

Engineering & Design

# Traffic Impact Study

### April 11, 2022

Underhill Farm Redevelopment Town of Yorktown, Westchester County, New York

Prepared for:

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Project No. 20006297A



## Table of contents

I. I	ntroduction	2
A.	Project Description and Location	2
В	Scope of Study	2
	Existing Roadway and Traffic Descriptions	
A. 1.	Description of Existing Roadways	
7. 2.	Glenrock Street	
∠. 3.	Rochambeau Drive	
з. 4.	NYS Route 118 (Saw Mill River Road)	
- <del>-</del> . 5.	Allan Avenue	
6.		
	2021 Existing Traffic Volumes	
	Accident Data	
III.	Evaluation of Future Traffic Conditions	
	2025 No-Build Traffic Volumes	
	Site Generated Traffic Volumes	
	Arrival/Departure Distribution	
	2025 Build Conditions Traffic Volumes	
	Description of Analysis Procedures	
1.		
<i>2.</i> F. F	<i>Unsignalized Intersection Capacity Analysis</i> Results of Analysis	
г. г 1.		
7. 2.	Allan Avenue/Kear Street (Signal W-384) and NYS Route 118	
∠. 3.	Underhill Avenue and Existing Easterly Access Driveway	
<i>4</i> .	Underhill Avenue and Rochambeau Drive/Proposed Site Access	
5.	Glenrock Street and Underhill Avenue	
	Consideration of Other Potential Area Developments1	
	Summary of Recommended Improvements	
	Summary and Conclusion1	3
App	pendices	
Appe	ndix AFiguri	ES
Appe	ndix B	ĒS
Appe	NDIX C	S
Appe	NDIX DCapacity Analys	SIS
	NDIX EAccident Dat	
	NDIX F Proposed Traffic and Pedestrian Improvement Plan	
	NDIX GPOTENTIAL FUTURE INTERSECTION IMPROVEMENT PLAT	
APPE		C۷



### I. Introduction

### A. Project Description and Location

(Figure No. 1)

This report has been prepared to evaluate the potential traffic impacts associated with the proposed Underhill Farm Development, which is planned to be developed on the property of the former Soundview Prep. The site is situated on Underhill Avenue between Glenrock Street and NYS Route 118 in the Town of Yorktown, Westchester County, New York. The site is proposed to consist of a variety of multifamily housing units including rentals and condominiums totaling 148 dwelling units along with associated parking and a clubhouse and pool. The existing mansion building is planned to be redeveloped/refurbished to contain an 8-room Inn with a high-quality restaurant. An ancillary retail/office space of 11,000 square feet is also planned and will be on the ground floor of the apartment building. The project will be developed in phases with Phase 1 consisting of 64 apartments, as well as the renovation and refurbishment of the existing mansion. As part of the development, the site improvements will include the roadway and pedestrian connection to Beaver Ridge as well as the enhancements and pedestrian improvements. Parking will also be provided for the new senior center, which is proposed at Beaver Ridge in the vicinity of the cross-access connection.

The Phase 2 development will include the 84 dwelling units of condominiums/townhouses. As shown on Figure No. 1, access to the development is proposed via one existing and one proposed access drive on Underhill Avenue as well as the connection to the existing Beaver Ridge development, which will be provided for cross traffic movements, pedestrians, and emergency vehicle access.

A Design Year of 2025 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with the completed and occupied development. It should also be noted that the development of this site was also considered as part of the SEQRA review of the Yorktown Heights Overlay District, which was recently approved by the Town of Yorktown Town Board. Also, as discussed in Section G, an additional evaluation which considers traffic from other significant potential developments in the area was undertaken to identify potential longer-term traffic improvements.

#### B. Scope of Study

This study has been prepared to identify current and future traffic operating conditions on the surrounding roadway network and to assess the potential traffic impacts of the Project.

All available traffic count data for the study area intersections were obtained from previous reports prepared by our office. These data were supplemented with new traffic counts collected by representatives of Colliers Engineering & Design CT, P.C (formerly Maser Consulting). These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT) which was used to adjust them for the effects of the Covid-19



Pandemic on traffic. Additional traffic/pedestrian counts were also collected in November 2021. Together these data were utilized to establish the Year 2021 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The Year 2021 Existing Traffic Volumes were then projected to the 2025 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2025 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed development would generate during each of the peak hours (see Section III-C for further discussion). The resulting site generated traffic volumes were then added to the roadway system and combined with the Year 2025 No-Build Traffic Volumes resulting in the Year 2025 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.



### II. Existing Roadway and Traffic Descriptions

#### A. Description of Existing Roadways

As shown on Figure No. 1, the proposed residential development will be accessed via one existing and one new access connection to Underhill Avenue and a cross connection the existing Beaver Ridge development. The following is a brief description of the roadways located within the study area. In addition, Section III-F provides a further description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service and any recommended improvements for each of the study area intersections. Appendix "D" contains copies of the capacity analyses which indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

#### 1. Underhill Avenue

Underhill Avenue is a two-lane roadway former County road, which is under Town jurisdiction. This roadway originates at a "T" intersection with NYS Route 129 and continues in a northeasterly direction intersecting with the Taconic State Parkway at a modified diamond interchange. The roadway continues in a northeasterly direction intersecting with NYS Route 118 at a full movement signalized intersection. The roadway also intersects with Glenrock Street and French Hill Road west of the site. The speed limit on this roadway is posted at 40 MPH. There are existing sidewalks present on the south side of Underhill Avenue extending from the Rochambeau Drive Multi-Family Residential Complex past the Cardinal Court intersection and connecting to the intersection with NYS Route 118. The sidewalks also continue on the west side of NYS Route 118 past Town Hall. There are also sidewalks on the north side of the roadway between NYS Route 118 and extending to the Courtyard at Underhill Complex and there is a bus stop located in the vicinity of the Coldwell Banker driveway.

#### 2. Glenrock Street

Glenrock Street is a narrow two-lane Town roadway that generally traverses in a north/south direction between an unsignalized stop sign controlled intersection with Underhill Avenue and extends north and connects with Giordano Drive at a "stop" controlled intersection. The roadway generally serves single-family residential land uses. No access connection to the site is proposed to this roadway. The roadway has no sidewalks and has an unposted speed limit.

#### 3. Rochambeau Drive

Rochambeau Drive is a Town roadway which originates at a stop-sign controlled "T" intersection with Underhill Avenue. The roadway extends in a southerly direction providing access to existing multi-family developments. The roadway has an asphalt sidewalk on the west side of the roadway between Underhill Avenue and Woods View Court. Under existing conditions, sight distance exiting Rochambeau Drive is somewhat limited looking to the west



and as recommended in Section III-H, some clearing of vegetation and grading should be completed to improve the sight distance at this intersection.

#### 4. NYS Route 118 (Saw Mill River Road)

NYS Route 118 (Saw Mill River Road) is a State highway which runs in a generally north/south direction. The roadway originates at signalized controlled "T" intersection with NYS Route 129. The roadway traverses in a northerly direction generally consistent of one-lane per direction plus paved shoulders and it intersects with both Underhill Avenue and Kear Street/Allan Avenue at signalized intersections. The speed limit is posted at 55 MPH in the southern portion of this roadway, which is reduced to 40 MPH approaching Underhill Avenue. The roadway continues north intersecting with NYS Route 35/US Route 202 and continues as a combined route into the Town of Somers. In the vicinity of the site, sidewalks are present on the east side of the roadway between Underhill Avenue and the Route 35/202 intersection.

#### 5. Allan Avenue

Allan Avenue, in the vicinity of the site, is a two-lane Town roadway which has a signalized intersection with NYS Route 118 opposite Kear Street. The roadway serves residential land uses in this area and it terminates at a stop-sign controlled intersection with Baldwin Road. There are limited sidewalks in the vicinity of NYS Route 118 and the Beaver Ridge complex. The roadway has a posted speed limit of 30 MPH. It also has a weight limit of 25 tons.

#### 6. Kear Street

Kear Street is a two-lane Town roadway which originates at a signalized intersection with NYS Route 118 opposite Allan Avenue. Sidewalks and crosswalks are provided on three of the four legs of the intersection. The roadway continues southeasterly intersecting with the access to the Brookside Office Park and also the Caremont building and intersects with Underhill Avenue and Commerce Street at a signalized full movement intersection.

#### B. 2021 Existing Traffic Volumes

(Figures No. 2 and 3)

Manual traffic and pedestrian counts were collected by representatives of Colliers Engineering & Design on December 3, 2020 and supplemented on January 6, 2021 and November16, 2021 (NYS Route 118 and Underhill Avenue Only) during the AM and PM Peak Hours to determine the existing traffic and pedestrian volume conditions at the study area intersections. These traffic counts were then compared to traffic volume data from previous traffic studies conducted by our office and to traffic volume data available from the New York State Department of Transportation (NYSDOT) for the NYS Route 118 Corridor. Based on this information, the traffic counts were adjusted to account for the effects of the Covid-19 Pandemic and the resulting adjusted Year 2021 Existing Traffic Volumes were established for the Weekday Peak AM and Weekday Peak PM Hours at the following study area intersections.



- Rochambeau Drive and Underhill Avenue
- Glenrock Street and Underhill Avenue
- Underhill Avenue and NYS Route 118 (Saw Mill River Road)
- Allan Avenue/Kear Street and NYS Route 118

Based upon a review of the traffic counts, the peak hours were generally identified as follows:

•	Weekday Peak AM Hour	7:30 AM - 8:30 AM
	Weekday Peak PM Hour	5:00 PM - 6:00 PM

The resulting Year 2021 Existing Traffic Volumes are shown on Figures No. 2 and 3 for the Weekday Peak AM Hour and Weekday Peak PM Hour, respectively.

#### C. Accident Data

#### (Table A and Appendix E)

Accident data for the area roadways was obtained from the NYSDOT for the latest three-year period. Table A summarizes the data by type, severity, and other factors. A copy of the Table A is contained in Appendix "E".



### III. Evaluation of Future Traffic Conditions

#### A. 2025 No-Build Traffic Volumes

(Figure No. 4 through 9)

The Year 2021 Existing Traffic Volumes were increased by a growth factor of 1% per year to account for general background growth resulting in the Year 2025 Projected Traffic Volumes which are shown on Figures No. 4 and 5 for each of the Peak Hours. In addition, traffic from other specific potential developments in the area including the Pied Piper Expansion, the balance of the Caremont development, and the Weyant Residential Development were accounted for. The resulting traffic volumes associated with these other developments are shown on Figures No. 6 and 7 for each of the peak hours. These volumes were added to the 2025 Projected Traffic Volumes resulting in the Year 2025 No-Build Traffic Volumes which are shown on Figures No. 8 and 9 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

See also Section G for an additional analysis that considers the traffic from other potential developments in the area including the Roma Redevelopment, the redevelopment of the vacant former K-Mart and Food Emporium buildings, as well as the Commerce Street Hotel.

