.1	23.5	26.1	26.4	27.0	27.7	34.2	37.6	39.5	35.2	33.5	35.4
HC Emissions (g)	3	2	0	3	5	1	1	71	2	2	156	19
CO Emissions (g)	135	98	18	134	142	29	38	1903	119	91	3966	564
NOx Emissions (g)	10	7	1	11	14	2	3	220	10	13	572	83
Vehicles Entered	95	64	14	99	87	21	13	386	47	24	676	119
Vehicles Exited	95	64	14	98	86	21	13	387	48	23	677	120
Hourly Exit Rate	104	70	15	107	94	23	14	422	52	25	739	131
Input Volume	105	69	13	104	90	23	15	431	51	28	742	128
% of Volume	98	101	115	103	104	99	93	98	102	90	100	102

1: Saratoga Ave & Feeder Dam Rd/William St Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	16.2
Stop/Veh	0.43
Travel Time (hr)	26.4
Avg Speed (mph)	27
Fuel Used (gal)	21.3
Fuel Eff. (mpg)	33.3
HC Emissions (g)	265
CO Emissions (g)	7237
NOx Emissions (g)	950
Vehicles Entered	1645
Vehicles Exited	1646
Hourly Exit Rate	1796
Input Volume	1801
% of Volume	100

2: Saratoga Ave & Marion Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.6	0.3	0.5	0.2	0.1	0.2	0.2
Total Del/Veh (s)	42.3	27.8	14.9	52.8	19.6	15.4	7.0	6.6	7.5	2.7	2.1	5.2
Stop/Veh	1.00	1.00	1.00	1.00	0.80	0.70	0.00	0.06	0.60	0.00	0.00	0.03
Travel Time (hr)	0.1	0.0	0.1	0.1	0.1	0.3	15.9	0.5	0.1	8.7	0.2	25.9
Avg Speed (mph)	3	4	7	10	15	25	27	26	21	25	23	26
Fuel Used (gal)	0.0	0.0	0.0	0.0	0.0	0.2	12.9	0.3	0.1	8.1	0.2	21.9
Fuel Eff. (mpg)	12.4	16.1	23.5	24.0	29.7	33.0	33.3	34.0	26.1	26.4	28.9	30.7
HC Emissions (g)	0	0	0	0	0	1	190	24	0	115	1	331
CO Emissions (g)	2	0	2	5	4	21	3287	363	12	2873	38	6607
NOx Emissions (g)	0	0	0	0	0	3	516	59	1	355	4	939
Vehicles Entered	6	2	10	5	5	10	650	18	5	812	18	1541
Vehicles Exited	6	2	10	5	4	10	652	18	5	812	18	1542
Hourly Exit Rate	7	2	11	5	4	11	711	20	5	886	20	1682
Input Volume	7	1	10	5	5	13	713	18	5	892	20	1690
% of Volume	89	171	107	107	86	82	100	107	109	99	98	100

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3: Saratoga Ave & Main St & 5th St Performance by movement

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	39.3	42.3	27.3	172.8	46.5	39.5	48.8	43.1	12.6	30.5	1.8	22.8
Stop/Veh	0.80	0.82	0.85	1.00	0.72	0.78	1.00	0.77	0.38	0.65	0.00	0.60
Travel Time (hr)	0.3	1.9	0.2	0.1	2.5	0.1	0.2	3.1	6.3	8.5	0.6	1.4
Avg Speed (mph)	12	12	15	2	6	7	7	8	16	15	27	17
Fuel Used (gal)	0.1	0.9	0.1	0.0	1.0	0.1	0.1	1.4	3.3	4.4	0.5	0.7
Fuel Eff. (mpg)	25.8	25.4	26.9	7.6	16.1	17.3	18.1	19.0	30.1	28.5	33.8	30.1
HC Emissions (g)	2	14	1	0	8	0	0	6	35	65	5	5
CO Emissions (g)	39	298	20	1	279	13	8	222	817	1189	89	136
NOx Emissions (g)	5	36	2	0	23	1	1	27	114	166	14	15
Vehicles Entered	14	93	13	1	148	9	8	187	691	465	111	83
Vehicles Exited	14	92	13	1	147	9	8	186	691	463	110	82
Hourly Exit Rate	15	100	14	1	160	10	9	203	754	505	120	89
Input Volume	17	102	14	1	164	11	8	201	759	513	118	91
% of Volume	88	98	99	109	98	91	109	101	99	99	102	98

3: Saratoga Ave & Main St & 5th St Performance by movement

Movement	NER2	All
Denied Del/Veh (s)	0.0	0.1
Total Del/Veh (s)	26.1	25.1
Stop/Veh	0.50	0.54
Travel Time (hr)	0.1	25.2
Avg Speed (mph)	16	13
Fuel Used (gal)	0.0	12.6
Fuel Eff. (mpg)	28.2	26.8
HC Emissions (g)	0	140
CO Emissions (g)	6	3119
NOx Emissions (g)	1	404
Vehicles Entered	4	1827
Vehicles Exited	4	1820
Hourly Exit Rate	4	1985
Input Volume	4	2003
% of Volume	109	99

4: Main St & 3rd St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	4.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	26.1	23.4	15.1	24.9	24.7	11.4	30.3	9.0	3.5	25.9	14.2	12.7
Stop/Veh	0.79	0.80	0.95	0.75	0.71	0.92	1.00	0.29	0.00	1.00	0.37	0.40
Travel Time (hr)	0.4	0.1	0.2	0.1	0.2	0.1	0.0	4.9	0.0	0.1	11.3	0.1
Avg Speed (mph)	9	10	12	12	12	17	10	18	18	15	20	20
Fuel Used (gal)	0.2	0.1	0.1	0.0	0.1	0.1	0.0	3.8	0.0	0.0	7.0	0.1
Fuel Eff. (mpg)	21.6	21.6	22.0	26.8	25.4	31.9	21.1	23.0	22.4	31.4	32.5	32.8
HC Emissions (g)	1	0	2	0	0	0	0	67	0	0	57	0
CO Emissions (g)	38	17	50	7	17	9	4	1618	1	3	1084	7
NOx Emissions (g)	3	1	5	1	1	1	0	216	0	0	172	1
Vehicles Entered	38	15	20	8	17	12	3	624	1	4	897	10
Vehicles Exited	38	15	20	8	17	12	3	626	1	4	901	10
Hourly Exit Rate	41	16	22	9	19	13	3	683	1	4	983	11
Input Volume	43	17	18	7	19	12	4	689	1	5	991	12
% of Volume	97	97	122	122	96	108	82	99	109	87	99	89

4: Main St & 3rd St Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	12.8
Stop/Veh	0.37
Travel Time (hr)	17.6
Avg Speed (mph)	19
Fuel Used (gal)	11.5
Fuel Eff. (mpg)	28.9
HC Emissions (g)	129
CO Emissions (g)	2855
NOx Emissions (g)	402
Vehicles Entered	1649
Vehicles Exited	1655
Hourly Exit Rate	1805
Input Volume	1818
% of Volume	99

5: Main St & River St Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	49.6	18.5	28.0	12.0	25.2	7.0	4.5	13.5	7.4	5.8	8.6
Stop/Veh	1.00	1.00	1.00	0.94	1.00	0.10	0.00	0.62	0.07	0.00	0.22
Travel Time (hr)	0.1	0.0	0.0	1.0	0.0	6.8	0.0	2.9	9.4	0.1	20.4
Avg Speed (mph)	6	10	4	10	15	24	24	19	22	22	22
Fuel Used (gal)	0.0	0.0	0.0	0.4	0.0	5.5	0.0	2.1	8.3	0.1	16.4
Fuel Eff. (mpg)	18.0	25.3	13.7	23.7	27.9	30.0	34.1	25.8	25.4	28.5	27.0
HC Emissions (g)	1	0	0	1	0	85	0	19	82	0	189
CO Emissions (g)	25	3	0	88	2	1615	3	633	2232	12	4613
NOx Emissions (g)	3	0	0	8	0	253	0	67	299	1	633
Vehicles Entered	8	5	1	159	2	632	3	232	913	7	1962
Vehicles Exited	8	5	1	159	2	633	3	231	912	7	1961
Hourly Exit Rate	9	5	1	173	2	691	3	252	995	8	2139
Input Volume	10	5	1	173	3	694	2	251	1011	9	2159
% of Volume	86	105	109	100	73	100	164	100	98	82	99

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6: Main St & Mohican St/Oakland Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.4	3.5	3.7	0.3	0.4	0.0	0.0	0.0	11.2	23.0	13.2
Total Del/Veh (s)	58.3	55.6	30.8	45.2	26.2	17.5	30.4	32.9	28.0	206.8	63.2	55.2
Stop/Veh	1.10	0.95	0.96	0.86	0.64	0.69	0.84	0.62	0.64	1.38	0.93	0.75
Travel Time (hr)	0.4	1.7	4.7	3.4	0.5	0.1	3.1	8.3	2.6	0.5	17.4	0.1
Avg Speed (mph)	6	7	10	5	8	10	13	13	14	2	5	6
Fuel Used (gal)	0.2	0.7	2.0	1.3	0.2	0.0	1.6	4.2	1.3	0.1	5.9	0.0
Fuel Eff. (mpg)	16.0	16.5	21.1	12.6	19.2	21.7	25.4	26.1	26.7	6.1	11.7	14.8
HC Emissions (g)	1	11	15	14	9	2	29	30	28	0	20	2
CO Emissions (g)	36	263	539	450	177	47	635	933	558	15	890	28
NOx Emissions (g)	3	27	48	38	22	6	75	99	70	1	83	4
Vehicles Entered	20	82	318	203	46	13	180	479	152	8	615	4
Vehicles Exited	20	80	316	202	46	13	180	482	152	7	614	4
Hourly Exit Rate	22	87	345	220	50	14	196	526	166	8	670	4
Input Volume	20	89	335	217	51	14	198	528	165	7	695	5
% of Volume	109	98	103	102	98	99	99	100	101	109	96	87

6: Main St & Mohican St/Oakland Ave Performance by movement

Movement	All
Denied Del/Veh (s)	7.8
Total Del/Veh (s)	43.5
Stop/Veh	0.82
Travel Time (hr)	42.8
Avg Speed (mph)	9
Fuel Used (gal)	17.6
Fuel Eff. (mpg)	19.0
HC Emissions (g)	161
CO Emissions (g)	4570
NOx Emissions (g)	475
Vehicles Entered	2120
Vehicles Exited	2116
Hourly Exit Rate	2308
Input Volume	2323
% of Volume	99

Total Network Performance

Denied Del/Veh (s)	5.8
Total Del/Veh (s)	69.1
Stop/Veh	1.45
Travel Time (hr)	173.7
Avg Speed (mph)	19
Fuel Used (gal)	120.5
Fuel Eff. (mpg)	26.9
HC Emissions (g)	1533
CO Emissions (g)	39889
NOx Emissions (g)	4873
Vehicles Entered	2997
Vehicles Exited	2996
Hourly Exit Rate	3268
Input Volume	14491
% of Volume	23

DRAFT

Arterial Level of Service: NB Saratoga Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
William St	1	11.9	34.6	0.3	30	32	9.7
Marion Ave	2	7.4	82.8	0.8	33	33	7.3
Main St	3	30.5	64.5	0.3	15	15	33.9
Total		49.8	181.9	1.3	26	26	50.9

Arterial Level of Service: NB Saratoga Ave

Cross Street	Run 10 Speed	Run 10 Delay	Run 2 Speed	Run 2 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
William St	30	11.6	31	10.5	29	12.9	30
Marion Ave	33	7.3	33	7.1	33	8.4	32
Main St	16	29.3	16	30.4	15	32.7	17
Total	27	48.2	27	48.0	26	53.9	27

Arterial Level of Service: NB Saratoga Ave

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
William St	12.2	29	12.6	30	12.6	29	12.6
Marion Ave	8.2	34	7.5	33	6.9	33	7.3
Main St	26.2	15	31.3	16	30.1	17	24.5
Total	46.7	26	51.4	26	49.6	27	44.4

Arterial Level of Service: NB Saratoga Ave

Cross Street	Run 9 Speed	Run 9 Delay
William St	30	12.3
Marion Ave	34	6.7
Main St	14	36.7
Total	26	55.6

Arterial Level of Service: SB Saratoga Ave

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Marion Ave	2	2.8	39.2	0.3	25	25	2.8
Feeder Dam Rd	1	11.9	66.2	0.8	41	41	11.4
Total		14.7	105.4	1.0	35	35	14.2

Arterial Level of Service: SB Saratoga Ave

Cross Street	Run 10 Speed	Run 10 Delay	Run 2 Speed	Run 2 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Marion Ave	26	2.7	26	2.9	25	2.8	25
Feeder Dam Rd	43	10.7	42	12.2	42	11.7	42
Total	36	13.3	36	15.1	36	14.5	36

Arterial Level of Service: SB Saratoga Ave

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Marion Ave	2.9	25	2.9	26	2.6	25	2.9
Feeder Dam Rd	12.1	41	11.7	40	13.1	41	12.3
Total	15.0	35	14.7	35	15.8	35	15.2

Arterial Level of Service: SB Saratoga Ave

Cross Street	Run 9 Speed	Run 9 Delay
Marion Ave	26	2.7
Feeder Dam Rd	40	12.2
Total	35	15.0

Arterial Level of Service: NB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
5th St	3	46.5	59.7	0.1	7	9	32.1
3rd St	4	8.8	25.3	0.1	20	17	13.6
River St	5	7.2	38.1	0.3	24	24	8.8
Oakland Ave	6	32.5	59.7	0.2	14	14	33.7
Total		94.9	182.9	0.8	15	16	88.2

Arterial Level of Service: NB Main St

Cross Street	Run 10 Speed	Run 10 Delay	Run 2 Speed	Run 2 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
5th St	7	52.1	8	37.9	4	84.7	8
3rd St	18	11.7	25	3.5	25	4.1	20
River St	24	7.0	25	6.5	25	5.8	24
Oakland Ave	13	38.7	15	29.1	15	28.7	14
Total	14	109.4	17	77.1	13	123.3	15

Arterial Level of Service: NB Main St

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
5th St	36.8	5	73.5	8	39.2	10	28.2
3rd St	8.0	18	11.6	21	6.9	20	9.9
River St	8.5	25	6.5	25	7.2	25	6.7
Oakland Ave	34.2	15	30.1	15	30.0	14	32.7
Total	87.5	13	121.7	16	83.3	16	77.5

Arterial Level of Service: NB Main St

Cross Street	Run 9 Speed	Run 9 Delay
5th St	9	31.7
3rd St	19	10.0
River St	24	7.5
Oakland Ave	14	34.7
Total	16	84.0

Arterial Level of Service: SB Main St

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed	Run 1 Speed	Run 1 Delay
Mohican St	6	63.2	99.9	0.1	6	7	44.6
River St	5	9.5	37.3	0.2	23	22	11.1
3rd St	4	14.3	44.5	0.3	21	19	18.1
Saratoga Ave	3	43.2	59.6	0.1	9	9	40.2
Total		130.2	241.4	0.8	13	13	114.1

Arterial Level of Service: SB Main St

Cross Street	Run 10 Speed	Run 10 Delay	Run 2 Speed	Run 2 Delay	Run 4 Speed	Run 4 Delay	Run 5 Speed
Mohican St	3	115.4	6	58.9	6	62.8	9
River St	23	9.3	23	10.3	23	10.3	23
3rd St	18	20.7	25	7.4	25	7.0	21
Saratoga Ave	8	46.7	9	41.5	8	45.6	8
Total	10	192.1	13	118.2	13	125.8	14

Arterial Level of Service: SB Main St

Cross Street	Run 5 Delay	Run 6 Speed	Run 6 Delay	Run 7 Speed	Run 7 Delay	Run 8 Speed	Run 8 Delay
Mohican St	34.3	6	57.0	5	80.6	6	59.1
River St	10.0	23	9.7	24	8.8	24	7.6
3rd St	15.2	20	17.2	23	9.4	19	19.6
Saratoga Ave	47.1	9	42.4	8	47.5	11	30.7
Total	106.6	13	126.3	12	146.3	13	117.0

Arterial Level of Service: SB Main St

Cross Street	Run 9 Speed	Run 9 Delay
Mohican St	5	67.1
River St	24	8.3
3rd St	21	13.8
Saratoga Ave	8	46.3
Total	12	135.5

Intersection: 1: Saratoga Ave & Feeder Dam Rd/William St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	192	216	45	184	73	241
Average Queue (ft)	90	104	4	68	10	101
95th Queue (ft)	161	183	28	150	38	204
Link Distance (ft)	829	1118		1440		3902
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			110		90	
Storage Blk Time (%)				2		9
Queuing Penalty (veh)				0		2

Intersection: 2: Saratoga Ave & Marion Ave

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	TR	L
Maximum Queue (ft)	55	51	24	218	28
Average Queue (ft)	17	10	4	8	3
95th Queue (ft)	46	38	18	219	17
Link Distance (ft)	226	1162		3902	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			50		50
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 3: Saratoga Ave & Main St & 5th St

Movement	WB	NB	SB	SB	NE	NE
Directions Served	<LR	LTR	LT	R	L	R>
Maximum Queue (ft)	183	299	174	486	274	496
Average Queue (ft)	89	94	120	180	222	138
95th Queue (ft)	159	242	197	392	314	398
Link Distance (ft)	1321	548		684		1357
Upstream Blk Time (%)		0		0		
Queuing Penalty (veh)		0		0		
Storage Bay Dist (ft)			150		250	
Storage Blk Time (%)			7	5	9	0
Queuing Penalty (veh)			54	10	9	0

Intersection: 4: Main St & 3rd St

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	LT	R	LTR	L	TR	L	TR
Maximum Queue (ft)	91	70	76	23	366	51	469
Average Queue (ft)	38	16	24	2	131	4	224
95th Queue (ft)	78	52	63	15	313	28	441
Link Distance (ft)	506		752		684		1312
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		50		80		80	
Storage Blk Time (%)	8	1			10		19
Queuing Penalty (veh)	1	1			0		1

Intersection: 5: Main St & River St

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	65	125	30	254	187	264
Average Queue (ft)	15	59	2	53	75	51
95th Queue (ft)	49	103	15	177	149	175
Link Distance (ft)	528	308		1312	1142	1142
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			0	5		
Queuing Penalty (veh)			1	0		

Intersection: 6: Main St & Mohican St/Oakland Ave

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	R	L	TR	L	TR	LT	TR
Maximum Queue (ft)	406	150	315	212	229	570	185	601
Average Queue (ft)	153	120	146	45	90	300	172	367
95th Queue (ft)	379	178	264	150	185	495	215	632
Link Distance (ft)	699			418	1142	1142		583
Upstream Blk Time (%)	0			0				14
Queuing Penalty (veh)	0			0				0
Storage Bay Dist (ft)		125	325				160	
Storage Blk Time (%)	4	17	1	0			21	36
Queuing Penalty (veh)	14	20	1	0			75	128

Network Summary

Network wide Queuing Penalty: 318

Housing Trust Fund Corporation
Community Development Block Grant (CDBG) Disbursement Request Form
 Submit to: Disbursements@hcr.ny.gov

Name of Recipient: Village of South Glens Falls	CDBG Project Number: 1091PW122-24
Contract End Date: January 26, 2027	Drawdown #: 01

FINANCIAL INFORMATION (CDBG Funds Only)

	Total Amount Requested This Disbursement
Project Activity	\$ 409,856.13
Program Delivery	\$ 0.00
Administration	\$ 19,500.00
Total	\$ 429,356.13
Balance of CDBG Funds on Hand	\$ 0.00

Local Approval – Authorized Signatures Only (Refer to Form 1-1): By signing below, I certify that all representations and warranties contained in all documents executed in conjunction with this grant agreement remain true and correct; that the information and expenditures for which the unit of government named above is seeking payment and/or reimbursement in this submission are true and correct; comply with the program requirements; are eligible expenses; and that the payment and/or reimbursement of expenditures identified in the attached materials does not duplicate reimbursement for any costs and/or expenses from any other source. Note that drawing Program Delivery and/or Administrative funds in advance of completion of Program Activity(ies) is done at the risk of the Recipient.

I attest that funds are being requested under federal ALN number 14.228 for the Community Development Block Grant Program

Signature 1 → _____ Date: _____

Print Name of Signatory 1: Zachary Baxter _____ Title: Trustee

Signature 2 → _____ Date: _____

Print Name of Signatory 2: Claude Middleton _____ Title: Trustee

OCR APPROVAL

IDIS Project #



443 Electronics Parkway
 Liverpool, NY 13088
 315-457-5200

Joseph Orlow
 Mayor
 Village of South Glens Falls
 46 Saratoga Avenue
 P.O. Box 1210
 So. Glens Falls, NY 12803

October 14, 2025
 Project No: 5046.001.001
 Invoice No: 156342

Project 5046.001.001 Water Main Replacement-Ferry Blv
Professional Services thru September 20, 2025

Phase	PHASE 1	Grant Administration			
Fee					
Total Fee		19,500.00			
Percent Complete		32.2432	Total Earned		6,287.43
			Previous Fee Billing		0.00
			Current Fee Billing		6,287.43
			Total Fee		6,287.43
Billing Limits			Current	Prior	To-Date
Total Billings			6,287.43	0.00	6,287.43
Limit					19,500.00
Remaining					13,212.57
Total this Phase					\$6,287.43
Phase	PHASE 2	Bidding Services			
Fee					
Total Fee		11,000.00			
Percent Complete		1.0991	Total Earned		120.90
			Previous Fee Billing		0.00
			Current Fee Billing		120.90
			Total Fee		120.90
Billing Limits			Current	Prior	To-Date
Total Billings			120.90	0.00	120.90
Limit					11,000.00
Remaining					10,879.10
Total this Phase					\$120.90
Total Amount Due					<u><u>\$6,408.33</u></u>



443 Electronics Parkway
 Liverpool, NY 13088
 315-457-5200

Joseph Orlow
 Mayor
 Village of South Glens Falls
 46 Saratoga Avenue
 P.O. Box 1210
 So. Glens Falls, NY 12803

November 03, 2025
 Project No: 5046.001.001
 Invoice No: 156789

Project 5046.001.001 Water Main Replacement-Ferry Blv
Professional Services thru October 18, 2025

Phase	PHASE 1	Grant Administration		
Fee				
Total Fee		19,500.00		
Percent Complete		74.6831	Total Earned	14,563.20
			Previous Fee Billing	6,287.43
			Current Fee Billing	8,275.77
			Total Fee	8,275.77
Billing Limits				
Total Billings		8,275.77	Current	Prior
Limit				To-Date
Remaining				19,500.00
				4,936.80
			Total this Phase	\$8,275.77

Phase	PHASE 2	Bidding Services		
Fee				
Total Fee		11,000.00		
Percent Complete		65.7725	Total Earned	7,234.97
			Previous Fee Billing	120.90
			Current Fee Billing	7,114.07
			Total Fee	7,114.07
Billing Limits				
Total Billings		7,114.07	Current	Prior
Limit				To-Date
Remaining				11,000.00
				3,765.03
			Total this Phase	\$7,114.07
			Total Amount Due	<u>\$15,389.84</u>

Outstanding Invoices

Number	Date	Balance
156342	10/14/2025	6,408.33
Total		6,408.33



443 Electronics Parkway
 Liverpool, NY 13088
 315-457-5200

Joseph Orlow
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 So. Glens Falls, NY 12803

December 02, 2025
 Project No: 5046.001.001
 Invoice No: 157567

Project 5046.001.001 Water Main Replacement-Ferry Blv
Professional Services thru November 15, 2025

Phase	PHASE 2	Bidding Services		
Fee				
Total Fee		11,000.00		
Percent Complete		100.00	Total Earned	11,000.00
			Previous Fee Billing	7,234.97
			Current Fee Billing	3,765.03
			Total Fee	3,765.03
Billing Limits				
		Current	Prior	To-Date
Total Billings		3,765.03	7,234.97	11,000.00
Limit				11,000.00
			Total this Phase	\$3,765.03

Phase	PHASE 3	Construction Administration Services		
Fee				
Total Fee		35,500.00		
Percent Complete		7.40	Total Earned	2,627.00
			Previous Fee Billing	0.00
			Current Fee Billing	2,627.00
			Total Fee	2,627.00
Billing Limits				
		Current	Prior	To-Date
Total Billings		2,627.00	0.00	2,627.00
Limit				35,500.00
Remaining				32,873.00
			Total this Phase	\$2,627.00
			Total Amount Due	<u>\$6,392.03</u>

Outstanding Invoices

Number	Date	Balance
156342	10/14/2025	6,408.33
156789	11/3/2025	15,389.84
Total		21,798.17



443 Electronics Parkway
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 315-457-5200

Joseph Orlow
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January 13, 2026
 Project No: 5046.001.001
 Invoice No: 158723

Project 5046.001.001 Water Main Replacement-Ferry Blv
Professional Services thru December 20, 2025

Phase	PHASE 1	Grant Administration		
Fee				
Total Fee		19,500.00		
Percent Complete	75.3349	Total Earned	14,690.30	
		Previous Fee Billing	14,563.20	
		Current Fee Billing	127.10	
		Total Fee		127.10
Billing Limits				
Total Billings		Current	Prior	To-Date
Limit		127.10	14,563.20	14,690.30
Remaining				19,500.00
				4,809.70
		Total this Phase		\$127.10

Phase	PHASE 3	Construction Administration Services		
Fee				
Total Fee		35,500.00		
Percent Complete	21.173	Total Earned	7,516.42	
		Previous Fee Billing	2,627.00	
		Current Fee Billing	4,889.42	
		Total Fee		4,889.42
Billing Limits				
Total Billings		Current	Prior	To-Date
Limit		4,889.42	2,627.00	7,516.42
Remaining				35,500.00
				27,983.58
		Total this Phase		\$4,889.42
		Total Amount Due		<u>\$5,016.52</u>

Outstanding Invoices

Number	Date	Balance
156342	10/14/2025	6,408.33
156789	11/3/2025	15,389.84
157567	12/2/2025	6,392.03
Total		28,190.20



443 Electronics Parkway
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 315-457-5200

Joseph Orlow
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February 06, 2026
 Project No: 5046.001.001
 Invoice No: 159434

Project 5046.001.001 Water Main Replacement-Ferry Blv
Professional Services thru January 17, 2026

Phase	PHASE 1	Grant Administration		
Fee				
Total Fee		19,500.00		
Percent Complete		91.6903	Total Earned	17,879.60
			Previous Fee Billing	14,690.30
			Current Fee Billing	3,189.30
			Total Fee	3,189.30
Billing Limits				
Total Billings		3,189.30	Prior	14,690.30
Limit			To-Date	17,879.60
Remaining				19,500.00
				1,620.40
			Total this Phase	\$3,189.30

Phase	PHASE 3	Construction Administration Services		
Fee				
Total Fee		35,500.00		
Percent Complete		28.5131	Total Earned	10,122.15
			Previous Fee Billing	7,516.42
			Current Fee Billing	2,605.73
			Total Fee	2,605.73
Billing Limits				
Total Billings		2,605.73	Prior	7,516.42
Limit			To-Date	10,122.15
Remaining				35,500.00
				25,377.85
			Total this Phase	\$2,605.73
			Total Amount Due	<u>\$5,795.03</u>

Outstanding Invoices

Number	Date	Balance
156342	10/14/2025	6,408.33
156789	11/3/2025	15,389.84
157567	12/2/2025	6,392.03
158723	1/13/2026	5,016.52
Total		33,206.72



443 Electronics Parkway
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 315-457-5200

Joseph Orlow
 Mayor
 Village of South Glens Falls
 46 Saratoga Avenue
 P.O. Box 1210
 So. Glens Falls, NY 12803

March 09, 2026
 Project No: 5046.001.001
 Invoice No: 160160

Project 5046.001.001 Water Main Replacement-Ferry Blv
Professional Services thru February 14, 2026

Phase	PHASE 1	Grant Administration		
Fee				
Total Fee		19,500.00		
Percent Complete	100.00	Total Earned	19,500.00	
		Previous Fee Billing	17,879.60	
		Current Fee Billing	1,620.40	
		Total Fee		1,620.40
Billing Limits		Current	Prior	To-Date
Total Billings		1,620.40	17,879.60	19,500.00
Limit				19,500.00
		Total this Phase		\$1,620.40

Phase	PHASE 3	Construction Administration Services		
Fee				
Total Fee		35,500.00		
Percent Complete	65.7576	Total Earned	23,343.96	
		Previous Fee Billing	10,122.15	
		Current Fee Billing	13,221.81	
		Total Fee		13,221.81
Billing Limits		Current	Prior	To-Date
Total Billings		13,221.81	10,122.15	23,343.96
Limit				35,500.00
Remaining				12,156.04
		Total this Phase		\$13,221.81

Total Amount Due \$14,842.21

Outstanding Invoices

Number	Date	Balance
156342	10/14/2025	6,408.33
156789	11/3/2025	15,389.84
157567	12/2/2025	6,392.03
158723	1/13/2026	5,016.52
159434	2/6/2026	5,795.03
Total		39,001.75



443 Electronics Parkway
 Liverpool, NY 13088
 315-457-5200

Joseph Orlow
 Mayor
 Village of South Glens Falls
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 So. Glens Falls, NY 12803

April 03, 2026
 Project No: 5046.001.001
 Invoice No: 160748

Project 5046.001.001 Water Main Replacement-Ferry Blv
Professional Services thru March 21, 2026

Phase	PHASE 3	Construction Administration Services		
Fee				
Total Fee		35,500.00		
Percent Complete	75.798	Total Earned		26,908.30
		Previous Fee Billing		23,343.96
		Current Fee Billing		3,564.34
		Total Fee		3,564.34
Billing Limits		Current	Prior	To-Date
Total Billings		3,564.34	23,343.96	26,908.30
Limit				35,500.00
Remaining				8,591.70
		Total this Phase		\$3,564.34

Phase	PHASE 4	Construction Observation Services		
Professional Personnel				
		Hours	Rate	Amount
Construction Manager				
GOSSELIN, NICOLA		9.50	170.00	1,615.00
Totals		9.50		1,615.00
Total Labor				1,615.00
Billing Limits		Current	Prior	To-Date
Total Billings		1,615.00	0.00	1,615.00
Limit				59,000.00
Remaining				57,385.00
		Total this Phase		\$1,615.00
		Total Amount Due		<u>\$5,179.34</u>

Outstanding Invoices

Number	Date	Balance
156342	10/14/2025	6,408.33
156789	11/3/2025	15,389.84
157567	12/2/2025	6,392.03
158723	1/13/2026	5,016.52
159434	2/6/2026	5,795.03

Project	5046.001.001	Water Main Replacement-Ferry Blv	Invoice	160748
	160160	3/9/2026	14,842.21	
	Total		53,843.96	



443 Electronics Parkway
 Liverpool, NY 13088
 315-457-5200

Joseph Orlow
 Mayor
 Village of South Glens Falls
 46 Saratoga Avenue
 P.O. Box 1210
 So. Glens Falls, NY 12803

May 08, 2026
 Project No: 5046.001.001
 Invoice No: 161860

Project 5046.001.001 Water Main Replacement-Ferry Blv
Professional Services thru April 18, 2026

Phase	PHASE 3	Construction Administration Services		
Fee				
Total Fee	40,100.00			
Percent Complete	74.5834	Total Earned	29,907.96	
		Previous Fee Billing	26,908.30	
		Current Fee Billing	2,999.66	
		Total Fee		2,999.66
Billing Limits		Current	Prior	To-Date
Total Billings		2,999.66	26,908.30	29,907.96
Limit				40,100.00
Remaining				10,192.04
		Total this Phase		\$2,999.66
Total Amount Due				\$2,999.66

Barton & Loguidice

May 15, 2026

Samantha Berg, Clerk Treasurer
Village of South Glens Falls
46 Saratoga Ave.
South Glens Falls, NY 12803

Re: Ferry Boulevard Upgrades
Contract No. 1G – General Construction
Subj: Certified Payment Estimate No. 1
File: 5046.001.001

Dear Clerk Treasurer Berg:

Enclosed please find a copy of the first payment estimate for the Ferry Boulevard Upgrades Project, Contract No. 1G – General Construction.

At this time, we recommend that the Village of South Glens Falls review and authorize the first payment to Tom Kubricky Company, Inc. in the amount of **\$367,333.17** for mobilization, traffic control, sediment and erosion control, test pits for utility locations, site demolition, tree removal, 1853 LF of 10" C-900, 6" and 10" Isolation Gate Valves, 26 LF of 6" C-900, 6" Insertion Valve, Hydrants, sewer lateral service repairs, disinfection bacteria and pressure testing, and asphalt paving subbase and binder course.

Should you have any questions or comments concerning our recommendation, please do not hesitate to call our office.

Very truly yours,

BARTON & LOGUIDICE, D.P.C.



Nicola Gosselin
Construction Manager

Enclosures: Pay Application 1, Lien Waiver & Release, Certified Payrolls

APPLICATION AND CERTIFICATION FOR PAYMENT

AIA DOCUMENT G702

PAGE ONE 1

TO OWNER:

VILLAGE OF SOUTH GLENS FALLS
46 SARATOGA AVE
SOUTH GLENS FALLS, NY 12803

PROJECT:

CONTRACT NO 1G
FERRY BOULEVARD UPGRADES
VILLAGE OF SOUTH GLENS FALLS
SARATOGA COUNTY, NY

APPLICATION NO:

1

Distribution to:

OWNER

ARCHITECT

CONTRACTOR

FROM CONTRACTOR:

VIA ARCHITECT:
TOM KUBRICKY COMPANY
DELAWARE ENGINEERING
28 MADISON AVENUE EXTENSION
ALBANY, NY 12203

PERIOD TO:

4/30/2026

PROJECT NOS:

5046.001.001

CONTRACT FOR:

CONTRACT NO 1G SOUTH GLENS FALLS

CONTRACT DATE:

11/14/2025

CONTRACTOR'S APPLICATION FOR PAYMENT

Application is made for payment, as shown below, in connection with the Contract Confirmation Sheet, AIA Document G703, is attached

The undersigned Contractor certifies that to the best of the Contractor's knowledge, information and belief the Work covered by this Application for Payment has been completed in accordance with the Contract Documents, that all amounts have been paid by the Contractor for Work for which previous Certificates for Payment were issued and payments received from the Owner, and that current payment shown herein is now due

- 1 ORIGINAL CONTRACT SUM \$ 817,661.00
- 2 Net change by Change Orders \$
- 3 CONTRACT SUM TO DATE (Line 1 + 2) \$ 817,661.00
- 4 TOTAL COMPLETED & STORED TO DATE (Column H on G703) \$ 386,666.50
- 5 RETAINAGE:
 - a $\frac{5}{100}$ % of Completed W/o \$ 19,333.33 (Column D + E on G703)
 - b $\frac{0}{100}$ % of Stored Materials 0 (Column F on G703)

- Total Retainage (Lines 5a + 5b or Total in Column I of G703) \$ 19,333.33
- 6 TOTAL EARNED LESS RETAINAGE (Line 4 Less Line 5 Total) \$ 367,333.17
- 7 LESS PREVIOUS CERTIFICATES FOR PAYMENT (Line 6 from prior Certificate) \$
- 8 CURRENT PAYMENT DUE \$ 367,333.17
- 9 BALANCE TO FINISH INCLUDING RETAINAGE: (Line 3 less Line 6) \$ 450,327.83

By *Ewa Shann* Date *5/7/26*
County of *Saratoga*
day of *2026*

ARCHITECT'S CERTIFICATE FOR PAYMENT

In accordance with the Contract Documents, based on on-site observations and the data comprising the application, the Architect certifies to the Owner that to the best of the Architect's knowledge, information and belief the Work has progressed as indicated, the quality of the Work is in accordance with the Contract Documents, and the Contractor is entitled to payment of the AMOUNT CERTIFIED

\$ 367,333.17

(Attach explanation of amount certified differ from the amount applied. Initial all figures on this Application and make Confirmation Sheet that are changed to conform with the amount certified.)

By *[Signature]*
ARCHITECT

5/15/2026

Date

This Certificate is not negotiable. The AMOUNT CERTIFIED is payable only to the Contractor named herein. Issuance, payment and acceptance of payment are without prejudice to any rights of the Owner or Contractor under this Contract

CHANGE ORDER SUMMARY	ADDITIONS	DEDUCTIONS
Total changes approved in previous months by Owner		50.00
Total approved this Month	50.00	50.00
TOTALS		50.00
NET CHANGES by Change Order		

FRANCINE A BUSER
Notary Public - State of New York
NO. 018U6305178
Qualified in Saratoga County
My Commission Expires Jun 2, 2026

CONTINUATION SHEET

AIA Document G702, APPLICATION AND CERTIFICATE FOR PAYMENT, containing Contractor's signed Certification is attached.
 In tabulations below, amounts are stated to the nearest dollar.
 Use Column I on Contract where variable Retainage for line items may apply.

AIA DOCUMENT G703 (Instruction on reverse side pg. 1 of pg. 1)

1

APPLICATION NUMBER:
 APPLICATION DATE:
 PERIOD TO:

3/19/26-4/30/26

A	B	C	D	E	F	G	H	I	J	K
ITEM NO.	ITEM DESCRIPTION	Cont. Quantity	Unit Price	Units	WORK COMPLETED FROM PREVIOUS APPLICATION	COMPLETED THIS PERIOD	TOTALS COMPLETED AND STORED TO DATE	% (C/E)	BALANCE TO FINISH	RETAINAGE
1	MOBILIZATION	1	\$ 24,000.00	LS		75%	\$ 18,000.00		\$ 6,000.00	\$ 900.00
2	PROTECTION OF TRAFFIC	1	\$ 60,936.00	LS		75%	\$ 45,702.00		\$ 15,234.00	\$ 2,285.10
3	SIDEMENT & EROSION CONTROL	1	\$ 10,000.00	LS		50%	\$ 5,000.00		\$ 5,000.00	\$ 250.00
4	TEST PITS FOR UTILITY LOCATION	5	\$ 200.00	EA		3	\$ 600.00		\$ 400.00	\$ 30.00
5	SITE DEMOLITION	1	\$ 68,750.00	LS		75%	\$ 51,562.50		\$ 17,187.50	\$ 2,578.13
6	10" PVC C-900 WM	2400	\$ 76.00	LF		1853	\$ 140,828.00		\$ 41,572.00	\$ 7,041.40
7	10" ISOLATION GATE VALVE	1	\$ 10,000.00	EA		1	\$ 10,000.00		\$ -	\$ 500.00
8	6" PVC C-900 WM	175	\$ 21.00	LF		26	\$ 546.00		\$ 3,129.00	\$ 27.30
9	6" INSERTION VALVE	3	\$ 8,000.00	EA		1	\$ 8,000.00		\$ 16,000.00	\$ 400.00
10	6" ISOLATION GATE VALVE	7	\$ 1,500.00	EA		5	\$ 7,500.00		\$ 3,000.00	\$ 375.00
11	HYDRANT ASSEMBLY	7	\$ 5,000.00	EA		5	\$ 25,000.00		\$ 10,000.00	\$ 1,250.00
12	WATER SERVICE REPLACEMENT	29	\$ 3,000.00	EA		0	\$ -		\$ 87,000.00	\$ -
13	WM CLSM CONCRETE ENCASEMENT	325	\$ 20.00	LF		0	\$ -		\$ 6,500.00	\$ -
14	DISINFECTION BACTERIA & PRESSURE TESTING	1	\$ 8,000.00	LS		75%	\$ 6,000.00		\$ 2,000.00	\$ 300.00
15	ASPHALT PAVING BINDER COURSE	130	\$ 300.00	TONS		71.16	\$ 21,348.00		\$ 17,652.00	\$ 1,067.40
16	ASPHALT PAVING TOP COURSE	50	\$ 300.00	TONS		0	\$ -		\$ 15,000.00	\$ -
17	ASPHALT PAVING TYPE 2 SUBBASE NYS DOT ITEM 304.12	200	\$ 35.00	CY		128	\$ 4,480.00		\$ 2,520.00	\$ 274.00
18	SIDEWALK REPLACEMENT	500	\$ 150.00	LF		0	\$ -		\$ 75,000.00	\$ -
19	SEWER LATERAL SERVICE REPAIRS	3	\$ 300.00	EA		3	\$ 900.00		\$ -	\$ 45.00
20	TREE REMOVAL	8	\$ 100.00	EA		12	\$ 1,200.00		\$ (400.00)	\$ 60.00
21	TREE PLANTING	8	\$ 400.00	EA		0	\$ -		\$ 3,200.00	\$ -
22	RESTORATION	1	\$ 45,000.00	LS		0	\$ -		\$ 45,000.00	\$ -
23	ALLOWANCE	1	\$ 50,000.00	LS		0%	\$ -		\$ 50,000.00	\$ -
23.1	10" ISOLATION GATE VALVE (WCD #1)	5	\$ 10,000.00	EA		4	\$ 40,000.00		\$ 10,000.00	\$ 2,000.00
	Total		\$ 306,088.00				\$ 386,666.50		\$ 430,994.50	\$ 19,333.33

PARTIAL RELEASE AND WAIVER OF MECHANIC'S LIEN

PROJECT NAME: Ferry Boulevard CONTRACTOR/SUPPLIER:
Iom Kubricky Co. PROJECT ADDRESS:
Ferry Boulevard CONTRACTOR/SUPPLIER'S CONTRACT
NUMBER: 1 OWNER: Village of South Glens Falls THROUGH
PERIOD ENDING: 4/30/26
CONSTRUCTION MANAGER: B+L PARTIAL PAYMENT AMOUNT:
\$ 367,333.17

CONTRACTOR/SUPPLIER has provided labor, materials, rentals and/or services (collectively, "Work") on the above-described Project.

CONTRACTOR/SUPPLIER, for and in consideration of Partial Payment Amount to be paid upon execution of this Partial Release, does for itself, its successors, administrations and assigns, hereby affirm and agree as follows with respect to all Work performed to date and for which payment has been made pursuant to this Partial Release, except as noted below in Paragraph 3:

1. All labor employed in connection with the Work and the Project and all related payroll taxes and charges (such as withholding taxes, social security taxes and worker's compensation, disability and unemployment taxes and/or insurance premiums) have been paid in full, see attached; and
2. All materials, tools, equipment, supplies and services furnished and used upon or in connection with the Work and the Project have been paid for in full; and all sales, use, excise and similar taxes on or in connection with the same have been fully paid, see attached; and
3. Upon receipt by CONTRACTOR/SUPPLIER of a check from the CONSTRUCTION MANAGER in the Partial Payment Amount described above, payable to the CONTRACTOR/SUPPLIER, and when the check has been paid, this document shall become effective to release and forever discharge the CONSTRUCTION MANAGER, its surety and the OWNER and their respective officers, directors, agents, servants and employees, and all lands, improvements, chattels, and other real and personal property connected with or a part of the Project from any and all claims, demands, liens and claims of lien whatsoever, which it now has or hereafter might or could have arising out of the performance of all Work for which payment has been made.

CONTRACTOR/SUPPLIER will, at its sole cost and expense, forever hold harmless, CONSTRUCTION MANAGER, its surety and OWNER from any and all claims and demands and will defend against and obtain the discharge of any liens and claims of lien of others arising out of or in connection with the work, including, without limitation, those claimed or asserted by any employee, supplier or subcontractor of the CONTRACTOR/SUPPLIER (or any employee or supplier of any subcontractor/supplier of the undersigned), governmental agency or any insurance carrier; and

CONTRACTOR/SUPPLIER warrants that the amount of payments received or to be received represents the total value earned by CONTRACTOR/SUPPLIER for materials, labor, rentals, equipment and services supplied to the Project for the above-described contract.

CONTRACTOR/SUPPLIER warrants that it has not and will not assign any claims for payment or right to perfect a lien against such land and improvements and appurtenances and warrants that it has the right to execute this waiver and release.

This release and waiver may not be changed orally.

CONTRACTOR/SUPPLIER agrees that the CONSTRUCTION MANAGER, the OWNER of the Project, any lender, any title insurer, and any surety may rely upon this waiver and release.

IN WITNESS WHEREOF: Erica Shearer, of Tom Kubricky Company has hereunto set her/his hand this 1st day of MAY, 2026

CONTRACTOR/SUPPLIER: Tom Kubricky Company
AUTHORIZED AGENT: Erica Shearer
WITNESS: _____
SIGNATURE: _____
TITLE: Office

STATE OF NEW YORK)
) SS.:
COUNTY OF Saratoga)

On the 1 day of MAY in the year 2026 before me, the undersigned, a Notary Public in and for said State, personally appeared Erica Shearer, personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her/their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.

F. A. Buser
Notary Public

(Signature and office of individual taking acknowledgment.)



Week 1

Project Name: 25,305 FERRY BOULEVARD Project No. or Contract No.: Prime Contractor's Business Name: TOM HERRICK COMPANY INC
Project Location: 25,305 FERRY BOULEVARD Certifying Payroll No.: 1 Certifying Official's Name and Title: ES. OFFICE
Week Ending Date: 3/23/2016

I paid or supervised the payment of the laborers or mechanics working on the above project during the stated time period. I certify the following:
The period information submitted with this statement is correct and complete for the above project during the above period and the wage and fringe benefit rates paid to the workers, including credit taken for the reasonably associated costs of a bona fide fringe benefit plan, fund or program, are not less than the applicable wage and fringe benefit rates for the classification of work actually performed as specified in the wage determination(s) incorporated into the contract.
The regular pay rate and all other basic benefits that the contractor is required to maintain for this payroll period are complete and accurate and will be made available upon request from the agency or the Department of Labor.
Any workers paid as reported for wages or benefits are the classification of work that each worker actually performed.
All workers on the project have been paid the full weekly wages earned and no rebates or deductions have been or will be made either directly or indirectly, other than permissible deductions as defined in 29 CFR part 3.
All workers on the project have been paid the full weekly wages earned and no rebates or deductions have been or will be made either directly or indirectly, other than permissible deductions as defined in 29 CFR part 3.
All workers on the project have been paid the full weekly wages earned and no rebates or deductions have been or will be made either directly or indirectly, other than permissible deductions as defined in 29 CFR part 3.
All workers on the project have been paid the full weekly wages earned and no rebates or deductions have been or will be made either directly or indirectly, other than permissible deductions as defined in 29 CFR part 3.

Apprenticeship Program Name: Required: Name of Labor Classification: Required
Ergo benefits have been paid in cash and/or to bona fide fringe benefit plans, funds, or programs. Where the contractor is claiming an hourly credit for their contributions to or reasonable associated costs of a bona fide fringe benefit plan, fund or program, provide plan information and the hourly credit claimed for each worker listed on the previous page of this form.

REQUIRED: CREDIT OR FRINGE BENEFITS
If an amount is listed in both on the first page of this certified payroll form, enter the hourly credit claimed under each plan name, type and number for each worker and check whether the plan is funded or unfunded.

FB Name	Plan No	Funded	Unfunded	Hours	Rate	Total	Notes
ETU PAUL M							
Name of Worker	Plan No	Funded	Unfunded	Hours	Rate	Total	Notes
LUEDERS ERIC							
LUEDERS ROBERT							
MORHOUSE RONI							
WELSON RUSSELL							

Signature of Certifying Official: Date: 3/23/2016 Telephone Number: Email Address:

THE UNLAWFUL FALSIFICATION OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 10107 OF TITLE 18, U.S. CODE, SECTION 10179 OF TITLE 18, U.S. CODE, AND SECTION 10179 OF TITLE 18, U.S. CODE. THIS FORM IS SUBJECT TO DISCLOSURE IN RESPONSE TO A FREEDOM OF INFORMATION ACT REQUEST.

Certified Payroll Report

WEEK 1

Submission of Final OSHA Certified Payroll Form

Prime Contractor

Sub-Contractor

Project Name: 62-2228 FERRY BOULEVARD
 Project No. or Contract No.: 1
 Prime Contractor's Business Name: TOM KUBERKY COMPANY-NC
 Prime Contractor's Address: 1766 Saratoga Rd 1166 Road 6 Unadilla NC 28785
 Certified Payroll No.: 3222028
 Week Ending Date: 11/12/12

Worker Entry No	Worker Name	Worker Identifying No	Job Classification	Hours Worked by Day							Total Hours for Week	Hourly Rate	Gross Pay	Total Incentive Pay	Total Fringe Benefits	Gross Pay All Work Security	Social Security Tax	Medicare Tax	Federal Tax	State Tax	Other Deductions and Instructions	Net Payment to Worker	
				Mon	Tue	Wed	Thu	Fri	Sat	Sun													
1	ETU PAULN	7260	Laborer				3:50	8:00		11:50	43.13	468.00	0.00	0.00	39.61	2,254.96	44.63	33.13	18.00	111.62	0.65	46.02	1,817.84
1	ETU PAULN	7260	Overtime TS				0:10	0:10		0:50	64.70	32.35	0.00	0.00	39.61	2,254.96	44.63	33.13	18.00	111.62	0.65	46.02	1,817.84
1	ETU PAULN	7260	Supplemental Benefits Lab				3:50	8:50		12:00	29.56	354.72	0.00	0.00	39.61	2,254.96	44.63	33.13	18.00	111.62	0.65	46.02	1,817.84
2	Fernan Carey	1270	Laborer				4:00	8:00		12:00	43.19	317.56	0.00	0.00	39.62	1,932.46	19.82	29.62	292.00	84.69	0.60	35.13	1,397.35
2	Fernan Carey	1270	Overtime TS				0:50	0:50		0:50	64.70	32.35	0.00	0.00	39.62	1,932.46	19.82	29.62	292.00	84.69	0.60	35.13	1,397.35
2	Fernan Carey	1270	Supplemental Benefits Lab				4:00	8:50		12:50	29.56	360.50	0.00	0.00	39.62	1,832.45	19.82	29.62	292.00	84.69	0.60	35.13	1,397.35
3	LUEDERS SR ROBERTH	5185	Laborer				4:00	8:00		12:00	43.13	317.56	0.00	0.00	39.61	2,373.66	44.17	34.41	393.00	125.71	0.60	30.89	1,672.77
3	LUEDERS SR ROBERTH	5185	Overtime TS				0:10	0:10		0:50	64.70	32.35	0.00	0.00	39.61	2,373.66	44.17	34.41	393.00	125.71	0.60	30.89	1,672.77
3	LUEDERS SR ROBERTH	5185	Supplemental Benefits Lab				4:00	8:50		12:50	29.56	360.50	0.00	0.00	39.61	2,373.66	44.17	34.41	393.00	125.71	0.60	30.89	1,672.77
4	LUEDERS ROBERTH	5178	Operator				4:00	8:00		12:00	47.30	637.60	0.00	0.00	39.58	2,208.44	18.80	35.99	353.00	113.15	0.60	63.54	1,570.80
4	LUEDERS ROBERTH	5178	Operator Overtime TS				0:50	0:50		0:50	85.96	47.94	0.00	0.00	39.58	2,208.44	18.80	35.99	353.00	113.15	0.60	63.54	1,570.80
4	LUEDERS ROBERTH	5178	Operator Supplemental				4:00	8:50		12:50	33.50	471.20	0.00	0.00	39.58	2,208.44	18.80	35.99	353.00	113.15	0.60	63.54	1,570.80
5	MCREHOUSE ROKLO	3864	OT Job				8:00	8:00		16:00	30.00	480.00	0.00	0.00	39.67	1,955.57	86.52	20.23	174.00	64.50	0.60	345.80	1,549.26
6	NELSON RUSSELLE	3864	Laborer				4:00	4:00		4:00	43.13	172.52	0.00	0.00	39.65	1,448.46	89.80	31.01	120.00	66.79	0.60	298.20	1,150.26
6	NELSON RUSSELLE	3864	Overtime TS				0:50	0:50		0:50	64.70	32.35	0.00	0.00	39.65	1,448.46	89.80	31.01	120.00	66.79	0.60	298.20	1,150.26
6	NELSON RUSSELLE	3864	Supplemental Benefits Lab				4:50	4:50		4:50	29.56	133.07	0.00	0.00	39.65	1,248.46	89.80	31.01	120.00	66.79	0.60	298.20	1,150.26
6	NELSON RUSSELLE	3864	OT Job				4:00	4:00		4:00	30.00	120.00	0.00	0.00	39.65	1,448.46	89.80	31.01	120.00	66.79	0.60	298.20	1,150.26

Week 2

Project Name: 2201 FERRY BOULEVARD
Project Location: 2201 FERRY BOULEVARD
Week Ending Date: 3/25/2020

Project No. of Contract No.: 2
Certified Payroll No.: 2

Prime Contractor's Business Name: TOM KUBROVY COMPANY LLC
Certifying Official's Name and Title: ES OFFICE

I paid or reimbursed the payment of the laborers or mechanics working on the above project during the stated time period. I certify the following:
 The payroll information submitted with this statement is correct and complete for the above project during the above period and the wages and fringe benefits were paid to the workers including credit taken for the reasonably anticipated costs of a bona fide fringe benefit plan. Fund or program are not less than the applicable wage and fringe benefits rate for the classification of work actually performed as specified in the wage determination(s) incorporated into the contract.
 The regular payroll and all other basic records that the contractor is required to maintain for the payroll period are complete and accurate and will be made available upon request from the agency or the Department of Labor.
 The amounts recorded for each laborer or mechanic are the classification(s) of work that each worker actually performed.
 An employer's record for each laborer or mechanic in the above period are duly registered in a bona fide apprenticeship program registered with the Office of Apprenticeship, Employment and Training Administration, United States Department of Labor (OETA), or a State Apprenticeship Agency (SAA), recognized by Department of Labor. I have verified the registered apprenticeship program information provided below as accurate and applicable to any apprentice identified on page 1 of this form.

Apprenticeship Program Name: Registered Name of Labor Classification:
 Fringe benefits have been paid in cash and/or to bona fide fringe benefit plans, funds, or programs. Where the contractor is claiming an hourly credit for their contributions to or reasonably anticipated costs of a bona fide fringe benefit plan, fund or program, provide plan information and the hourly credit claimed for each worker listed on the previous page of this form.

HOURLY CREDIT FOR FRINGE BENEFITS
If an amount is listed in (8B) on the first page of this certified payroll form, enter the hourly credit claimed under each plan name, type and number for each worker and check whether the plan is funded or unfunded.

FB Name	Plan No	Funded	Unfunded	CREDIT
Name of Worker				
ETU PAUL M				
Tronica Crew J				
LUEDIGERS SP ROSE				
LUEDIGERS ROBERT				
MOREHOUSE RONY				
NELSON RUSSELLE				

Additional Remarks: An workers on the project have been paid the full weekly wages earned, and no rebates or deductions have been or will be made either directly or indirectly, other than permissible deductions as defined in 29 CFR part 3.

Signature of Certifying Official: [Signature] Date: 3/25/2020 Telephone Number: [Number] Email Address: [Address]

THE WHILE FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. THE SECTION 1001 OF TITLE 18 AND SECTION 375 OF TITLE 31 OF THE UNITED STATES CODE, AS WELL AS DEPARTMENT FROM FUTURE FEDERAL AND FEDERAL ASSISTED CONTRACTS INFORMATION REPORTED IN CERTIFIED PAYROLLS MAY BE SUBJECT TO DISCLOSURE IN RESPONSE TO A FREEDOM OF INFORMATION ACT REQUEST.

Certified Payroll Report

Submission of Final ODBA Certified Payroll Form

Prime Contractor

Sub Contractor

Week 2

Project Name: 07-2020 FERRY BOULEVARD
 Project Location: 603005 FERRY BOULEVARD
 Wage Determination No.:
 Prime Contractor: TOM PURBERRY COMPANY INC
 1100 Saratoga Rd, 1100 State 9, Catskill, NY
 Certified Payroll No.: X320205
 Week Ending Date:

Worker Entry No	Worker Name	ID Journeyworker/ (RA) Registered Apprenticeship	Labor Classification	Pay Type	Hours Worked by Day							Total Hours Paid	Gross Pay	Total Payment in Lieu of Check	Gross Amt Earned for All Work	Social Security	Medicare	Federal Tax	Deduction for All Work	Net Payment to Worker					
					Mon	Tue	Wed	Thu	Fri	Sat	Sun														
1	ETU PAUL M	7260	Laborer	ST	8.00							8.00	43.13	258.78	0.00	0.00	391.24	3,001.86	188.12	43.53	303.00	162.23	0.00	695.43	2,306.39
1	ETU PAUL M	7260	Overtime 1.5	OT							1.00	1.00	64.70	64.70	0.00	0.00	391.24	3,001.86	188.12	43.53	303.00	162.23	0.00	695.43	2,306.39
1	ETU PAUL M	7260	Supplemental Benefits Lab	ST	7.00							7.00	29.56	205.92	0.00	0.00	291.24	3,001.86	188.12	43.53	303.00	162.23	0.00	695.43	2,306.39
2	Fortuna Corey J	1270	Laborer	ST	8.00							8.00	43.13	345.04	0.00	0.00	381.25	3,001.86	188.11	43.53	343.00	173.01	0.00	946.25	2,055.61
2	Fortuna Corey J	1270	Overtime 1.5	OT							1.00	1.00	64.70	64.70	0.00	0.00	381.25	3,001.86	188.11	43.53	343.00	173.01	0.00	946.25	2,055.61
2	Fortuna Corey J	1270	Supplemental Benefits Lab	ST	9.00							9.00	29.56	206.04	0.00	0.00	391.25	3,001.86	188.11	43.53	343.00	173.01	0.00	946.25	2,055.61
3	LUEDDERS SR ROBERT H	5177	Laborer	ST	8.00							8.00	43.13	345.04	0.00	0.00	391.25	3,507.78	222.44	52.03	684.00	212.43	0.00	1,111.22	2,416.26
3	LUEDDERS SR ROBERT H	5177	Overtime 1.5	OT							1.00	1.00	64.73	64.70	0.00	0.00	391.25	3,507.78	222.44	52.03	684.00	212.43	0.00	1,111.22	2,416.26
3	LUEDDERS SR ROBERT H	5177	Supplemental Benefits Lab	ST	9.00							9.00	29.56	206.04	0.00	0.00	391.25	3,507.78	222.44	52.03	684.00	212.43	0.00	1,111.22	2,416.26
4	LUEDDERS ROBERT H	5178	Operator	ST	8.00							8.00	57.30	348.40	0.00	0.00	391.29	3,759.85	233.10	54.51	725.00	223.45	0.00	2,336.69	2,522.89
4	LUEDDERS ROBERT H	5178	Operator Overtime 1.5	OT							1.00	1.00	65.85	65.85	0.00	0.00	391.29	3,759.85	233.10	54.51	725.00	223.45	0.00	2,336.69	2,522.89
4	LUEDDERS ROBERT H	5178	Operator Supplemental	ST	9.00							9.00	33.75	203.30	0.00	0.00	391.29	3,759.85	233.10	54.51	725.00	223.45	0.00	2,336.69	2,522.89
5	MOREHOUSE RON O	7142	Operator	ST	6.00							6.00	37.30	343.60	0.00	0.00	391.30	3,131.04	184.13	45.40	574.00	182.74	0.00	899.87	2,134.17
5	MOREHOUSE RON O	7142	Operator Overtime 1.5	OT							1.00	1.00	85.95	85.95	0.00	0.00	391.30	3,131.04	184.13	45.40	574.00	182.74	0.00	899.87	2,134.17
5	MOREHOUSE RON O	7142	Operator Supplemental	ST	7.00							7.00	33.75	235.80	0.00	0.00	391.30	3,131.04	184.13	45.40	574.00	182.74	0.00	899.87	2,134.17
5	MOREHOUSE RON O	7142	Laborer	ST	1.00							1.00	43.13	43.13	0.00	0.00	391.30	3,131.04	184.13	45.40	574.00	182.74	0.00	899.87	2,134.17
5	MOREHOUSE RON O	7142	Supplemental Benefits Lab	ST	1.00							1.00	28.56	29.56	0.00	0.00	391.30	3,131.04	184.13	45.40	574.00	182.74	0.00	899.87	2,134.17
6	NELSON RUSSELL E	3864	Operator	ST	8.00							8.00	43.13	345.04	0.00	0.00	391.31	3,007.86	188.12	43.52	375.00	167.67	0.00	773.81	2,238.95
6	NELSON RUSSELL E	3864	Overtime 1.5	OT							1.00	1.00	64.70	64.70	0.00	0.00	391.31	3,007.86	188.12	43.52	375.00	167.67	0.00	773.81	2,238.95
6	NELSON RUSSELL E	3864	Supplemental Benefits Lab	ST	9.00							9.00	29.56	206.64	0.00	0.00	391.31	3,007.86	188.12	43.52	375.00	167.67	0.00	773.81	2,238.95

Weeks

Project Name: 12-2025 FERRY BOULEVARD
Project Location: 12-2025 FERRY BOULEVARD
Week Ending Date: 4/16/2025
Project No. or Contract No.: 3
Certified Payroll No.:
Prime Contractor's Business Name: TOM RUBENSKY COMPANY INC
Certifying Official's Name and Title: E.S. OFFICE

I paid or supervised the laborers or mechanical working on the above project during the stated time period. I certify the following:
The payroll information submitted with this statement is correct and complete for the above project during the above period, and the wage and fringe benefit rates listed in the statement are not less than the applicable wage and fringe benefit rates for the classification of work actually performed, as specified in the wage determination incorporated into the contract.
All regular payrolls and all other basic records that the contractor is required to maintain for the payroll period are complete and accurate and will be made available upon request from the Agency of the Department of Labor.
The classification reported for each laborer or mechanic on this classification of work that each worker actually performed during the above period are only registered in a bona fide apprenticeship program registered with the Office of Apprenticeship, Employment and Training Administration, United States Department of Labor (OETA), or a State Apprenticeship Agency (SAA), recognized by Department of Labor. I have verified the registered apprenticeship program information provided below as accurate and applicable to any apprentices identified on page 4 of this form.

Apprenticeship Program Name: Registered Name of Labor Classification:
Fringe benefits have been paid in cash and/or to bona fide fringe benefits plans, funds, or programs, where the contractor is obtaining an hourly credit for their contributions to or reasonably anticipated costs of a bona fide fringe benefit plan, fund, or program, provide plan information and the hourly credit claimed for each worker listed on the previous page of this form.

HOURLY CREDIT FOR FRINGE BENEFITS
If an amount is listed in (8B) on the first page of this certified payroll form, enter the hourly credit claimed under each plan name, type and number for each worker and check whether the plan is funded or unfunded.

Name of Worker	Plan No.	Funded	Unfunded	TOTAL HOURLY CREDIT
ELBER, JEREMIAH J				
FORLLO, MICHAEL				
FORLLO, COREY J				
LUEDERS, SR, ROE				
LUEDERS, ROBERT				
MARSHALL, JONIC				
NEIDON, RUSSELL E				

All workers on the project have been paid the full weekly wages earned, and no wages or deductions have been or will be made either directly or indirectly, other than permissible deductions as defined in 29 CFR part 3. Additional Remarks:

Signature of Certifying Official: [Signature] Date: 4/16/2025 Telephone Number: First Address:

THE WHOLE FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 2709 OF TITLE 31 OF THE UNITED STATES CODE, AS WELL AS EXEMPTIONS FROM FUTURE FEDERAL AND STATE ASSISTED CONTRACTS INFORMATION REPORTED IN CERTIFIED PAYROLLS MAY BE SUBJECT TO DISCLOSURE IN RESPONSE TO A FREEDOM OF INFORMATION ACT REQUEST.

Certified Payroll Report

Submission of Form DBSA Certified Payroll Form

Prime Contractor

Sub Contractor

WEEKS

Project Name: 62-2021 FERRY BOULEVARD
 Project Location: 62-2021 FERRY BOULEVARD
 Wage Determination No.: M
 Prime Contractor: TOM LUBRICK COMPANY INC
 Prime Contractor's Business Address: 1166 Saratoga Rd, 1166 Saratoga, NY 12150-2020
 Certified Payroll No.: 41562020
 Week Ending Date: 3

Worker ID	Worker Name	Worker Identifying No.	Labor Classification	Pay Type	Hours Worked by Day							Total Hours	Gross Pay	Total Fines	Total Benefits	Gross Amount Earned	Social Security	Medicare	Federal Tax	State Tax	Other Deductions	Net Payment				
					Mon	Tue	Wed	Thu	Fri	Sat	Sun															
1	ETU PAUL M	7650	Laborer	OT	0.00	1.50	0.00	0.00	0.00	0.00	0.00	3.00	39.50	43.13	1,703.64	0.00	0.00	3,426.04	212.41	49.67	390.00	193.77	0.00	652.45	2,573.59	
1	ETU PAUL M	7650	Overtime 1.5	OT	1.00	1.50	1.50	1.00	0.00	0.00	0.00	5.00	64.70	323.50	0.00	0.00	3,195.00	212.41	49.67	398.00	193.77	0.00	652.45	2,573.59		
1	ETU PAUL M	7650	Supplemental Benefits Lab	OT	0.00	0.50	0.50	0.50	0.50	0.00	0.00	44.50	23.50	1,315.92	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		
2	EUBER JEREMAH J	7576	Laborer	OT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	EUBER JEREMAH J	7576	Overtime 1.5	OT	0.50	0.50	0.50	0.50	0.50	0.00	0.00	8.00	8.00	43.13	345.64	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59	
2	EUBER JEREMAH J	7576	Supplemental Benefits Lab	OT	0.00	0.50	0.50	0.50	0.50	0.00	0.00	8.00	8.00	43.13	345.64	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59	
3	FORILLO MICHAEL E	4174	Laborer	OT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	FORILLO MICHAEL E	4174	Overtime 1.5	OT	0.50	0.50	0.50	0.50	0.50	0.00	0.00	8.00	8.00	43.13	345.64	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59	
3	FORILLO MICHAEL E	4174	Supplemental Benefits Lab	OT	0.00	0.50	0.50	0.50	0.50	0.00	0.00	8.00	8.00	43.13	345.64	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59	
4	Fornax Corey J	1270	Laborer	OT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4	Fornax Corey J	1270	Overtime 1.5	OT	1.00	0.50	0.50	1.00	0.50	0.00	0.50	3.50	64.70	228.45	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		
4	Fornax Corey J	1270	Supplemental Benefits Lab	OT	0.00	0.50	0.50	0.50	0.50	0.00	0.00	43.50	29.50	1,285.86	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		
5	LUEDDERS SR ROBERT H	5177	Laborer	OT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	LUEDDERS SR ROBERT H	5177	Overtime 1.5	OT	1.00	0.50	0.50	1.00	0.50	0.00	0.50	3.50	64.70	228.45	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		
5	LUEDDERS SR ROBERT H	5177	Supplemental Benefits Lab	OT	0.00	0.50	0.50	0.50	0.50	0.00	0.00	43.50	29.50	1,285.86	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		
6	LUEDDERS ROBERT H	5178	Operator	OT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
6	LUEDDERS ROBERT H	5178	Overtime 1.5	OT	1.00	0.50	0.50	1.00	0.50	0.00	0.50	3.50	65.85	300.83	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		
6	LUEDDERS ROBERT H	5178	Operator Supplemental	OT	0.00	0.50	0.50	0.50	0.50	0.00	0.00	43.50	33.70	1,485.95	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		
7	MOREHOUSE RONO	7142	Operator	OT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
7	MOREHOUSE RONO	7142	Overtime 1.5	OT	1.00	0.50	0.50	1.00	0.50	0.00	0.50	3.00	57.30	210.10	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		
7	MOREHOUSE RONO	7142	Operator Supplemental	OT	0.00	0.50	0.50	0.50	0.50	0.00	0.00	40.50	33.70	1,485.95	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		
7	MOREHOUSE RONO	7142	Laborer	OT	1.00	1.00	1.00	1.00	1.00	0.00	0.00	3.00	64.70	228.45	0.00	0.00	3,195.00	212.41	49.67	396.00	193.77	0.00	652.45	2,573.59		

Certified Payroll Report

Submission of Final DBRA Certified Payroll Form

Prime Contractor Sub Contractor

Week 13

Project Name: 02-2025 FERRY BOULEVARD
 Project Location: 02 2025 FERRY BOULEVARD
 Wage Determination No.: NA
 Project No. or Contract No.: 1165 Saratoga Rd, 1165 Route 9, Great Neck, NY
 Prime Contractor's Business Name: TOM KUBIRKY COMPANY INC
 Prime Contractor Address: 1165 Saratoga Rd, 1165 Route 9, Great Neck, NY
 Certified Payroll No.: 4792203
 Week Ending Date: 3

Worker Entry No.	Worker Name	Worksite Identifying No.	(J) Independent Contractor / (RA) Reinstated Apprentice	Labor Classification	Pay Type	Hours Worked by Day							Total Hours	Hourly Wage	Total Payment	Gross - Fringe in Lieu of Check	Gross - Fringe - Actual Benefit	Total Payment - Fringe - Actual Benefit	Social Security	Medicare	Federal Tax	State Tax	Other (Must Specify and see Deduction Instructions)	Total Worker for All Work
						Mon	Tue	Wed	Thu	Fri	Sat	Sun												
7	MOREHOUSE RON O	7142		Supplemental Benefits Lab	ST	1:00	1:00	1:00	1:00			3:00	3.00	9.00	0.00	0.00	9.00	248.73	58.06	784.00	239.06	0.63	1,229.97	2,673.68
8	NELSON RUSSELLE	3864		Laborer	OT	8:00	8:00	8:00	8:00	8:00		40:00	43.13	1,725.20	0.00	0.00	1,725.20	200.73	46.85	477.00	184.83	0.60	860.11	2,377.40
9	NELSON RUSSELLE	3864		Overtime LS	OT	1:00	0:50	0:50	1:00	0:50		3:50	64.70	226.45	0.00	0.00	226.45	200.73	46.96	477.00	184.83	0.60	860.11	2,377.40
6	NELSON RUSSELLE	3864		Supplemental Benefits Lab	ST	9:00	8:50	8:50	9:00	8:50		43:50	29.58	1,285.85	0.00	0.00	1,285.85	200.73	46.96	477.00	184.83	0.63	860.11	2,377.40

WEEK 4

Project Name: 02-2028 FERRY BOULEVARD
Project Location: 02-2028 FERRY BOULEVARD
Week Ending Date: 4/25/2028
Project No. or Contract No.:
Contract Payment No.:
Prime Contractor's Business Name: TOL KUBENSKY COMPANY, INC.
Contracting Officer's Name and Title: ES OFFICE

I paid or supervised the payment of the laborers or mechanics working on the above project during the stated time period. I certify the following:
The payroll information furnished with this statement is correct and complete for the above project during the stated time period. Fringe benefits rates paid to the workers, including credit claims for the reasonably anticipated costs of a bona fide fringe benefit plan, fund or program, are not less than the applicable wage and fringe benefits rates for the classification(s) of work actually performed as specified in the wage determination(s) incorporated into the contract.
I register payroll and all other basic records that the contractor is required to maintain for this project period are complete and accurate and will be made available upon request from the agency or the Department of Labor.
The classification(s) recorded for each laborer or mechanic are the classification(s) of work that each worker actually performed.
Any workers paid an apprenticeship during the above period are duly registered in a bona fide apprenticeship program registered with the Office of Apprenticeship, Employment and Training Administration, United States Department of Labor (OETA), or a State Apprenticeship Agency (SAA) (recognized by Department of Labor). I have verified the registered apprenticeship program information provided below is accurate and applicable to any apprenticeship specified on page 1 of this form.