#### B. Site Generated Traffic Volumes

(Table No. 1 and 1A)

Estimates of the amount of traffic to be generated by the proposed residential development during each of the peak hours were developed based on information published by the Institute of Transportation Engineers (ITE) as contained in the report entitled "Trip Generation", 11th Edition, 2021, based on Land Use Category – 220 Multi-Family Residential Development (Table No. 1). Note that the Phase 2 development may include approximately 30 dwelling units allocated for active seniors; however, no reduction in the peak hour trip generation was included in the analysis. Table No. 1A summarizes the trip generation rates and corresponding site generated traffic volumes potential future build out conditions for the Weekday Peak AM and Weekday Peak PM Hours.

#### C. Arrival/Departure Distribution

(Figures No. 10 and 11)

It was necessary to establish arrival and departure distributions to assign the site generated traffic volumes to the surrounding roadway network. Based on a review of the Existing Traffic Volumes and the expected travel patterns on the surrounding roadway network, the distributions were identified. The anticipated arrival and departure distributions are shown on Figures No. 10 and 11, respectively.



#### D. 2025 Build Conditions Traffic Volumes

(Figures No. 12 through 15)

The site generated traffic volumes were assigned to the roadway network based on the arrival and departure distributions referenced above. The resulting site generated traffic volumes for each of the study area intersections are shown on Figures No. 12 and 13 for each of the peak hours, respectively. The site generated traffic volumes were then added to the Year 2025 No-Build Traffic Volumes to obtain the Year 2025 Build Traffic Volumes. The resulting Year 2025 Build Traffic Volumes are shown on Figures No. 14 and 15 for the Weekday Peak AM and Weekday Peak PM Hours, respectively.

#### E. Description of Analysis Procedures

It was necessary to perform capacity analyses in order to determine existing and future traffic operating conditions at the study area intersections. The following is a brief description of the analysis method utilized in this report:

#### 1. Signalized Intersection Capacity Analysis

The capacity analysis for a signalized intersection was performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016, published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service. A Level of Service "A" represents the best condition and a Level of Service "F" represents the worst condition. A Level of Service "C" is generally used as a design standard while a Level of Service "D" is acceptable during peak periods. A Level of Service "E" represents an operation near capacity. In order to identify an intersection's Level of Service, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

#### 2. Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method utilized in this report was also performed in accordance with the procedures described in the Highway Capacity Manual, 6th Edition, dated 2016. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the Level of Service, the average amount of vehicle delay is computed for each critical movement to the intersection.

Additional information concerning signalized and unsignalized Levels of Service can be found in Appendix "C" of this report.

#### F. Results of Analysis

#### (Table No. 2)

Capacity analyses which take into consideration appropriate truck percentages, pedestrian activity, roadway grades and other factors were performed at the study area intersections utilizing the procedures described above to determine the Levels of Service and average vehicle



delays. Summarized below are a description of the existing geometrics, traffic control and a summary of the existing and future Levels of Service as well as any recommended improvements.

Table No. 2 summarizes the results of the capacity analysis for the 2021 Existing, 2025 No-Build and 2025 Build Conditions. Appendix "D" contains copies of the capacity analysis which also indicate the existing geometrics (including lane widths) and other characteristics for each of the individual intersections studied.

#### 1. Underhill Avenue and NYS Route 118 (Saw Mill River Road (Signal W-213)

NYS Route 118 and Underhill Avenue intersects at a signalized four-way intersection. The approaches generally consist of one lane. On the eastbound approach of Underhill Avenue there is a channelized right turn movement at the intersection and on the NYS Route 118 southbound approach there is a wide paved shoulder, which is currently used by right turning vehicles. The intersection is controlled by an actuated traffic signal with an advance left turn phase for the eastbound Underhill Avenue approach. Note that a push button controlled pedestrian crosswalk across the south leg of NYS Route 118 is provided at this location.

The capacity analysis for this intersection indicates that under current conditions, an overall intersection Level of Service "D" or better is experienced at this location. However, during the PM peak hour, eastbound traffic on Underhill Avenue currently experiences some long delays and queues during this period due to heavy commuter volumes. The intersection was reanalyzed for future No-Build and Build conditions. A review of the analysis indicates that the Levels of Service will be reduced under the future No-Build condition.

As part of the proposed development, certain traffic signal upgrades including the implementation of some traffic signal timing adjustments, provision of a signal communication modem, and improved vehicle detection (camera) at NYS Route 118 and Underhill Avenue will be completed to improve the efficiency of the operation and to offset any increased traffic from the development. It should be noted that the project generated traffic through this intersection during the PM Peak Hour equates to approximately three to four percent (3 - 4%) of the volume at this intersection.

As discussed in more detail in Section G, to help accommodate traffic on a long-term basis resulting from the traffic from other potential developments, the Applicant will contribute funding to the Town for additional future traffic improvements at this location. This could be used towards improvement plans to construct turning lanes and other related improvements, including signal replacement/upgrades and pedestrian accommodations, to accommodate the other potential traffic increases in the area.

#### 2. Allan Avenue/Kear Street (Signal W-384) and NYS Route 118

Allan Avenue intersects with NYS Route 118 (Saw Mill River Road) at a signalized, full movement intersection which aligns opposite Kear Street. The approaches generally consist of one lane, although the Kear Street approach widens at the intersection. Note that on NYS



Route 118, there are full shoulders on either side. Pedestrian crossings are provided across Allan Avenue and Kear Street, as well as the northerly leg of NYS Route 118. Pedestrian push buttons are also provided.

The capacity analysis conducted at this intersection indicates that overall Levels of Service "C" or better are currently experienced at this location. The intersection was reanalyzed for future conditions under the No-Build and Build scenarios. A review of the analysis indicates that with some signal timing adjustments, overall Levels of Service "C" or better will be maintained at this intersection. Traffic signal communication modems and related equipment will be provided at this location as part of the improvements.

#### 3. Underhill Avenue and Existing Easterly Access Driveway

The site is currently served by an existing driveway connection to Underhill Avenue, which served the former Soundview School. This driveway is located approximately midway between NYS Route 118 and Rochambeau Drive. The driveway is proposed to be upgraded as part of the site development (see also discussion in Section H).

Capacity analysis was conducted for this intersection utilizing the 2021 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at Level of Service "C" or better during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2025 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service "D" or better during the AM and PM Peak Hours under future conditions for traffic exiting the side road approaches. Also, as previously noted, the queues that occur during the PM Peak Hour extend past this intersection (see also Section H for improvement recommendations).

#### 4. Underhill Avenue and Rochambeau Drive/Proposed Site Access

Rochambeau Drive intersects with Underhill Avenue at a stop-sign controlled "T" intersection. As part of the development, a new access drive will be constructed opposite this road to create a 4-way intersection. The new access should consist of one entering and one exiting lane and should also be stop-controlled.

Capacity analysis was conducted for this intersection utilizing the 2021 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at Level of Service "C" or better during the AM and PM Peak Hours.

The capacity analysis was recomputed using the 2025 No-Build and Build Traffic volumes. These results indicate that the intersection is expected to experience Levels of Service "D" or better during the AM and PM Peak Hours under future conditions (see also discussion on recommended improvements in Section H).

#### 5. Glenrock Street and Underhill Avenue

Glenrock Street intersections with Underhill Avenue at a stop-sign controlled "T" intersection. All approaches consist of a single lane.



Capacity analysis was conducted for this intersection utilizing the 2021 Existing Traffic Volumes. The analysis results indicate that the intersection is currently operating at an overall Level of Service "C" during the AM and PM Peak Hours (see Section H for further discussion).

The capacity analysis was recomputed using the 2025 No-Build and Build Traffic volumes. The intersection is expected to continue to experience Levels of Service "C" or better during the AM and PM Peak Hours under future conditions. Note that some vegetative clearing along the site frontage will need to be completed as part of the development to maximize available sight distances at this location.

#### G. Consideration of Other Potential Area Developments

In addition to the traffic conditions associated with the Underhill Farm project, a separate evaluation of future traffic conditions was completed, which accounts for the other potential significant developments that have not proceeded but could affect overall traffic conditions in the area. These other potential projects include the Roma Redevelopment, the Commerce Street Hotel, the redevelopment of the former Kmart space, and net increases of the shift of the Food Emporium space with the Uncle Giuseppe's project. Copies of the corresponding figures, tables and analysis for these potential conditions are contained in Appendix "G" of this report.

The analysis of this future condition indicates that during peak periods, traffic conditions will require additional improvements to accommodate expected traffic flows and we have identified such improvements for the intersection of NYS Route 118 and Underhill Avenue.

These include two (2) potential improvement plans. The first would be the provision of a separate left turn lanes on the Underhill Avenue approaches to the intersection to alleviate increased left turn conflicts and improve the overall capacity. This improvement would also involve reconstruction of the additional pedestrian crossings, replacement of the traffic signal, and installation of new current ADA compliant pedestrian crossings on all four corners. A second improvement plan would provide even further capacity improvements but would involve additional work along the NYS Route 118 corridor. This plan concept includes the provision of separate left turn lanes on NYS Route 118, maintaining the right turn from NYS Route 118 onto Underhill Avenue, together with the other related improvements.

These improvements would have to be advanced if and when other potential development occurs in the area. As part of the Underhill Farm project, a financial contribution towards these future improvements would be made as well as the dedication of any lands necessary to effectuate the improvements shown on these drawings.

### H. Summary of Recommended Improvements

Based upon a review of the field inspections, existing traffic conditions, and traffic analysis results, the following is a summary of recommendations relative to the proposed development.



- The intersection of the proposed access opposite Rochambeau Drive should be constructed to consist of one entering and one exiting lane and be stop-sign controlled. In addition, sight distances should be improved for both the driveway and Rochambeau Drive approaches by clearing vegetation and some regrading within the Underhill Avenue right-of-way. A painted stop bar should be added on each of these side road approaches to the intersection. These will have to be coordinated with the Town Highway Superintendent.
- 2. The existing driveway connection to the site, which served the former Soundview Prep School, will be upgraded as part of the development. As shown on Drawing SK-1, a Rapid Flashing Beacon (RFB), together with a striped crosswalk, is proposed to allow pedestrians to access the sidewalk on the south side of Underhill Avenue and for any pedestrians from the Rochambeau area to access the site as well as to the Senior Center. Also, "Do Not Block the Box" signing and pavement markings are also recommended. These improvements will be coordinated with the Town Highway Superintendent as part of the final site plan conditions.

An emergency access connection and a localized through traffic and pedestrian connection to the Beaver Ridge Development is proposed as part of the development. Some traffic calming measures may be necessary in association with the final site plan to ensure limited local traffic utilization and to limit vehicle speeds through this area. Related pedestrian/sidewalk improvements should be coordinated accordingly with the Town and Beaver Ridge as part of the development.

- 3. Vegetative pruning to improve/maintain sight distances at several area intersections, including Underhill Avenue at Rochambeau Drive and Underhill Avenue at French Hill Road, are recommended regardless of this development.
- 4. As part of the Phase 1 improvements, certain traffic signal upgrades at NYS Route 118 and Underhill Avenue will be completed to improve the efficiency of the operation and to offset any increased traffic. These will include the installation of a communications modem, upgraded vehicle detection in the form of camera actuation, adaptive software per NYSDOT direction, and signal timing improvements. As noted in the Level of Service table, with these improvements, conditions would be improved significantly at the intersection reducing the excess queues that occur and providing safer and more efficient operations overall.
- 5. Based on field observations, vehicle speeds on Underhill Avenue approaching this area from the southwest during certain periods are in excess of 45 MPH. The Applicant will work with the Town on implementing additional signing and other measures to help reduce travel speeds approaching this area.
- 6. As indicated in Section G above, to accommodate other potential traffic increases in the area on a long-term basis, the Applicant will contribute funds to the Town towards such improvement plans to construct turning lanes and other improvements, including signal replacement/upgrades and pedestrian accommodations, will be required.

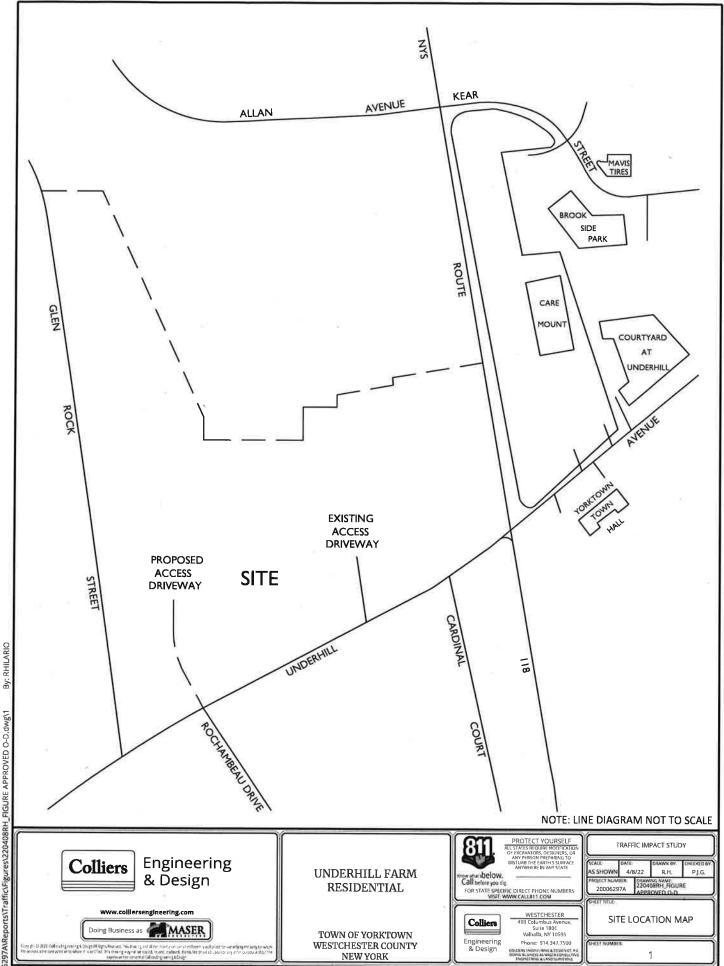


## IV. Summary and Conclusion

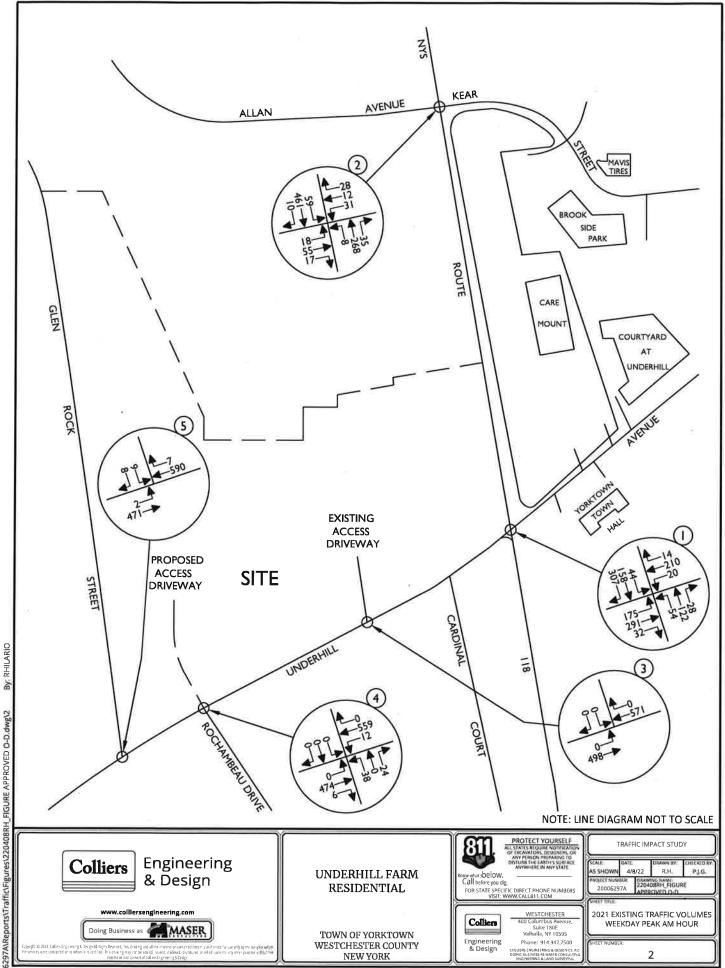
Based on the above analysis, with the completion of the access and signal improvements, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. With the completion of these improvements, the Underhill Farm Redevelopment traffic is not expected to cause any significant impact in overall operations. In addition, the certain other longer-term improvements have been identified including provision of turning lanes, signal upgrades, and pedestrian improvements, to accommodate traffic from other potential developments in the area. The Applicant has agreed to provide funds to the Town towards these other improvements.



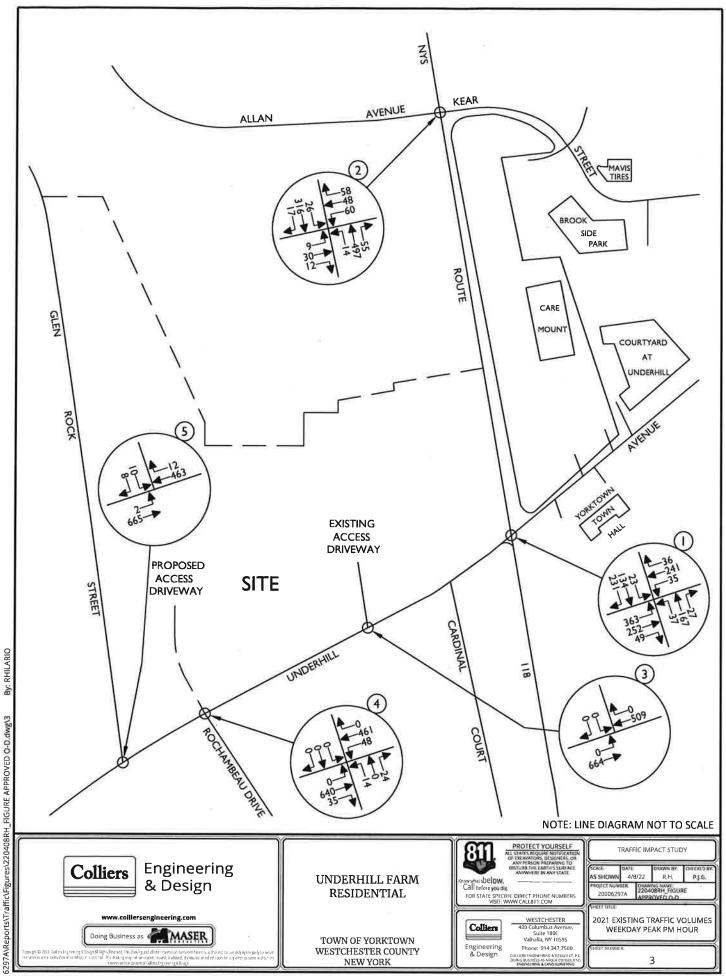
## Traffic Impact Study Appendix A | Traffic Figures