Apprenticeship Program Name: Registered: Name of Labor Classification:
Fringe benefits have been paid in cash and/or to bona fide fringe benefit plans, funds, or programs. Where the contractor is claiming an hourly credit for their contribution to or reasonably anticipated costs of a bona fide fringe benefit plan, fund, or program, provide plan information and the hourly credit claimed for each worker listed on the previous page of this form.

HOURLY CREDIT FOR FRINGE BENEFITS
If an amount is listed in (B) on the first page of the certified payroll form, enter the hourly credit claimed under each labor name, type and number for each worker and check whether the plan is funded or unfunded.

Name of Worker ETD PAID IN	Plan No.	Fringe	Unfunded	TOTAL	
				HOURLY	CREDIT
ZURER, JEREMIAH J		<input checked="" type="checkbox"/>	<input type="checkbox"/>		
FORILLO, MICHAEL Forsyth County J		<input checked="" type="checkbox"/>	<input type="checkbox"/>		
LUEDERS, SR. ROE		<input checked="" type="checkbox"/>	<input type="checkbox"/>		
LUEDERS, ROBERT		<input checked="" type="checkbox"/>	<input type="checkbox"/>		
MOREHOUSE, ROWI		<input checked="" type="checkbox"/>	<input type="checkbox"/>		
NELSON, RUSSELL E		<input checked="" type="checkbox"/>	<input type="checkbox"/>		

All workers on the project have been paid the full weekly wages earned and no rebates or deductions have been or will be made other than those specifically stated on the previous page of this form.
Additional Remarks:

Signature of Certifying Official: [Signature]
Date: 5/4/2028
Telephone Number:
Email Address:

THE WELFARE OF ANY OF THE ABOVE STATEMENTS MAY BE SUBJECT TO CIVIL OR CRIMINAL PROSECUTION UNDER SECTION 1001 OF TITLE 18 AND REGULATION 32.99 OF TITLE 31 OF THE UNITED STATES CODE, AS WELL AS DEBARMENT FROM FUTURE FEDERAL AND FEDERALLY-ASSISTED CONTRACTS INFORMATION REPORTED IN CERTIFIED PAYROLLS MAY BE SUBJECT TO DISCLOSURE IN RESPONSE TO A FREEDOM OF INFORMATION ACT REQUEST.

Certified Payroll Report

Submission of Focal DBRA Certified Payroll Form

Prime Contractor

Sub Contractor

WEEK 4

Project Name: 02-008 FERRY BOULEVARD
 Project Location: 02-008 FERRY BOULEVARD
 Wage Determination No: 1186 Saratoga Rd, 1186 Route 9, BARNWOOD NY
 Project No. or Contract No: 4
 Certified Payroll No: 4207905
 Week Ending Date: 4/27/2025
 Prime Contractor's Business Name: TOM KUBRICK COMPANY INC
 Prime Contractor Address: 1186 Saratoga Rd, 1186 Route 9, BARNWOOD NY

Worker Entry No	Worker Name	Worksite Identifying No	Labor Classification	Pay Type	Hours Worked by Day							Total Hours Worked for the Week	Gross Pay	Total Fines in Lieu of Check	Total Benefits	Gross Pay Earned for All Work	Social Security Tax	Medicare Tax	Federal Tax	State Tax	Deduction for All Work	Net Payment for All Work	
					Mon	Tue	Wed	Thu	Fri	Sat	Sun												
7	MORHOUSE RON O	742	Operator Supplemental	OT	0.00	8.50	6.00	7.50	6.50	39.50	39.50	33.70	131.15	0.00	0.00	3,865.54	247.11	57.79	780.00	237.91	0.60	1,323.41	2,662.13
7	MORHOUSE RON O	742	Laborer	OT		1.00	1.00	2.00		4.00	4.00	43.13	172.92	0.00	0.00	3,865.54	247.11	57.79	780.00	237.91	0.60	1,323.41	2,662.13
7	MORHOUSE RON O	742	Supplemental Benefits Lab	OT		1.00	1.00	2.00		4.00	4.00	29.58	118.24	0.00	0.00	3,865.54	247.11	57.79	780.00	237.91	0.60	1,323.41	2,662.13
8	NELSON RUSSELLE	3664	Laborer	OT	0.00	8.00	8.00	8.00	8.00	40.00	40.00	43.13	172.92	0.00	0.00	3,865.54	247.11	57.79	780.00	237.91	0.60	1,323.41	2,662.13
8	NELSON RUSSELLE	3664	Overtime LS	OT	0.50	1.00	0.50	0.50		2.50	2.50	54.70	181.75	0.00	0.00	3,865.54	247.11	57.79	780.00	237.91	0.60	1,323.41	2,662.13
8	NELSON RUSSELLE	3664	Supplemental Benefits Lab	OT	8.00	8.50	9.00	8.50	8.50	42.50	42.50	29.58	118.24	0.00	0.00	3,865.54	247.11	57.79	780.00	237.91	0.60	1,323.41	2,662.13
8	NELSON RUSSELLE	3664	OT Job Overtime LS	OT	0.50					0.50	0.50	43.00	172.92	0.00	0.00	3,865.54	247.11	57.79	780.00	237.91	0.60	1,323.41	2,662.13

Week 5

Project Name: 02-2008 FERRY BOULEVARD
 Project Location: 02-2008 FERRY BOULEVARD
 Week Ending Date: 5/22/08
 Project No. or Contract No.:
 Certified Payroll No.:
 Prime Contractor's Business Name: TOLSON SECURITY COMPANY INC
 Certifying Official's Name and Title: ES OFFICE

I field or supervised the payment of the laborers or mechanics working on the above project during the stated time period. I certify the following:
 The payroll information submitted with this statement is correct and complete for the amount set during the above period. I have verified the payment of the laborers or mechanics working on the above project during the stated time period. I certify the following:
 All workers paid as apprentices during the above period are duly registered in a bona fide apprenticeship program regulated with the Office of Apprenticeship, Employment and Training Administration, United States Department of Labor ("OAT") or a State Apprenticeship Agency ("SAA") recognized by Department of Labor. I have verified the registered apprenticeship program information provided below as accurate and applicable to any apprentices identified on page 1 of this form.

Fringe benefits have been paid in cash and/or to bona fide fringe benefit plans, funds, or programs. Where the contractor is claiming an hourly credit for their contributions to or reasonably anticipated costs of a bona fide fringe benefit plan, fund, or program, provide plan information and the hourly credit claimed for each worker listed on the previous page of this form.

HOURLY CREDIT FOR FRINGE BENEFITS
 If an amount is listed in (6B) on the first page of this certified payroll form, enter the hourly credit claimed under each plan name, job, and number for each worker and check whether the plan is funded or unfunded.

Name of Worker ETA Payroll No.	FB Type Plan No.	Fringe Plan No.	TOTAL	
			HOURLY	CREDIT
Ferris Carey J		Unfunded		
LUEDDERS SR ROE				
LUEDDERS ROBERT				
MOREHOUSE RON C				
NELSON RUSSELL J				

All workers on the project have been paid the full weekly wages earned, and no rebates or deductions have been or will be made either directly or indirectly, over that permissible deductions as defined in 29 CFR part 1.

Additional Remarks:

Signature of Certifying Official: [Signature] Date: 5/22/08 Telephone Number:

THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 3729 OF TITLE 31 OF THE UNITED STATES CODE, AS WELL AS DEBARMENT FROM FUTURE FEDERAL AND FEDERAL AID CONTRACTS. INFORMATION REPORTED IN CERTIFIED PAYROLLS MAY BE SUBJECT TO DISCLOSURE IN RESPONSE TO A FREEDOM OF INFORMATION ACT REQUEST.

Certified Payroll Report

Week 5

Submission of Final OSHA Certified Payroll Form

Prime Contractor Site Contractor
 Project Name: 02-2025 FERRY BOULEVARD Project No. or Contract No.:
 Project Location: 02-2025 FERRY BOULEVARD Prime Contractor's Business Name: TOM KUBRIZKY COMPANY INC
 Wage Determination No.: Prime Contractor Address: 1165 SULLY RD, GAITHERSBURG, MD 20878
 Certified Payroll No.: 5 Week Ending Date: 5/3/2025

Worker Entry No	Worker Name	Worker ID#	Classification	Pay Type	Hours Worked by Day							Total Hours	Total Pay	Gross Pay	Fringe Benefits	Social Security	Medicare	Federal Tax	State Tax	Deduction for All Work	Net Payment						
					Mon	Tue	Wed	Thu	Fri	Sat	Sun																
1	ETU PAUL W	720	Laborer	ST	8.00							8.00	16.00	16.00	43.13	680.00	0.00	0.00	392.25	3,190.38	187.80	48.26	344.00	173.56	0.00	764.22	2,428.16
1	ETU PAUL W	720	Overtime 1.5	OT		1.50						2.00	2.00	2.00	64.70	129.40	0.00	0.00	392.25	3,190.38	187.80	48.26	344.00	173.56	0.00	764.22	2,428.16
1	ETU PAUL W	720	Supplemental Benefits Lab	ST	9.50							9.50	18.00	18.00	28.56	532.08	0.00	0.00	392.25	3,190.38	187.80	48.26	344.00	173.56	0.00	764.22	2,428.16
2	Fomana Corey J	1270	Laborer	ST	8.00							8.00	14.00	14.00	43.13	603.82	0.00	0.00	392.26	3,143.25	184.86	45.58	377.00	183.66	0.00	1,001.75	2,141.51
2	Fomana Corey J	1270	Overtime 1.5	OT		1.50						1.50	1.50	1.50	64.70	97.05	0.00	0.00	392.26	3,143.25	184.86	45.58	377.00	183.66	0.00	1,001.75	2,141.51
2	Fomana Corey J	1270	Supplemental Benefits Lab	ST	9.50							9.50	15.50	15.50	29.56	458.16	0.00	0.00	392.26	3,143.25	184.86	45.58	377.00	183.66	0.00	1,001.75	2,141.51
3	LUEDDERS SR ROBERT H	5157	Laborer	ST	8.00					8.00	8.00	24.00	24.00	24.00	43.13	535.12	0.00	0.00	392.26	3,508.73	217.54	50.88	665.00	207.40	0.00	1,141.42	2,367.31
3	LUEDDERS SR ROBERT H	5157	Overtime 1.5	OT		1.50						2.00	2.00	2.00	64.70	129.40	0.00	0.00	392.26	3,508.73	217.54	50.88	665.00	207.40	0.00	1,141.42	2,367.31
3	LUEDDERS SR ROBERT H	5157	Supplemental Benefits Lab	ST	9.50							9.50	26.00	26.00	29.56	768.96	0.00	0.00	392.26	3,508.73	217.54	50.88	665.00	207.40	0.00	1,141.42	2,367.31
4	LUEDDERS ROBERT H	5178	Operator	ST	8.00					8.00	8.00	40.00	40.00	40.00	57.30	2,292.00	0.00	0.00	392.40	3,895.26	247.15	57.80	760.00	237.96	0.00	1,323.51	2,662.75
4	LUEDDERS ROBERT H	5178	Operator Overtime 1.5	OT		1.50	0.50	0.50				2.50	2.50	2.50	66.66	214.66	0.00	0.00	392.40	3,895.26	247.15	57.80	760.00	237.96	0.00	1,323.51	2,662.75
4	LUEDDERS ROBERT H	5178	Operator Supplemental	ST	9.50					8.00	8.00	42.50	42.50	42.50	33.70	1,432.25	0.00	0.00	392.40	3,895.26	247.15	57.80	760.00	237.96	0.00	1,323.51	2,662.75
4	LUEDDERS ROBERT H	5178	Overtime 1.5	OT								0.50	0.50	0.50	64.70	32.35	0.00	0.00	392.40	3,895.26	247.15	57.80	760.00	237.96	0.00	1,323.51	2,662.75
4	LUEDDERS ROBERT H	5178	Supplemental Benefits Lab	ST	9.50							9.50	18.00	18.00	28.56	478.00	0.00	0.00	392.40	3,895.26	247.15	57.80	760.00	237.96	0.00	1,323.51	2,662.75
5	WOREHOUSE ROWD	7142	Operator	ST	8.00					8.00	8.00	28.00	28.00	28.00	57.30	1,904.40	0.00	0.00	392.41	3,741.15	231.65	54.25	721.00	222.27	0.00	1,230.07	2,511.06
5	WOREHOUSE ROWD	7142	Operator Overtime 1.5	OT		1.50						1.50	1.50	1.50	66.66	128.63	0.00	0.00	392.41	3,741.15	231.65	54.25	721.00	222.27	0.00	1,230.07	2,511.06
5	WOREHOUSE ROWD	7142	Operator Supplemental	ST	9.50					8.00	8.00	29.50	29.50	29.50	33.70	1,643.15	0.00	0.00	392.41	3,741.15	231.65	54.25	721.00	222.27	0.00	1,230.07	2,511.06
5	WOREHOUSE ROWD	7142	Laborer	ST	4.00					4.00	4.00	12.00	12.00	12.00	43.13	517.56	0.00	0.00	392.41	3,741.15	231.65	54.25	721.00	222.27	0.00	1,230.07	2,511.06
5	WOREHOUSE ROWD	7142	Overtime 1.5	OT		0.50	0.50					1.50	1.50	1.50	64.70	97.05	0.00	0.00	392.41	3,741.15	231.65	54.25	721.00	222.27	0.00	1,230.07	2,511.06
5	WOREHOUSE ROWD	7142	Supplemental Benefits Lab	ST	4.50							13.50	13.50	13.50	29.56	396.06	0.00	0.00	392.41	3,741.15	231.65	54.25	721.00	222.27	0.00	1,230.07	2,511.06
6	NELSON RUSSELL	3604	Laborer	ST	8.00					8.00	8.00	32.00	32.00	32.00	43.13	1,360.16	0.00	0.00	392.42	3,212.66	199.20	46.59	422.00	182.66	0.00	651.25	2,561.63
6	NELSON RUSSELL	3604	Overtime 1.5	OT		1.50						2.00	2.00	2.00	64.70	161.75	0.00	0.00	392.42	3,212.66	199.20	46.59	422.00	182.66	0.00	651.25	2,561.63

Certified Payroll Report

WEEK 5

Submission of Final DBRA Certified Payroll Form

Prime Contractor: Sub Contractor:

Project Name: 02-2026 FERRY BOULEVARD
 Project Location: 02-2026 FERRY BOULEVARD
 Wage Determination No:
 Project No. or Contract No.:
 Prime Contractor's Business Name: TOM KURBICKY COMPANY P/C
 Prime Contractor Address: 1095 Saratoga Rd 1095 Route 9 Carmel, NY 12026
 Certified Payroll No.:
 Week Ending Date: 5/20/25

Worker Entry No	Worker Identifying No	LD Assignment/ (RA) Registered Apprentice	Labor Classification	Hours Worked by Day							Total Hours Paid	Gross Pay	Total FICA	Total Medicare	Total Social Security	Total Federal Tax	Total State Tax	Total Deduction for AG Work	Net Payment			
				Mon	Tue	Wed	Thu	Fri	Sat	Sun												
6	NEUGEN RUSSELL E	3094	Supplemental Benefits Lab	ST	9:50		8:50	8:00	8:50	34:50	29:58	1079.82	0.00	0.00	39242	199.20	48.59	422.00	147.99	3.00	551.25	2,261.63

Hours Worked by Day: Mon 9:50, Tue, Wed, Thu 8:50, Fri 8:00, Sat 8:50, Sun 34:50
 Total Hours Paid: 34:50
 Gross Pay: 29:58 1079.82
 Total FICA: 0.00
 Total Medicare: 0.00
 Total Social Security: 39242
 Total Federal Tax: 199.20
 Total State Tax: 48.59
 Total Deduction for AG Work: 422.00
 Net Payment: 147.99
 Total Worker Payment: 551.25
 Total Deduction: 2,261.63

U.S. Department of Labor
Wage and Hour Division

PAYROLL

(For Contractor's Optional Use; See instructions at www.dol.gov/whd/forms/wh347instr.htm)

Persons are not required to respond to the collection of information unless it displays a currently valid OMB control number.



U.S. Wage and Hour Division
Rev. Dec. 2008

NAME OF CONTRACTOR OR SUBCONTRACTOR **EVERETT J. PRELICH, INC.**
ADDRESS **37 PRELICH ST. BOX 600**
CHERRYVILLE, NC 27345

OMB No.: 1235-0008
Expires: 04/30/2011

PAYROLL NO. **#1 Final**
PROJECT AND LOCATION **Feary Boulevard IP Grades, Village of South Glens Falls, Feary Boulevard, Village of South Glens Falls**
PROJECT OR CONTRACT NO. **1114203**

(1) NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OF WORKER	(2) REMARKS	(3) WORK CLASSIFICATION	(4) DAY AND DATE							(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS				(9) NET WAGES PAID FOR WEEK		
			S	M	T	W	T	F	S				WITH- HOLDING TAX	FICA	STATE TAX	SUB/ALC		FED/OTHER	TOTAL DEDUCTIONS
William Bell XXY-XX-7302		Laborer Highway Highway Highway	S	M	T	W	T	F	S	5	22.69	113.35	88.64	87.81	47.92	5.75	103.45	333.62	858.23

While completion of Form WH-347 is optional, it is mandatory for covered contractors and subcontractors performing work on Federally financed or assisted construction contracts to respond to the information collection contained in 29 C.F.R. §§ 3.3, 5.5(g), The Copeland Act (40 U.S.C. § 3145) contractors and subcontractors performing work on Federally financed or assisted construction contracts to "furnish weekly a statement with respect to the wages paid each employee during the preceding week." U.S. Department of Labor (DOL) regulations at 29 C.F.R. § 5.5(e)(3)(i) require contractors to submit weekly a copy of all payments to the Federal agency contracting for or financing the construction project, accompanied by a signed "Statement of Compliance" indicating that the payrolls are correct and complete and that each laborer or mechanic has been paid not less than the proper Davis-Bacon prevailing wage rate for the work performed. DOL and Federal contracting agencies receiving this information review the information to determine that employees have received legally required wages and fringe benefits.

Public Burden Statement

We estimate that it will take an average of 55 minutes to complete this collection, including time for reviewing instructions, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. If you have any comments regarding these estimates or any other aspect of this collection, including suggestions for reducing this burden, send them to the Administrator, Wage and Hour Division, U.S. Department of Labor, Room S3502, 200 Constitution Avenue, N.W., Washington, D.C. 20210

Date March 21, 2026

1. Deborah A. Parker
(Name of Signatory Party)

Payroll Benefits Coordinator
(Title)

do hereby state:

(1) That I pay or supervise the payment of the persons employed by

EVERETT J. PRESCOTT, INC.

(Contractor or Subcontractor)

on the

2204 Boulevard Ugoedes Village of Saint

(Building or Work)

15 day of MARCH, 2026 and ending the 21 day of MARCH, 2026

all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said

EVERETT J. PRESCOTT, INC.

(Contractor or Subcontractor)

from the full

weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 C.F.R. Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948, 53 Stat. 108, 72 Stat. 967, 76 Stat. 357; 40 U.S.C. § 3145), and described below:

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained in any wage determination incorporated into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registered in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

- In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees, except as noted in section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

-

Each laborer or mechanic listed in the above referenced payroll has been paid, as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (CRAFT)	EXPLANATION

REMARKS

NAME AND TITLE

SIGNATURE

Deborah A. Parker
Payroll Benefits Coordinator

THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 231 OF TITLE 31 OF THE UNITED STATES CODE.



U.S. Wage and Hour Division
Rev. Dec. 2008

U.S. Department of Labor
Wage and Hour Division

PAYROLL
(For Contractor's Optional Use; See instructions at www.dol.gov/whd/forms/wh347instr.htm)

Persons are not required to respond to this collection of information unless it displays a currently valid OMB control number.

NAME OF CONTRACTOR OR SUBCONTRACTOR ADDRESS **32 PERSHOTT ST. PO BOX 600**
EVERETT J. PERSHOTT, INC. **CONCORD, ME 04405**

PAYROLL NO. **# 1 Final** PROJECT AND LOCATION **FRANCY BULL LEVARD** PROJECT OR CONTRACT NO. **FRANCY BULL LEVARD**

FOR WEEK ENDING **3/21/2010** PROJECT AND LOCATION **GENES VILLAGE SOUTH GLEN FALLS, VT** PROJECT OR CONTRACT NO. **48 GLEN FALLS SOUTH GLEN FALLS**

(1) NAME AND INDIVIDUAL IDENTIFYING NUMBER (e.g., LAST FOUR DIGITS OF SOCIAL SECURITY NUMBER) OF WORKER	(2) EMPLOYER'S IDENTIFICATION NUMBER	(3) WORK CLASSIFICATION	(4) DAY AND DATE							(5) TOTAL HOURS	(6) RATE OF PAY	(7) GROSS AMOUNT EARNED	(8) DEDUCTIONS				(9) NET WAGES PAID FOR WEEK				
			S	M	T	W	T	F	S				WITH- HOLDING TAX	FICA	STATE TAX	SUB- SUE FEE		INS. OTHER	TOTAL DEDUCTIONS		
Julen Gholson XXX-XX-9799	5	Laborer Highway Genes Village				5					72.69	412.50	73.81	73.80	41.25	4.77	4.59	199.28	716.55		

While completion of Form WH-347 is optional, it is mandatory for covered contractors and subcontractors performing work on Federally financed or assisted construction contracts to respond to the information collection contained in 29 C.F.R. §§ 3.3, 5.5(a), The Copeland Act (40 U.S.C. § 3145) contractors and subcontractors performing work on Federally financed or assisted construction contracts to furnish weekly a statement with respect to the wages paid each employee during the preceding week. U.S. Department of Labor (DOL) regulations at 29 C.F.R. § 5.5(a)(3)(ii) require contractors to submit weekly a copy of all payrolls to the Federal agency contracting for or financing the construction project, accompanied by a signed "Statement of Compliance" indicating that the payrolls are correct and complete and that each laborer or mechanic has been paid not less than the proper Davis-Bacon prevailing wage rate for the work performed. DOL and federal contracting agencies receiving this information review the information to determine that employees have received legally required wages and fringe benefits.

Public Burden Statement

We estimate that it will take an average of 65 minutes to complete this collection, including time for reviewing instructions, gathering and maintaining the data needed, and completing and reviewing the collection of information. If you have any comments regarding these estimates or any other aspect of this collection, including suggestions for reducing this burden, send them to the Administrator, Wage and Hour Division, U.S. Department of Labor, Room 53502, 200 Constitution Avenue, N.W., Washington, D.C. 20210



June 2, 2026

Claude Middleton
Trustee
Village of South Glens Falls
46 Saratoga Avenue
South Glens Falls, NY 12803
Delivered via email only: trusteemiddleton@sgfny.com

**RE: Invoices from TKC Construction – Emergency Sewer Force Main Repair
SDA Project No. 25-070**

Dear Trustee Middleton:

As the Village is aware, Suozzo, Doty & Associates Professional Engineering, PLLC is in receipt of a of two invoice “packets” as provided to the Village on May 15, 2026 (attached). The subject invoices outline charges for services provided by TKC for the emergency force main repair that occurred this spring. The two invoices and their respective amounts are as follows:

- TKC Emergency Force Main Repairs (Time and Materials) - \$229,248.49
- TKC invoice for services provided by DA Collins – Crane/Barge Services - \$86,404.59

The Village asked us to review these invoices prior to the Village paying the same. The findings of our review was discussed with the Village during a meeting May 27, 2026. One outcome of the subject discussion was a request by the Village for SDA to discuss with the City of Glens Falls, potential cost sharing for the Crane/Barge services, as well as the removal of certain charges listed on the Village invoice from TKC that was associated with work completed for the City of Glens Falls. Our office listed the potential cost sharing/reclassification of charges to the City in an email to the City dated May 27, 2026 (attached). In summary, the total of the charges suggested to be shared and/or reclassified as City charges amount to \$35,605.01.

As of the date of this letter, the City is still reviewing the subject charges. When complete, it is expected that the City will communicate with the Village as to whether or not they agree to the same. While the Village waits for final city review, and because the Village wishes to act on the subject invoices during the Village Board Meeting to be held on June 3, 2026, the Village could consider paying the balance of the total invoices which amounts to (see next page):



Invoice	Amount
TKC Emergency Force Main Repairs (Time and Materials)	\$229,248.49
TKC invoice for services provided by DA Collins – Crane/Barge Services	\$86,404.59
Anticipate reduction in costs due to cost sharing/reclassification of certain charges to the City	-\$35,605.01
Total	\$280,048.07

If the City does not agree to any or all of the cost sharing/reclassified charges, the Village could pay the remainder of charges (\$35,605.01) at a later date.

CLOSING

Thank you for your time and consideration of this matter. Please call our office at 518-240-6293 if you have any questions or if you need additional information.

Sincerely,



Sean M. Doty, PE, LEED AP, CPMSM
Principal

Cc: Sam Berg, Village Clerk (via email only)
Trustee Baxter (via email only)

TKC Invoice: \$229,248.49

TKC

(518)761-0122/761-3100 Fax
 Thousand Oaks Park
 1166 Route 9

Invoice

Date	Invoice #
3/5/2026	3669

Bill To
VILLAGE OF SOUTH GLENS FALLS 46 SARATOGA AVE SOUTH GLENS FALLS, NY 12803

Terms	Due Date	Ship Date	Project	Project
	3/5/2026	3/5/2026		

Item	Description	Qty	Rate	Amount
Service Call	3/5/26 SERVICE CALL TO GLENS FALLS FEEDER CANAL EMERGENCY		0.00	0.00
ADMINISTRATIVE	3/5/26 T. KUBRICKY	7	122.00	854.00
ADMINISTRATIVE	3/5/26 T. KUBRICKY O/T	1.5	195.00	292.50
Foreman	3/5/26 R. LUEDDERS SR	5.5	122.00	671.00
Foreman	3/5/26 R. LUEDDERS SR O/T	1.5	195.00	292.50
Labor	3/5/26 C. FORTUNA	5	102.00	510.00
Labor	3/5/26 C. FORTUNA O/T	1.5	160.00	240.00
Labor	3/5/26 P. ETU	5.5	102.00	561.00
Labor	3/5/26 P. ETU O/T	1.5	160.00	240.00
Labor	3/5/26 R. NELSON	5.5	102.00	561.00
Labor	3/5/26 R. NELSON O/T	1.5	160.00	240.00
Equipment	MOB / DEMOB ILS	1	975.00	975.00
Equipment	3/5/26 KENWORTH LOWBED	7	95.00	665.00
Equipment	3/5/26 325 HOE	7	97.00	679.00
Equipment	3/5/26 TRIAXLE DUMP TRUCK	7	85.00	595.00
Equipment	3/5/26 TRACTOR	7	75.00	525.00
Equipment	3/5/26 307 HOE	7	80.00	560.00
Equipment	3/5/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	3/5/26 UTILITY PICKUP TRUCK	8.5	25.00	212.50
Equipment	3/5/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	3/5/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	3/5/26 UTILITY PICKUP TRUCK	6.5	25.00	162.50
Equipment	3/5/26 UTILITY TOOL VAN	8.5	50.00	425.00
Equipment	3/5/26 3-ROAD BARRIERS JERSEY BARRIERS	3	200.00	600.00
Equipment	3/5/26 20' WOOD MATTS ILS	1	3,000.00	3,000.00
ADMINISTRATIVE	3/6/26 T. KUBRICKY	8	122.00	976.00
ADMINISTRATIVE	3/6/26 T. KUBRICKY O/T	3	195.00	585.00
Foreman	3/6/26 R. LUEDDERS SR	8	122.00	976.00
Foreman	3/6/26 R. LUEDDERS SR O/T	1	195.00	195.00
Operator	3/6/26 R. LUEDDERS JR	8	122.00	976.00

Thank you for letting TKC serve your needs, we look forward to assist you in the future.			Total	
--	--	--	--------------	--

TKC

(518)761-0122/761-3100 Fax
 Thousand Oaks Park
 1166 Route 9

Invoice

Date	Invoice #
3/5/2026	3669

Bill To
VILLAGE OF SOUTH GLENS FALLS 46 SARATOGA AVE SOUTH GLENS FALLS, NY 12803

Terms	Due Date	Ship Date	Project	Project
	3/5/2026	3/5/2026		

Item	Description	Qty	Rate	Amount
Operator	3/6/26 R. LUEDDERS JR O/T	1	195.00	195.00
Labor	3/6/26 C. FORTUNA	8	102.00	816.00
Labor	3/6/26 C. FORTUNA O/T	2.5	160.00	400.00
Labor	3/6/26 P. ETU	8	102.00	816.00
Labor	3/6/26 P. ETU O/T	1	160.00	160.00
Labor	3/6/26 R. NELSON	8	102.00	816.00
Labor	3/6/26 R. NELSON O/T	3	160.00	480.00
Labor	3/6/26 M. FIRELLO	8	102.00	816.00
Labor	3/6/26 M. FIRELLO O/T	1	160.00	160.00
Operator	3/6/26 R. MOREHOUSE	8	122.00	976.00
Operator	3/6/26 R. MOREHOUSE O/T	2	195.00	390.00
Labor	3/6/26 C. MATTISON	8	102.00	816.00
Labor	3/6/26 C. MATTISON O/T	2.5	160.00	400.00
Equipment	3/6/26 325 HOE	10.5	97.00	1,018.50
Equipment	3/6/26 307 HOE	9	80.00	720.00
Equipment	3/6/26 308 HOE	9	80.00	720.00
Equipment	3/6/26 950 M LOADER	9	85.00	765.00
Equipment	3/6/26 LOWBOY	9	95.00	855.00
Equipment	3/6/26 LOWBOY	9	95.00	855.00
Equipment	3/6/26 TRIAXLE DUMP TRUCK	9	85.00	765.00
Equipment	3/6/26 STEEL TRAILER	9	95.00	855.00
Equipment	3/6/26 TOOL VAN	11	50.00	550.00
Equipment	3/6/26 UTILITY PICKUP TRUCK	11	25.00	275.00
Equipment	3/6/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/6/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/6/26 UTILITY PICKUP TRUCK	10.5	25.00	262.50
Equipment	3/6/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/6/26 UTILITY PICKUP TRUCK	11	25.00	275.00
ADMINISTRATIVE	3/7/26 T. KUBRICKY O/T	10	195.00	1,950.00
Foreman	3/7/26 R. LUEDDERS SR O/T	9.5	195.00	1,852.50
Operator	3/7/26 R. LUEDDERS JR O/T	9	195.00	1,755.00
Labor	3/7/26 C. FORTUNA O/T	9	160.00	1,440.00

Thank you for letting TKC serve your needs. we look forward to assist you in the future.	Total
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TKC

(518)761-0122/761-3100 Fax
 Thousand Oaks Park
 1166 Route 9

Invoice

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Bill To
VILLAGE OF SOUTH GLENS FALLS 46 SARATOGA AVE SOUTH GLENS FALLS, NY 12803