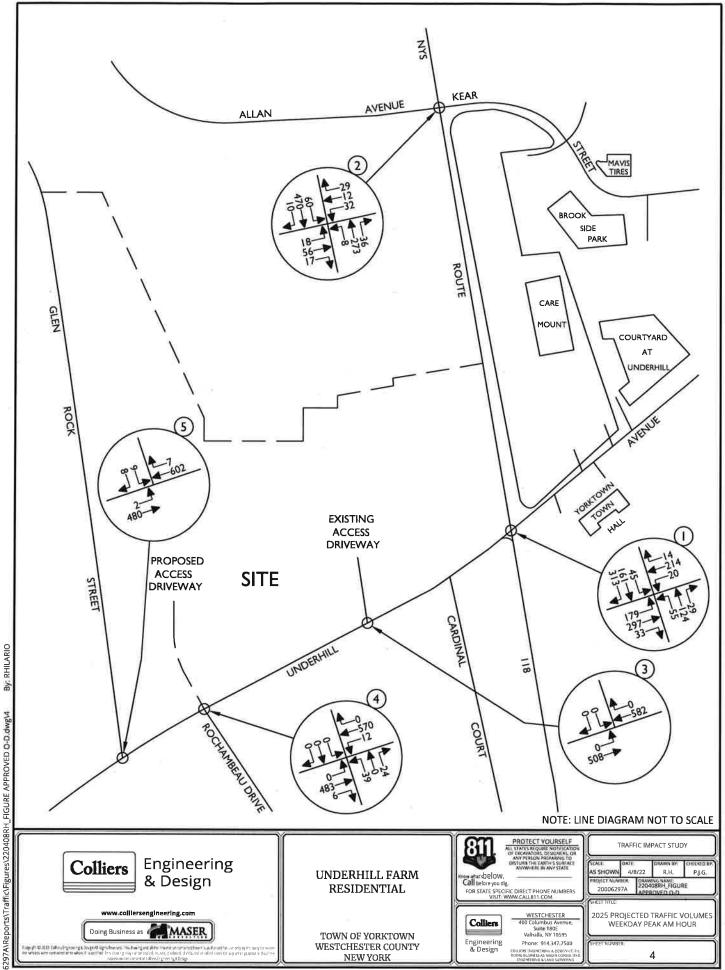
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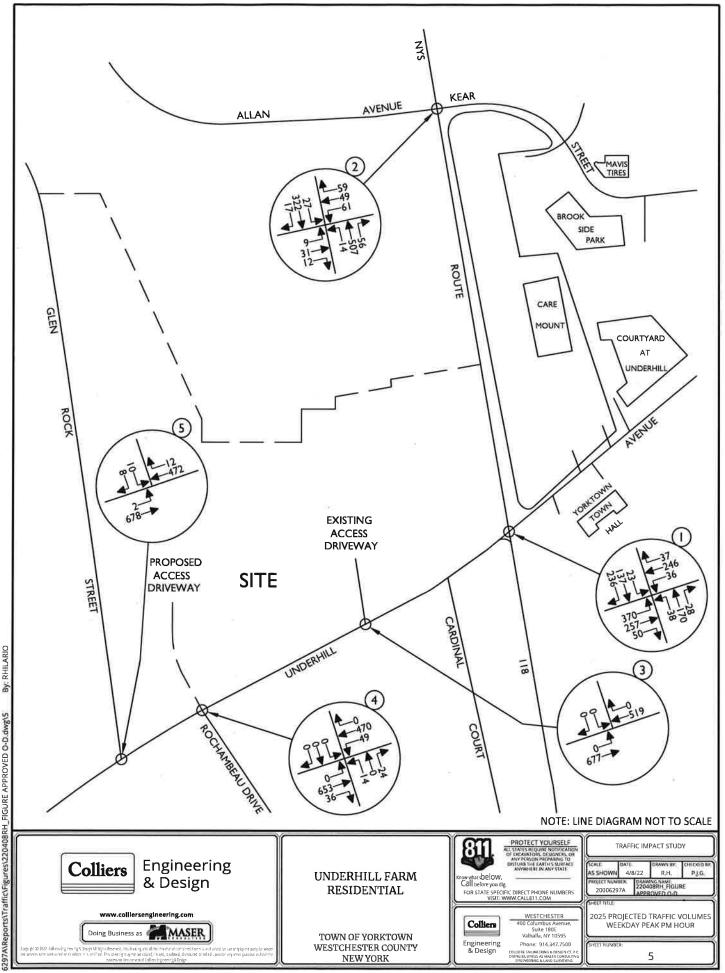
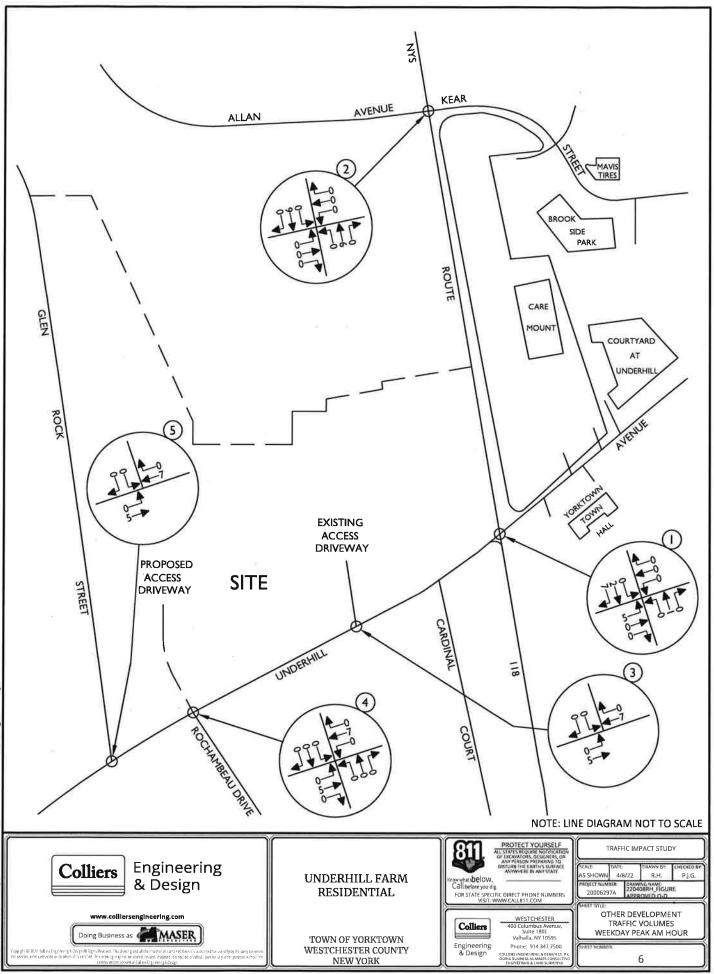
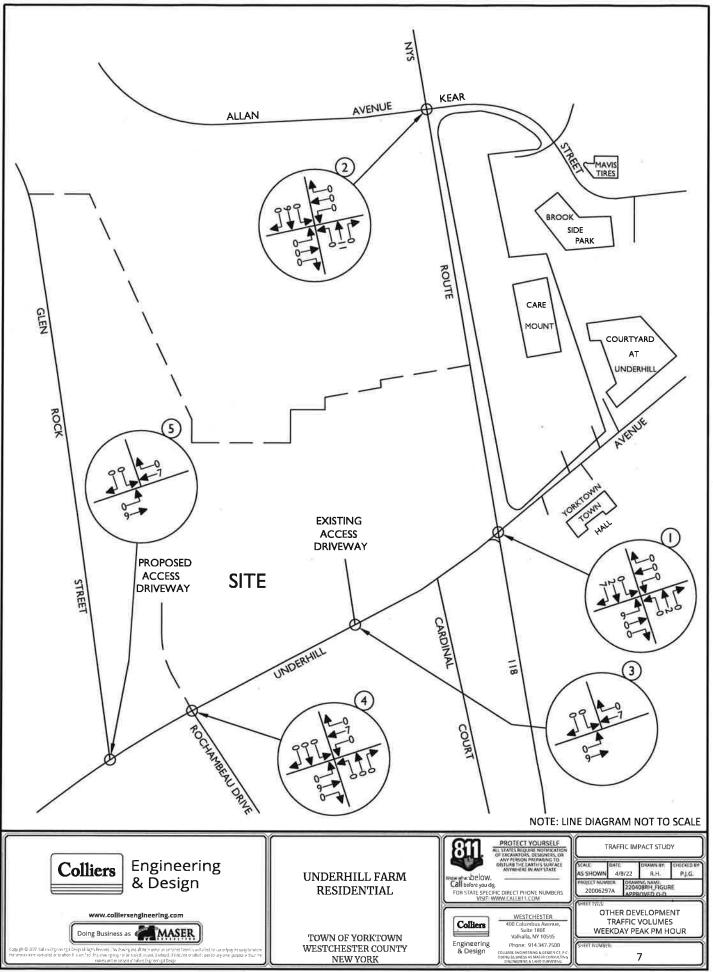


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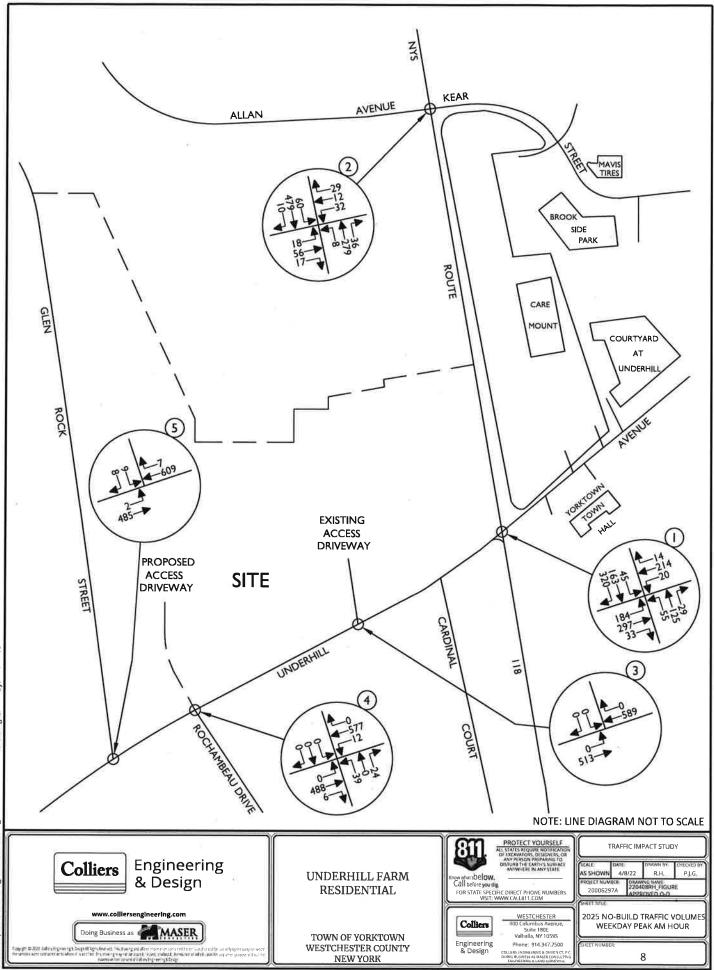


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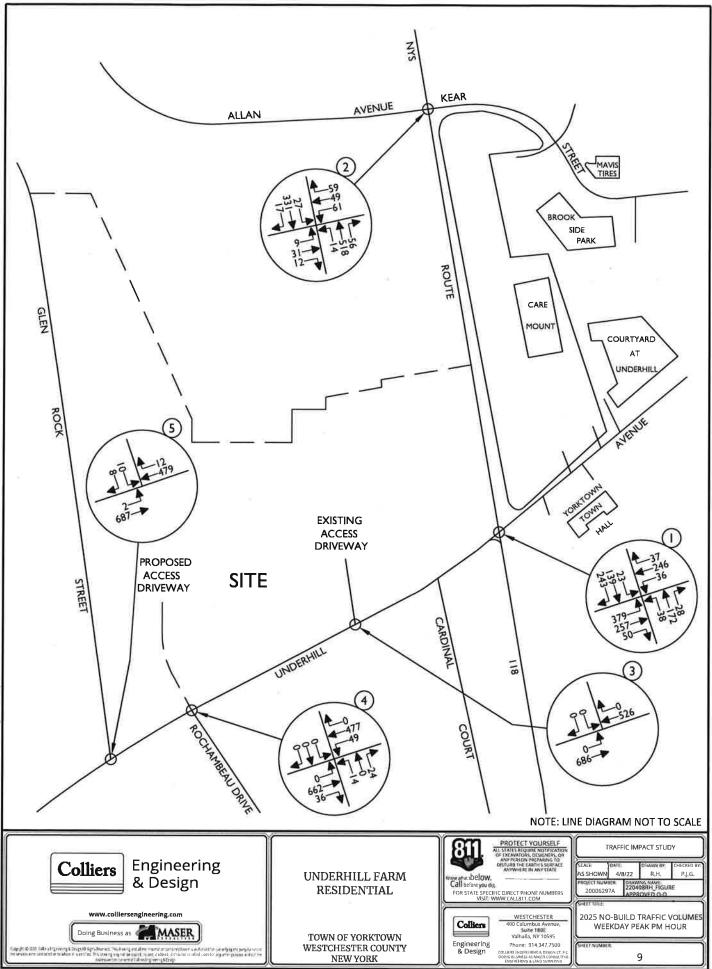


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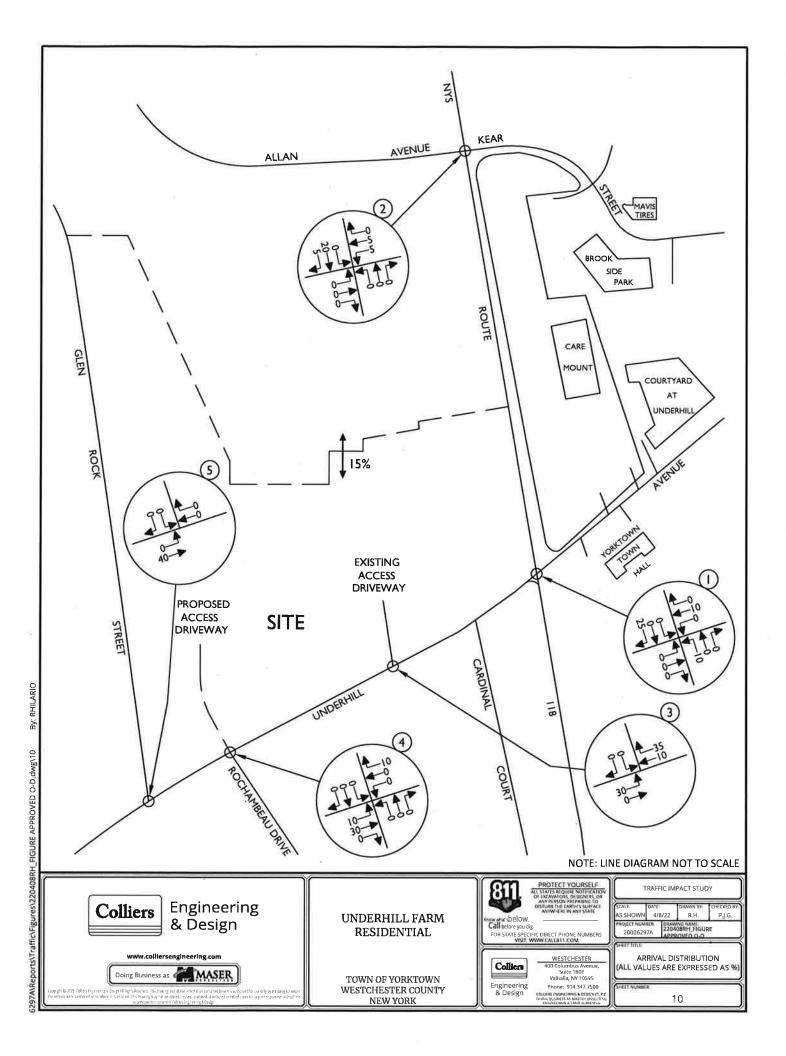
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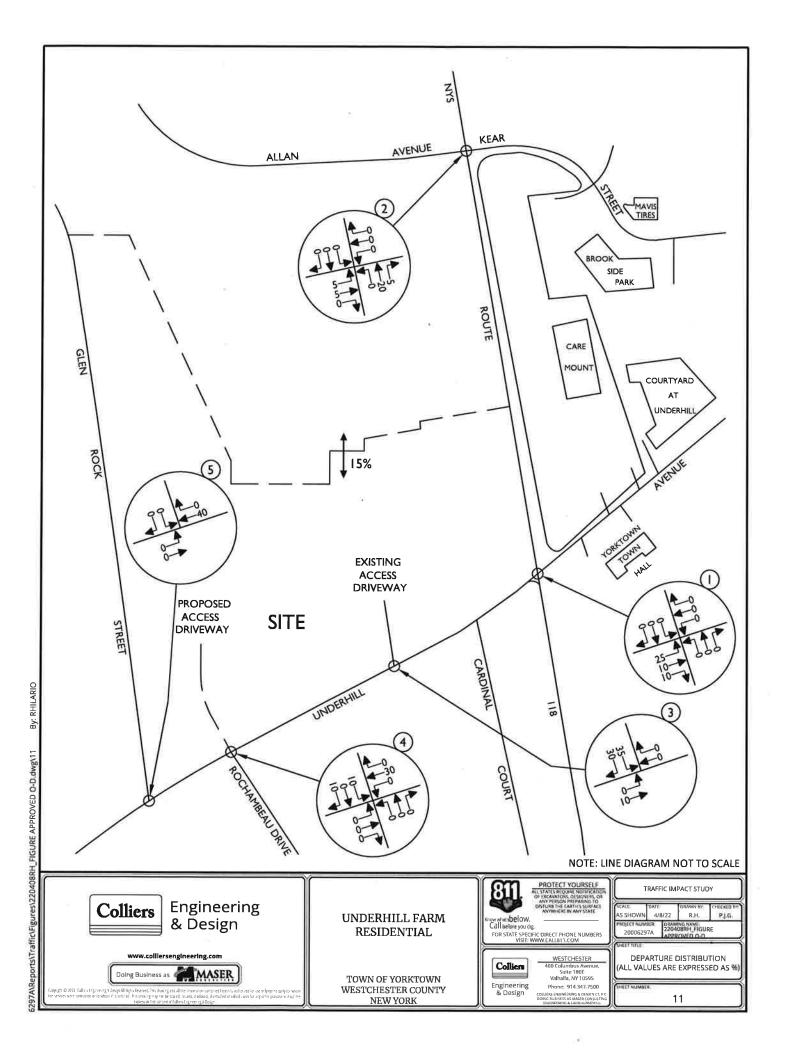


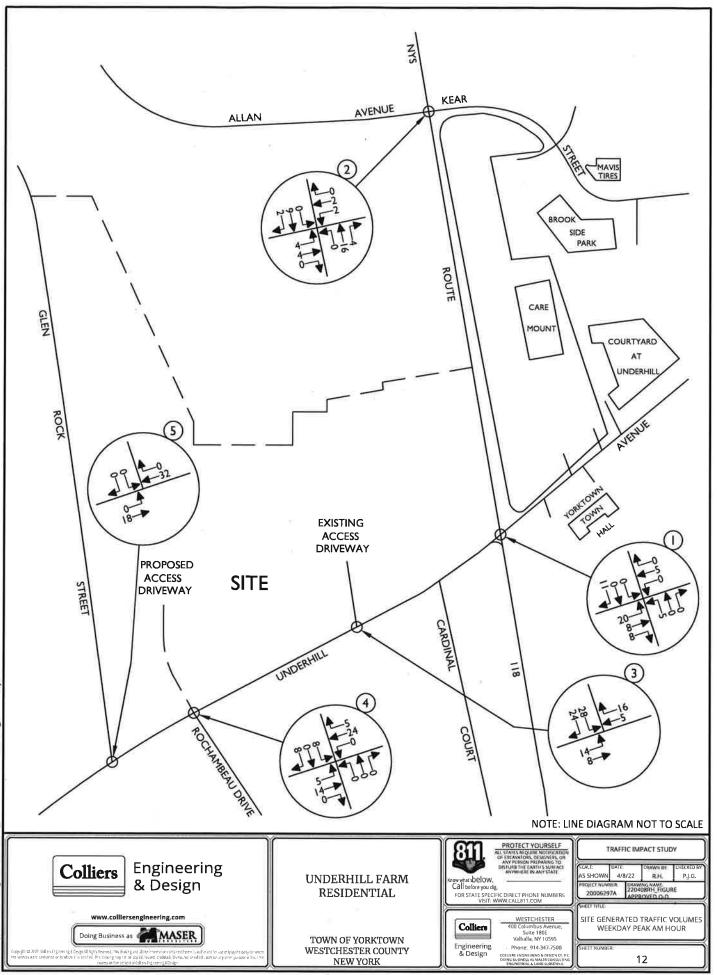
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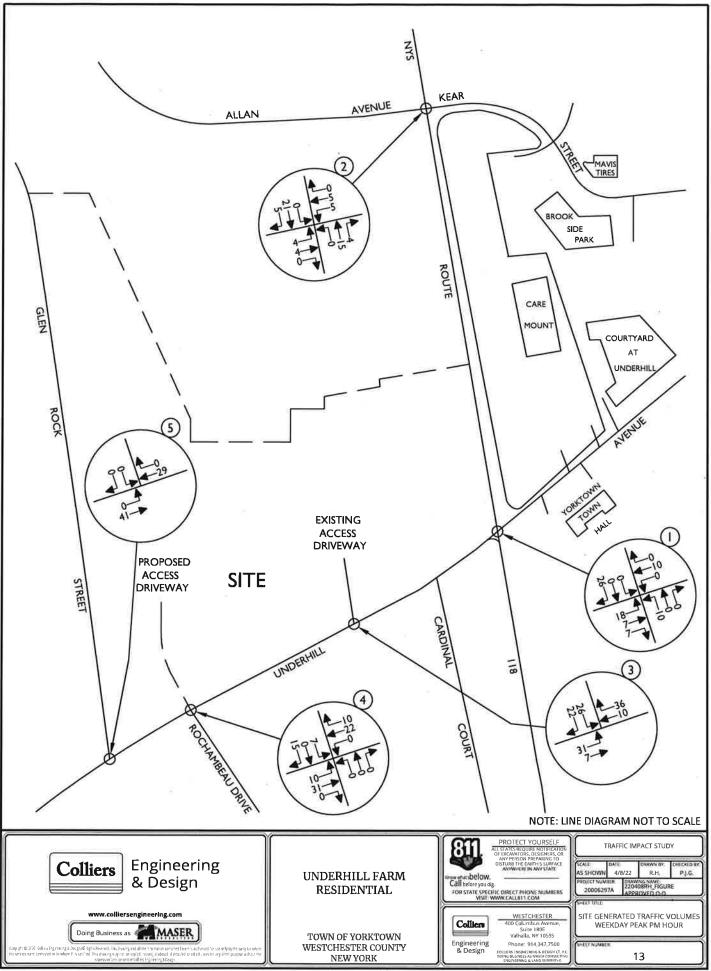
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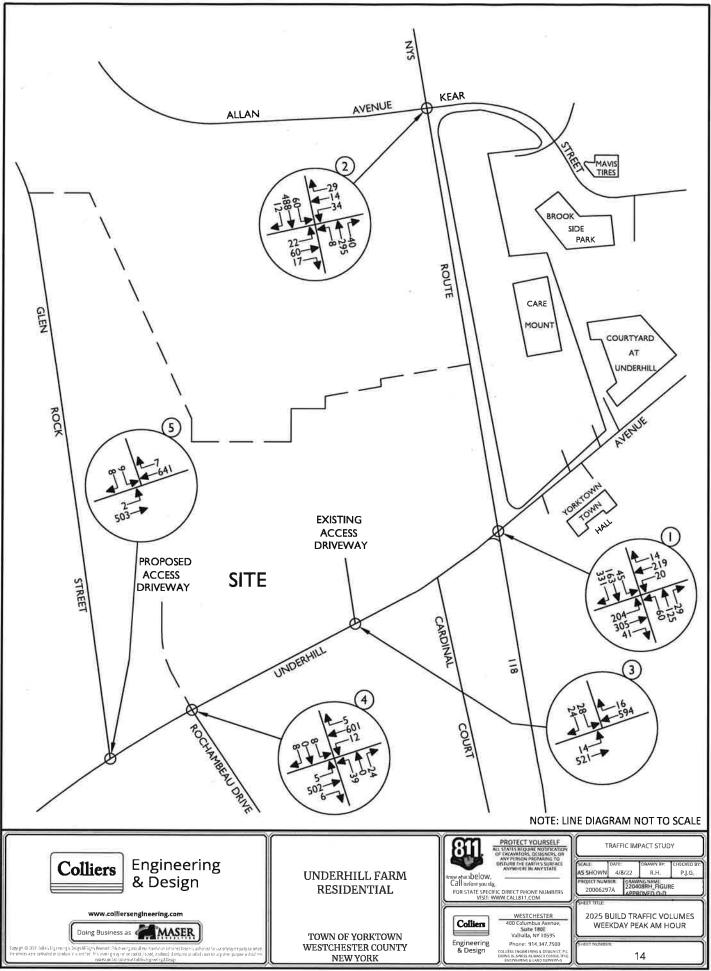