Terms	Due Date	Ship Date	Project	Project
	3/5/2026	3/5/2026		

Item	Description	Qty	Rate	Amount
Labor	3/7/26 P. ETU O/T	9	160.00	1,440.00
Labor	3/7/26 R. NELSON O/T	9	160.00	1,440.00
Labor	3/7/26 M. FIRELLO O/T	9	160.00	1,440.00
Operator	3/7/26 R. MOREHOUSE O/T	6	195.00	1,170.00
Labor	3/7/26 R. MOREHOUSE O/T	3	160.00	480.00
Labor	3/7/26 C. MATTISON O/T	9	160.00	1,440.00
Equipment	3/7/26 UTILITY PICKUP TRUCK	10	25.00	250.00
Equipment	3/7/26 UTILITY PICKUP TRUCK	9.5	25.00	237.50
Equipment	3/7/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/7/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/7/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/7/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/7/26 UTILITY TOOL VAN	9.5	50.00	475.00
Equipment	3/7/26 330 HOE	9	99.00	891.00
Equipment	3/7/26 325 HOE	9	97.00	873.00
Equipment	3/7/26 307 HOE	9	80.00	720.00
Equipment	3/7/26 308 HOE	9	80.00	720.00
Equipment	3/7/26 TRIAXLE DUMP TRUCK	9	85.00	765.00
Equipment	3/7/26 950M LOADER	9	85.00	765.00
Equipment	3/7/26 VERMEER	9.5	190.00	1,805.00
Equipment	3/7/26 AIR COMPRESSOR	9.5	18.00	171.00
Equipment	3/7/26 STEEL TRAILER	9.5	95.00	902.50
Equipment	3/7/26 ATTENUATOR TRUCK	9.5	85.00	807.50
ADMINISTRATIVE	3/8/26 T. KUBRICKY O/T	9.5	195.00	1,852.50
Foreman	3/8/26 R. LUEDDERS SR O/T	9.5	195.00	1,852.50
Operator	3/8/26 R. LUEDDERS JR O/T	9	195.00	1,755.00
Labor	3/8/26 C. FORTUNA O/T	9	160.00	1,440.00
Labor	3/8/26 P. ETU O/T	9	160.00	1,440.00
Labor	3/8/26 R. NELSON O/T	9	160.00	1,440.00
Labor	3/8/26 M. FIRELLO O/T	9	160.00	1,440.00
Operator	3/8/26 R. MOREHOUSE O/T	4	195.00	780.00
Labor	3/8/26 R. MOREHOUSE O/T	5	160.00	800.00

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Bill To
VILLAGE OF SOUTH GLENS FALLS 46 SARATOGA AVE SOUTH GLENS FALLS, NY 12803

Terms	Due Date	Ship Date	Project	Project
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Item	Description	Qty	Rate	Amount
Labor	3/8/26 C. MATTISON O/T	9	160.00	1,440.00
Equipment	3/8/26 UTILITY PICKUP TRUCK	9.5	25.00	237.50
Equipment	3/8/26 UTILITY PICKUP TRUCK	9.5	25.00	237.50
Equipment	3/8/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/8/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/8/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/8/26 UTILITY PICKUP TRUCK	9	25.00	225.00
Equipment	3/8/26 UTILITY TOOL VAN	9	50.00	450.00
Equipment	3/8/26 330 HOE	9	99.00	891.00
Equipment	3/8/26 325 HOE	9	97.00	873.00
Equipment	3/8/26 307 HOE	9	80.00	720.00
Equipment	3/8/26 308 HOE	9	80.00	720.00
Equipment	3/8/26 950M LOADER	9	85.00	765.00
Equipment	3/8/26 TRIAXLE DUMP TRUCK	9	85.00	765.00
Equipment	3/8/26 VERMEER	9	190.00	1,710.00
Equipment	3/8/26 AIR COMPRESSOR	9	18.00	162.00
Equipment	3/8/26 STEEL TRAILER	9	95.00	855.00
Equipment	3/8/26 ATTENUATOR TRUCK	9	85.00	765.00
ADMINISTRATIVE	3/9/2026 T. KUBRICKY	8	122.00	976.00
ADMINISTRATIVE	3/9/2026 T. KUBRICKY O/T	2	195.00	390.00
Foreman	3/9/2026 R. LUEDDERS	8	122.00	976.00
Foreman	3/9/2026 R. LUEDDERS O/T	1	195.00	195.00
Operator	3/9/2026 R. LUEDDERS JR.	8	122.00	976.00
Operator	3/9/2026 R. LUEDDERS O/T	0.5	195.00	97.50
Labor	3/9/2026 C. FORTUNA	8	102.00	816.00
Labor	3/9/2026 C. FORTUNA O/T	0.5	160.00	80.00
Labor	3/9/2026 P. ETU	8	102.00	816.00
Labor	3/9/2026 P. ETU O/T	0.5	160.00	80.00
Labor	3/9/2026 R. NELSON	8	102.00	816.00
Labor	3/9/2026 R. NELSON O/T	0.5	160.00	80.00
Labor	3/9/2026 M. FERILLO	8	102.00	816.00
Labor	3/9/2026 M. FERILLO O/T	0.5	160.00	80.00

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VILLAGE OF SOUTH GLENS FALLS 46 SARATOGA AVE SOUTH GLENS FALLS, NY 12803

Terms	Due Date	Ship Date	Project	Project
	3/5/2026	3/5/2026		

Item	Description	Qty	Rate	Amount
Labor	3/9/2026 R. MOREHOUSE	8	102.00	816.00
Labor	3/9/2026 R. MOREHOUSE O/T	0.5	160.00	80.00
Labor	3/9/2026 C. MATTISON	8	102.00	816.00
Labor	3/9/2026 C. MATTISON O/T	0.5	160.00	80.00
Equipment	3/9/2026 UTILITY P/U TRUCK	10	25.00	250.00
Equipment	3/9/2026 UTILITY P/U TRUCK	9	25.00	225.00
Equipment	3/9/2026 UTILITY P/U TRUCK	8.5	25.00	212.50
Equipment	3/9/2026 UTILITY P/U TRUCK	8.5	25.00	212.50
Equipment	3/9/2026 UTILITY P/U TRUCK	8.5	25.00	212.50
Equipment	3/9/2026 UTILITY P/U TRUCK	8.5	25.00	212.50
Equipment	3/9/2026 UTILITY TOOL VAN	9	50.00	450.00
Equipment	3/9/2026 330 HOE	8.5	99.00	841.50
Equipment	3/9/2026 325 HOE	8.5	97.00	824.50
Equipment	3/9/2026 307 HOE	8.5	80.00	680.00
Equipment	3/9/2026 308 HOE	8.5	80.00	680.00
Equipment	3/9/2026 950M LOADER	8.5	85.00	722.50
Equipment	3/9/2026 TRIAXLE DUMP TRUCK	8.5	85.00	722.50
Equipment	3/9/2026 AIR COMPRESSOR	8.5	18.00	153.00
Equipment	3/9/2026 ATTENUATOR TRUCK	8.5	85.00	722.50
Equipment	3/9/26 STEEL TRAILER	8.5	95.00	807.50
ADMINISTRATIVE	3/10/26 T. KUBRICKY	7	122.00	854.00
Foreman	3/10/26 R. LUEDDERS SR	7	122.00	854.00
Operator	3/10/26 R. LUEDDERS JR	6.5	122.00	793.00
Labor	3/10/26 C. FORTUNA	6.5	102.00	663.00
Labor	3/10/26 P. ETU	6.5	102.00	663.00
Labor	3/10/26 R. NELSON	6.5	102.00	663.00
Labor	3/10/26 M. FIRELLO	4.5	102.00	459.00
Labor	3/10/26 R. MOREHOUSE	6.5	102.00	663.00
Labor	3/10/26 C. MATTISON	6.5	102.00	663.00
Equipment	3/10/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	3/10/26 UTILITY PICKUP TRUCK	7	25.00	175.00

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Terms	Due Date	Ship Date	Project	Project
	3/5/2026	3/5/2026		

Item	Description	Qty	Rate	Amount
Equipment	3/10/26 UTILITY PICKUP TRUCK	6.5	25.00	162.50
Equipment	3/10/26 UTILITY PICKUP TRUCK	6.5	25.00	162.50
Equipment	3/10/26 UTILITY PICKUP TRUCK	6.5	25.00	162.50
Equipment	3/10/26 UTILITY PICKUP TRUCK	6.5	25.00	162.50
Equipment	3/10/26 UTILITY TOOL VAN	7	50.00	350.00
Equipment	3/10/26 307 HOE	7	80.00	560.00
Equipment	3/10/26 308 HOE	7	80.00	560.00
Equipment	3/10/26 950M LOADER	7	85.00	595.00
Equipment	3/10/26 330 HOE	6.5	99.00	643.50
Equipment	3/10/26 325 HOE	6.5	97.00	630.50
Equipment	3/10/26 TRIAXLE DUMP TRUCK	6.5	85.00	552.50
Equipment	3/10/26 STEEL TRAILER	7	95.00	665.00
Equipment	3/10/26 ATTENUATOR TRUCK	6.5	85.00	552.50
Equipment	3/10/26 LOWBED	7	95.00	665.00
Equipment	3/10/26 TRAILER	7	95.00	665.00
Labor	3/11/26 POUR SIDEWALK, PICK UP & LOAD JERSEY BARRIERS, TOPSOIL, SEED & HAY		0.00	0.00
ADMINISTRATIVE	3/11/26 T. KUBRICKY	8	122.00	976.00
Foreman	3/11/26 R. LUEDDERS SR	7	122.00	854.00
Operator	3/11/26 R. LUEDDERS JR	7	122.00	854.00
Labor	3/11/26 P. ETU	8	102.00	816.00
Operator	3/11/26 R. MOREHOUSE	1	122.00	122.00
Equipment	3/11/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/11/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	3/11/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	3/11/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/11/26 TOOL VAN	8	50.00	400.00
Equipment	3/11/26 STEEL TRAILER	8	95.00	760.00
Equipment	3/11/26 307 HOE	7	80.00	560.00
Equipment	3/11/26 330 HOE	7	99.00	693.00
Equipment	3/11/26 LOWBOY	7	95.00	665.00
Equipment	3/11/26 TRACTOR	7	75.00	525.00

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Terms	Due Date	Ship Date	Project	Project
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Item	Description	Qty	Rate	Amount
Equipment	3/11/26 ATTENUATOR TRUCK	8	85.00	680.00
Labor	3/12/26 UNLOAD CONCRETE BARRIERS		0.00	0.00
ADMINISTRATIVE	3/12/26 T. KUBRICKY	3	122.00	366.00
Labor	3/12/26 R. NELSON	3	102.00	306.00
Labor	3/12/26 C. FORTUNA	3	102.00	306.00
Equipment	3/12/26 UTILITY PICKUP TRUCK	3	25.00	75.00
Equipment	3/12/26 UTILITY PICKUP TRUCK	3	25.00	75.00
Equipment	3/12/26 UTILITY PICKUP TRUCK	3	25.00	75.00
Equipment	3/12/26 950M LOADER	3	85.00	255.00
Equipment	3/12/26 LOWBOY	3	95.00	285.00
Equipment	3/12/26 TRACTOR	3	75.00	225.00
Equipment	3/12/26 UTILITY TOOL VAN	3	50.00	150.00
Labor	3/18/26 UNLOAD PIPE		0.00	0.00
ADMINISTRATIVE	3/18/26 T. KUBRICKY	2.5	122.00	305.00
Operator	3/18/26 R. LUEDDERS JR	1	122.00	122.00
Labor	3/18/26 C. FORTUNA	2	102.00	204.00
Labor	3/18/26 P. ETU	2	102.00	204.00
Equipment	3/18/26 UTILITY PICKUP TRUCK	2.5	25.00	62.50
Equipment	3/18/26 UTILITY PICKUP TRUCK	1	25.00	25.00
Equipment	3/18/26 UTILITY PICKUP TRUCK	2	25.00	50.00
Equipment	3/18/26 UTILITY PICKUP TRUCK	2	25.00	50.00
Equipment	3/18/26 950 M LOADER	2	85.00	170.00
Labor	3/19/26 NYS CANAL CORP PERMIT APPLICATION		0.00	0.00
ADMINISTRATIVE	3/19/26 T. KUBRICKY	8	122.00	976.00
Labor	3/19/26 WATER SAMPLE		0.00	0.00
Operator	3/19/26 R. LUEDDERS	1.5	122.00	183.00
Equipment	3/19/26 UTILITY PICKUP TRUCK	1.5	25.00	37.50

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Terms	Due Date	Ship Date	Project	Project
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Item	Description	Qty	Rate	Amount
Labor	3/24/26 WORKED ON PUTTING HANGERS UNDER BRIDGE		0.00	0.00
ADMINISTRATIVE	3/24/26 T. KUBRICKY	8	122.00	976.00
Foreman	3/24/26 R. LUEDDERS SR	8	122.00	976.00
Operator	3/24/26 R. LUEDDERS JR	8	122.00	976.00
Labor	3/24/26 C. FORTUNA	8	102.00	816.00
Labor	3/24/26 P. ETU	8	102.00	816.00
Labor	3/24/26 R. NELSON	8	102.00	816.00
Operator	3/24/26 R. MOREHOUSE	1	122.00	122.00
Labor	3/24/26 R. MOREHOUSE	7	102.00	714.00
Equipment	3/24/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/24/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/24/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/24/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/24/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/24/26 950 M LOADER	8	85.00	680.00
Equipment	3/24/26 SKID STEER	8	55.00	440.00
Equipment	3/24/26 TOOL VAN	8	50.00	400.00
Equipment	3/24/26 ATTENUATOR TRUCK	8	85.00	680.00
Labor	3/25/26 HUNG 4 PIECES OF 12" DUCTLE UNDER BRIDGE		0.00	0.00
ADMINISTRATIVE	3/25/25 T. KUBRICKY	8	122.00	976.00
Foreman	3/25/26 R. LUEDDERS SR	8	122.00	976.00
Operator	3/25/26 R. LUEDDERS JR	8	122.00	976.00
Labor	3/25/26 C. FORTUNA	8	102.00	816.00
Labor	3/25/26 P. ETU	8	102.00	816.00
Labor	3/25/26 R. NELSON	8	102.00	816.00
Labor	3/25/26 R. MOREHOUSE	8	102.00	816.00
Equipment	3/25/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/25/26 UTILITY PICKUP TRUCK	8	25.00	200.00

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Terms	Due Date	Ship Date	Project	Project
	3/5/2026	3/5/2026		

Item	Description	Qty	Rate	Amount
Equipment	3/25/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/25/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/25/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/25/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/25/26 TOOL VAN	8	50.00	400.00
Equipment	3/25/26 SKID STEER	8	55.00	440.00
Equipment	3/25/26 330 HOE	8	99.00	792.00
Equipment	3/25/26 307 HOE	8	80.00	640.00
Equipment	3/25/26 ATTENUATOR TRUCK	8	85.00	680.00
Labor	3/26/26 HUNG MAIN 12" SEWER LINE		0.00	0.00
ADMINISTRATIVE	3/26/26 T. KUBRICKY	8	122.00	976.00
Foreman	3/26/26 R. LUEDDERS SR	8	122.00	976.00
Operator	3/26/26 R. LUEDDERS JR	7	122.00	854.00
Labor	3/26/26 C. FORTUNA	7	102.00	714.00
Labor	3/26/26 P. ETU	5	102.00	510.00
Labor	3/26/26 R. NELSON	5	102.00	510.00
Labor	3/26/26 R. MOREHOUSE	5	102.00	510.00
Equipment	3/26/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/26/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	3/26/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	3/26/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	3/26/26 UTILITY PICKUP TRUCK	5	25.00	125.00
Equipment	3/26/26 UTILITY PICKUP TRUCK	5	25.00	125.00
Equipment	3/26/26 TOOL VAN	8	50.00	400.00
Equipment	3/26/26 ATTENUATOR TRUCK	3	85.00	255.00
Equipment	3/26/26 950M LOADER	5	85.00	425.00
Equipment	3/26/26 SKID STEER	5	55.00	275.00
Equipment	3/26/26 325 HOE	5	97.00	485.00
Equipment	3/26/26 307 HOE	5	80.00	400.00
Labor	3/30/26 FINISHED HOOKING UP TO 12" DUCTILE SEWER LINE. UNHOOK AND PICKUP BYPASS HDPE		0.00	0.00

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Item	Description	Qty	Rate	Amount
ADMINISTRATIVE	3/30/26 T. KUBRICKY	8	122.00	976.00
Foreman	3/30/26 R. LUEDDERS SR	8	122.00	976.00
Operator	3/30/26 R. LUEDDERS JR	8	122.00	976.00
Labor	3/30/26 C. FORTUNA	8	102.00	816.00
Labor	3/30/26 P. ETU	8	102.00	816.00
Labor	3/30/26 R. NELSON	8	102.00	816.00
Labor	3/30/26 R. MOREHOUSE	8	102.00	816.00
Equipment	3/30/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/30/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/30/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/30/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/30/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/30/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/30/26 TOOL VAN	8	50.00	400.00
Equipment	3/30/26 307 HOE	8	80.00	640.00
Equipment	3/30/26 325 HOE	8	97.00	776.00
Equipment	3/30/26 ATTENUATOR TRUCK	8	85.00	680.00
Equipment	3/30/26 TRACTOR	8	75.00	600.00
Equipment	3/30/26 LOWBOY	8	95.00	760.00
Labor	3/31/26 WORKED ON INSULATING 12" DUCTILE SEWER. LOADED PIPE ON TRAILER FOR SOUTH GLENS FALLS		0.00	0.00
ADMINISTRATIVE	3/31/26 T. KUBRICKY	8	122.00	976.00
Foreman	3/31/26 R. LUEDDERS SR	8	122.00	976.00
Operator	3/31/26 R. LUEDDERS JR	8	122.00	976.00
Labor	3/31/26 C. FORTUNA	8	102.00	816.00
Labor	3/31/26 P. ETU	8	102.00	816.00
Labor	3/31/26 R. NELSON	8	102.00	816.00
Labor	3/31/26 R. MOREHOUSE	8	102.00	816.00
Equipment	3/31/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/31/26 UTILITY PICKUP TRUCK	8	25.00	200.00

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Terms	Due Date	Ship Date	Project	Project
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Item	Description	Qty	Rate	Amount
Equipment	3/31/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/31/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/31/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/31/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	3/31/26 TOOL VAN	8	50.00	400.00
Equipment	3/31/26 307 HOE	8	80.00	640.00
Labor	4/1/26 FINISH INSTALLING 12" DUCTILE SEWER LINE. BACK FILL AT BANK		0.00	0.00
ADMINISTRATIVE	4/1/26 I. KUBRICKY	8	122.00	976.00
Foreman	4/1/26 R. LUEDDERS SR	8	122.00	976.00
Operator	4/1/26 R. LUEDDERS JR	8	122.00	976.00
Labor	4/1/26 C. FORTUNA	7	102.00	714.00
Labor	4/1/226 P. ETU	8	102.00	816.00
Labor	4/1/26 R. NELSON	8	102.00	816.00
Labor	4/1/26 R. MOREHOUSE	6	102.00	612.00
Operator	4/1/26 R. MOREHOUSE	2	122.00	244.00
Equipment	4/1/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	4/1/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	4/1/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	4/1/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	4/1/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	4/1/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	4/1/26 TOOL VAN	8	50.00	400.00
Equipment	4/1/26 TRIAXLE DUMP TRUCK	1.5	85.00	127.50
Equipment	4/1/25 950M LOADER	2	85.00	170.00
Equipment	4/1/26 307 HOE	2	80.00	160.00
Equipment	4/1/26 330 HOE	2	99.00	198.00
Labor	4/2/26 PUT BRACING ON SEWER PIPE		0.00	0.00
ADMINISTRATIVE	4/2/26 I. KUBRICKY	8	122.00	976.00
Foreman	4/2/26 R. LUEDDERS SR	7	122.00	854.00
Labor	4/2/26 C. FORTUNA	7	102.00	714.00

Thank you for letting TKC serve your needs. we look forward to assist you in the future.	Total
--	--------------

TKC

(518)761-0122/761-3100 Fax
 Thousand Oaks Park
 1166 Route 9

Invoice

Date	Invoice #
3/5/2026	3669

Bill To
VILLAGE OF SOUTH GLENS FALLS 46 SARATOGA AVE SOUTH GLENS FALLS, NY 12803

Terms	Due Date	Ship Date	Project	Project
	3/5/2026	3/5/2026		

Item	Description	Qty	Rate	Amount
Labor	4/2/26 P. ETU	7	102.00	714.00
Labor	4/2/26 M. FIORILLO	7	102.00	714.00
Labor	4/2/26 R. MOREHOUSE	4	102.00	408.00
Equipment	4/2/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	4/2/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	4/2/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	4/2/26 UTILITY PICKUP TRUCK	7	25.00	175.00
Equipment	4/2/26 TOOL VAN	7	50.00	350.00
Labor	4/15/26 DEMOB. REMOVE BARRIERS, MATTS AND PICKUP SIGNS		0.00	0.00
ADMINISTRATIVE	4/15/26 T. KUBRICKY	8	122.00	976.00
Labor	4/15/26 C. FORTUNA	4	102.00	408.00
Labor	4/15/26 P. ETU	8	102.00	816.00
Equipment	4/15/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	4/15/26 UTILITY PICKUP TRUCK	4	25.00	100.00
Equipment	4/15/26 UTILITY PICKUP TRUCK	8	25.00	200.00
Equipment	4/15/26 TRACTOR	4	75.00	300.00
Equipment	4/15/26 LOWBED	4	95.00	380.00
Equipment	4/15/26 ATTENUATOR TRUCK	8	85.00	680.00
Equipment	4/15/26 FLATBED	4	95.00	380.00
Equipment	4/15/26 TRACTOR	4	75.00	300.00
Material Use	MATERIAL USED ON JOB			
Material Use	3/6/26 DONNELLY CONSTRUCTION INVOICE	1	843.00	843.00
Material Use	3/6/26 V1 ENTERPRISE INVOICE 000135982	1	24.48	24.48
Material Use	3/24/26 HARBOR FREIGHT	1	259.92	259.92
Material Use	4/1/26 ASKO INVOICE S130098874.001	1	10.68	10.68
Material Use	3/31/26 LOWES	1	67.19	67.19
Material Use	3/9/26 WALLACE SUPPLY INVOICE 59397	1	5.94	5.94
Material Use	3/9/26 WALLACE SUPPLY INVOICE 59503	1	304.61	304.61
Material Use	3/10/26 PECKHAM INVOICE 1248157	1	266.41	266.41

Thank you for letting TKC serve your needs. we look forward to assist you in the future.	Total
--	--------------

TKC

(518)761-0122/761-3100 Fax
 Thousand Oaks Park
 1166 Route 9

Invoice

Date	Invoice #
3/5/2026	3669

Bill To
VILLAGE OF SOUTH GLENS FALLS 46 SARATOGA AVE SOUTH GLENS FALLS. NY 12803

Terms	Due Date	Ship Date	Project	Project
	3/5/2026	3/5/2026		

Item	Description	Qty	Rate	Amount
Material Use	3/11/26 GLENS FALLS READY MIX INVOICE 79173	1	675.39	675.39
Material Use	3/26/26 HOMANS ASSOCIATES INVOICE 1631576-00	1	6,672.59	6,672.59
Material Use	5/8/26 HOMANS ASSOCIATES CREDIT INVOICE 1688446-00	1	-1,938.70	-1,938.70
				199,346.51
Profit	15% OVERHEAD / PROFIT ILS	1	29,901.98	29,901.98

Thank you for letting TKC serve your needs. we look forward to assist you in the future.	Total	\$229,248.49
--	--------------	--------------

\$934.88

Custom Amount	\$934.88
TKC BARRELS & SIGNS	
Total	\$934.88



Donnelly Construction Inc
PO Box 150 156 Route 67
MECHANICVILLE NY 12118
[\(518\) 894-9435](tel:5188949435)



VI ENTERPRISES
 259 WARREN STREET
 GLENS FALLS
 518-792-1184 NY 12801

Store:A Page:1 of 1
 Date :03/06/26 14:40
 Invoice #:000135982
 Chrg INVOICE
 Pay Type: CHARGE

Customer Number: 1213

Clerk:CM Salesperson:MIK

Bill To
 KUBRICKY (TOM) CO. INC.
 1166 RT 9
 GANSVOORT NY 12831

Ship To
 SAME

Phone: -761-0122

PO#: 0

Qty	Ship	Mfg Part Number	Description	Trc	Core	List	Sell	Extension
1	1	GAT 9350	AUTOMOTIVE XL V-BELTS	I		42.84	24.48	24.48

Customer Copy

POSTED



Subtotal	Freight	Labor	Misc	Total Core	Taxable	Tax	Total List	Charge Total
24.48							42.84	24.48

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HARBOR FREIGHT

QUEENSBURY NY 12989
871 ROUTE 9
QUEENSBURY NY 12804
Telephone (518) 685-1900

H.F.

SALE

Customer Name Tom Kubricka
Customer Number 999076609215

69855 400LB CABLE WINCH PULLER \$239 94
6 @ \$39 99 = \$239 94
69057 500FT PINK CONSTRUCTION LINE \$4 99
69245 48IN BOX FRAME LEVEL \$14 99

Subtotal \$259 92
Sales Tax 7 000% \$18 19
Total \$278 11

Visa \$278 11

SALE

*****5515 VISA
Entry Method: Chip Read Contact
Appr Code: 09417G
Payment Type: CREDIT
Cardholder: ETU/PAUL
Application Pan: *****5515
Invoice: 002514568083305
Mode: Issuer
Result: CAPTURED
Ref: 260324083314
Response: Approved
Approved: Online
CTR Code: 0020 (APPN)



ELECTRIC SUPPLY
A US Electrical Services Inc. Company

ASKCO ELECTRIC SUPPLY
14 COOPER ST
GLENS FALLS NY 12801-3757
Phone 518-798-9503
Fax 518-793-7929

**** C.O.D. ** C.O.D. ** C.O.D ***



Ship Ticket

SHIP DATE	ORDER NUMBER	PAGE NO
04/01/2026	S130098874 001	1 of 1
CUST PO#	tkc engineering	
JOB/REL#	tkc	

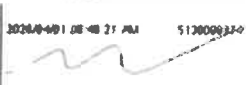

SOLD TO

SHIP TO

GLFA CASH-4 CUSTOMER
14 COOPER ST
GLENS FALLS, NY 12801-3751

S.G.F.

CASH-4 CUSTOMER SHOP
14 COOPER ST
GLENS FALLS, NY 12801-3751

CUSTOMER NUMBER	CUSTOMER PHONE#	ORDERED BY	SALESPERSON										
472671		tkc	HOUSE ACCOUNT										
WRITER	SHIP VIA	WAREHOUSE	ORDER DATE										
WILLIAM LOCKE 518-798-9503	NO PRINT PICK UP	Ship: GLFA Price: GLFA	04/01/2026										
ORDER QTY	SHIP QTY	DESCRIPTION	UNIT PRICE										
6ea	6ea	IDE 46-1700 ELEC VINYL TAPE	1.780/ea										
		Amount Paid Today 04/01/2026	-11 43										
EXT PRICE 10.68													
Credit Card Information													
CHASE VISA A000000031010													
Card Type:	Card Number:	Card Holder:	Merchant ID:										
Visa	XXXXXXXXXX4589	GLFA CASH-4 CUSTOMER	BOA										
Change Amount:	Time/Date:	Response Code:	Auth Code:										
\$11 43	08 48am 04/01/2026	0000	04224G										
Approved	Contactlcc	Entry Mode:											
Signature _____													
I agree to pay above total amount according to card issuer agreement.													
ARQC A65D65B7B3CD18EE													
													
<table border="1"> <tr> <th colspan="2">ORDER SUMMARY</th> </tr> <tr> <td>Total Sales for Order</td> <td>11 43</td> </tr> <tr> <td>Payments to Date</td> <td>-11 43</td> </tr> <tr> <td>Discount Taken</td> <td>0.00</td> </tr> <tr> <td>Balance</td> <td>0.00</td> </tr> </table>				ORDER SUMMARY		Total Sales for Order	11 43	Payments to Date	-11 43	Discount Taken	0.00	Balance	0.00
ORDER SUMMARY													
Total Sales for Order	11 43												
Payments to Date	-11 43												
Discount Taken	0.00												
Balance	0.00												
													
<p>04/01/26 11 43 Credit Card XXXXX XXXXXX4589</p>													

Any shortage, damaged or incorrect material must be reported within 24 hours.
For complete Terms & Conditions go to <https://usesi.com/ts/CustomerAskcoTC.pdf>

Subtotal	10.68
Shipping Chgs	0 00
Tax	-0.75
Payments	-11 43
Amount Due	0.00



LEARN MORE AT LOWES.COM/MYLOWESREWARDS

LOWE'S HOME CENTERS, LLC
251 HAWKER RD.
QUEENSBURY, NY 12804 (518) 798-9050

- SALE -

SALES#: 80641111 70758 TRANS#: 805459545 03-31 26

809878 8-02 MERCURY'S THREAD SEAL	4.73
4.98 DISCOUNT EACH	-0.25
13620 12-FL OZ BIR GAP FILLER F	34.00
5.98 DISCOUNT EACH	-0.30
6 #	5.68
416774 DIXON LUMBER YELLOW CRAYO	15.10
1.59 DISCOUNT EACH	-0.08
10 #	1.51
751749 SHARPIE CON RACTOR BOX-12	13.28
13.98 DISCOUNT EACH	-0.70
SUBTOTAL: 67.19	
TOTAL TAX: 4.70	
INVOICE 80790 TOTAL: 71.89	
LAW: 71.89	

\$ 67.19

TOTAL SAVINGS THIS TRIP: \$3.55

LAN: XXXXXXXXXXXX2252 *MOUNT: 71.89 *METHOD: 000307
KEYED REFID:80790 03/31/26 14:09:06
ACCOUNT NAME: TOM KUBRICKY COMPANY INC
AUTH BUYER: FORI JMA COREY

ACCOUNT WILL BE BILLED UPON MERCHANDISE TRANSACTION
DATE FOR SINGLE MERCHANDISE AND NO LATER THAN 90 DAYS
FROM TRANSACTION DATE FOR SOS OR DIRECT DELIVERY
MERCHANDISE.

STORE: 0641 TERMINAL: 07 03/31/26 14:09:13
OF ITEMS PURCHASED: 18
EXCLUDES FEES, SERVICES AND SPECIAL ORDER ITEMS



THANK YOU FOR SHOPPING LOWE'S.
FOR FULL DETAILS ON OUR RETURN POLICY, VISIT
LOWES.COM/RETURNS
A WRITTEN COPY OF THE RETURN POLICY IS AVAILABLE
AT OUR CUSTOMER SERVICE DESK

R



INVOICE

Glens Falls Ready Mix Co., Inc.
 1250 Riverfront Center
 Amsterdam, NY 12010
 Billing Dept. 518-684-6148
 518-684-6112
 EMAIL: BILLING@CRANESVILLE.COM

INVOICE	PAGE
79173	Page 1
CUSTOMER #	DATE
5650	03/11/26

Tom Kubricky Co Inc.
 1166 Route 9
 Gansevoort NY 12831

Put by Blue Falls

Job ID	Cust PO	Delivery Address	Terms
	518-339-9378	Glen St & Oakland Glens Falls, NY (multi sto)	30 Days T

Ticket No.	Date	Item Number	Description	U/M	Qty	Unit Price	Total	TX
1811738	03/11/26	CCLD102SCY.	Class D Sidewalks	CY	2.00	158.25	316.50	Y
1811738	03/11/26	C2.18	2 Yard Short Load	EA	1.00	220.00	220.00	Y
1811738	03/11/26	CFSCY.18	Fuel Surcharge	EA	1.00	25.00	25.00	Y
1811738	03/11/26	CHEAT.18	Heat/Winter Mix	/Y	2.00	10.00	20.00	Y
1811738	03/11/26	CZDIST1.18	Distance Charge	EA	1.00	0.00	0.00	Y
1811738	03/11/26	ENV.18	Environmental Surcharge	EA	1.00	9.99	9.99	Y
1811738	03/11/26	CFMFIB.18	Fiber Mesh Fibrillated 1	EA	2.00	12.45	24.90	Y
1811738	03/11/26	CWR.18	Water Reducer	EA	2.00	2.50	5.00	Y
1811738	03/11/26	CTT.18	Truck Time	EA	27.00	2.00	54.00	Y

POSTED

Total Cubic Yards 2.00

If you would like to receive emailed invoices Send request to: Billing@Cranesville.com Credit Card payment (+fees) call #518-684-6004	Sub-Total	\$675.39
	Sales Tax- 72	\$47.28
	Invoice Total	\$722.67

\$ 675.39

B

Cranesville Block Company, Inc.
 Glens Falls
 11 2025 810001 #1511735

518 753 1695 JOB 106
 ORDER Number: 78917

PO # 518 11 2274

117741 11/15/10 TOR
 117741 11/15/10 TOR

Glen St & Oakland
 Glens Falls, NY (could stop)
 at Jennifer Lane
 Queensbury, NY

PRODUCT ID	QUANTITY	PRODUCT DESCRIPTION	UNIT	PRICE/UNIT	EXTENDED
750 TRUCK # 300 PLANT					
8:01 JOB					
8:05 TART POUR					
TOP POUR					
EAVE JOB					
ARRIVE PLANT					
	2.00	Class 2 Fiberglass	EA		
	1.00	2 yard short load	EA		
	1.00	Fuel Surcharge	EA		
	2.00	Heat/Winter Mix			
	1.00	Distance Charge	EA		
	1.00	Environmental surcharges	EA		
	2.00	Fiber Mesh Proillated	EA		
	2.00	Water Reducer	EA		
		SLUMP 4.00"			

NOT RESPONSIBLE FOR FROZEN CONCRETE

WARNING: IRRITATION TO SKIN AND EYES. Contains Portland Cement. Avoid contact with eyes and prolonged contact with skin. Wear rubber boots and proper eye protection and glasses. In case of contact with skin or eyes, flush thoroughly with water. If irritation persists, get medical attention. Keep children away.

I as owner or owners representative assumes all responsibility for trucks going beyond curb and any damages to driveways, lawns, personal or private property, and any damage to our company's vehicles and obtain MSDS sheets from Cranesville.com or other sources.

BE CHARGED AFTER 5 MINUTE
 MINUTE FROM AT JOB TO STOP
 CE FEE FOR CREDIT CARDS PAID ON SITE*

THIS CONCRETE HAS BEEN PROPORTIONED AND MIXED IN ACCORDANCE WITH APPLICABLE SPECIFICATIONS. SINCE WE HAVE NO CONTROL OVER THE USE OF THIS CONCRETE WE THEREFORE CANNOT GUARANTEE OR ASSUME RESPONSIBILITY FOR THE FINISHED WORK FOR WHICH IT IS USED.