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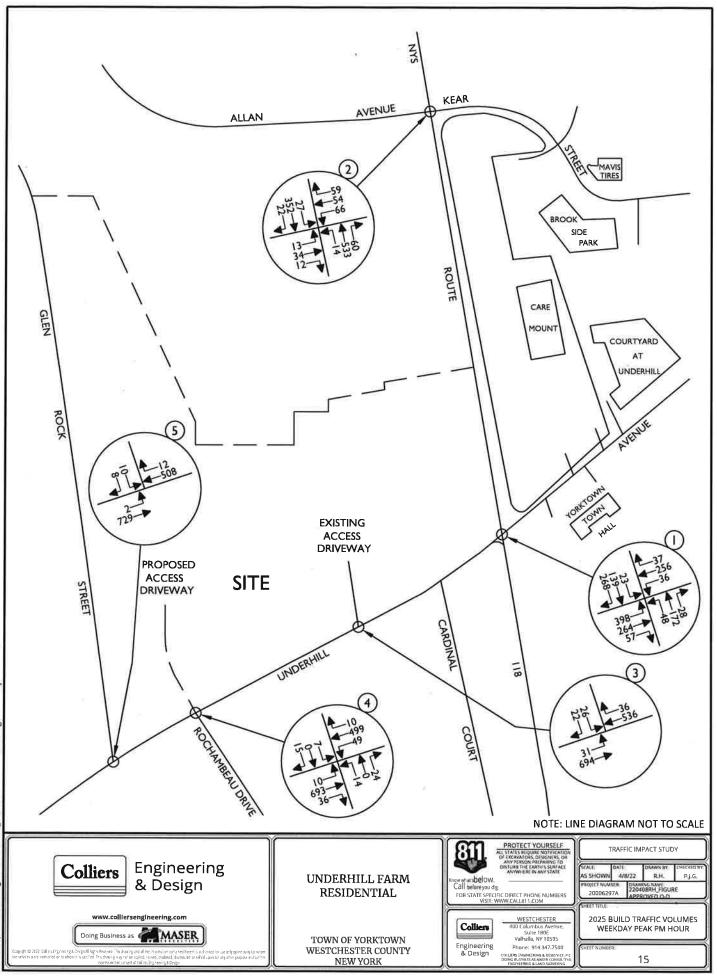


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## Traffic Impact Study Appendix B | Tables



#### Table No. 1-FB Hourly Trip Generation Rates (HTGR) and Anticipated Site Generated Traffic Volumes

Underhill Farm		Entry			Exit		
Yorktown, NY	HTGR <sup>1</sup>	Volume	New Trips <sup>2</sup>	HTGR <sup>1</sup>	Volume	New Trips <sup>2</sup>	
Apartments/Condiminums/Townhouses (148 Units)							
Peak AM Hour	0.13	19	19	0.41	61	61	
Peak PM Hour	0.41	60	60	0.25	37	37	
Commercial - Office (5,500 Sq. Ft.)			2				
Peak AM Hour	1.57	9	9	1.04	6	6	
Peak PM Hour	0.73	4	4	1.43	8	8	
Commercial - Retail (5,500 Sq. Ft.)							
Peak AM Hour	1.41	12	7	2.36	8	5	
Péak PM Hour	4.63	25	15	4.63	25	15	
Inn (8 Rooms)							
Peak AM Hour	0.23	2	2	0.23	2	2	
Peak PM Hour	0.33	3	3	0.27	3	3-	
Quality Restaurant (5,000 Sq. Ft.)							
Peak AM Hour	0.44	2	2	0.30	2	2	
Peak PM Hour	5.23	26	20	2.57	13	10	
Total	E.						
Peak AM Hour		44	39		79	76	
Peak PM Hour		121	102		87	73	

#### NOTES:

1) THE HOURLY TRIP GENERATION RATES (HTGR) ARE BASED ON DATA PUBLISHED BY THE INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) AS CONTAINED IN THE TRIP GENERATION HANDBOOK, 11TH EDITION, 2021. ITE LAND USE CODE - 220 -MULTIFAMILY HOUSING (MID-RISE), ITE LAND USE CODE - 931 - QUALITY RESTAURANT, ITE LAND USE CODE - 712 - SMALL OFFICE, ITE LAND USE CODE - 822 - RETAIL AND ITE LAND USE CODE - 310 - HOTEL.

2) "NEW TRIPS" INCLUDE A 40% PASS-BY/DIVERTED LINK TRIP CREDIT FOR THE RETAIL AND 25% FOR THE RESTAURANT AS WELL AS FOR THE RESTAURANT USE.

				20	2021 EXISTING		2025 NO-BUILD			2025 BUILD			CHANGE IN DELAY
			AM	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	NO-BUILD
1	UNDERHILL AVENUE & NYS ROUTE 118	SIGNA	LIZED										
	UNDERHILL AVENUE UNDERHILL AVENUE NYS ROUTE 118 NYS ROUTE 118	EB WB NB SB OVEF	LTR LTR LTR LTR <b>RALL</b>	0.70 0.71 0.50 0.87	С D С D <b>С</b>	21.8 44.5 27.0 39.5 <b>32.5</b>	0,73 0,69 0.52 0,89	C D C D C	23.5 43.5 28.0 42.0 <b>33.9</b>	0.80 0.68 0.54 0.89	C D C D D	27.4 43.1 29.1 42.5 <b>35.4</b>	3.9 -0,4 1,1 0,5 1,5
2	NYS ROUTE 118 & ALLAN AVENUE/ KEAR STREET ALLEN AVENUE	SIGNA	LIZED	0.38	с	30.6	0.38	с	30.6	0.40	с	31.4	
	KEAR STREET NYS ROUTE 118 NYS ROUTE 118	WB NB SB OVEF	LTR LTR LTR	0.28 0.25 0.46	C A A A	23.1 4.6 6.4 9.2	0.38 0.29 0.26 0.47		23.4 4.7 6.7 <b>9.3</b>	0.30 0.28 0.48	C A A A	31.4 24.4 4.9 6.9 9.8	0,8 1.0 0,2 0,2 0,5
3	UNDERHILL AVENUE &	UNSIGN	ALIZED										
	EXISTING SITE ACCESS	EB SB	LT LR	121 22		•	9 N		2 M 2	0.02 0.23	A C	9,0 23,9	5 9
4	UNDERHILL AVENUE & ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2)	UNSIGN	ALIZED										
	UNDERHILL AVENUE UNDERHILL AVENUE ROCHAMBEAU DRIVE SITE ACCESS	EB WB NB SB	LTR LTR LTR LTR	0.01 0.16	A C	8.7 15.3	0.01 0.17	A C	8,7 15.8	0.01 0.01 0.21 0.08	A A C C	8.8 8.8 19.6 22.2	0,1 3.8
5	UNDERHILL AVENUE & GLEN ROCK STREET	UNSIGN EB SB	ALIZED LT LR	0.00 0.07	A C	8.9 18.7	0.00 0.07	A C	8,9 19.4	0,00 0.07	A C	9.1 20.5	0.2 1.1

#### TABLE NO. 2 AM LEVEL OF SERVICE SUMMARY TABLE

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS, SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) NOTE THAT LEFT TURN EXISTING MOVEMENTS ALSO BENEFIT FROM GAPS CREATED BY THE TRAFFIC SIGNAL AT THE NYS ROUTE 118 INTERSECTION

3) THE INTERSECTION OF UNDERHILL AVENUE & NYS ROUTE 118 HAS QUEING ON THE EB APPROACH

#### TABLE NO. 2 PM

#### LEVEL OF SERVICE SUMMARY TABLE

					2021 EXISTING 2025 NO-BUILD			2	025 BUIL	CHANGE IN DELAY				
				PM	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	NO-BUILD TO BUILD
	1	UNDERHILL AVENUE & NYS ROUTE 118	SIGNAL	IZED										
		UNDERHILL AVENUE UNDERHILL AVENUE	EB WB	LTR LTR	1.02	E	58.8 20.5	1.09 0.55	EC	79,7 21,5	1.19 0.58	FC	122.5 23.5	42.8 2.0
		NYS ROUTE 118 NYS ROUTE 118	NB	LTR	0.63	C C	28.7 30.3	0.63	c c	28.3 30.8	0.69 0.84	C C	30.9 31.8	2.6 1.0
			OVER			D	40.0	-	D	49.0	0.84	E	67.9	18.9
		W/ SIGNAL UPGRADES & TIMING IMPROVEMENTS												
		UNDERHILL AVENUE UNDERHILL AVENUE NYS ROUTE 118	EB WB NB	LTR LTR LTR	*	9 (00 <b>0</b>	8 (M) 8			6.6	1.06 0.46 0.76	E C D	71.1 20.4 45.6	-8.6 -1.1 17.3
		NYS ROUTE 118	SB OVER	LTR ALL	2	3	*	94 13	*	× .	0.88	D	46,4 51.6	15.6 2.6
	2	NYS ROUTE 118 & ALLAN AVENUE/ KEAR STREET	SIGNAL	IZED										
		ALLEN AVENUE KEAR STREET NYS ROUTE 118 NYS ROUTE 118	EB WB NB SB OVER	LTR LTR LTR LTR ALL	0.19 0.59 0.51 0.34	C C A B	23.3 33.6 8.4 6.6 12.2	0.19 0.59 0.53 0.35	C C A B	23,3 33.8 8.8 6.8 <b>12.4</b>	0.22 0.61 0.55 0.38	C C A B	24.7 34.5 9.4 7.2 <b>13.0</b>	1.4 0.7 0.6 0.4 0.6
	3	UNDERHILL AVENUE & EXISTING SITE ACCESS	UNSIGNA EB SB	LIZED LT LR	х х	ŝ	Ţ	*	е 2		0.04 0.27	A D	8.9 29.3	×
ſ	4	UNDERHILL AVENUE & ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2)	UNSIGNA	LIZED										
		UNDERHILL AVENUE UNDERHILL AVENUE ROCHAMBEAU DRIVE SITE ACCESS	EB WB NB SB	LTR LTR LTR LTR	0.06 0.10	A C	9.3 15.4	0.06 0,11	A C	9,4 15,8	0.01 0.06 0.14 0.10	A A C C	8,5 9.5 19.2 22,9	0.1 3.4
	5	UNDERHILL AVENUE & GLEN ROCK STREET	UNSIGNA EB SB	LIZED LT LR	0.00 0.07	A C	8.4 19.2	0.00 0.08	A C	8.5 20.0	0.00 0.08	A C	8.6 21.6	0.1 1.6

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS, SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) NOTE THAT LEFT TURN EXISTING MOVEMENTS ALSO BENEFIT FROM GAPS CREATED BY THE TRAFFIC SIGNAL AT THE NYS ROUTE 118 INTERSECTION.

3) THE INTERSECTION OF UNDERHILL AVENUE & NYS ROUTE 118 CURRENTLY EXPERIENCES LONG QUEUES ON THE EB APPROACH DURING THE PM PEAK HOUR. THE SIGNAL TIMING AND RELATED SIGNAL UPGRADES //MPROVEMENTS WILL HELP ALLEVIATE THIS CONDITION.



## Traffic Impact Study Appendix C | Level of Service Standards



## Level of Service Standards

## Level of Service for Signalized Intersections

Level of Service (LOS) can be characterized for the entire intersection, each intersection approach, and each lane group. Control delay alone is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. Delay quantifies the increase in travel time due to traffic signal control. It is also a measure of driver discomfort and fuel consumption. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

- LOS A describes operations with a control delay of 10 s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
- **LOS B** describes operations with control delay between 10 and 20 s/veh and a volume-tocapacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
- **LOS C** describes operations with control delay between 20 and 35 s/veh and a volume-tocapacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate.
- **LOS D** describes operations with control delay between 35 and 55 s/veh and a volume-tocapacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long.
- **LOS E** describes operations with control delay between 55 and 80 s/veh and a volume-tocapacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long.
- **LOS F** describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long.

A lane group can incur a delay less than 80 s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 s/veh represents failure from a delay perspective).



The Level of Service Criteria for signalized intersections are given in Exhibit 19-8 from the *Highway Capacity Manual, 6<sup>th</sup> Edition* published by the Transportation Research Board.

### Exhibit 19-8 LOS by Volume-to-Capacity Ratio

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
≤10	А	F
>10-20	В	F
>20-35	С	F
>35-55	D	F
>55-80	E	F
>80	F	F

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



# Level of Service Criteria For Two-Way Stop-Controlled (TWSC) Unsignalized Intersections

Level of Service (LOS) for a two-way stop-controlled (TWSC) intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. LOS is not defined for the intersection as a whole or for major-street approaches.

The Level of Service Criteria for TWSC unsignalized intersections are given in Exhibit 20-2 from the Highway Capacity Manual, 6th Edition published by the Transportation Research Board.

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	А	F
>10-15	В	F
>15-25	С	F
>25-35	D	F
>35-50	E	F
>50	F	F

#### Exhibit 20-2 LOS by Volume-to-Capacity Ratio

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

As Exhibit 20-2 notes, LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The Level of Service Criteria for unsignalized intersections are somewhat different from the criteria for signalized intersections.



# Traffic Impact Study

# Level of Service Criteria For All-Way Stop-Controlled (AWSC) Unsignalized Intersections

The Levels of Service (LOS) for all-way stop-controlled (AWSC) intersections are given in Exhibit 21-8. As the exhibit notes, LOS F is assigned if the volume-to-capacity (v/c) ratio of a lane exceeds 1.0, regardless of the control delay. For assessment of LOS at the approach and intersection levels, LOS is based solely on control delay.

The Level of Service Criteria for AWSC unsignalized intersections are given in Exhibit 21-8 from the *Highway* Capacity *Manual, 6<sup>th</sup> Edition* published by the Transportation Research Board.

Control Delay (s/veh)	v/c ≤ 1.0	v/c ≥ 1.0
0-10	А	F
>10-15	В	F
>15-25	С	F
>25-35	D	F
>35-50	E	F
>50	F	F

#### Exhibit 21-8 LOS by Volume-to-Capacity Ratio

For approaches and intersection wide assessment, LOS is defined solely by control delay.



# Traffic Impact Study Appendix D | Capacity Analysis

### 2021 Existing Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak AM Hour 03/14/2022

	۶	-	*	4	-	×	1	t	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Volume (vph)	175	291	32	20	210	14	54	122	28	44	158	307
Future Volume (vph)	175	291	32	20	210	14	54	122	28	44	158	307
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			4%			3%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.992			0.981			0.919	1.1
Fit Protected		0.983			0.996			0.987			0.996	
Satd. Flow (prot)	0	1984	0	0	1804	0	0	1777	0	0	1714	0
Fit Permitted		0.525			0.926		·	0.684			0.952	
Satd. Flow (perm)	0	1060	0	0	1677	0	0	1231	0	0	1638	0
Right Turn on Red	Ū	1000	Yes	v	10/1	Yes	Ū	1201	Yes	Ū	1000	Yes
Satd. Flow (RTOR)		4	100		3	103		8	103	10.00	78	103
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8						1056	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.0	0.94	0.04	7.9	0.04	0.04		0.04
			0.94				0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	186	310	34	21	223	15	57	130	30	47	168	327
Shared Lane Traffic (%)		500	-			1.11				100		505
Lane Group Flow (vph)	0	530	0	0	259	0	0	217	0	0	542	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.02	1.02	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		`⇒ 1.	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	2 195
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		0.0	43		0.0	43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OFFER			OFFER			OFFEX			OILX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	omtot	NA		Perm	NA		Perm			Perm		
Protected Phases	pm+pt			remi	NA 8		Feili	NA		Femi	NA 2	
	7	4		0	0		0	6		0	2	
Permitted Phases	4	4		8	0		6	•		2	-	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase							40.0	40.0		10.0	40.0	
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	
Total Split (s)	26.0	57.0		31.0	31.0		46.0	46.0		46.0	46.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Frt	
Fit Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	n de versione de la construction de
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft) Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft) Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Tum Type	and which and the set of the strength of the strength of the set o
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	7.0
Total Split (s)	7.0

Synchro 11 Report Page 2

### 2021 Existing Traffic Volumes 1: NYS Route 118 & Underhill Avenue

	٠		7	1	-	*	1	1	1	1	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	23.6%	51.8%		28.2%	28.2%		41.8%	41.8%		41.8%	41.8%	199 J
Maximum Green (s)	20.0	51.0		25.0	25.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0											
Flash Dont Walk (s)	12.0											
Pedestrian Calls (#/hr)	0											
Act Effct Green (s)		46.4			19.6			31.6			31.6	
Actuated g/C Ratio		0.51			0.22			0.35			0.35	
v/c Ratio		0.70			0.71			0.50			0.87	
Control Delay		21.8			44.5			27.0			39.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.8			44.5			27.0			39.5	
LOS		C			D			C			D	
Approach Delay		21.8			44.5			27.0			39.5	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)		199			139		100	100			270	
Queue Length 95th (ft)		328			239			169			#423	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)		010			210			001			010	
Base Capacity (vph)		828			480			565		1125	789	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			Ő			Ő			Ő	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.54			0.38			0.69	
Intersection Summary	31113		1.00	NoT LOT	TR. S.F.	8 N. C.	N CL	a chaite	1	100	1351	The Lot
	Other	g the	-	6. °- 1	285	13		72		-11-77		
Cycle Length: 110												
Actuated Cycle Length: 90	.3											
Natural Cycle: 90												
Control Type: Actuated-Un	coordinate	ed										
Maximum v/c Ratio: 0.87												
Intersection Signal Delay:	32.5			Ir	ntersectio	n LOS: 0	2					
Intersection Capacity Utiliz	ation 86.8	%		10	CU Level	of Servic	e E					
Analysis Period (min) 15												
# 95th percentile volume Queue shown is maxim				ay be lor	nger.							
Splits and Phases: 1: N	YS Route	118 & Un	derhill A	venue								

Ø <b>1</b> 0 Ø2			•
46 5	57.5	THE PROPERTY AND THE PR	75
↑ø6	✓ <sub>Ø7</sub>	ØS	
46 s	26 s	31.5	

Job# 20006297A - R.H.

Synchro 11 Report Page 3

### 2021 Existing Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Lane Group	Ø10	
Total Split (%)	6%	85
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Job# 20006297A - R.H.

Synchro 11 Report Page 4

### 2021 Existing Traffic Volumes

2: NYS Route 118 & Allen Avenue/Kear Street

Peak AM Hour 03/14/2022

	۶	-+	$\mathbf{i}$	4	-	×	•	1	۲	1	÷.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			4.			4	
Traffic Volume (vph)	18	55	17	31	12	28	8	268	35	59	461	10
Future Volume (vph)	18	55	17	31	12	28	8	268	35	59	461	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%			2%		1000	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.947			0.985	2.1.2		0.997	100
Fit Protected		0.990			0.979			0.999			0.994	
Satd. Flow (prot)	0	1747	0	0	1908	0	0	1754	0	0	1767	0
Flt Permitted		0.933			0.858			0.985	-		0.927	
Satd. Flow (perm)	0	1646	0	0	1672	0	0	1730	0	0	1648	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9	1.00		25	1		6	100		1	Canal
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)		7.9			8.4			18.0			5.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	59	18	33	13	30	9	285	37	63	490	11
Shared Lane Traffic (%)				100						Contraction of the second		
Lane Group Flow (vph)	0	96	0	0	76	0	0	331	0	0	564	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0		Lon	0	. agin	Lon	0	rugin	Lon	0	ragine
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	51-1-1	1	1		1	1	3.30
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0,0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43							
Detector 2 Size(ft)		40			40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8	185		2			6	102 12	1.11
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	123415				104.5		11-15	- anyo in				1.5
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	
				35.0	35.0		57.0	57.0		÷	A11A	

Job# 20006297A - R.H.