SUB-TOTAL
 MULTIPLE
 FREIGHT
 SALES TAX
 TOTAL PRICE
 BALANCE DUE

AUTHORIZED SIGNATURE

DATE

2355073

Cranesville Block Company, Inc.
 Glens Falls
 3/11/2026 TICKET #1811738

518-793-1695 JOB ID:
 ORDER Number: 78467

PB # 518 39-9378

Tom Kubricky Co Inc.
 1166 Route 9
 Gansevoort, NY 12831
 TOTAL YARDS TO JOB: 2

Blair St & Oakland
 Glens Falls, NY (multi stop)
 27 Jennifer Lane
 Dutchess, NY

	PRODUCT ID	QUANTITY	PRODUCT DESCRIPTION	UNIT	PRICE/UNIT	EXTENDED
7:50 TRUCK V PLANT	#720 Durbo - Slump		(1) On Job (2) To Job (24) At Plant			
8:01 AT JOB						
8:05 START POUR	CLD1025CY.18	2.00	Class B Sidewalks	CY		
	CS.18	1.00	2 Yard Short Load	EA		
	CFSDY.18	1.00	Fuel Surcharge	EA		
	CHEAT.18	2.00	Heat/Winter Mix	7Y		
STOP POUR	CADIST.18	1.00	Distance Charge	EA		
	ENV.18	1.00	Environmental Surcharge	EA		
	CFMF18.18	2.00	Fiber Mesh Fibrillated I.	EA		
LEAVE JOB	WR.18	2.00	Water Reducer	EA		
	SLUMP AIR		SLUMP 4.00"			
ARRIVE PLANT			*NOT RESPONSIBLE FOR FROZEN CONCRETE*			

WARNING: IRRITATION TO SKIN AND EYES. Contains Portland Cement. Avoid contact with eyes and prolonged contact with skin. Wear rubber boots and proper eye protection and gloves. In case of contact with skin or eyes, flush thoroughly with water. If irritation persists, get medical attention. Keep children away.

I as owner or owners representative assumes all responsibility for trucks going beyond curb and any damages to driveways, lawns, personal or private property, and any damage to our company's vehicles and obtain MSDS sheets from Cranesville.com or other sources.

CHARGED AFTER 5 MINUTES
 MINUTE FROM AT JOB TO STOP
 FEE FOR CREDIT CARDS PAID ON SITE

THIS CONCRETE HAS BEEN PROPORTIONED AND MIXED IN ACCORDANCE WITH APPLICABLE SPECIFICATIONS. SINCE WE HAVE NO CONTROL OVER THE USE OF THIS CONCRETE WE THEREFORE CANNOT GUARANTEE OR ASSUME RESPONSIBILITY FOR THE FINISHED WORK FOR WHICH IT IS USED.

SUB-TOTAL	
FREIGHT	
SALES TAX	
TOTAL PRICE	
BALANCE DUE	

AUTHORIZED SIGNATURE

2355073



[MANUAL]

Date: 2026-03-11
Ticket No.: 12968
Batch Size: 2.50

Time: 07:06
Truck No.: 720

Mix No.: 102scv Product: Class D Plant: 1B Mixer No.: 0

Material	Scale	Tare	Tolerance %	Design	Accumulative		Variance	Moisture	Actual Water
					Target	Actual			
CCR	-20 lb	0 lb	2.00/ 2.00	1552	3880	3880 lb	0.00%	0.00%	0.00 gal
SAND	3880 lb	0 lb	2.00/ 2.00	1250	7130	7760 lb	8.84%	4.00%	17.91 gal
CEMENT	5 lb	0 lb	0.50/ 1.00	580	1450	1470 lb	1.38%		
FLYASH	1470 lb	-5 lb	0.50/ 0.50	145	1812	1855 lb	2.34%		
WATER REDUCER			1:00/ 1:00	9.6	36.2	39.8 gal	2.09%	1.00%	8.88 gal
Water			2.00/ 1.00	32	62	64 gal	3.09%		

Water Trim: 0.0 gal, 0.0 lb Water Added: 0 gal, 0.0 lb Total Water: 81.9 gal, 682.4 lb
W/C Ratio: 0.00 Max Water: 80 gal, 666.4 lb Addable Water: -2 gal, -16.0 lb
Total Weight: 10151 lb



INVOICE

Peckham Materials Corp

A subsidiary of Peckham Industries, Inc.

PO Box 1055 | Albany NY 12201-1055 • 914-949-2000

Invoice Number: 1248157

Invoice Date: 3/10/2026

Sold To

Tom Kubricky Co., Inc.
1166 Route 9
Gansevoort, NY 12831
tkc_engineering@roadrunner.com

Cust#	Plant	PO Number	Description	Terms						
155095	Hudson Falls Quarry			1% 10, Net 30 Days						
Date	Item#	Description	DOT Item/BOL/JOB#	Unit	Qty	Unit Price	Net Amt	FRT	Freight	Amt
3/10	SUB-T0	304 - ITEM 4	SGF Sewer			17.82				
		910443348		TON	17.8200	14.950	266.41			266.41

Discount available 10 Days From Receipt of Invoice	Net Subtotal	Rate	Tax	Amount
2.66	266.41	7.00%	18.65	285.06

Make check payable to: **Peckham Industries, Inc**
PO Box 1055
Albany, NY 12201-1055

To receive invoices via email please visit our web portal at:
<https://portal.peckham.com/PeckhamWebPortal/Account/LogOn>
or contact us at credit@peckham.com

Sales Subtotal	Tax Amount	Amount
266.41	18.65	285.06

Invoice Number: 1248157

Customer Number: 155095

Discount available within 10 Days of Invoice Date
2.66

Invoice Date: 3/10/2026

Plant: Hudson Falls Quarry
Customer: Tom Kubricky Co., Inc
1166 Route 9
Gansevoort, NY 12831

Valued Customer: Due to increased fraud attempts, please verify any requests to change payment, contact, or account information using our official contact details only. Our banking and contact information have not changed. Please also note that past-due invoices are subject to a 1% monthly late fee. Thank you for your continued business.

910443348

PECKHAM MATERIALS CORP

Hudson Falls Quarry (31)

518-747-3353 3 31 ganab

Ticket#: 910443348

Mar 10, 2026 8:59:16AM

Customer: 155095

Tom Kubricky Co. Inc
1166 ROUTE 9

SANSEVOORT NY 12831

P.O.:

Product: 1300

304 - ITEM 4

Truck: TKC 223

FOB

Summary	Tons	LBS
Gross Weight:	31.09	62,180
Tare Weight:	13.27	26,540
Net Weight:	17.82	35,640

Avoid prolonged exposure to dust
Wear a mask if possible NOTICE:
Customer/Driver certifies that the
loaded gross vehicle weight of this
vehicle is in compliance with
allstate and federal regulations.

Job SGF Sewer Stone

	ENGLISH	METRIC
Load Total:	17.82	16.17
Daily Total:	17.82	16.17
Job Total:		
Y-T-D Total:	17.82	16.17

Ref Num:

EO Desc:

SGF
A Manufacturers Safety Data Sheet is at the
plant office for you inspection

For a free copy call 914-949-2000

888-881-2230

REMIT PAYMENT TO:
Homans Associates
P O Box 32088
New York, Ny 10087-2098

INVOICE



*** DUPLICATE ***

Homans Associates
613 Main Street
Wilmington, Ma 01887

Invoice Date	Due Date	Customer #	Invoice #
3/26/26	3/26/26	507279	1631576-00
Placed By	PO #	Page #	
Everett J Prescott		1 of 1	

978-988-9692

South Glens Falls Ferry Boulevard

Bill To
CASH 1277
10 HEMLOCK ST
ALL CASH SALES ARE FINAL
LATHAM NY 12110

Ship To
Everett Prescott
1 Glen St
ALL CASH SALES ARE FINAL
Glens Falls, NY 12801

FOR CREDIT ASSISTANCE OR PAYMENT QUESTIONS

Contact Chris Thomas
Phone
Email chris.thomas@homans.com

Instructions	Reference	Freight Terms
--------------	-----------	---------------

call Bob 518-339-9378

Shipping Point	Ship Via	Shipped	Payment Terms
HOMANS LATHAM	Our Truck	3/26/26	COD

Notes

Line	Product and Description	Quantity Ordered	Quantity Shipped	Quantity BO	UOM	Unit Price	Amount (Net)
1	JM142FBG 14 X 2 HP FBGPC W/ASJ SSL (Z27) (6)	162.00	162.00	0.00	FT	26.75	4,333.50
2	pvq27 27 020 X 48IN PVC C&CW/ASJ-SSL WHITE ZESTON PICK BY THE FOOT!!! 1 PIECE = 4 FEET	36.00	36.00	0.00	FT	8.83	317.82
3	JM182FBG 18 X 2 HP FBGPC W/ASJ SSL (Z31) (3)	15.00	15.00	0.00	FT	32.81	492.15
4	JM020PVC3 020X35.5X102 PVC JACKETWHITE HT PRECURL LOSMOKE	1.00	1.00	0.00	each	399.11	399.11
5	pvq29 29 020 X 48IN PVC C&CW/ASJ-SSL WHITE ZESTON PICK BY THE FOOT!!! 1 PIECE = 4 FEET	128.00	128.00	0.00	FT	8.83	1,130.01
5	Lines Total						
						SUBTOTAL	6,672.59
						TAXES	467.08
						TOTAL	7,139.67
						AMOUNT TENDERED	7,139.67
						AMOUNT DUE	0.00

No terms/conditions differing from Seller's become part of any sales agreement, purchase order, or other document unless approved in writing by Seller. Goods shipped at buyer's risk. Seller not responsible for lost or damaged goods. Title transfers on shipment. Buyer responsible for attorney fees, where allowed, for invoices not paid according to terms indicated. Goods manufactured by others carry manufacturer's warranty. Seller makes no other warranty of any kind, express or implied. Seller is not liable for special, indirect or consequential damages resulting in any way from the furnishing or use of Goods provided. Goods are commercial per FAR Part 12. NO RETURN WITHOUT WRITTEN AUTHORIZATION. RESTOCKING CHARGE MAY APPLY.

A SERVICE CHARGE OF 1.5% PER MONTH (18% ANNUAL PERCENTAGE RATE) OR THE MAXIMUM RATE PERMITTED BY APPLICABLE LAW, WHICHEVER IS LESS, WILL BE MADE ON ALL OVERDUE AMOUNTS.

B



S.G.P.

PACKING LIST



Homans Associates

PO #	Order Date	Order #
Everett J Prescott	03/23/26	1631576-00
Taken By : f264	Customer #	Page #
lisa.huthmacher@homans.com	507279	1 of 2

Ship To
 Everett Prescott
 1 Glen St
 ALL CASH SALES ARE FINAL
 Glens Falls, NY 12801
 (518) 489-4027

Shipping Warehouse
 HOMANS LATHAM
 10 HEMLOCK STREET
 Sales Rep Name
 1H13 - House Albany

Bill To
 CASH 1277
 10 HEMLOCK ST
 ALL CASH SALES ARE FINAL
 LATHAM, NY 12110
 (518) 489-4027

Instructions
 call Bob 518-339-9378

Freight Terms

Terms

Reference

Ship Via
 Our Truck

Requested
 03/16/26

Picked
 03/26/26 10:32 AM

Date/Time Printed
 03/26/26 11:08 AM

Notes

Line	Product and Description	Quantity Ordered	Quantity Shipped	Quantity BO	UOM	Weight	Unit Price	Amount (Net)
1 12"	JM142FBG 14 X 2 HP FBG PC W/ASJ SSL (Z27) (6)	162	162	0	FT	885.60 54	0.00	
2 12"	pvcj27 27 .020 X 48IN PVC C&C W/ASJ-SSL WHITE ZESTON PICK BY THE FOOT!!! 1 PIECE = 4 FEET	36	36	0	FT	36	0.00	
3 18"	JM182FBG 18 X 2 HP FBG PC W/ASJ SSL (Z31) (3)	15	15	0	FT	205.00 05	0.00	
4 18"	JM020PVC3 020X35.5X102 PVC JACKET WHITE HT PRECURL LOSMOKE	1	1	0	each	1	0.00	
5 12"	pvcj29 29 .020 X 48IN PVC C&C W/ASJ-SSL WHITE ZESTON PICK BY THE FOOT!!! 1 PIECE = 4 FEET	128	128	0	FT	128	0.00	

SUBTOTAL
 TAXES
 TOTAL
 AMOUNT TENDERED
 AMOUNT DUE

Picked By

Packed By

Checked By

Cube
 0.00

Weight
 1.255 61

Customer Signature

Customer Name

Date

PLEASE PRINT



PACKING LIST



**Homans
Associates**

PO #	Order Date	Order #
Everett J Prescott	03/23/26	1631576-00
Taken By :	Customer #	Page #
lisa.huthmacher@homans.com	507279	2 of 2

BUYER'S SIGNATURE ON THIS DOCUMENT INDICATES THAT THE MERCHANDISE WAS RECEIVED IN SATISFACTORY CONDITION. UNLESS OTHERWISE NOTED
NO RETURN WITHOUT WRITTEN AUTHORIZATION. RESTOCKING CHARGE MAY APPLY

***** COD ACCOUNT *****

TOTAL ORDER AMOUNT \$7,139.67 BALANCE DUE \$0.00

CE NE LATHAM HOMANS ASSO
10 HEMLOCK ST
LATHAM, NY. 12110-2217
518-489-4027
SALE

CE NE LATHAM HOMANS ASSO
10 HEMLOCK ST
LATHAM, NY. 12110-2217
518-489-4027
RETURN

REF#: 00000006
Batch #: 528
03/26/26 10:42:12
AVS: Z
APPR CODE: 06385G
Trace: 6
VISA Manual CP
*****1322 00/00
AMOUNT \$7,206.40

REF#: 00000007
Batch #: 528
03/26/26 11:05:33
APPR CODE: 06010G
Trace: 7
VISA Manual CP
*****1322 00/00
AMOUNT \$66.73

APPROVED

THANK YOU
CUSTOMER COPY

APPROVED

THANK YOU
CUSTOMER COPY

S/G F Sewer

SHIPPING LIST

AMERICAN CAST IRON PIPE COMPANY
AMERICAN DUCTILE IRON PIPE DIVISION

P.O. 2727
BIRMINGHAM, AL 35202-2727
PH. 205-325-7701 FAX 205-325-8941

ORDER/RELEASE: D5J2296-001

PAGE: 1

CONSOLIDATION#: 0000076681

OUR ORDER NO.	CUSTOMER P.O.	CARRIER	FRT	DATE SHIPPED	TRAILER OR CAR
D5J2296	2026804	PEP TRANSPORTATION	PNA	03 16 26	128 K

**S
O
L
D**
E J PRESCOTT CO. - ROUND LAKE, NY
P. O. BOX 600

**T
O**
GARDINER, ME 04345

**S
H
I
P**
EJP C/O
POC:
VILLAGE OF SOUTH GLENS FALLS
1 GLEN ST.
**T
O**
GLENS FALLS, NY 12801

LINE #	PIECES		DESCRIPTION	WEIGHT	
	BILL OF LADING	INVENTORY			
	SHIP 07/07/77 ** DELIVER 07/07/77 - ALNCUN CUSTOMER PO# 2026804 EQUIPMENT NEEDED ** MINIMUM 45 FOOT FLAT BED CDRP* LOAD FOR DELIVERY 2ND UPS ACCT #X03W03				
1	8 EA	8	12" FR FRE PIPE CL 52 0.37" 19 10" 4-2-2 ITEM I.D.: 4010165	1.052	8.420
		158.7		FT	
2	1 BAG	8	12" FASTITE GASKET, STYRENE BUTADIENE COPOLYMER (SBR) RUBBER, REFERENCE ANSI/AWWA C111/A21.11 AND DRAWING PA-01835 LATEST REVISION ITEM I.D.: 1072486	1	8
3	CTN	1	LUBRICANT FASTITE AMERICAN 2 LB ITEM I.D.: 0036599	2	2
		1.0			
			LININGS 4 DBL CEMENT LINED W/ SEAL COAT (4)		
			COATINGS 2 ASPHALTIC		
			JOINT SURFACE 2 ASPHALTIC COATED		

*S.G.F.
SEWER*

*** NOTE *** PLEASE REFER TO IMPORTANT UNLOADING INSTRUCTIONS ON LAST PAGE

FRT...PA = PREPAID ADD...PNA = PREPAID NOT ADDED...C = COLLECT...O = OTHER

SHIPPING LIST

AMERICAN CAST IRON PIPE COMPANY
AMERICAN DUCTILE IRON PIPE DIVISION

P.O. 2727
 BIRMINGHAM, AL 35202-2727
 PH. 205-325-7701 FAX 205-325-8941

ORDER/RELEASE: D5J2296 001

PAGE: 3

CONSOLIDATION#: 0000076681

OUR ORDER NO.	CUSTOMER P.O.	CARRIER	FRT	DATE SHIPPED	TRAILER OR CAR
D5J2296	2026804	PEP TRANSPORTATION	PNA	03 16 26	428 K

S E J PRESCOTT CO. - ROUND LAKE, NY
O P. O. BOX 600
L
D
T GARDINER, ME 04345
O

S EJP C/O
H POC:
I VILLAGE OF SOUTH GLENS FALLS
P 1 GLEN ST.
T GLENS FALLS, NY 12801
O

IMPORTANT NOTICE

Please Read BEFORE UNLOADING any shipment.
INSPECTION for DAMAGE or LOSS

Before starting to unload any shipment inspect the material, whether in a railroad car or in a truck, for any visible damage, and make as close as possible count of the material in the shipment against the material listed in the Memorandum of Shipment enclosed herewith, to determine any apparent shortage.

If this preliminary inspection shows no apparent damage or loss, proceed with the unloading.

During unloading, make a careful inspection and count of each piece.

Prompt unloading and release of carrier equipment is very important since carrier regulations usually require assessment of detention charges on equipment delayed beyond a reasonable time. Since this factor is beyond our control all such charges must be paid by you.

IF LOSS OR DAMAGE IS FOUND

a) In Truck Shipment

You should at once call the truck driver's attention to the loss or damage and secure his written and signed notation of the loss or damage on the delivery receipt.

b) In Railroad Car Shipment

Stop any further unloading and notify the railroad agent or inspection bureau requesting inspection at once of the loss or damage and signed notation of the loss or damage on the freight bill or on an inspection report.

SHIPMENTS ARE LOADED in accordance with specifications approved by the carriers once we have transportation company's receipt for this shipment, acknowledging delivery to it in good order, and agreeing to deliver at destination in like good order.

FOR YOUR PROTECTION do not fail to have transportation company's agent verify damages or shortages, if any, and note same on the freight bill, inspection report or delivery receipt, over his signature.

NOTICE:

The carrier will make no adjustment for damage or loss unless you obtain an inspection report or delivery receipt with a notation of the damage or shortage shown thereon over the signature of the transportation company's agent.

Claims by Buyer against the carrier must be made promptly upon receipt of shipments.

This procedure is in accordance with I.C.C. and carrier regulations.

AMERICAN CAST IRON PIPE COMPANY

SGF

STRAIGHT BILL OF LADING - SHORT FORM - ORIGINAL - Not Negotiable



P.O. Box 600 Gardiner, ME 04345 (207) 582-5019

SHIPPER'S NO. <i>DST 2296-001</i>	B.L. NO.
--------------------------------------	----------

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, or to deliver to another carrier on the route to said destination, it is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth in the Uniform Freight Classification or other on the face hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

SHIPPER:		DATE SHIPPED <i>3-16-26</i>
NAME <i>American Pipe</i>		
LOAD ADDRESS <i>1500 32nd Ave. North</i>		
CITY <i>Birmingham</i>	COUNTY	STATE <i>AL</i>
TRUCK NO. <i>4210</i>	TRAILER NO. <i>428</i>	ZIP CODE <i>35207</i>

CONSIGNEE TO:		DATE RECEIVED <i>3-18-26</i>
NAME <i>EJP/Village of S. Glens Falls</i>		
DELIVERY ADDRESS <i>1 Glen St.</i>		
CITY <i>Glens Falls</i>	COUNTY	STATE <i>NY</i>
TARPED	STOP #	ZIP CODE <i>12801</i>

Number Packages	KIND OF PACKAGE, DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	WEIGHT (Subject to Correction)	Class or Rate	Ch. Col.	
<i>8</i>	<i>Fabricated Pipe</i>				Subject to Section 7 of conditions, of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.
<i>1</i>	<i>Bag Gaskets & Lube</i>				
					(Signature of consignor.)
					If charges are to be prepaid, write or stamp here, "To be Prepaid"
					Prepaid Collect
					Rec'd \$ _____ to
					apply in prepayment of the charges on the property described herein.
					Agent or Cashier:
					Per
					(The signature here acknowledges only the amount prepaid.)
					\$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is carrier's or shipper's weight.

NOTE - Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

PEP Transportation P.O. Box 600 Gardiner, ME 04345 Agent

Permanent post office address of shipper, _____ per _____

*The fibre containers used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of Rule 41 of the Uniform Freight Classification and Rule 5 of the National Motor Freight Classification.

† Shipper's imprint in lieu of stamp, not a part of bill of lading approved by the Interstate Commerce Commission.

- 1. White-Carrier
- 2. Canary-Carrier
- 3. Pink-Consignee



RETURN MATERIAL AUTHORIZATION



*** RETURN MERCH. ***

Homans Associates

PO #
Everett J Prescott
Taken By : FB44
celeste.lennon@homans.com

Order Date 05/08/26
RM Order # 1688446-00
Customer # 507279
Page # 1 of 1

Ship To
Everett Prescott
1 Glen St
ALL CASH SALES ARE FINAL
Glens Falls, NY 12801
(518) 489-4027

Receiving Warehouse
HOMANS LATHAM
10 HEMLOCK STREET
Sales Rep Name
1H13 - House Albany

Bill To
CASH 1277
10 HEMLOCK ST
ALL CASH SALES ARE FINAL
LATHAM, NY 12110

Instructions call Bob 518-339-9378
Reference
Ship Via Our Truck
Freight Terms Tied Order
Promise Date 05/08/26
Terms COD
Requested 05/08/26
Date/Time Printed 05/08/26 8:35 AM

Notes

Line	Product and Description	Bin Location	Quantity Returned	Unit Price	Invoice #	UOM	Weight	Amount (Net)
2	pvcj29 29 .020 X 48IN PVC C&C W/ASJ-SSL WHITE ZESTON PICK BY THE FOOT!!! 1 PIECE = 4 FEET	WH/10/PVC/000	-40.00	8.83	1631576	FT	40.00	-\$353.13
1	JM142FBG 14 X 2 HP FBG PC W/ASJ SSL (Z27) (8)	WH/JM/000/004	-57.00	28.75	1631576	FT	311.60	-\$1,524.75

Total Weight 351.60

Picked By Packed By Checked By Cube 0.00 Weight 351.60

Customer Signature _____ Customer Name _____ Date _____

PLEASE PRINT

BUYER'S SIGNATURE ON THIS DOCUMENT INDICATES THAT THE MERCHANDISE WAS RECEIVED IN SATISFACTORY CONDITION, UNLESS OTHERWISE NOTED.

NO RETURN WITHOUT WRITTEN AUTHORITY

CE RE LATHAM HOMANS ASSO
10 HEMLOCK ST
LATHAM, NY 12110-2217
518-489-4027

RETURN

REF#: 00000001

Batch #: 558
05/08/26

APPR CODE: 00854G

Trans: 1

VISA

Manual CP

*****1922

AMOUNT \$1,938.70

APPROVED

X

CARDHOLDER ACKNOWLEDGES RECEIPT OF GOODS
AND SERVICES IN THE AMOUNT OF THE
TOTAL CHECK AMOUNT
THANK YOU
MERCHANT COPY

TKC Invoice: \$86,404.59

TKC

(518)761-0122/761-3100 Fax
Thousand Oaks Park
1166 Route 9

Invoice

Date	Invoice #
5/14/2026	3702

Bill To
VILLAGE OF SOUTH GLENS FALLS 46 SARATOGA AVE SOUTH GLENS FALLS, NY 12803

Terms	Due Date	Ship Date	Project	Project
	5/14/2026	5/14/2026		

Item	Description	Qty	Rate	Amount
Service Call	3/5/26 SERVICE CALL TO GLENS FALLS FEEDER CANAL SEWER MAIN DA COLLINS INVOICE		0.00	0.00
Material Use	4/6/26 DA COLLINS CONTRACT NUMBER 2026-650	1	75,134.43	75,134.43
Profit	15% PROFIT / OVERHEAD ILS	1	11,270.16	11,270.16
			Total	\$86,404.59

NEW YORK STATE DEPARTMENT OF TRANSPORTATION FORCE ACCOUNT COVER SHEET MURK 2025

(04/25) Post 1/1/2025

Enter Information in the unshaded (white) cells ONLY	
Region:	1
Contract Number:	2026-650
Contractor Name:	D.A. Collins Construction Co.,
Contractor Role:	Prime Contractor
Item Number:	920.01
Work Description:	Glens Falls Feeder Canal Sewer Main
Dates	
Work Started:	3/5/2026
Work Completed:	N/A
Date Submitted:	4/6/2026
Submitted By:	Anthony Rodriguez
EIC or Designee Name:	
Force Account Rates	
Standard Labor Markup:	15.2%
Cash Fringe Markup (Only for Fringes paid in cash/payroll check):	7.65%
Work Completed Date:	N/A
Worker's Compensation Rate Year (Begins 7/1 - Ends 6/30 of Next Year):	INVALID
Construction Employment Payroll Limitation (CEPL) Program Applicable:	YES
Construction Employment Payroll Limitation (CEPL) Program Weekly Limit:	INVALID
Worker's Compensation Insurance Rate:	9.49%
Required Insurances (CGL, Umbrella, Special Protective, etc.) Cost Basis Payroll or Total Sales:	- Payroll
Required Insurances Rate:	12.53%
Overhead and Profit - Labor:	35.00%
Overhead and Profit - Materials:	0.00%
Overhead and Profit - Equipment:	0.00%
Added Insurances (CGL, Umbrella, Special Protective, etc.) Cost Basis Payroll or Total Sales:	- Payroll
Added Insurance Rate (Prime for Subcontracted Work):	
Total Sheets Submitted (Including Cover):	7
<p>NOTE: This spreadsheet applies to contracts with Lettings of January 1 2025 and later. It will be updated annually to incorporate new Workers Compensation Limits, which are typically issued in April and effective for the WC Rate Year (7/1 - 6/30).</p>	

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION
WEEKLY SUMMARY OF FORCE ACCOUNT LABOR**

Pay Period Ending 3/8/2026

INVA Workers' Compensation Limit =
Workers' Compensation Rate

INVALID
9.49%

WC Insurance (J) = WC Rate * Gross Wages (up to WC Limit)

Sheet 3 of 7

Contract No.		Contractor										Item No. and Description											
2026-650		D.A. Collins Construction Co.,										920.01 Glens Falls Feeder Canal Sewer Main											
ID No.	Employee Last Name, First Name	Trade & Group	A			B			C			D		E	F		G	H	I	J	K		
			Regular Rate	Premium Rate	Hourly Rates	Regular Rate	Premium Rate	Regular Rate	Premium Rate	Regular Hours	Premium Hours	Regular Hours	Premium Hours		Cash Fringe Amount	Gross Wages (AxE)+(BxF)						Employee WC Wages G+H-Prem OT	WC Insurance (I x WC Rate)
L-1	BELANGER, DENIS	TEAMS	\$ 34.25	\$ 51.37	\$ 5.74	\$ 5.74	\$ 5.74	1.0	1.0	1.0	1.0	1.0	1.0	1.0	85.62	\$ 68.50	\$ 6.50	\$ 11.48					
L-2	DIAMOND, NOLAN	CARPE	\$ 56.27	\$ 84.41	\$ 26.05	\$ 26.05	\$ 26.05	8.0	10.0	8.0	10.0	26.05	26.05	8.0	1,294.26	\$ 1,012.86	\$ 96.12	\$ 468.90					
L-3	OLDORFF, JOSEPH	CARPE	\$ 51.27	\$ 76.91	\$ 26.05	\$ 26.05	\$ 26.05	8.0	9.0	8.0	9.0	26.05	26.05	8.0	1,102.35	\$ 871.59	\$ 82.71	\$ 442.85					
L-4	REYNOLDS, AUSTIN	SHOP	\$ 27.85	\$ 41.78	\$ 8.11	\$ 8.11	\$ 8.11	2.0	0.5	2.0	0.5	8.11	8.11	2.0	76.59	\$ 69.63	\$ 6.61	\$ 20.28					
L-5	RODRIGUEZ, ANTHONY	SUPER	\$ 69.33	\$ 104.00	\$ 33.70	\$ 33.70	\$ 33.70	12.0	0.0	12.0	0.0	33.70	33.70	12.0	831.96	\$ 831.96	\$ 78.95	\$ 404.40					
L-6	STALEY JR, CADY	OPERA	\$ 63.30	\$ 94.95	\$ 33.70	\$ 33.70	\$ 33.70	1.0	1.0	1.0	1.0	33.70	33.70	1.0	158.25	\$ 126.60	\$ 12.01	\$ 67.40					
L-7	STALEY JR, CADY	OPERA	\$ 61.80	\$ 92.70	\$ 33.70	\$ 33.70	\$ 33.70	8.0	4.0	8.0	4.0	33.70	33.70	8.0	865.20	\$ 741.60	\$ 70.38	\$ 404.40					
L-8	STALEY, FRANK	OPERA	\$ 69.33	\$ 104.00	\$ 33.70	\$ 33.70	\$ 33.70	10.0	0.0	10.0	0.0	33.70	33.70	10.0	693.30	\$ 693.30	\$ 65.79	\$ 337.00					
L-9	STARK, CAMERON	OPERA	\$ 61.80	\$ 92.70	\$ 33.70	\$ 33.70	\$ 33.70	2.0	0.0	2.0	0.0	33.70	33.70	2.0	123.60	\$ 123.60	\$ 11.73	\$ 67.40					
L-10	WINSLOW, KURT	TEAMS	\$ 38.21	\$ 57.32	\$ 11.59	\$ 11.59	\$ 11.59	8.0	7.0	8.0	7.0	11.59	11.59	8.0	706.92	\$ 573.15	\$ 54.39	\$ 173.85					
L-11															\$ -	\$ -	\$ -	\$ -					
L-12															\$ -	\$ -	\$ -	\$ -					
L-13															\$ -	\$ -	\$ -	\$ -					
L-14															\$ -	\$ -	\$ -	\$ -					
L-15															\$ -	\$ -	\$ -	\$ -					
L-16															\$ -	\$ -	\$ -	\$ -					
														Totals for Pay Period		60.0	32.5	\$ -	\$ -	\$ 5,938.05	\$ 5,112.79	\$ 485.20	\$ 2,397.96

Checked By: _____

Labor rates have been verified with certified payrolls and prevailing wage schedules

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION
WEEKLY SUMMARY OF FORCE ACCOUNT LABOR**

Pay Period Ending 3/15/2026

INVA Workers' Compensation Limit =
Workers' Compensation Rate

INVALID
9.49%

WC Insurance (J) = WC Rate * Gross Wages (up to WC Limit)

Sheet 4 of 7

Contract No.		2026-650				Contractor				Item No. and Description										
		D.A. Collins Construction Co.,				920.01				Glens Falls Feeder Canal Sewer Main										
ID No.	Employee Last Name, First Name	Trade & Group	A		B		C		D		E		F	G	H	I	J	K		
			Regular Rate	Premium Rate	Hourly Rate	Premium Rate	Regular Fringe	Premium Fringe	Regular Hours	Premium Hours	Hours for Period	Cash Fringe Amount							Gross Wages (AxE)+(BxF)	Employee WC Wages G+H+Prem OT
L-1	WINSLOW, KURT	SHOP	\$ 38.21	\$ 57.32	\$ 9.41	\$ 9.41	\$ 9.41	\$ 9.41	1.0	0.0	0.0			\$ 38.21	\$ 38.21	\$ 3.63	\$ 9.41			
L-2														\$ -	\$ -	\$ -	\$ -			
L-3														\$ -	\$ -	\$ -	\$ -			
L-4														\$ -	\$ -	\$ -	\$ -			
L-5														\$ -	\$ -	\$ -	\$ -			
L-6														\$ -	\$ -	\$ -	\$ -			
L-7														\$ -	\$ -	\$ -	\$ -			
L-8														\$ -	\$ -	\$ -	\$ -			
L-9														\$ -	\$ -	\$ -	\$ -			
L-10														\$ -	\$ -	\$ -	\$ -			
L-11														\$ -	\$ -	\$ -	\$ -			
L-12														\$ -	\$ -	\$ -	\$ -			
L-13														\$ -	\$ -	\$ -	\$ -			
L-14														\$ -	\$ -	\$ -	\$ -			
L-15														\$ -	\$ -	\$ -	\$ -			
L-16														\$ -	\$ -	\$ -	\$ -			
													Totals for Pay Period		1.0	0.0	\$ -	\$ 38.21	\$ 3.63	\$ 9.41

Checked By: _____
Labor rates have been verified with certified payrolls and prevailing wage schedules

MURK 21-3 (04/25)
Post 1/1/2025

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION
WEEKLY SUMMARY OF FORCE ACCOUNT LABOR**

Pay Period Ending 4/19/2026

INVA Workers' Compensation Limit =
Workers' Compensation Rate

INVALID
9.49%

WC Insurance (J) = WC Rate * Gross Wages (up to WC Limit)

Sheet 5 of 7

Contract No.		2026-650		Contractor D.A. Collins Construction Co.,										Item No. and Description 920.01 Glens Falls Feeder Canal Sewer Main					
ID No.	Employee Last Name, First Name	Trade & Group	A		B		C		D		E		F		G	H	I	J	K
			Regular Rate	Premium Rate	Hourly Rate	Premium Rate	Regular Fringe	Premium Fringe	Regular Hours	Premium Hours	Hours for Period	Cash Fringe Amount	Gross Wages (AxE)+(BxF)	Employee WC Wages G+H+Prem OT					
L-1	Burns, John	CRANE C	\$63.30	\$94.96	\$33.70	\$33.70	\$33.70	\$33.70	8.0	0.5					\$ 553.88	\$ 538.05	\$ 51.06	\$ 286.45	
L-2	Diamond, Nolan	CARPEN	\$56.27		\$26.05		\$26.05	8.0						\$ 450.16	\$ 450.16	\$ 42.72	\$ 208.40		
L-3	Iovino, Patrick	CARPEN	\$56.27	\$84.41	\$26.05	\$26.05	\$26.05	8.0	1.0					\$ 534.57	\$ 506.43	\$ 48.06	\$ 234.45		
L-4	Older, Darbe	SHOP	\$27.58		\$9.07		\$9.07	2.5						\$ 68.95	\$ 68.95	\$ 6.54	\$ 22.68		
L-5	Oldorff, Joseph	CARPEN	\$53.77		\$26.05		\$26.05	8.0						\$ 430.16	\$ 430.16	\$ 40.82	\$ 208.40		
L-6	Belanger, Denis	TEAMST	\$34.25		\$4.59		\$4.59	3.0						\$ 102.75	\$ 102.75	\$ 9.75	\$ 13.77		
L-7	Lenny, Evan	SHOP	\$27.58		\$9.07		\$9.07	1.5						\$ 41.37	\$ 41.37	\$ 3.93	\$ 13.61		
L-8	Leone, Bryce	SHOP	\$24.00		\$2.40		\$2.40	1.5						\$ 36.00	\$ 36.00	\$ 3.42	\$ 3.60		
L-9														\$ -	\$ -	\$ -	\$ -		
L-10														\$ -	\$ -	\$ -	\$ -		
L-11														\$ -	\$ -	\$ -	\$ -		
L-12														\$ -	\$ -	\$ -	\$ -		
L-13														\$ -	\$ -	\$ -	\$ -		
L-14														\$ -	\$ -	\$ -	\$ -		
L-15														\$ -	\$ -	\$ -	\$ -		
L-16														\$ -	\$ -	\$ -	\$ -		
															\$ 2,217.84	\$ 2,173.87	\$ 206.30	\$ 991.35	

Checked By: _____ Totals for Pay Period 40.5 1.5 \$ - \$ 2,173.87 \$ 206.30 \$ 991.35
Labor rates have been verified with certified payrolls and prevailing wage schedules

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION
FORCE ACCOUNT SUMMARY OF MATERIALS**

Contract No.		Contractor				Item No. and Description					
2026-650		D.A. Collins Construction Co.				920.01 Glens Falls Feeder Canal Sewer Main					
ID No.	Material Description	Contractor Stock	Invoice No.	Unit Of Measure	A Quantity	B Unit Cost	C Extended Cost A x B	D PerCent Sales Tax	E Eligible Taxes C x D	F Total Cost C + E	
M-1	CME Equipment Transport LLC - MOB FLOATS	<input type="checkbox"/>	#26029	HR	10.50	\$ 150.00	\$ 1,575.00	0.00%	\$ -	\$ 1,575.00	
M-2		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-3	CME Equipment Transport LLC - Fuel Surcharge	<input type="checkbox"/>	#26029	MILE	103.00	\$ 0.65	\$ 66.95	0.00%	\$ -	\$ 66.95	
M-4	West Chester Permit, LLC. (O/O NY Permit, 3/6)	<input type="checkbox"/>	1233632-01	LS	1.00	\$ 55.55	\$ 55.55	0.00%	\$ -	\$ 55.55	
M-5	PASTORE RENTAL EQUIPMENT INC	<input type="checkbox"/>	2604-2611-01	HR	9.50	\$ 155.33	\$ 1,475.64		\$ -	\$ 1,475.64	
M-6	WEST CHESTER PERMIT LLC	<input type="checkbox"/>	1250853-01	LS	1.00	\$ 55.55	\$ 55.55		\$ -	\$ 55.55	
M-7	WEST CHESTER PERMIT LLC	<input type="checkbox"/>	1250860-01	LS	1.00	\$ 55.55	\$ 55.55		\$ -	\$ 55.55	
M-8		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-9		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-10		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-11		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-12		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-13		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-14		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-15		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-16		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-17		<input type="checkbox"/>					\$ -		\$ -	\$ -	
M-18		<input type="checkbox"/>					\$ -		\$ -	\$ -	
Total							\$ 3,284.24		\$ -	\$ 3,284.24	

Checked By: _____

**NEW YORK STATE DEPARTMENT OF TRANSPORTATION
FORCE ACCOUNT SUMMARY OF EQUIPMENT**

Contract No.		Contractor										Item No. and Description			
2026-650		D.A. Collins Construction Co.										920.01 Glens Falls Feeder Canal Sewer Main			
ID No.	Model Year	Equipment Type	Manufacturer	Model No.	A Hours In Use or Required	B Standby Hours	C Blue Book Monthly w/Factors	D Ownership Rate C / 176	E Ownership Cost AxDr+(BxD/2)	F Operating Rate per Hour	G Operating Cost A x F	H Total Cost E + G			
E-1	2013	#1137 CRANE LINKBELT HTC86100	LinkBelt	HTC86100	19.0	0.0	\$31,525.81	\$179.12	\$3,403.35	\$174.58	\$3,317.02	\$6,720.37			
E-2	2018	#1271 TRAILER STEP DECK MANCA	MANAC	SD Legend	10.0	0.0	\$3,020.91	\$17.16	\$171.64	\$11.01	\$110.10	\$281.74			
E-3	2023	#1289 TRUCK CHEVROLET SILVER 2500	CHEVY	2500	12.0	0.0	\$3,542.30	\$20.13	\$241.52	\$13.00	\$156.00	\$397.52			
E-4	2026	#3132 TRAILER DUMP BWISE DT714(2226)	BWISE	DT714	10.0	0.0	\$1,480.35	\$8.41	\$84.11	\$5.36	\$53.60	\$137.71			
E-5	2018	#6297 TRUCK TRACTOR KENWORTH T880	KENWORTH	T880	5.0	0.0	\$2,540.65	\$14.44	\$72.18	\$30.08	\$150.40	\$222.58			
E-6	2018	#6608 TRUCK TRACTOR PETERBILT 389	PETERBILT	389	15.5	0.0	\$2,540.65	\$14.44	\$223.75	\$30.08	\$466.24	\$689.99			
E-7	2018	#6972 TRAILER LOWBED FONTAINE 60T	FONTAINE	60T	15.5	0.0	\$3,020.91	\$17.16	\$266.05	\$11.01	\$170.66	\$436.70			
E-8	2024	#7276 PICKUP ANTHONY RODRIGUEZ	FORD	F-350	12.0	0.0	\$5,021.70	\$28.53	\$342.39	\$21.48	\$257.76	\$600.15			
E-9	2018	#22062 PICKUP NOLAN DIAMOND	CHEVY	2500	21.0	0.0	\$3,455.88	\$19.64	\$412.35	\$13.00	\$273.00	\$685.35			
E-10	2018	#22113 PICKUP JOSEPH OLDORFF	CHEVY	2500	21.0	0.0	\$3,455.88	\$19.64	\$412.35	\$13.00	\$273.00	\$685.35			
E-11	2020	FLEXIFLOAT H-50	FLEXIFLOAT	H-50				\$0.00	\$0.00		\$0.00	\$0.00			
E-12	2020	FLEXIFLOAT H-50	FLEXIFLOAT	H-50	232.0	0.0	\$1,544.93	\$8.78	\$2,036.50	\$0.65	\$150.80	\$2,187.30			
E-13	2020	FLEXIFLOAT H-50	FLEXIFLOAT	H-50	232.0	0.0	\$1,544.93	\$8.78	\$2,036.50	\$0.65	\$150.80	\$2,187.30			
E-14	2020	FLEXIFLOAT H-50	FLEXIFLOAT	H-50	232.0	0.0	\$1,544.93	\$8.78	\$2,036.50	\$0.65	\$150.80	\$2,187.30			
E-15	2019	GENIE S-85 LIFT	GENIE	S-85	232.0	0.0	\$16,010.49	\$90.97	\$21,104.74		\$0.00	\$21,104.74			
E-16	2015	#1139 Crane Linkbelt ATC3275	LinkBelt	ATC3275	8.5		\$174,524.55	\$991.62	\$8,428.74	\$427.30	\$3,632.05	\$12,060.79			
E-17	2012	#22073 PICKUP PAT IOVINO	CHEVY	2500	9.0		\$3,455.88	\$19.64	\$176.72	\$13.00	\$117.00	\$293.72			
E-18	2023	#2226 PICKUP FRANK STALEY	CHEVY	2500	10.0	0.0	\$3,542.30	\$20.13	\$201.27	\$13.00	\$130.00	\$331.27			
									Total		\$9,559.23	\$51,209.88			

Checked By: _____

DAILY RECORD OF WORK PERFORMED, NOT INCLUDED IN CONTRACT

Contract No: 2026-650		Contractor: D.A. Collins Construction Co.,		Item Number: 920.01		Work Description: Glens Falls Feeder Canal Sewer Main - Mob		Date: 3/5/2026				
LABOR		MATERIALS			EQUIPMENT							
ID	Last Name, First Name	Trade & Group	Hours		Description	Units	Qty	Stock (Y/N)	ID	Description	Hours	
			Regular	Prem							In Use	Standby
1	ANTHONY T RODRIGUEZ	SUPER	4.0	0.0					1271	# TRAILER STEP DECK MANCA	2.0	0.0
2	CADY W STALEY JR	O4	1.0	1.0					1289	# TRUCK CHEVROLET SILVER 2500	2.0	0.0
3	CAMERON W STARK	O2	2.0	0.0					2226	# PICKUP FRANK STALEY	2.0	0.0
4	DENIS J BELANGER	T3	1.0	1.0					3132	TRAILER DUMP BWISE DT714(2226)	2.0	0.0
5	FRANK J STALEY	OA	2.0	0.0					6297	# TRUCK TRACTOR KENWORTH T880	2.0	0.0
6	KURT WINSLOW	T4	0.0	2.0					6608	# TRUCK TRACTOR PETERBILT 389	2.0	0.0
7									6972	# TRAILER LOWBED FONTAINE 60T	2.0	0.0
8									7276	# PICKUP ANTHONY RODRIGUEZ	4.0	0.0
9												
10												
11												
12												
13												
14												
15												
16												

STATEMENT OF WORK ACCOMPLISHED :

Mob from the motor change location to AMS bucket elevator location in prep for Tuesday the 10th. Then Bill go to Glens falls to review site with ARod for crane set up and options for install of the floats and man lift. Cam to Green island to load out the h-50 floats for the SGF emergency job.

CERTIFICATION : - I certify to the best of my knowledge and belief, that the equipment used on this work was of the proper size, that material taken from stock as shown above is charged at fair market value, and that the account herein shown is an accurate statement of the labor, materials and equipment used on this day.

Harrison H Rich

Harrison H Rich
Printed Name

3/11/2026
Date

Signature

Printed Name

Signature

Date

Contractor

DAILY RECORD OF WORK PERFORMED, NOT INCLUDED IN CONTRACT

Contract No: 2026-650		Contractor: D.A. Collins Construction Co.,		Item Number: 920.01		Work Description: Glens Falls Feeder Canal Sewer Main - Mob & Setup		Date: 3/6/2026				
LABOR				MATERIALS			EQUIPMENT					
ID	Last Name, First Name	Trade & Group	Hours		Description	Units	Qty	Stock (Y/N)	ID	Description	Hours	
			Regular	Prem							In Use	Standby
1	ANTHONY T RODRIGUEZ	SUPER	8.0	0.0	C&E Trucking				1137	## CRANE LINKBELT HTC86100	11.0	
2	AUSTIN J REYNOLDS	SH	2.0	0.5					1289	# TRUCK CHEVROLET SILVER 2500	10.0	
3	CADY W STALEY JR	O4	8.0	4.0					2226	## PICKUP FRANK STALEY	8.0	
4	FRANK J STALEY	OA	8.0	0.0					3132	TRAILER DUMP BWISE DT714(2226)	8.0	
5	JOSEPH H OLDORFF	CF200	8.0	4.0					6608	# TRUCK TRACTOR PETERBILT 389	13.5	
6	KURT WINSLOW	4	8.0	5.0					6972	# TRAILER LOWBED FONTAINE 60T	13.5	
7	NOLAN D DIAMOND	CF500	8.0	4.5					7276	## PICKUP ANTHONY RODRIGUEZ	8.0	
8									22062	## PICKUP NOLAN DIAMOND	8.0	
9									22113	## PICKUP JOSEPH OLDORFF	8.0	
10												
11												
12												
13												
14												
15												
16												

STATEMENT OF WORK ACCOMPLISHED :

Cam at sign job with Jake Brooks, Bill at Wilton get crane warming up, load out the ct wt on roll back truck, wait on the paperwork to get signed then mob to the site and again wait on the paperwork for F/P to allow access to the parking lot for the crane set up. Set the crane mats and after setting see need for more mats TKC go get more mats, set them then set the floats. Get the manlift and rig and set it , crane was at max capacity setting it. Break down and move crane back to the yard and prep for Monday morning trip.

CERTIFICATION :- I certify to the best of my knowledge and belief, that the equipment used on this work was of the proper size, that material taken from stock as shown above is charged at fair market value, and that the account herein shown is an accurate statement of the labor, materials and equipment used on this day.

_____ Harrison H Rich Printed Name	_____ Signature	_____ 3/11/2026 Date	_____ Signature	_____ Date
_____ Contractor				

DAILY RECORD OF WORK PERFORMED, NOT INCLUDED IN CONTRACT

Contract No: 2026-650		Contractor: D.A. Collins Construction Co.,		Item Number: 920.01		Work Description: Glens Falls Feeder Canal Sewer Main - Setup & Access		Date: 3/7/2026				
LABOR		MATERIALS		EQUIPMENT								
ID	Last Name, First Name	Trade & Group	Hours		Description	Units	Qty	Stock (Y/N)	ID	Description	Hours	
			Regular	Prem							In Use	Standby
1	JOSEPH H OLDORFF	CF200	0.0	5.0					22062	# PICKUP NOLAN DIAMOND	5.5	0.0
2	NOLAN D DIAMOND	CF500	0.0	5.5					22113	# PICKUP JOSEPH OLDORFF	5.0	0.0
3				0.0								
4				0.0								
5				0.0								
6				0.0								
7				0.0								
8				0.0								
9				0.0								
10				0.0								
11				0.0								
12				0.0								
13				0.0								
14				0.0								
15				0.0								
16				0.0								

STATEMENT OF WORK ACCOMPLISHED:

Today we went in and installed scaffolding on the canal walls for access to the sewer pipe. We also set up access to the barge.

CERTIFICATION: - I certify to the best of my knowledge and belief, that the equipment used on this work was of the proper size, that material taken from stock as shown above is charged at fair market value, and that the account herein shown is an accurate statement of the labor, materials and equipment used on this day.

Harrison H Rich

Printed Name

Signature

3/11/2026

Date

Printed Name

Signature

Date

Contractor

DAILY RECORD OF WORK PERFORMED, NOT INCLUDED IN CONTRACT

Contract No: 2026-650		Contractor: D.A. Collins Construction Co.,		Item Number: 920.01		Work Description: Glens Falls Feeder Canal Sewer Main		Date: 4/15/2026					
		LABOR		MATERIALS		EQUIPMENT							
ID	Last Name, First Name	Trade & Group	Regular	Prem	Total	Description	Units	Qty	Stock (Y/N)	ID	Description	Hours In Use	Standby
1	Burns, John	CRANE OPERATOR	8.0	0.5	8.5	PASTORE RENTAL EQUIPMENT INC	HR	9.50		1139	Crane Linkbelt ATC3275	8.5	
2	Diamond, Nolan	CARPENTER FOREMAN +\$5	8.0		8.0	WEST CHESTER PERMIT LLC					TRAILER STEP DECK FONTAI	8.0	
3	Iovino, Patrick	CARPENTER FOREMAN +\$5	8.0	1.0	9.0	WEST CHESTER PERMIT LLC					TRUCK TRACTOR WEST STAR 49X	3.0	
4	Older, Darbe	SHOP	2.5		2.5						PICKUP NOLAN DIAMOND	8.0	
5	Oldorff, Joseph	CARPENTER FOREMAN +\$2	8.0		8.0						PICKUP PAT IOVINO	9.0	
6	Belanger, Denis	TEAMSTER 3	3.0		3.0						PICKUP JOSEPH OLDORFF	8.0	
7	Lenny, Evan	SHOP	1.5		1.5								
8	Leone, Bryca	SHOP	1.5		1.5								
9					0.0								
10					0.0								
11					0.0								
12					0.0								
13					0.0								
14					0.0								
15					0.0								
16					0.0								

STATEMENT OF WORK ACCOMPLISHED :

Removed floats and broke down crane.

CERTIFICATION :- I certify to the best of my knowledge and belief, that the equipment used on this work was of the proper size, that material taken from stock as shown above is charged at fair market value, and that the account herein shown is an accurate statement of the labor, materials and equipment used on this day.

Harrison H Rich
Printed Name



Signature

3/11/2026
Date

Contractor

Printed Name

Signature

Date

DAILY RECORD OF WORK PERFORMED, NOT INCLUDED IN CONTRACT

Contract No: 2026-650		Contractor: D.A. Collins Construction Co.,		Item Number: 920.01		Work Description: Glens Falls Feeder Canal Sewer Main				Date: 4/15/2026	
		LABOR		MATERIALS		EQUIPMENT					
ID	Last Name, First Name	Trade & Group	Hours		Description	Qty	Stock (N/N)	ID	Description	Hours	
			Regular	Prem						In Use	Sndby
1				0.0				E12	Flexifloat H-50	232.0	
2				0.0				E13	Flexifloat H-50	232.0	
3				0.0				E14	Flexifloat H-50	232.0	
4				0.0				E15	Genie S-85 Lift	232.0	
5				0.0							
6				0.0							
7				0.0							
8				0.0							
9				0.0							
10				0.0							
11				0.0							
12				0.0							
13				0.0							
14				0.0							
15				0.0							
16				0.0							

STATEMENT OF WORK ACCOMPLISHED:

Equipment rental from 3/6/26 - 4/15/26

CERTIFICATION :- I certify to the best of my knowledge and belief, that the equipment used on this work was of the proper size, that material taken from stock as shown above is charged at fair market value, and that the account herein shown is an accurate statement of the labor, materials and equipment used on this day.

Harrison H Rich
Printed Name



Signature

4/15/2026
Date

Printed Name

Signature

Date

Contractor



Gallagher

Insurance | Risk Management | Consulting

January 15, 2025

D. A. Collins Construction Co., Inc.
Attention: Peter Fitzgerald
269 Ballard Rd.
Wilton, NY 12831

Re: Commercial Liability Insurance Premiums 2025 to 2026

Dear Peter:

Confirming your commercial insurance premiums for Liability for the period of January 1, 2025 to January 1, 2026 are \$3,245,198.

These premiums were based on General Liability estimated payrolls of \$25,905,000. This results in a General Liability rate of \$12.53, per \$100 of payroll.

Please feel free to let me know if you have any questions.

Thank you,

Heather Bearder

Heather Bearder
Associate Client Service Supervisor



Insurance | Risk Management | Consulting

January 15, 2025

D. A. Collins Construction Co., Inc.
Attention: Peter Fitzgerald
269 Ballard Road
Wilton, NY 12831

RE: WC Specific Rates with State Mandated Surcharge NY with EMR of 1.00

To Whom It May Concern:

Please see the Chart below for specific rates with the State Mandated Surcharge for the State of NY with Experience Modification Rate (EMR) of 1.00.

Please feel free to let me know if you have any questions.

Sincerely,

Heather Bearder

Heather Bearder
Associate Client Service Supervisor



D.A. Collins Construction Company, Inc.

01/01/2025 to 01/01/2026

Estimated Net Rates*

WORKERS COMPENSATION - PER \$100 OF PAYROLL

NEW YORK

CLASS CODE	CLASSIFICATION	RATE INCL LCM	1.020	1.000	1.00	3.30%	7.10%	NET RATES
			WAIVER OF SUBROGATION	EMPLOYERS LIABILITY	EXPERIENCE MODIFICATION	TERRORISM CHARGE	NEW YORK ASSESSMENT	
0042	Landscape Gardening	3.27	3.34	3.34	3.34	0.11	0.24	\$ 3.69
1463	Asphalt Works & Drivers	4.49	4.58	4.58	4.58	0.15	0.34	\$ 5.07
1624	Quarry NOC & Drivers	2.45	2.50	2.50	2.50	0.08	0.18	\$ 2.76
3724	Equipment or Machinery Erection or Installation NOC	3.77	3.85	3.85	3.85	0.13	0.28	\$ 4.26
4034	Concrete Products MFG & Drivers	5.53	5.64	5.64	5.64	0.19	0.41	\$ 6.24
5022	Masonry NOC	16.83	17.17	17.17	17.17	0.57	1.26	\$ 19.00
5040	Iron or Steel Erection - Metal Bridges	15.89	16.21	16.21	16.21	0.53	1.19	\$ 17.93
5213	Concrete Construction NOC	20.37	20.78	20.78	20.78	0.69	1.52	\$ 22.99
5221	Cement or Concrete Work	11.73	11.96	11.96	11.96	0.39	0.88	\$ 13.23
5222	Concrete Construction in Connection with Bridges or Culverts	8.41	8.58	8.58	8.58	0.28	0.63	\$ 9.49
5403	Carpentry NOC	13.88	14.16	14.16	14.16	0.47	1.04	\$ 15.67
5506	Street or Road Construction - Paving or Repaving	10.48	10.69	10.69	10.69	0.35	0.78	\$ 11.82
5507	Street or Road Construction - Sub-Surface Work	5.55	5.66	5.66	5.66	0.19	0.42	\$ 6.27
5606	Contractor - Executive Supervisor	3.12	3.18	3.18	3.18	0.11	0.23	\$ 3.53
5645	Carpentry - Detached One or Two Family Dwellings	5.51	5.62	5.62	5.62	0.19	0.41	\$ 6.22
6003	Pile Driving	9.33	9.52	9.52	9.52	0.31	0.70	\$ 10.52
6017	Dam or Lock Construction - Concrete Work	3.39	3.46	3.46	3.46	0.11	0.25	\$ 3.82
6217	Excavation NOC	4.73	4.82	4.82	4.82	0.16	0.35	\$ 5.34
6252	Caisson Work - All Operations	1.92	1.96	1.96	1.96	0.06	0.14	\$ 2.16
6306	Sewer Construction	5.73	5.84	5.84	5.84	0.19	0.43	\$ 6.46
6319	Gas Main or Connection Construction	3.28	3.35	3.35	3.35	0.11	0.25	\$ 3.70
7201	Livery or Boarding Stable - not sales stable & drivers	1.98	2.02	2.02	2.02	0.07	0.15	\$ 2.24
7380	Drivers & Helpers NOC	7.55	7.70	7.70	7.70	0.25	0.56	\$ 8.52
7421	Aviation	0.35	0.36	0.36	0.36	0.01	0.03	\$ 0.39
8227	Permanent Yard	8.14	8.30	8.30	8.30	0.27	0.61	\$ 9.18
8232	Building Material Dealer	4.85	4.95	4.95	4.95	0.16	0.36	\$ 5.47
8720	Inspection of Risks for Insurance or Valuation Purposes NOC	1.50	1.53	1.53	1.53	0.05	0.11	\$ 1.69
8742	Salesmen	0.21	0.21	0.21	0.21	0.01	0.02	\$ 0.24
8809	Executive Officers	0.16	0.16	0.16	0.16	0.01	0.01	\$ 0.19
8810	Clerical	0.11	0.11	0.11	0.11	0.00	0.01	\$ 0.12

Statement of Compliance

Date: MARCH 13, 2026

Contract Number:

I, Tiffany Leonard, Lead Payroll Specialist do hereby state:

(1) That I pay or supervise the payment of the persons employed by D.A. COLLINS CONSTRUCTION CO. on the GF Feeder Canal SewerMain, that during the payroll period commencing on the 2 day of MARCH, 2026 and ending the 8 day of MARCH, 2026, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said D.A. COLLINS CONSTRUCTION CO. from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 CFR Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948.63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 3145), and described below:

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained in any wage determination incorporated into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registered in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

(X) In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees, except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

() Each laborer or mechanic listed in the above referenced payroll has been paid as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in Section 4(c) below.

(c) EXCEPTIONS

	EXCEPTION (Craft)	EXPLANATION
SHOP TEAMSTER SHOP LABORERS SHOP IRONWORKER/WELDER SHOP EMPLOYEES		SHOP EMPLOYEES ARE NOT WORKING ONSITE AND ARE NOT SUBJECT TO PREVAILING WAGE RATES. THEY ARE INCLUDED FOR T&M VALIDATION ONLY.
REMARKS		
NAME AND TITLE Tiffany Leonard, Lead Payroll Specialist		SIGNATURE <i>Tiffany Leonard</i>
THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 3729 OF TITLE 31 OF THE UNITED STATES CODE.		

D.A. COLLINS CONSTRUCTION CO.
 269 BALLARD ROAD
 WILTON, NY 12831
 518 664-9855

Pay Period Date: 03/08/26
 Week Ending: 03/08/26
 Payroll No: 1

Certified Payroll Report

Contract #: 2026650
 Job No:
 Job Name: GF Feeder Canal SewerMain

Employee	Social Security Work Class	Hours							Gross Pay	Check Totals			
		MON 02	TUE 03	WED 04	THU 05	FRI 06	SAT 07	SUN 08		Deductions	Totals		
BELANGER, DENIS J	O	0.00	0.00	0.00	1.00	0.00	0.00	0.00	51.37	Fed W/H	227.58	Gross	1,678.16
33 BELANGER DRIVE	S	0.00	0.00	0.00	1.00	0.00	0.00	0.00	34.25	FICA	128.38	Taxes	435.29
LAKE LUZERNE, NY, 12846									0.00	State W/H	78.73	Deducts	7.25
									0.00	Local W/H	0.00	Add-Ons	0.00
									0.00	Wcomp/Sdi	0.00	Net Pay	1,235.62
									0.00	PAID FAMIL	7.25	Check #:	E56012
									85.62				

Fringe Description	Hours			Rate	Type
	Regular	Overtime	Double Time		
HEALTH & WELFARE	1.00	1.00	0.00	9.9000	Percent of Gross Amount
HOLIDAY	1.00	1.00	0.00	2.0000	Percent of Gross Amount
PENSION	1.00	1.00	0.00	1.5000	Percent of Gross Amount
				11.48	Total Fringe:

Employee	Social Security Work Class	Hours							Gross Pay	Check Totals			
		MON 02	TUE 03	WED 04	THU 05	FRI 06	SAT 07	SUN 08		Deductions	Totals		
Diamond, Nolan David	O	0.00	0.00	0.00	0.00	4.50	5.50	0.00	84.41	Fed W/H	341.25	Gross	3,094.85
5934 STATE ROUTE 30	S	0.00	0.00	0.00	0.00	8.00	0.00	0.00	56.27	FICA	236.76	Taxes	756.63
SCHOHARIE, NY, 12157									10.00	State W/H	180.02	Deducts	210.88
									8.00	Local W/H	0.00	Add-Ons	0.00
									0.00	Wcomp/Sdi	0.00	Net Pay	2,125.34
									0.00	DUES	122.51	Check #:	E80567
									1,294.21	VAC CARPEN	75.00		
										PAID FAMIL	13.37		

Fringe Description	Hours			Rate	Type
	Regular	Overtime	Double Time		
ANNUITY	8.00	10.00	0.00	3.0000	Regular Equivalent Hours
EMPIRE STATE L&M	8.00	10.00	0.00	0.1500	Regular Equivalent Hours
HEALTH & WELFARE	8.00	10.00	0.00	8.5000	Regular Equivalent Hours
HRA	8.00	10.00	0.00	1.5000	Regular Equivalent Hours
PENSION	8.00	10.00	0.00	11.7500	Regular Equivalent Hours
TRAINING & EDUCATION	8.00	10.00	0.00	0.7500	Regular Equivalent Hours
UBC FUNDS	8.00	10.00	0.00	0.4000	Regular Equivalent Hours
				468.93	Total Fringe:

D.A. COLLINS CONSTRUCTION CO.
269 BALLARD ROAD
WILTON, NY 12831
518 664-9855

Pay Period Date: 03/08/26
Week Ending: 03/08/26
Payroll No: 1

Certified Payroll Report

Contract #: 2026650
Job No.: GF Feeder Canal SewerMain
Job Name:

Employee	# Exemptions	Hours							Total	Rate	Gross Pay	Check Totals			
		MON	TUE	WED	THU	FRI	SAT	SUN				Deductions	Totals		
OLDOFFF, JOSEPH H 1204 THOUSAND ACRE RD DELANSON, NY, 12053	EX: -00 C M ***-**-4577 FOREMAN RATE PER UNION	0.00	0.00	0.00	0.00	4.00	5.00	0.00	9.00	76.91	692.15	Fed W/H FICA State W/H Local W/H Wcomp/Sdi DUES VAC CARPEN PAID FAML L	331.21 209.85 153.52 0.00 0.00 120.05 73.50 11.85	Gross Taxes Deducts Add-Ons Net Pay Check #: E805668	2,742.95 695.18 205.40 0.00 1,842.37 E805668
Total Job Pay											1,102.31				

Fringe Description	Hours		Rate	Type
	Regular	Overtime		
ANNUITY	8.00	9.00	3.0000	Regular Equivalent Hours
EMPIRE STATE L&M	8.00	9.00	0.1500	Regular Equivalent Hours
HEALTH & WELFARE	8.00	9.00	8.5000	Regular Equivalent Hours
HRA	8.00	9.00	1.5000	Regular Equivalent Hours
PENSION	8.00	9.00	11.7500	Regular Equivalent Hours
TRAINING & EDUCATION	8.00	9.00	0.7500	Regular Equivalent Hours
UBC FUNDS	8.00	9.00	0.4000	Regular Equivalent Hours
Total Fringe:				442.85

Employee	# Exemptions	Hours							Total	Rate	Gross Pay	Check Totals			
		MON	TUE	WED	THU	FRI	SAT	SUN				Deductions	Totals		
REYNOLDS, AUSTIN J 6 FULLER ROAD SOUTH GLENS FALLS, NY, 12803	EX: -00 C M ***-**-3974 SHOP / MAINTENANCE HOURLY	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	41.78	20.89	Fed W/H FICA State W/H Local W/H Wcomp/Sdi PAID FAML L	171.40 105.99 63.97 0.00 0.00 5.99 1.037.62 E16276	Gross Taxes Deducts Add-Ons Net Pay Check #: E16276	1,385.57 342.56 5.99 0.60 1,037.62 E16276
Total Job Pay											76.59				

Fringe Description	Hours		Rate	Type
	Regular	Overtime		
HEALTH	2.00	0.50	6.3100	User Formula: Z3
PENSION	2.00	0.50	10.0000	Percent of Gross Amount
Total Fringe:				20.28

D.A. COLLINS CONSTRUCTION CO.
269 BALLARD ROAD
WILTON, NY 12831
518 664-9855

Pay Period Date: 03/08/26
Week Ending: 03/08/26
Payroll No: 1

Certified Payroll Report

Contract #: 2026650
Job No: GF Feeder Canal SewerMain
Job Name:

Employee	# Exemptions	Hours							Total	Rate	Gross Pay	Check Totals			
		MON	TUE	WED	THU	FRI	SAT	SUN				Deductions	Totals		
RODRIGUEZ, ANTHONY T 3520 BOY HAVEN RD MIDDLE GROVE, NY, 12850	Ex: S-00 H M ***-**-3395 GENERAL FOREMAN	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	831.89	Fed W/H FICA State W/H Local W/H Wcomp/Sdl 401K 401K LOAN	1,073.91 424.28 394.87 0.00 1.20 221.85 70.79	Gross Taxes Deducts Add-Ons Net Pay Check #:	5,546.16 1,894.26 292.64 0.00 3,359.26 E16420
Total Job Pay											831.89				

Fringe Description	Hours			Rate	Type
	Regular	Overtime	Double Time		
HEALTH	12.00	0.00	0.00	8.9400	User Formula: Z3
PENSION	12.00	0.00	0.00	10.0000	Percent of Gross Amount
Total Fringe:				190.47	

Fringe Description	Hours			Rate	Type
	Regular	Overtime	Double Time		
STALEY, CADY W, JR 5 JOSEPH STREET SARATOGA SPRINGS, NY, 12866	8.00	4.00	0.00	8.8500	Regular Equivalent Hours
CIRST	8.00	4.00	0.00	0.1500	Regular Equivalent Hours
HEALTH & WELFARE	8.00	4.00	0.00	10.6000	Regular Equivalent Hours
HRA	8.00	4.00	0.00	1.3500	Regular Equivalent Hours
PAP	8.00	4.00	0.00	3.4500	Regular Equivalent Hours
PENSION	8.00	4.00	0.00	7.9500	Regular Equivalent Hours
TRAINING & EDUCATION	8.00	4.00	0.00	1.3500	Regular Equivalent Hours
Total Fringe:				404.40	

D.A. COLLINS CONSTRUCTION CO.
 269 BALLARD ROAD
 WILTON, NY 12831
 518 664-9855

Pay Period Date: 03/08/26
 Week Ending: 03/08/26
 Payroll No: 1

Certified Payroll Report

Contract #: 2026650
 Job No: GF Feeder Canal SewerMain
 Job Name:

Employee	# Exemptions	Hours							Check Totals						
		MON 02	TUE 03	WED 04	THU 05	FRI 06	SAT 07	SUN 08	Total	Rate	Gross Pay	Deductions	Totals		
STALEY, FRANK J	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	Fed W/H	621.72	Gross	3,327.83
489 YOUNGS CORNER ROAD	S	0.00	0.00	0.00	2.00	8.00	0.00	0.00	10.00	69.33	693.28	FICA	254.58	Taxes	1,072.76
AMSTERDAM, NY, 12010	OPERATOR A						Vacation					State W/H	195.86	Deducts	151.25
							Holiday					Local W/H	0.00	Add-Ons	0.00
							Sick					Wcomp/Sdi	0.60	Net Pay	2,103.82
							Other Job Pay					DUES OPERA	147.25	Check #:	E80524
							Total Job Pay					VAC OPR 10	4.00		

Fringe Description	Hours		Rate	Type
	Regular	Overtime		
CENTRAL PENSION FUNI	10.00	0.00	8.8500	Regular Equivalent Hours
CIRST	10.00	0.00	0.1500	Regular Equivalent Hours
HEALTH & WELFARE	10.00	0.00	10.6000	Regular Equivalent Hours
HRA	10.00	0.00	1.3500	Regular Equivalent Hours
PAP	10.00	0.00	3.4500	Regular Equivalent Hours
PENSION	10.00	0.00	7.9500	Regular Equivalent Hours
TRAINING & EDUCATION	10.00	0.00	1.3500	Regular Equivalent Hours
Total Fringe:			337.00	

D.A. COLLINS CONSTRUCTION CO.
269 BALLARD ROAD
WILTON, NY 12831
518 664-9855

Pay Period Date: 03/08/26
Week Ending: 03/08/26
Payroll No: 1

Certified Payroll Report

Contract #: 2026650
Job No: GF Feeder Canal SewerMain
Job Name:

Employee	# Exemptions	Hours							Total	Rate	Gross Pay	Check Totals	
		MON	TUE	WED	THU	FRI	SAT	SUN				Deductions	Totals
STARK, CAMERON W	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	561.54	Gross	3,242.46
200 BUTTERMILK FALLS RD	S	0.00	0.00	0.00	2.00	0.00	0.00	2.00	61.80	123.60	248.06	Taxes	1,000.60
FORT ANN, NY, 12827	65-110 TON						Vacation			0.00	190.40	Deducts	173.08
							Holiday			0.00	0.00	Add-Ons	0.00
							Sick			0.00	0.60	Net Pay	2,068.78
							Other Job Pay			0.00	154.17	Check #:	E80556
							Total Job Pay			123.60	14.01		
											VAC OPR 10		4.90

Fringe Description	Hours		Rate	Type
	Regular	Overtime		
CENTRAL PENSION FUNI	2.00	0.00	8.8500	Regular Equivalent Hours
CIRST	2.00	0.00	0.1500	Regular Equivalent Hours
HEALTH & WELFARE	2.00	0.00	10.8000	Regular Equivalent Hours
HRA	2.00	0.00	1.3500	Regular Equivalent Hours
PAP	2.00	0.00	3.4500	Regular Equivalent Hours
PENSION	2.00	0.00	7.9500	Regular Equivalent Hours
TRAINING & EDUCATION	2.00	0.00	1.3500	Regular Equivalent Hours
Total Fringe:	67.40			

Employee	# Exemptions	Hours							Total	Rate	Gross Pay	Check Totals	
		MON	TUE	WED	THU	FRI	SAT	SUN				Deductions	Totals
WINSLOW, KURT	0	0.00	0.00	0.00	2.00	0.00	0.00	0.00	0.00	0.00	401.21	Gross	2,130.23
85 EAST BROADWAY	S	0.00	0.00	0.00	0.00	0.00	0.00	8.00	57.32	305.68	146.13	Taxes	400.71
SALEM, NY, 12865	OUTSIDE DRIVERS						Vacation			0.00	89.35	Deducts	229.20
							Holiday			0.00	0.00	Add-Ons	0.00
							Sick			0.00	0.00	Net Pay	1,500.32
							Other Job Pay			0.00	220.00	Check #:	E53153
							Total Job Pay			706.89	9.20		

Fringe Description	Hours		Rate	Type
	Regular	Overtime		
HEALTH & WELFARE	8.00	7.00	12.2500	Percent of Gross Amount
PENSION	8.00	7.00	12.2500	Percent of Gross Amount
TRAINING & EDUCATION	8.00	7.00	0.0500	Regular Equivalent Hours
Total Fringe:	173.95			

D.A. COLLINS CONSTRUCTION CO.
 269 BALLARD ROAD
 WILTON, NY 12831
 518 664-9855

Pay Period Date: 03/08/26
 Week Ending: 03/08/26
 Payroll No: 1

Certified Payroll Report

Contract #: 2026650
 Job No.: GF Feeder Canal SewerMain
 Job Name:

Employee	# Exemptions	Social Security Work Class	Hours							Total	Rate	Gross Pay	Deductions	Check Totals	Totals
			MON 02	TUE 03	WED 04	THU 05	FRI 06	SAT 07	SUN 08						

		MON 02	TUE 03	WED 04	THU 05	FRI 06	SAT 07	SUN 08	Total
D		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
O		0.00	0.00	0.00	4.00	4.00	18.00	10.50	32.50
S		0.00	0.00	0.00	10.00	10.00	50.00	0.00	60.00
Job Totals:									

Statement of Compliance

Date: MARCH 20, 2026

Contract Number:

I, Tiffany Leonard, Lead Payroll Specialist do hereby state:

(1) That I pay or supervise the payment of the persons employed by D.A. COLLINS CONSTRUCTION CO. on the GF Feeder Canal Sewer/Main, that during the payroll period commencing on the 9 day of MARCH, 2026 and ending the 15 day of MARCH, 2026, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said D.A. COLLINS CONSTRUCTION CO. from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 CFR Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948.63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 3145), and described below:

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained in any wage determination incorporated into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registered in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

(X) In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees, except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

() Each laborer or mechanic listed in the above referenced payroll has been paid as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in Section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (Craft)	EXPLANATION
Outside Drivers	Outside drivers are not working onsite and are not subject to prevailing wage. They are included for T&M validation only.
REMARKS	
NAME AND TITLE Tiffany Leonard, Lead Payroll Specialist	
SIGNATURE <i>Tiffany Leonard</i>	

THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 3729 OF TITLE 51 OF THE UNITED STATES CODE.

Statement of Compliance

Date: APRIL 24, 2026

Contract Number:

I, Tiffany Leonard, Lead Payroll Specialist do hereby state:

(1) That I pay or supervise the payment of the persons employed by D.A. COLLINS CONSTRUCTION CO. on the GF Feeder Canal Sewer/Main, that during the payroll period commencing on the 13 day of APRIL, 2026 and ending the 19 day of APRIL, 2026, all persons employed on said project have been paid the full weekly wages earned, that no rebates have been or will be made either directly or indirectly to or on behalf of said D.A. COLLINS CONSTRUCTION CO. from the full weekly wages earned by any person and that no deductions have been made either directly or indirectly from the full wages earned by any person, other than permissible deductions as defined in Regulations, Part 3 (29 CFR Subtitle A), issued by the Secretary of Labor under the Copeland Act, as amended (48 Stat. 948, 63 Stat. 108, 72 Stat. 967; 76 Stat. 357; 40 U.S.C. 3145), and described below:

(2) That any payrolls otherwise under this contract required to be submitted for the above period are correct and complete; that the wage rates for laborers or mechanics contained therein are not less than the applicable wage rates contained into the contract; that the classifications set forth therein for each laborer or mechanic conform with the work he performed.

(3) That any apprentices employed in the above period are duly registered in a bona fide apprenticeship program registered with a State apprenticeship agency recognized by the Bureau of Apprenticeship and Training, United States Department of Labor, or if no such recognized agency exists in a State, are registered with the Bureau of Apprenticeship and Training, United States Department of Labor.

(4) That:

(a) WHERE FRINGE BENEFITS ARE PAID TO APPROVED PLANS, FUNDS, OR PROGRAMS

(X) In addition to the basic hourly wage rates paid to each laborer or mechanic listed in the above referenced payroll, payments of fringe benefits as listed in the contract have been or will be made to appropriate programs for the benefit of such employees, except as noted in Section 4(c) below.

(b) WHERE FRINGE BENEFITS ARE PAID IN CASH

() Each laborer or mechanic listed in the above referenced payroll has been paid as indicated on the payroll, an amount not less than the sum of the applicable basic hourly wage rate plus the amount of the required fringe benefits as listed in the contract, except as noted in Section 4(c) below.

(c) EXCEPTIONS

EXCEPTION (Cont)	EXPLANATION
SHOP TEAMSTER SHOP LABORERS SHOP IRONWORKER/WELDER SHOP EMPLOYEES	SHOP EMPLOYEES ARE NOT WORKING ONSITE AND ARE NOT SUBJECT TO PREVAILING WAGE RATES. THEY ARE INCLUDED FOR T&M VALIDATION ONLY.
REMARKS	
NAME AND TITLE Tiffany Leonard, Lead Payroll Specialist	Donor/signed by: <i>Tiffany Leonard</i>
THE WILLFUL FALSIFICATION OF ANY OF THE ABOVE STATEMENTS MAY SUBJECT THE CONTRACTOR OR SUBCONTRACTOR TO CIVIL OR CRIMINAL PROSECUTION. SEE SECTION 1001 OF TITLE 18 AND SECTION 3729 OF TITLE 31 OF THE UNITED STATES CODE.	

D.A. COLLINS CONSTRUCTION CO.
 269 BALLARD ROAD
 WILTON, NY 12831
 518 664-9855

Pay Period Date: 04/19/26
 Week Ending: 04/19/26
 Payroll No: 7

Certified Payroll Report

Contract #: 2026650
 Job No.: GF Feeder Canal SewerMain
 Job Name:

Employee	Social Security	Work Class	Hours							Total	Rate	Gross Pay	Deductions		Totals
			MON	TUE	WED	THU	FRI	SAT	SUN				Fed W/H	Taxes	
LEONE, BRYCE O	EX: -00 C M	O	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32.41	74.36	972.00	
74 ELM ST	***-**-4787	S	0.00	0.00	1.50	0.00	0.00	0.00	0.00	1.50	24.00	41.07	149.04		
GLENS FALLS, NY, 12801	SHOP / MAINTENANCE HOURLY											0.00	0.00	4.20	
												1.20	0.60		
												4.20	819.36		
													E17005		
													36.00		
														36.00	

Fringe Description	Hours		Total	Rate	Type	Percent of Gross Amount
	Regular	Overtime				
PENSION	1.50	0.00	1.50	10.0000		3.60
						3.60

Employee	Social Security	Work Class	Hours							Total	Rate	Gross Pay	Deductions		Totals
			MON	TUE	WED	THU	FRI	SAT	SUN				Fed W/H	Taxes	
OLDER, DARBEL	EX: S-00 C M	O	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	149.68	98.44	1,434.29	
242 SAND HILL ROAD	***-**-0299	S	0.00	0.00	2.50	0.00	0.00	0.00	0.00	2.50	27.58	58.54	307.96		
GREENFIELD, NY, 12833	SHOP / MAINTENANCE HOURLY											0.00	0.00	153.66	
												1.20	0.60		
												147.46	973.27		
												6.20	E16955		
													68.96		
													68.96		

Fringe Description	Hours		Total	Rate	Type	Percent of Gross Amount
	Regular	Overtime				
HEALTH	2.50	0.00	2.50	6.3100		15.78
PENSION	2.50	0.00	2.50	10.0000		6.90
						22.68

D.A. COLLINS CONSTRUCTION CO.
 269 BALLARD ROAD
 WILTON, NY 12831
 518 664-9855

Pay Period Date: 04/19/26
 Week Ending: 04/19/26
 Payroll No: 7

Certified Payroll Report

Contract #: 2026650
 Job No:
 Job Name: GF Feeder Canal SewerMain

Employee	# Exemptions	Social Security	Hours							Check Totals					
			MON	TUE	WED	THU	FRI	SAT	SUN	Total	Rate	Gross Pay	Deductions	Totals	
OLDORFF, JOSEPH H	0		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	204.90	Gross	2,191.13
1204 THOUSAND ACRE RD	S		0.00	0.00	8.00	0.00	0.00	0.00	0.00	0.00	8.00	53.77	167.62	Taxes	485.19
													112.07	Deducts	169.45
													0.00	Add-Ons	0.00
													99.23	Net Pay	1,536.49
													60.75	Check #:	E81361
DELANSON, NY, 12053													PAID FAMIL		9.47
															430.16

Fringe Description	Hours		Rate	Type
	Regular	Overtime		
ANNUITY	8.00	0.00	3.0000	Regular Equivalent Hours
EMPIRE STATE L&M	8.00	0.00	0.1500	Regular Equivalent Hours
HEALTH & WELFARE	8.00	0.00	8.5000	Regular Equivalent Hours
HRA	8.00	0.00	1.5000	Regular Equivalent Hours
PENSION	8.00	0.00	11.7500	Regular Equivalent Hours
TRAINING & EDUCATION	8.00	0.00	0.7500	Regular Equivalent Hours
UBC FUNDS	8.00	0.00	0.4000	Regular Equivalent Hours

Total Fringe: 208.40

Job Totals:	Hours							Total
	MON	TUE	WED	THU	FRI	SAT	SUN	
D	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
O	0.00	0.00	1.50	0.00	0.00	0.00	0.00	1.50
S	0.00	0.00	40.50	0.00	0.00	0.00	0.00	40.50

CME Equipment Transport LLC

220 Vley Road
Scotia, NY 12302

Invoice

M-1 & M-3

Date	Invoice #
3/6/2026	26-029

Bill To
D.A. Collins Construction 269 Ballard Road Wilton, NY 12831

P.O. No.	Terms
	Upon Receipt

Description	Qty	Rate	Amount
Pick up trailer 1271 loaded with floats from DA Collins Wilton NY and deliver to DAC Finch Paper Glens Falls NY for emergency sewer repair.	10.5	150.00	M-1 1,575.00
Fuel Surcharge per mile	103	0.65	M-3 66.95
PO#2026650			
Thank you for your business.		Total	\$1,641.95
Finance Charge of 1.5% will be assessed if payment is not received in 30 days.			



West Chester Permit, LLC.
 PO Box 62293
 Cincinnati, OH 45262 USA
 +15137773000
 accounting@wcpermit.com
 www.wcpermit.com

Invoice

BILL TO

D A Collins Construction Co Inc
 269 Ballard Rd
 Wilton, NY 12831

M4

INVOICE #	DATE	TOTAL DUE	DUE DATE	ENCLOSED
1233632-01	03/06/2026	\$55.55	03/21/2026	

PO # 2026650 **ORDER #** 1233632

ACTIVITY	AMOUNT
OSOW:NY O/O NY Permit - Unit6608/6972, Load: Equipment (construction, farm, etc), Gansevoort, NY - SOUTH GLENS FALLS, NY, Eff: 03-06-26 PERMIT#: 3839258, 1 @ \$40.00	40.00
WCP Fee Internet WCP Fee VIA Internet Order, 1 @ \$15.00	15.00
FF- Facility Fee FF- Facility Fee, 1 @ \$0.55	0.55
Order #1233632 OSOW NY PO #2026650	
BALANCE DUE	M4 \$55.55



STATE OF NEW YORK
Department of Transportation
Special Hauling Single Trip Permit (Except Manufactured Home)
www.dot.ny.gov/nypermits
Permit Number: 3839258

Carrier Name: KUBRICKY CONSTRUCTION CO		Account No: 1450 USDOT: 582999
269 BALLARD ROAD		Date Issued: 03/06/2026 02:47 PM
WILTON, NY 12831		Date Effective: 03/06/2026
513-777-3000		Date Expires: 03/12/2026
Applicant: Gwen Hempstead		Permitted GVW: 138,000
Permit Service: WEST CHESTER PERMIT LLC		Total Cost: \$40.00



Vehicle Information

Vehicle	Year	Make	State	License Plate	VIN
Power Unit	2020	PETERBILT	NY	26820PF	1XPXP4EX2LD716210
Trailer	2021	FONTAINE	NY	CD23634	

Load Description: EXCAVATOR
Serial Number: B6H00332

Load Width: 11' 6"	Load Height: 13' 6"	Overall Length: 74'	Trailer Length: 53'
FOH: 0' 0"	ROH: 0' 0"	GVW: 138,000	

Origin: Latitude: 43.2218056 Longitude: -73.7069855 **Destination:** Latitude: 43.3042 Longitude: -73.63988

Route: ==>US-9, 3.6mi NW of Gansevoort<==US-9 NE, US-9 N==>US-9, 0.4mi SE of Glens Falls<==
 ==>US-9, 0.4mi SE of Glens Falls<==US-9 S==>US-9, 3.6mi NW of Gansevoort<==

Axle Weights (Lbs) & Spacings (Ft-in)

Total Axles: 7



Axle:	1	2	3	4	5	6	7
Weight:	14000	19000	21000	21000	21000	21000	21000
Spacing:	15' 2"	4' 2"	4' 4"	36' 6"	4' 2"	4' 2"	
Tire Count:	2	2	4	4	4	4	4

JOB # 2026650
PHASE# 9 20920001
TAXABLE **NON-TAXABLE**

INVOICE

Pastore Rental Equipment Inc.
23 Crawford Lane
Hudson Falls, NY 12839

pastorental@gmail.com
+1 (518) 791-8832
www.pastorentalequipment.com



M-5

Bill to
D.A. Collins Construction Co., Inc.
269 Ballard Road
Wilton, NY 12831

Ship to
D.A. Collins Construction Co., Inc.
269 Ballard Road
Wilton, NY 12831

Invoice details

Invoice no.: 2604-2611-013
Terms: Due on receipt
Invoice date: 04/16/2026

Date	Product or service	Description	Qty	Amount
04/15/2026	Trucking	PO #2026650 -Move S-85 from SGF to Wilton shop	2.5	\$387.50
04/15/2026	Trucking	PO #2026650 -Move x1 load of floats from SGF to Wilton shop	2	\$310.00
04/15/2026	Trucking	PO #2026650 -Move counterweight trailer from SGF to exit 24 on NYS Thruway	4	\$620.00
	Fuel Charge	Fuel Surcharge	1	\$158.10
		Total		\$1,475.60

Ways to pay

BANK

Payment methods accepted: Cash, Check, ACH Transfer
Credit cards at 3% processing fee.
Checks can be made out to:
Pastore Rental Equipment
23 Crawford Lane
Hudson Falls, NY 12839

Storage fees will apply after 10 days of completion at \$45/day.

INVOICE

Pastore Rental Equipment Inc.
23 Crawford Lane
Hudson Falls, NY 12839

pastorental@gmail.com
+1 (518) 791-8832
www.pastorentalequipment.com



Bill to

D.A. Collins Construction Co., Inc.
269 Ballard Road
Wilton, NY 12831

Ship to

D.A. Collins Construction Co., Inc.
269 Ballard Road
Wilton, NY 12831

Invoice details

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Total \$1,475.60

Ways to pay

BANK

Payment methods accepted: Cash, Check, ACH Transfer
Credit cards at 3% processing fee.
Checks can be made out to:
Pastore Rental Equipment
23 Crawford Lane
Hudson Falls, NY 12839
Storage fees will apply after 10 days of completion at \$45/day.

JOB #	<u>2026650</u>
PHASE#	<u>920920001</u>
TAXABLE <input type="checkbox"/>	NON-TAXABLE <input type="checkbox"/>



STATE OF NEW YORK
Department of Transportation
Special Hauling Single Trip Permit (Except Manufactured Home)
www.dot.ny.gov/nyppermits
Permit Number: 3851315

Carrier Name: D A COLLINS CONSTRUCTION CO, INC		Account No: 582	USDOT: 443116
269 BALLARD ROAD		Date Issued: 04/13/2026 08:04 AM	
GANESVOORT, NY 12831		Date Effective: 04/13/2026	
513-777-3000		Date Expires: 04/17/2026	
Applicant: Joseph Adleta		Permitted GVW: 144,000	
Permit Service: WEST CHESTER PERMIT LLC		Total Cost: \$40.00	

Vehicle Information

Vehicle	Year	Make	State	License Plate	VIN
Power Unit	2015	LINK BELT	NY	16581SM	1F9S2K545FL028560

Load Description: SELF PROPELLED CRANE
Serial Number: 1F9S2K545FL028560
Load Width: 10' 6" **Load Height:** 13' 6" **Overall Length:** 55'
FOH: 6' 9" **ROH:** 4' 6" **GVW:** 144,000

Origin: Latitude: 42.7008438 Longitude: -73.8465347 **Destination:** US-9 @ RIVER ST, SOUTH GLENS FALLS

Route: ==>I-87, 1.1mi SW of Colonie<==I-87 SE, @ I-87 North/Albany Intl Airport/Montreal, I-87 NE, US-9 Ramp N, US-9 N==>US-9 @ RIVER ST, SOUTH GLENS FALLS<==

Axle Weights (Lbs) & Spacings (Ft-in)

Total Axles: 5



Axle:	1	2	3	4	5
Weight:	28500	28500	29000	29000	29000
Spacing:	5' 4"	12' 9"	5' 4"	5' 4"	
Tire Count:	2	2	2	2	2

JOB #	<u>2026650</u>
PHASE#	<u>920920001</u>
TAXABLE	<input type="checkbox"/>
NON-TAXABLE	<input type="checkbox"/>



STATE OF NEW YORK
Department of Transportation
Special Hauling Single Trip Permit (Except Manufactured Home)
www.dot.ny.gov/nypermits
Permit Number: 3851314

Carrier Name: D A COLLINS CONSTRUCTION CO, INC		Account No: 582 USDOT: 443116
269 BALLARD ROAD GANESVOORT, NY 12831 513-777-3000 Applicant: Joseph Adleta		Date issued: 04/13/2026 08:04 AM Date Effective: 04/13/2026 Date Expires: 04/17/2026 Permitted GVW: 144,000 Total Cost: \$40.00
Permit Service: WEST CHESTER PERMIT LLC		

Vehicle Information

Vehicle	Year	Make	State	License Plate	VIN
Power Unit	2015	LINK BELT	NY	16581SM	1F9S2K545FL028560

Load Description: SELF PROPELLED CRANE
Serial Number: 1F9S2K545FL028560
Load Width: 10' 6" **Load Height:** 13' 6" **Overall Length:** 55'
FOH: 6' 9" **ROH:** 4' 6" **GVW:** 144,000

Origin: US-9 @ RIVER ST, SOUTH GLENS FALLS **Destination:** Latitude: 42.6905746 Longitude: -73.8451462

Route: ==>US-9 @ RIVER ST, SOUTH GLENS FALLS<==US-9 S, I-87 Ramp NE, I-87 S, @ I-90 East/Abany/Boston, I-90 Ramp SE, I-90 E, @ Washington Ave/UAlbany, I-90 Ramp SE, WASHINGTON AVE W, WASHINGTON AVE EXTENSION W, NY-910D SW==>NY-910D, 1.6mi S of Colonie<==

Axle Weights (Lbs) & Spacings (Ft-in)



Axle:	1	2	3	4	5
Weight:	28500	28500	29000	29000	29000
Spacing:	5' 4"	12' 9"	5' 4"	5' 4"	
Tire Count:	2	2	2	2	2

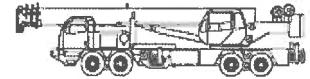
JOB # 2026650
PHASE# 920920001
TAXABLE **NON-TAXABLE**

Rental Rate Blue Book®

March 11, 2026

Link-Belt HTC-86100

Truck Mounted Hydraulic Cranes—Single Engine



Size Class:
80.5 - 110.4 mt
Weight:
95000 lbs

Configuration for HTC-86100

Axle Configuration	8 X 4	Maximum Boom Length	140.0 ft
Maximum Lift Capacity	82.2 mt	Horsepower	450.0 hp
Power Mode	Diesel		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$174.58	FHWA Rate** Hourly USD \$355.63
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$31,865.00	USD \$8,925.00	USD \$2,230.00	USD \$335.00		
Adjustments						
Region (New York: 102%)	USD \$637.30	USD \$178.50	USD \$44.60	USD \$6.70		
Model Year (2013: 97%)	(USD \$976.49)	(USD \$273.50)	(USD \$68.34)	(USD \$10.27)		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$31,525.81	USD \$8,830.00	USD \$2,206.26	USD \$331.43	USD \$174.58	USD \$353.70

Non-Active Use Rates

Standby Rate	Hourly USD \$89.56
Idling Rate	Hourly USD \$242.91

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	31.51%	USD \$10,039.76/mo
Overhaul (ownership)	48.3%	USD \$15,390.52/mo
CFC (ownership)	12.75%	USD \$4,064.32/mo
Indirect (ownership)	7.44%	USD \$2,370.39/mo
Fuel (operating) @ USD 3.83	36.54%	USD \$63.79/hr

Revised Date: 1st quarter 2026

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book® Print. Visit the Cost Recovery Product Guide on our Help page for more information.

The equipment represented in this report has been exclusively prepared for (ksisco@dacollins.com)

Rental Rate Blue Book®

March 11, 2026

Miscellaneous 3 60

Hydraulic Removable Gooseneck Equipment Trailers

 Size Class:
All
 Weight:
21000 lbs

Configuration for 3 60

Capacity	60.0 t	Number Of Axles	3.0
Number Of Tires	12.0	Power Mode	Manual

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$2,970.00	USD \$830.00	USD \$210.00	USD \$32.00	USD \$11.01	USD \$27.89
Adjustments						
Region (New York: 103%)	USD \$89.10	USD \$24.90	USD \$6.30	USD \$0.96		
Model Year (2018: 98.75%)	(USD \$38.19)	(USD \$10.67)	(USD \$2.70)	(USD \$0.41)		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)						
Total:	USD \$3,020.91	USD \$844.23	USD \$213.60	USD \$32.55	USD \$11.01	USD \$28.17

Non-Active Use Rates

	Hourly
Standby Rate	USD \$8.58
Idling Rate	USD \$17.16

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	46.65%	USD \$1,385.60/mo
Overhaul (ownership)	32.07%	USD \$952.42/mo
CFC (ownership)	10.93%	USD \$324.54/mo
Indirect (ownership)	10.35%	USD \$307.44/mo

Fuel cost data is not available for these rates.

Revised Date: 1st quarter 2026

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Rental Rate Blue Book®

March 11, 2026

Chevrolet SILVERADO 2500HD LT 4X4 GAS
Light Duty Trucks

Size Class:
2
Weight:
N/A



Configuration for SILVERADO 2500HD LT 4X4 GAS

Power Mode **Gasoline** Wheelbase **141.6 Inches**
Model Trim **LT** Gross Vehicle Weight Rating **10000 Pounds**

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$3,455.00	USD \$970.00	USD \$245.00	USD \$37.00	USD \$13.00	USD \$32.63
Adjustments						
Region (New York: 104.1%)	USD \$141.65	USD \$39.77	USD \$10.05	USD \$1.52		
Model Year (2023: 98.49%)	(USD \$54.36)	(USD \$15.26)	(USD \$3.85)	(USD \$0.58)		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$3,542.30	USD \$994.51	USD \$251.19	USD \$37.93	USD \$13.00	USD \$33.13

Non-Active Use Rates

	Hourly
Standby Rate	USD \$10.06
Idling Rate	USD \$23.76

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	27.57%	USD \$952.53/mo
Overhaul (ownership)	39.7%	USD \$1,371.52/mo
CFC (ownership)	16.48%	USD \$569.44/mo
Indirect (ownership)	16.25%	USD \$561.52/mo
Fuel (operating) @ USD 3.06	27.92%	USD \$3.63/hr

Revised Date: 1st quarter 2026

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Rental Rate Blue Book®

Miscellaneous 11-10
On-Highway Rear Dump Full Trailers

Size Class:
All
Weight:
N/A



Configuration for 11-10

Capacity **10.0 cu yd** Number Of Axles **2.0**
Payload **11.0 t** Power Mode **Manual**

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$5.36	FHWA Rate** Hourly USD \$13.26
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$1,390.00	USD \$390.00	USD \$98.00	USD \$15.00		
Adjustments						
Region (New York: 106.5%)	USD \$90.35	USD \$25.35	USD \$6.37	USD \$0.98		
Model Year (2026: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,480.35	USD \$415.35	USD \$104.37	USD \$15.98	USD \$5.36	USD \$13.77

Non-Active Use Rates

	Hourly
Standby Rate	USD \$4.21
Idling Rate	USD \$8.41

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	36.77%	USD \$511.10/mo
Overhaul (ownership)	47.19%	USD \$655.90/mo
CFC (ownership)	7.3%	USD \$101.41/mo
Indirect (ownership)	8.75%	USD \$121.59/mo

Fuel cost data is not available for these rates.

Revised Date: 1st quarter 2026

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Rental Rate Blue Book®

March 11, 2026

Miscellaneous 4X4 30KGVW DSL
On-Highway Truck Tractors

Size Class:
26,001 - 33,000 lbs
Weight:
9700 lbs

E-5 & E-6



Configuration for 4X4 30KGVW DSL

Axle Configuration	4X4	Horsepower	217.0 hp
Maximum Gross Vehicle Weight	30000.0 lbs	Power Mode	Diesel

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$2,460.00	USD \$690.00	USD \$175.00	USD \$26.00	USD \$30.08	USD \$44.06
Adjustments						
Region (New York: 104%)	USD \$98.40	USD \$27.60	USD \$7.00	USD \$1.04		
Model Year (2017: 99.31%)	(USD \$17.75)	(USD \$4.98)	(USD \$1.26)	(USD \$0.19)		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$2,540.65	USD \$712.62	USD \$180.74	USD \$26.85	USD \$30.08	USD \$44.52

Non-Active Use Rates

	Hourly
Standby Rate	USD \$7.22
Idling Rate	USD \$34.81

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	42.27%	USD \$1,039.78/mo
Overhaul (ownership)	37.42%	USD \$920.56/mo
CFC (ownership)	9.36%	USD \$230.30/mo
Indirect (ownership)	10.95%	USD \$269.37/mo
Fuel (operating) @ USD 3.83	67.72%	USD \$20.37/hr

Revised Date: 1st quarter 2026

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Rental Rate Blue Book®

Chevrolet SILVERADO 3500HD LTZ 4X4 DIESEL

Light Duty Trucks

Size Class:
3
Weight:
N/A



Configuration for SILVERADO 3500HD LTZ 4X4 DIESEL

Power Mode **Diesel** Wheelbase **158.9 Inches**
Model Trim **LTZ** Gross Vehicle Weight Rating **12100 Pounds**

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$4,860.00	USD \$1,360.00	USD \$340.00	USD \$51.00	USD \$21.48	USD \$49.09
Adjustments						
Region (New York: 104.1%)	USD \$199.26	USD \$55.76	USD \$13.94	USD \$2.09		
Model Year (2024: 99.26%)	(USD \$37.56)	(USD \$10.51)	(USD \$2.63)	(USD \$0.39)		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)						
Total:	USD \$5,021.70	USD \$1,405.25	USD \$351.31	USD \$52.70	USD \$21.48	USD \$50.01

Non-Active Use Rates

	Hourly
Standby Rate	USD \$14.27
Idling Rate	USD \$36.26

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	27.57%	USD \$1,339.88/mo
Overhaul (ownership)	39.7%	USD \$1,929.26/mo
CFC (ownership)	16.48%	USD \$801.00/mo
Indirect (ownership)	16.25%	USD \$789.86/mo
Fuel (operating) @ USD 3.83	35.99%	USD \$7.73/hr

Revised Date: 1st quarter 2026

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The equipment represented in this report has been exclusively prepared for (ksisco@dacollins.com)

Rental Rate Blue Book®

March 11, 2026

Chevrolet SILVERADO 2500HD LT 4X4 GAS
 Light Duty Trucks

 Size Class:
 2
 Weight:
 N/A

E-9 & E-10

Configuration for SILVERADO 2500HD LT 4X4 GAS

Power Mode	Gasoline	Wheelbase	141.6 Inches
Model Trim	LT	Gross Vehicle Weight Rating	10000 Pounds

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$3,455.00	USD \$970.00	USD \$245.00	USD \$37.00	USD \$13.00	USD \$32.63
Adjustments						
Region (New York: 104.1%)	USD \$141.65	USD \$39.77	USD \$10.05	USD \$1.52		
Model Year (2018: 96.09%)	(USD \$140.78)	(USD \$39.52)	(USD \$9.98)	(USD \$1.51)		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)						
Total:	USD \$3,455.88	USD \$970.25	USD \$245.06	USD \$37.01	USD \$13.00	USD \$32.64

Non-Active Use Rates

	Hourly
Standby Rate	USD \$9.82
Idling Rate	USD \$23.27

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	27.57%	USD \$952.53/mo
Overhaul (ownership)	39.7%	USD \$1,371.52/mo
CFC (ownership)	16.48%	USD \$569.44/mo
Indirect (ownership)	16.25%	USD \$561.52/mo
Fuel (operating) @ USD 3.06	27.92%	USD \$3.63/hr

Revised Date: 1st quarter 2026

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book® Print. Visit the Cost Recovery Product Guide on our Help page for more information.

The equipment represented in this report has been exclusively prepared for (ksisco@dacollins.com)

Rental Rate Blue Book®

March 12, 2026

Flexifloat H-50 30'X7'X4'
Sectional Barges

Size Class:
All
Weight:
N/A



Configuration for H-50 30'X7'X4'

Power Mode Type: **Manual Quadrafloat** Size: **360 x 84 in**

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs	FHWA Rate**
	Monthly	Weekly	Daily	Hourly	Hourly	Hourly
Published Rates	USD \$1,550.00	USD \$435.00	USD \$110.00	USD \$17.00	USD \$0.65	USD \$9.46
Adjustments						
Region (New York: 100.2%)	USD \$3.10	USD \$0.87	USD \$0.22	USD \$0.03		
Model Year (2020: 99.47%)	(USD \$8.17)	(USD \$2.29)	(USD \$0.58)	(USD \$0.09)		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$1,544.93	USD \$433.58	USD \$109.64	USD \$16.94	USD \$0.65	USD \$9.43

Non-Active Use Rates

	Hourly
Standby Rate	USD \$4.39
Idling Rate	USD \$8.78

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	53.39%	USD \$827.53/mo
Overhaul (ownership)	10.84%	USD \$168.01/mo
CFC (ownership)	13.14%	USD \$203.65/mo
Indirect (ownership)	22.63%	USD \$350.81/mo

Fuel cost data is not available for these rates.

Revised Date: 1st quarter 2026

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The equipment represented in this report has been exclusively prepared for (ksisco@dacollins.com)

Rental Rate Blue Book®

March 12, 2026

Genie S-85 (disc. 2019)

J.C. Self Propelled Telescopic Boom Aerial Lifts



Size Class:
81 - 90 ft
Weight:
35880 lbs

Configuration for S-85 (disc. 2019)

Drive	2WD	Horsepower	82.0 hp
Maximum Platform Capacity	500.0 lbs	Maximum Platform Height	1020 in
Power Mode	Gasoline/LPG		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly USD \$19.54	FHWA Rate** Hourly USD \$105.28
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$15,090.00	USD \$4,225.00	USD \$1,055.00	USD \$160.00		
Adjustments						
Region (New York: 106.1%)	USD \$920.49	USD \$257.73	USD \$64.36	USD \$9.76		
Model Year (2019: 100%)	-	-	-	-		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$16,010.49	USD \$4,482.73	USD \$1,119.35	USD \$169.76	USD \$19.54	USD \$110.51

Non-Active Use Rates

Standby Rate	Hourly USD \$45.48
Idling Rate	Hourly USD \$90.97

Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	29.94%	USD \$4,517.21/mo
Overhaul (ownership)	47.86%	USD \$7,222.82/mo
CFC (ownership)	11.7%	USD \$1,765.38/mo
Indirect (ownership)	10.5%	USD \$1,584.60/mo

Fuel cost data is not available for these rates.

Revised Date: 1st quarter 2026

These are the most accurate rates for the selected Revision Date(s). However, due to more frequent online updates, these rates may not match Rental Rate Blue Book® Print. Visit the Cost Recovery Product Guide on our Help page for more information.

The equipment represented in this report has been exclusively prepared for (ksisco@dacollins.com)

Rental Rate Blue Book®
Link-Belt ATC-3250
 All Terrain Hydraulic Cranes—Dual Engine

E-16

 Size Class:
 199.5 - 299.4 mt
 Weight:
 134894 lbs

Configuration for ATC-3250

Axle Configuration	10 X 8 X 8	Maximum Boom Length	223.1 ft
Maximum Lift Capacity	220.0 mt	Horsepower	185 hp
Power Mode	Diesel		

Blue Book Rates

** FHWA Rate is equal to the monthly ownership cost divided by 176 plus the hourly estimated operating cost.

	Ownership Costs				Estimated Operating Costs Hourly	FHWA Rate** Hourly
	Monthly	Weekly	Daily	Hourly		
Published Rates	USD \$176,675.00	USD \$49,470.00	USD \$12,370.00	USD \$1,855.00	USD \$427.30	USD \$1,431.14
Adjustments						
Region (100%)	-	-	-	-		
Model Year (2015: 98.78%)	(USD \$2,150.45)	(USD \$602.14)	(USD \$150.57)	(USD \$22.58)		
Adjusted Hourly Ownership Cost (100%)	-	-	-	-		
Hourly Operating Cost (100%)					-	
Total:	USD \$174,524.55	USD \$48,867.86	USD \$12,219.43	USD \$1,832.42	USD \$427.30	USD \$1,418.92

Non-Active Use Rates

	Hourly
Standby Rate	USD \$544.30
Idling Rate	USD \$1,034.77

Active Rate to Submit

*Blue Book Rates using Monthly Ownership Time Standard (FHWA Rate)

USD \$1,418.92
Rate Element Allocation

Element	Percentage	Value
Depreciation (ownership)	29.35%	USD \$51,852.88/mo
Overhaul (ownership)	45.11%	USD \$79,697.35/mo
CFC (ownership)	13.59%	USD \$24,012.96/mo
Indirect (ownership)	11.95%	USD \$21,111.81/mo
Fuel (operating) @ USD 5.07	10.1%	USD \$43.15/hr

Revised Date: 2nd quarter 2026

These are the most accurate rates for the selected Revision Date(s). ® Print. Visit the Cost Recovery Product Guide on our Help page for more information.

The equipment represented in this report has been exclusively prepared for (ksisco@dacollins.com)

SDA Email to City, May 27,2026

From: [Sean Doty](#)
To: [William Norton](#)
Cc: [Casey Corrigan](#); [Samantha Berg](#); [Claude Middleton](#); [Alan Dubois](#)
Subject: TKC Involving - Village of South Glens Falls - Emergency Sewer Main Replacement
Date: Wednesday, May 27, 2026 3:17:00 PM
Attachments: [image002.png](#)
[image003.png](#)
[SGF INVOIC 3669 AND MATERIALS_SDA review.pdf](#)

Hi Bill,

Thanks for phone discussion earlier today.

As discussed, the Village believes that cost sharing for the crane/barge and related charges is appropriate given the equipment/labor for the same was used both to replace the sewer force main and water main. The Village proposes a two-thirds (Village) to one-third (City) split for DA Collins' work (as you will recall DA provided service to TKC, and TKC applied a 15% OH&P markup to DA's invoice), which totaled \$86,404.59. A third of that cost is \$28,513.51. Additional justification for splitting the charge is listed in the table below.

In addition to the "DA" charges, TKC also expended time, equipment and materials for the cranes and floats. Because the Village bill includes charges for both installation and removal (with installation related charges being more), it seemed fair to suggest that the city pay for the cost of removal. TKC had a "Barge Removal" day on 4/15 – with associated costs of \$4,740. In addition, the Village proposes splitting the cost of the wooden mats furnished by TKC (based on the two-thirds, one-third ratio) – a cost of which is \$1,000.

Lastly, on 3/9, Casey's observation notes indicate that Tom and certain staff (Etu and Fiorillo) spent approximately 3-hours investigating/related to the water main. We have highlighted charges in the attached back up documentation and included a summation of charges below.

Finally, on 3/19, there are TKC charges for water sampling, which to our knowledge were not associated with the force main work.

Emergency South Glens Falls Sewer Force Main Repair and City of Glens Falls Water Main Repair

Location: US Rt 9 Glens Falls Feeder Canal Bridge
Contractor: Tom Kubricky Company Inc.
Dates: 3/5/2026-5/1/2026

Item	Description	Cost
Barge cost	1/3 for CGF appears to be the most reasonable split of cost. Total cost was \$86,404. When breaking up TKC's hours, about 16 days were spent on the SGF Sewer Force Main and about 13 days were spent on the CGF water line. The barge, lift and mats were installed on 3/5/26 and removed on 4/15/26 (Billed for 29 work days). Technically the barge and lift were only used for the water main for 9 days, as the other days were spent setting up the temporary water line. Therefore a 1/3 split for CGF seems to be the most reasonable.	\$ 28,513.51

Billed Items to SGF that should likely borne by CGF		
Emergency Repair	On 3/9 TKC billed all time to SGF, but Tom and staff spent a fair amount of time on GF water main. Compressor only used for GF	\$ 1,131.00
Barge Removal	Barge removal day (4/15) was all billed to SGF. This should be billed to GF, because SGF paid for TKC time associated with install.	\$ 4,740.00
Wood Mats	Lump Sum all billed to SGF (\$3,000), should be split like Barge	\$ 1,000.00
Water sample	3/19 Bob said he was onsite for 1.5 hrs for sampling	\$ 220.50
Subtotal		\$ 7,091.50
Total with Barge Cost Share		\$ 35,605.01

A breakdown of the charges associated with work on 3/9 are shown below:

Breakdown of 3/9/26 Water Main Work		
Name	Hours Working on CGF Water Main	Description
Tom Kubricky	3 hours at \$122/hour	Tom spent a significant amount of time reviewing the issue, coordinating with Finch-Pruyn and City personnel to set up a meeting, and then meeting to go over a plan to replace the leaking water main (\$366 total).
Paul Etu	2 hours at \$102/hour	Paul utilized the Air Compressor on site to clean out the valve boxes for the water main and worked with City Operators to exercise the valves and determine if the water main being shut down would impact production at the paper plant. Worked on CGF water from 10:30am to 12:00PM and attended meeting at 2:30PM (\$204 total).
Mike Ferillo	4 hours at \$102/hour	Mike was directed by Tom to coordinate with Finch-Pruyn to review their water system to determine if the broken water main connected to their system and if it supplied water for production. Worked on issue from 10:30am-2:30pm and attended meeting at 2:30PM (\$408 total).
Air Compressor	8.5 hours at \$18/hour	Billed to SGF, but was not used for anything related to SGF project while onsite. Compressor was used to clean out CGF valve boxes (\$153 total)

If the City is in agreement with these charges, we will ask TKC to modify the Village's invoice (and that will of course result in changes to the City invoice, as well) for the same.

I am glad to chat if you have any questions.

TKC has made several requests to the Village regarding payment; the Village is hoping to provide TKC with an update as to when payment might be made. As such, if you are able to review this information soon, the Village would greatly appreciate it.

Thank you again!

Sean

Sean M. Doty, PE, LEED AP, CPMSM

Principal



**Suozzo, Doty
& Associates**
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4607 Lake Shore Drive, Bolton Landing, New York 12814

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E: sdoty@sdapllc.com

W: www.sdapllc.com

Village of South Glens Falls

AP Warrant

I certify that I have reviewed the warrant attached and you are hereby directed to pay each of the claimants in the amount shown.

WARRANT DATE: JUNE 3, 2026

GRAND TOTAL: \$ 89,778.18

FUND	A
PO Number	PO Amount
26001179	190.00
26001240	1,179.47
26001241	92.50
26001244	250.00
26001248	141.92
26001249	572.40
26001250	28,339.74
26001252	3,670.86
26001253	23.19
26001254	91.96
26001255	97.60
26001256	458.57
26001257	1,604.50
26001258	225.00
26001259	99.00
26001260	690.00
26001261	170.39
26001262	2,989.18
26001263	25.05
26001264	40.12
26001265	475.48
26001266	823.66
26001270	465.85
26001273	46.48
26001277	750.81
26001278	389.69
26001279	816.00
26001280	168.95
26001281	5,095.26
26001282	3,245.09
26001283	142.84
26001284	61.60
26001285	92.50
26001286	3,000.00
26001287	61.34
26001288	28.78
26001289	140.00
26001290	26.00
26001292	300.00
26001293	356.45
26001294	120.00
26001295	41.49
26001298	54.50
26001299	55.02
Grand Total	57,709.24

FUND	FX
PO Number	PO Amount
26001070	281.00
26001242	136.99
26001243	3,500.00
26001250	2,576.34
26001252	333.72
26001256	41.69
26001268	3,730.60
26001276	15,431.18
26001293	56.58
Grand Total	26,088.10

FUND	G
PO Number	PO Amount
26001176	-588.73
26001247	79.99
26001250	1,288.17
26001252	166.86
26001256	20.84
26001267	147.81
26001269	61.47
26001271	132.02
26001272	773.51
26001293	152.75
26001296	105.00
Grand Total	2,339.69

Fund	HH
Row Labels	Sum of Amount
26001297	3,641.15
Grand Total	3,641.15

Village of South Glens Falls
46 Saratoga Avenue, South Glens Falls, NY 12803
April 1, 2026
Budget Public Hearing @ 6:30 PM
Regular Village Board Meeting @ 7:00 PM

Budget Public Hearing and Regular Village Board Meeting

MAYOR JOSEPH ORLOW PRESIDING

Minutes

Attendance:

Mayor Orlow
Trustee Baxter
Trustee Carota
Trustee Comstock
Trustee Middleton
Attorney Bill Nikas
Harry Gutheil
Tyler Corlew
Phil Lindsay
Dan Collins
Tim Pease
JM

Clerk Treasurer Samantha Berg
DPW Superintendent Alan Dubois
Xavier DeRush
Chris Rich
Mike Gailor
Reed Antis
John Cox
Lou Thayer
Kevin Gallagher
Bob Ulrich
Berry Blot

The Mayor opened the meeting at 6:30 PM.

Pledge of Allegiance

Public Hearing for the Budget

Harry Gutheil, 21 Spring St: had the following questions regarding the Budget:

1. Mr. Gutheil asked the Board to extend the public hearing to allow him time to meet with the Board and go over the budget.
2. 67% increase for monthly legal fees for Village Attorney to \$5,000/month, was told it was due to additional attendance four court matters.
3. \$80,000 in additional monies was budgeted for HRA reserves that are at \$273,493.64, Trustee Baxter answered there could be an unexpected expense due to the wording in the current CSEA contract. Trustee Middleton added there was an 18% increase in health insurance cost.
4. Large increases in overtime and salaries. He also wanted to know if the Village was to raise taxes over the 2% tax cap. Mayor Orlow answered that he received a bankrupt Village. The recent audit showed accumulated excess funds - essentially a "war chest" - from services the residents paid for but didn't receive. Now this Board can reinvest money into the community. Trustee Baxter added that by looking at the sewer fund, the Village has reduced reliance on the sewer fund balance from over \$300,000 to \$55,000, and next year, address water, then general. Not everything can be fixed at once. The Village already had nearly \$1 million in unexpected sewer costs and had to borrow money. The Village is trying to plan better moving forward and stabilize funds, so they're self-supporting. Trustee Middleton commented



as a taxpayer that he didn't want the village holding money without using it. We need to invest back into the community while stabilizing finances. We need to plan for the future based on these numbers.

5. No money was spent on carbon media this year. Trustee Baxter explained there's \$85,000 just for the carbon, plus additional operational costs - power, heating, and humidifiers in reserve. There are a lot of added expenses beyond just the material.
6. Electric costs. Trustee Middleton shared the Village upgraded municipal buildings with LED lighting through a grant and has already seen reductions - about \$2,000 less on the National Grid bill this month just from pole lighting. The Village expects further savings.
7. 400% increase in records maintenance line items. There are grants to help. Trustee Middleton explained the Village is moving toward a digital platform and working on hiring a grant writer. Final interviews are happening, and we expect to move forward soon.
8. Parks equipment increased from \$2,000 to \$12,500. Trustee Middleton shared that DPW is purchasing safer, more efficient equipment. Right now, workers ride on the back of a truck holding a leaf blower. The new equipment improves safety and reduces labor time.
9. \$8,000 for judgments and claims. Clerk Treasurer Berg clarified that it typically covers retroactive pay, based on prior administration practice.
10. Snow removal overtime increased by another \$10,000. Trustee Middleton stated the Board is planning conservatively based on potential conditions.
11. Interest earnings for water is budgeting \$50,000 when over \$100,000 came in this past year.
12. Clarification from audio minutes regarding adding \$250,000 to contingency "to make it look good". Trustee Baxter clarified that contingency is for unexpected expenses. It allows flexibility without reallocating funds mid-year. The state audit will likely highlight past budgeting issues. The Village is making changes based on that feedback.
13. Engineering changed from \$1,000 to \$10,000, and wanted clarification on how that change was made without a meeting. Mayor Orlow stated that this has been a collaborative process. Board members and staff have all contributed.
14. Street cleaning overtime increased 40%, due to parade activity and scheduling cleaning during early hours. Trustee Middleton explained that by budgeting higher and not using it, the funds remain available. The Village is trying to correct years of underspending and improve infrastructure, staffing, and services. Mr. Gutheil disagreed with the claim that the Village hasn't spent money in the past. Many past projects were funded by grants rather than with village monies.
15. Sewer revenues are \$851,447.48, and projected revenues are \$906,825.90. Trustee Baxter stated that it's not flush or turning a profit and does not include debt service for the bridge. 2 million dollars with a 12-month 0% interest has been formally borrowed from NYS from an emergency meeting. Repayment terms will be determined once final costs are known.



Motion 040126-1 to extend the Public Hearing for the Budget and schedule another meeting for April 8 at 6:30 pm: Trustee Baxter motioned, Trustee Middleton seconded. All in favor, motion passed.

Public Forum

Kevin Gallagher, 9 Larchwood Ln: addressed the Board regarding recently issued water and sewer bills. Mr. Gallagher believed there was a problem with sprinkler meter readings because sprinkler meters were allegedly not read in September, as previously discussed with the Board. His sprinkler system remained active through approximately mid-October, but the meter readings on his bill appeared unchanged from earlier readings. He believed sewer charges improperly included irrigation water that should not have been billed as sewer usage. He requested that the Board address the issue village-wide, stating that other residents may have experienced the same problem. Trustee Baxter responded that the matter would need to be reviewed by staff and the Water Committee, and they would investigate the billing calculations and meter readings. The Board acknowledged that the issue may affect multiple residents. Mr. Gallagher stated that if the matter was not corrected, he would consider legal action. The Board said the issue could likely be resolved administratively without litigation. The Board discussed several possible causes, including software calculation errors; a failure to subtract prior meter readings from current readings; complications related to sprinkler meter readings; and data import or automated billing issues. Superintendent Dubois stated all meters had reportedly been physically read; no estimates were intentionally used except for properties without installed meters. The Village would investigate the issue immediately and may require rebilling or correction of accounts. Discussion occurred regarding whether billing due dates should be extended; whether residents should delay payment pending corrections; the administrative burden of issuing credits versus corrected bills; the need to provide public communication once the issue is identified. The Board stated staff would begin reviewing the matter the following day. Discussion continued regarding availability of historical meter data; ability to retrieve prior usage information electronically; use of historical consumption averages to assist with corrections; the transition to full meter-based billing village-wide. Superintendent Dubois stated that new meter systems can retrieve detailed historical consumption data; daily and monthly usage information may be available for comparison and troubleshooting purposes.

Attorney Nikas: asked whether code enforcement had acted regarding illicit discharges into the sanitary sewer system, specifically sump pumps connected to sanitary lines. Trustee Middleton responded that the Village has identified properties with them and then asked how to fairly bill properties contributing additional flow; whether flat-rate charges should apply; whether property owners can be required to redesign drainage systems; enforcement authority; and practical implementation. Attorney Nikas stated that an equitable solution may involve estimating nominal flow rates associated with sump pump operation.



Kevin Gallagher asked about current PFAS levels following the installation of the Village filtration system. Trustee Middleton explained that the carbon filtration system is currently maintaining non-detect PFAS levels, and the system uses a dual-vessel lead/lag configuration. Sampling occurs at multiple points within the filtration vessels to monitor carbon effectiveness. Carbon replacement scheduling is based on testing results and breakthrough detection thresholds. Superintendent Dubois stated the system is designed to maintain continuous treatment capacity while replacement carbon is ordered and installed.

Harry Gutheil, 21 Spring St: asked about funds received from lease buyouts associated with the South High development project. Trustee Middleton stated that the funds were placed in the General Fund balance and that revenue from those payments had already been received. Additional discussion regarding future revenue replacement and budget allocation was deferred to the upcoming budget workshop/public hearing. Mr. Gutheil also asked whether future revenue would be received from SLIC or excise taxes associated with the project. Mayor Orlow responded the Village would.

Trustee Middleton: requested to move Agenda Item No. 12, regarding a proposed nuisance law, ahead of other agenda items to allow police personnel to return to duty responsibilities more quickly. Phil Lindsey, SGF Police Dept, discussed the development of a proposed nuisance property law, which included the review of nuisance laws adopted by other municipalities (e.g. Hudson Falls, Glens Falls, and Fort Edward), repeated police calls and complaints associated with certain properties; concerns from neighboring residents regarding disruptive or recurring activity; potential procedures involving warning notices, landlord notification, and escalating enforcement measures, and the possibility of charging property owners administrative fees after repeated police responses within a specified timeframe. Some nuisance activity may involve criminal behavior while other conduct may not. The goal is to reduce repeated police responses and improve the Village's quality of life. Trustee Baxter brought up applying nuisance law provisions to both behavioral issues and chronic property maintenance violations; expanding enforcement beyond criminal conduct to include recurring disturbances, repeated police calls, overgrown properties, brush, weeds, dilapidated structures and existing public nuisance provisions already contained within Village Code. Discussion included escalating enforcement procedures based on repeated incident reports; notification procedures to tenants, landlords, and property managers; potential administrative penalties and recovery of police response costs; possible suspension or revocation of certificates of occupancy for chronic offenders. Trustee Middleton reemphasized that the proposal is intended to be a tool to address recurring "chronic nuisance" community problems and improve neighborhood quality of life; the law would apply broadly and not target only one property; residents have repeatedly expressed concerns regarding recurring disturbances at several locations within the Village. Additional discussion will be at a future meeting following review by the Board, police department, and legal counsel.

Harry Gutheil, 21 Spring St: asked for an update regarding a burned structure located on Harrison Avenue. Attorney Nikas reported that final demolition estimates had

been received. The mortgage holder cancelled its mortgage rather than assume responsibility for remediation. The property owner is currently in jail. The structure has already been declared unsafe and condemnable. Public safety concerns associated with the structure have been documented. Discussion included possible demolition by the Village; placement of liens against the property to recover demolition costs; potential future reimbursement through tax foreclosure procedures; existing Village experience using similar lien procedures on prior demolition projects.

The Mayor closed the Public Forum.

1. Grant Projects Update

- a. **Motion 040126-2 to amend Authorized Signers to Trustee Carota, Trustee Baxter, and Trustee Middleton for OCR requests as it cannot be the Mayor:** Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.

Discussion: Clerk Treasurer Berg clarified the Village had to update the authorized signers for Office of Community Renewal (OCR) requests.

- b. **Motion 040126-3 to amend the CDBG Budget:** Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.

Discussion: None

- c. **Motion 040126-4 to approve the addition of Ferry Boulevard Gate Valves:** Trustee Middleton motioned, Trustee Comstock seconded. All in favor, motion passed.

Discussion: The Board stated that additional gate valves were required for the project. Estimated costs were approximately \$10,000 per valve (5), and the work remained within overall project contingency allowances.

- d. **Motion 040126-5 to approve the Park Sprinkler Repairs (Parks Repairs Reserve - \$3,600.00):** Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.

Discussion: Trustee Middleton stated that the irrigation system was not identified on the project plans. Sidewalk removal work damaged portions of the system, and responsibility was unclear because the irrigation lines were not shown on engineering documents. Two repair quotes received were approximately \$8,000, and \$3,852. Trustee Baxter recommended using the Parks and Recreation reserve fund for repairs to complete work before Memorial Day. Discussion also occurred regarding potential future reimbursement through grant modification requests and the desire to avoid delaying park restoration.

2. **Motion 040126-6 to approve Transfers:** Trustee Baxter motioned, Trustee Carota seconded. All in favor, motion passed.



A-1990-0400-0000	A-1430-0403-0000	\$495.00	CSEA ATTORNEY
A-1990-0400-0000	A-1430-0404-0000	\$275.00	PBA ATTORNEY
A-1641-0406-0000	A-1640-0410-0000	\$2,820.00	DPW CONFERENCES/TRAINING
FX-8340-0403-0000	FX-9060-0811-0000	\$2,800.00	HRA EMPLOYEE BENEFITS
G-1990-0400-0000	G-9060-0811-0000	\$1,500.00	HRA - EMPLOYEES

Discussion: None

- 3. Motion 040126-7 to approve the Bills and Payroll as Audited:** Trustee Carota motioned, Trustee Middleton seconded. All in favor, motion passed.

- a. General - \$78,531.29
- b. Water - \$11,527.63
- c. Sewer - \$3,971.86
- d. Special - \$493,374.13
- e. Payroll -
 - i. 03/04/26 - \$26,685.60
 - ii. 03/11/26 - \$28,032.06
 - iii. 03/18/26 - \$25,657.76
 - iv. 03/25/26 - \$31,153.39

Discussion: None

- 4. Motion 040126-8 to approve Meeting Minutes 02/04/26, 02/11/26, 02/18/26, 03/04/26 and 03/19/26:** Trustee Baxter motioned, Trustee Middleton seconded. All in favor, motion passed.

Discussion: None

- 5. Motion 040126-9 to approve the March 2026 Animal Control Report:** Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.

Discussion: None

- 6. Motion 040126-10 to approve annual purchase of Memorial Day Flags for the Memorial Day Parade to include Bridge Flags, Main Street Flags and Flags for Veterans' Park from East Coast Flag and Banner for \$3,751.00:** Trustee Baxter motioned, Trustee Comstock seconded. All in favor, motion passed.

Discussion: None

- 7. Motion 040126-11 to approve the Dehumidifiers Electric Install (FX 8340.403 - \$3,500.00):** Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.

Discussion: None

- 8. Motion 040126-12 for the Village to deny the payment of 5 Clark Street Sewer Repair:** Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.

Discussion: Trustee Middleton reported Village historically paid for repairs (contrary to code). Code states that the homeowner is responsible for lateral line repairs. The Board discussed that the Village should follow the current code, and future policy discussion would be required.

- 9. Motion 040126-13 to approve the purchase of new Police Dept. Radios (A 3120.404 - not to exceed \$17,500.00):** Trustee Middleton motioned, Trustee



Baxter seconded. All in favor, motion passed.

Discussion: Officer Gailor explained that the current PD radios go to two separate destinations - State and County. The purchase of new radios would consolidate them into a single system.

- 10. Motion 040126-14 to transfer HRA Reserve (A 878.500) to HRA Employees (A 9060.811) - \$15,000.00 and Auditor Reserve (A 878.220) to Contract Expense Auditor (A 1320.400) - \$12,000.00 (\$27,000.00):** Trustee Carota motioned, Trustee Middleton seconded. All in favor, motion passed.
Discussion: None

- 11. Motion 040126-15 to establish a new HH Capital Fund with an initial allocation of \$2,000,000 (EFC funding) and amend the Budget for the Sewer Main Repair:** Trustee Baxter motioned, Trustee Middleton seconded. All in favor, motion passed.
Discussion: The emergency loan from EFC has to be allocated to a capital fund.

12. Nuisance Law – discussed in Public Forum

- 13. Motion 040126-16 to allow the Mayor to sign the Stop DWI and High Visibility Enforcement contracts with Saratoga County:** Trustee Carota motioned, Trustee Middleton seconded. All in favor, motion passed.
Discussion: None

14. Old Business

- a. **Grant Writer Selection:** Final interview pending. Decision scheduled before or during the next public hearing. Timeline critical due to the May 1 grant deadline. Meeting scheduled for 4/08/26 at 6:15 pm.

15. New Business

- a. **Motion 040126-17 to approve Unnamed Employee Unused Vacation Time Request:** Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.
Discussion: Employee requests payment for 40 hours of vacation time.
- b. **Motion 040126-18 to approve the increase of the cost of the Irrigation Meters to the Debt Cost of the Village:** Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.
Discussion: Clerk Treasurer Berg informed the Board that the irrigation meter cost has increased and has asked the Board to consider charging the residents the actual cost of the irrigation meter, which is currently \$388.91.

16. Trustee Reports

- a. **Motion 040126-19 to approve submission of National Fitness Campaign Grant Application:** Trustee Carota motioned, Trustee Baxter seconded. All in favor, motion passed.
Discussion: Trustee Middleton presented information regarding a grant application through the National Fitness Campaign for an ADA-compliant



outdoor fitness court proposed near Sandbar Beach and the Betar Byway. He had information regarding the estimated project value of approximately \$275,000 and potential grant funding opportunities. Clerk Treasurer Berg included information about community engagement opportunities involving local artists, future plans to improve riverfront recreational amenities, and walkability connections.

b. NY Play Grant: Trustee Middleton informed the Board about potential NY Play grant opportunities for Sandbar Beach improvements.

c. National Grid PTR application: Trustee Middleton has had discussions with National Grid regarding possible future recreational use of the Riverview Street property and regional trail and walkability coordination discussions with neighboring municipalities and planning organizations. Trustee Baxter added that this allows the Village the opportunity to join other walkability projects promoted in the area.

17. Mayor's Report: Commended DPW and staff for their handling of the recent sewer incident - acknowledging teamwork, rapid response, and appreciation to staff, police, and public.

18. Motion 040126-20 to adjourn the Regular Village Board Meeting at 8:27 pm and enter into Executive Session for PBA Negotiations and Police Department New Hire: Trustee Baxter motioned, Trustee Middleton seconded. All in favor, motion passed.

19. Motion 040126-21 to adjourn the Executive Session at 8:40 pm and enter the regular session with no action taken: Trustee Middleton motioned, Trustee Carota seconded. All in favor, motion passed.

20. Motion 040126-23 to approve an undisclosed New Hire for the Police Department, pending all the preliminary paperwork, background check process acceptable per the Union Contract: Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.

21. Motion 040126-24 to adjourn the Regular Village Board Meeting at 8:41 pm: Trustee Middleton motioned, Trustee Baxter seconded. All in favor, motion passed.



SOUTH GLENS FALLS VILLAGE ANIMAL CONTROL

MAY REPORT UNIT 20.

Calls from Trustee Middleton and Mayor Orlow on chickens being raised on Riverview St., in the village. Mayor Orlow stated he would check the case and get back to me. Relocated a snapping turtle from lower Betar trail.

Usually called red and grey foxes. A beaver in a cellar on Ferry Blvd...

As I started my 25th year as ACO, I was surprised by the Village Board with a presentation at their meeting. 4 calls on felines. One call on how to dispose of a deceased feline (referred to Saratoga Dept. of health as per their instructions).

And several calls for information

E.G. Robbins, ACO

May 30th, 2026



Department of Public Safety
Division of Police
5 West Marion Avenue
South Glens Falls, NY 12803
Phone: (518) 792-6336 (518) 792-4173
Fax: (518) 792-6481
David J. Gifford, Chief of Police

MONTHLY REPORT FOR MAY 2026

Calls / Services Total	370		
Investigations	1		
Alarms	4		
Funeral Escorts	0		
Personal Injury Accidents	1		
Property Damage Accidents	9		
Open Doors & Windows	0		
House/Business Checks	13		
Assist Other Agencies (Police, Fire, or EMS)	13		
Uniform Traffic Tickets	32		
Parking Tickets	3		
D.W.I. Arrests	0		
Penal Law Arrests		Violations	1
		Misdemeanors	5
		Felonies	2
		Warrant	2
Traffic Details	8		
Larcenies Reported	3		
Criminal Mischief Reported	0		
Burglaries Reported	0		
Mileage 7G275	1525		
Mileage 7G276 NEW	1383		
Mileage 7G276 OLD	<u>4</u>		
Total	2912		

Respectfully submitted,

David J. Gifford
Chief of Police

cc: Mayor & Trustees



DEPARTMENT OF PUBLIC WORKS
46 Saratoga Avenue

South Glens Falls, New York 12803-1210
Telephone (518) 792-4033
Fax (518) 792-0299

BOARD MEETING

June 3rd 2026

WATER/WASTE WATER TOTALS:

WATER: 11,497,000	WASTEWATER: 9,060,000
Avg. day: 371,000	Avg. day: 292,000
Max. day: 458,000	Max. day: 410,000
Min. day: 311,000	Min. day: 224,000
Town Water: 0	

- 1) **Emergency Water Shut Offs:** 5/26 14 Woodcrest, 5/27 4 Charles, 5/28 31 Main
- 2) **Emergency Sewer Calls:** 5/4 1A Lydia, 5/6 173 Main, 14 Baker, 5/24 9 Haviland
- 3) Spring & Fifth sidewalk removal and forming
- 4) 5/5 Working valves for TKC Terrace Ave Tie-In
- 5) 5/12 Spring & Fifth sidewalk Pour and 4 new benches installed
- 6) Bridge & Main St Flags installed, Veterans banners up
- 7) Repair Fire Hydrant Hudson & Harrison
- 8) Flowers picked up and planted, started mulching
- 9) 5/22 Prepping for Memorial Day Parade
- 10) 5/28 Dug up water service at 31 Main St to repair Curb stop
- 11) 5/29 Started clearing underbrush water front by sandbar

Alan Dubois

Alan Dubois
Public Works Superintendent

Summer Concert Series



APPLICATION/LICENSE FOR PEDDLERS, SOLICITORS, TRANSIENT MERCHANTS

Village of South Glens Falls

46 Saratoga Avenue • South Glens Falls, N.Y. 12803
518-793-1455 • www.SGFNY.com • Fax 518-793-3063

NAME OF APPLICANT: Sanders slushie and Snocones LLC, Sandra Ander

PERMANENT ADDRESS: 12 Lincoln Ave South Glens Falls NY 12803

LOCAL ADDRESS (if different):

DATE OF BIRTH: 3/20/1963

ARE YOU A U.S. CITIZEN: yes

HAVE YOU EVER BEEN CONVICTED OF A FELONY NO A MISDEMEANOR NO

IF YES GIVE
DETAILS:

FEDERAL I.D. # 99-2563474 N.Y.S. SALES TAX # 99-2563474

FIRM REPRESENTING: Rileys tax service

ADDRESS OF FIRM: 468 5th Ave Troy NY 12182

TYPE OF BUSINESS: food truck

YEAR & MAKE OF VEHICLE: 2002 GMC STATE & VEHICLE PLATE # N.Y. 62242 NE

DRIVER'S LICENSE # 888 280 420 STATE: N.Y.

DESCRIPTION OF GOODS TO BE SOLD AND METHOD OF SALE: (INCLUDE BRAND NAMES, MANUFACTURER, DISTRIBUTOR OF GOODS; NAME, PUBLISHER, DISTRIBUTOR OF BOOKS, PERIODICALS)

Slushies - OLDE TYME Syrups Manufactured by Smarter Bev. Huntingdon Valley PA 19006

Snocones - flavors - Snowie Shaved ice 1006 West Beardsley Place Salt Lake City UT 84119

Canned Soda's, bottled water, gatorade, LaCroix sparkling waters BJ's whole sale club Wilton NY

LIST NAMES, ADDRESSES OF OTHER PERSONS INVOLVED IN THIS SELLING AS WELL AS CONVICTIONS (use reverse side if necessary):

DATES TO BE WORKED AND LENGTH OF
STAY: July 1 - August 26, 2026 5:15pm - 8:30pm

Sandra Anders
SIGNATURE OF APPLICANT

This space for office use

INFORMATION FOR APPLICANT:

1. FEES: SOLICITORS \$300.00 PER YEAR, TRANSIENT MERCHANTS \$500.00 PER DAY (LICENSE EXPIRES 3 MONTHS FROM ISSUANCE).
2. BOND REQUIREMENTS: SOLICITORS \$10,000, TRANSIENT MERCHANTS \$10,000 OR CASH OR CERTIFIED FUNDS IN LIEU OF BOND; TO BE HELD BY VILLAGE CLERK FOR ONE YEAR.
3. SPECIAL REQUIREMENTS FOR NON-RESIDENTS: PROOF OF AUTHORIZATION BY SECRETARY OF STATE PURSUANT TO THE BUSINESS CORPORATION LAW SECTION 304.
4. IF APPLICANT REPRESENTS A FIRM, AN AUTHORIZING DOCUMENT MUST BE ATTACHED.
5. FINES: ANY PERSON CONVICTED OF A FRAUDULENTLY MISUSING THE PROVISIONS OF THIS LICENSE, SHALL UPON CONVICTION, BE SUBJECT TO A FINE NOT EXCEEDING \$500.00 OR IMPRISONMENT NOT EXCEEDING 15 DAYS OR TO BOTH FINE AND IMPRISONMENT. THE CONTINUATION OF AN OFFENSE AGAINST THE PROVISIONS OF THIS LICENSE SHALL CONSTITUTE, FOR EACH DAY THE OFFENSE IS CONTINUED, A SEPARATE AND DISTINCT OFFENSE HEREUNDER.
6. APPLICATIONS FOR LICENSE MUST BE RECEIVED 7 DAYS PRIOR TO COMMENCEMENT OF OPERATIONS.