13

Synchro 11 Report Page 5

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor Frt	
Fit Protected	
Satd. Flow (prot)	
Fit Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft) Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Tum Type	
Protected Phases Permitted Phases	10
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	33.0

Synchro 11 Report Page 6

## 2021 Existing Traffic Volumes

2: NYS Route 118 & Allen Avenue/Kear Street

	۶	-	$\mathbf{\hat{v}}$	1	-	*	1	1	1	1	Ļ	$\checkmark$
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%		28.0%	28.0%		45.6%	45.6%	100	45.6%	45.6%	84
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		10.6			10.6			52.7			52.7	
Actuated g/C Ratio		0.15			0.15			0.75			0.75	
v/c Ratio		0.38			0.28			0.25			0.46	
Control Delay		30.6			23.1			4.6			6.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.6			23.1			4.6			6.4	
LOS		С			С			Α			А	
Approach Delay		30.6			23.1			4.6			6.4	
Approach LOS		С			С			Α			Α	
Queue Length 50th (ft)		36			20	1.5		45			95	
Queue Length 95th (ft)		78			56			84			175	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)												
Base Capacity (vph)		712			733			1300			1237	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.10			0.25			0.46	
Intersection Summary	100				Ild La martin	në Ser	1		Se gut			1315
. aca . /pe.	Other			32.5	1046		S. M. D.		(EST )	. K. 1	1335.5	
Cycle Length: 125												
Actuated Cycle Length: 70	.2											
Natural Cycle: 105												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.46												
Intersection Signal Delay: 9					ntersectio							
Intersection Capacity Utiliz	ation 69.0	%		10	CU Level	of Servic	ce C					
Analysis Period (min) 15												

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

<b>™</b> ¶ø2		<b>#\$</b> ø10
57 s	35 5	33 s
<b>↓</b> ø6	<b>1</b> 08	
57 5	35 s	all and a second and

Job# 20006297A - R.H.

Synchro 11 Report Page 7

#### 2021 Existing Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

Lane Group	Ø10
Total Split (%)	26%
Maximum Green (s)	29.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	

Intersection Summary

Job# 20006297A - R.H.

Synchro 11 Report Page 8

### 2021 Existing Traffic Volumes

4: Rochambeau Drive & Underhill Avenue

	$\rightarrow$	$\rightarrow$	-	-	1	1	7
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	f.			đ,	Y		
Traffic Volume (vph)	474	6	12	559	38	24	
Future Volume (vph)	474	6	12	559	38	24	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	14	12	
Grade (%)	-6%			6%	-7%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.998				0.948		
Fit Protected				0.999	0.970		
Satd. Flow (prot)	1806	0	0	1766	1826	0	
Fit Permitted				0.999	0.970		
Satd. Flow (perm)	1806	0	0	1766	1826	0	
_ink Speed (mph)	30			30	30		
ink Distance (ft)	220			425	323		
Travel Time (s)	5.0			9.7	7.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
leavy Vehicles (%)	8%	20%	17%	4%	6%	5%	
Adj. Flow (vph)	499	6	13	588	40	25	
Shared Lane Traffic (%)							
ane Group Flow (vph)	505	0	0	601	65	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0	•		0	14	Ū	
ink Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16	04	
Two way Left Turn Lane							
leadway Factor	0.96	0.96	1.04	1.04	0.88	0.96	
furning Speed (mph)		9	15		15	9	1 - 7 - 7 - 7 - 1 - 1 - 6 - F - 6 - 6 - 6 - 6 - 6 - 6 - 6 - 6
Sign Control	Free			Free	Stop		
ntersection Summary	1	S. Will	S.S.AS	151 2		MARS STR	
Area Type: O	ther						
Control Type: Unsignalized							
ntersection Capacity Utilizat	tion 49.3	%		IC	U Level	of Service A	

Job# 20006297A - R.H.

Synchro 11 Report Page 9

### 2021 Existing Traffic Volumes 4: Rochambeau Drive & Underhill Avenue

ntersection	1	CALCULATION OF THE OWNER	1000	198 118	100		and Marth		1910-0	and have			19474	a statement	
nt Delay, s/veh			1244	1000000	1014-014					-					
and the second se	EBT	EBR	WBL		NBL	NBR		2-1-1		14	2.1	11.25	N. S. S.	10 M 201	
Lane Configurations	₽			A.	Y										
Traffic Vol, veh/h	474	6	12	559	38	24									
Future Vol, veh/h	474	6	12	559	38	24									
Conflicting Peds, #/hr	0	0	0	0	0	0									
Sign Control	Free	Free	Free	Free	Stop	Stop									
RT Channelized	-	None		None		None									
Storage Length	-			-	0	-									
Veh in Median Storage,	# 0			0	0	-									
Grade, %	-6	-		6	-7	-									
Peak Hour Factor	95	95	95	95	95	95									
Heavy Vehicles, %	8	20	17	4	6	5									
Mvmt Flow	499	6	13	588	40	25									
Major/Minor Mi	ajor1	0.24	Major2		Minor1	10.57	1.10	No.	F.U.9	1835	35.4	78,3	- U.T	2.200	235
Conflicting Flow All	0	0	505		1116	502									
Stage 1		-		-	502	-									
Stage 2					614										
Critical Hdwy			4.27		5.06	5.55									
Critical Hdwy Stg 1	-				4.06	-									
Critical Hdwy Stg 2	•				4.06	-									
Follow-up Hdwy	_		2.353			3.345									
Pot Cap-1 Maneuver			987		348	621									
Stage 1	_		001		729	-									
Stage 2				-	676										1.1.1
Platoon blocked, %					0/0										
Mov Cap-1 Maneuver			987		341	621									
			907		341	021									
Mov Cap-2 Maneuver					729	· · · ·									
Stage 1	-			2.5	662										
Stage 2		1			002							100			
	100.00		11/17	-	NUT		111111	Constant Sector		-		10.2 (10.1)	-	And in case	
Approach	EB		WB		NB		2		, <u> </u>	Com. 1	1100	1000	1000	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	
HCM Control Delay, s	0		0.2		15.3										
HCM LOS					С										
Minor Lane/Major Mvm	+	NBLn1	EBT	EBR	WBL	WBT	6 14 X 143	5.751/L-11	- Tarah	12-12	OWE	1.510	1.00	THURSDAY DR	
		413				WD1	and the second second	and the local division of the local division	100	- N	-	and the second	-	-	
Capacity (veh/h)															
HCM Lane V/C Ratio		0.158			0.013										
HCM Control Delay (s)		15.3			8.7										
HCM Lane LOS		С	12	-	A										
HCM 95th %tile Q(veh)	)	0.6	-	-	0	•									

Job# 20006297A - R.H.

Synchro 11 Report Page 10

### 2021 Existing Traffic Volumes

5: Underhill Avenue & Glen Rock Street

	٠		+-		×	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ર્સ	1+		¥		
Traffic Volume (vph)	2	471	590	7	9	8	
Future Volume (vph)	2	471	590	7	9	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	×.
Fit			0.998		0.936		
Fit Protected					0.974		
Satd. Flow (prot)	0	1804	1769	0	1501	0	
Flt Permitted					0.974		
Satd. Flow (perm)	0	1804	1769	0	1501	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		262	220		392		
Travel Time (s)		6.0	5.0		8.9		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	2%	8%	4%	2%	2%	14%	
Adj. Flow (vph)	2	518	648	8	10	9	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	520	656	0	19	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0	, in the second s	10		
_ink Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Furning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		
ntersection Summary	3.25	5.8	1.5	Sec. St.	1.5	6-14	
	ther						
Control Type: Unsignalized							
Intersection Capacity Utilizat	ion 41.59	%		IC	U Level	of Service	A

Job# 20006297A - R.H.

Synchro 11 Report Page 11

ntersection	ALC:	12	100	A.S.	219	RE	1000	- A ATA A	Talk S	्ति न	13 YEV	Har Part of
nt Delay, s/veh	0.3											
Movement E	BL	EBT	WBT	WBR	SBL	SBR	i da se	THE B	( EST		anne!	- 18 A
ane Configurations		र्भ	Î>		¥							
Fraffic Vol, veh/h	2	471	590	7	9	8						11000
Future Vol, veh/h	2	471	590	7	9	8						
Conflicting Peds, #/hr	0	0	0	0	0	0						
	ree	Free	Free	Free	Stop	Stop						
RT Channelized	•	None	-	None		None						
Storage Length	-	-	-	2	0	5 <b>2</b> 1)						
/eh in Median Storage, #	ŧ -	0	0		0	-						
Grade, %	-	-5	6		0							
Peak Hour Factor	91	91	91	91	91	91						
leavy Vehicles, %	2	8	4	2	2	14						
Mvmt Flow	2	518	648	8	10	9						
Major/Minor Maj	or1	M	Aajor2	1.0	Ainor2	1	1633	1. 52. 33	1000	AL S	1.30	11 St. 5 162
	556	0			1174	652						
Stage 1	-				652							
Stage 2	-		1		522							
	.12		1	-	6.42	6.34						
Critical Hdwy Sto 1					5.42							
Critical Hdwy Stg 2					5.42							
	218					3.426						
	931				212	447						
Stage 1	-				518							
Stage 2			-		595	-						
Platoon blocked, %		-										
	331				211	447						
Mov Cap-2 Maneuver	-		-		211							
Stage 1					516							
Stage 2	-		-		595							
Approach	EB	1.22	WB	17 0010	SB			MARTIN	2-1/8	100	1.1	Mini To-surface
HCM Control Delay, s	0	2	0	1	18.7	C.		(11) X ( X )		-		1. 199
HCM LOS	0		v		C							
					Ŭ							
Minar Lang/Major Mumt		EBL	EBT	M/DT	W/DD	SBLn1	Zalini Supp	in the second	10000	1000		THE REAL PROPERTY.
Minor Lane/Major Mvmt	-					281	1-19/01/2	ISAU UIDG	Concession in the local division in the loca		-	TATE DOWN TO WAR
Capacity (veh/h)		931										
HCM Lane V/C Ratio		0.002	-	10	-	0.066						
HCM Control Delay (s)		8.9	0		•	18.7						
HCM Lane LOS		A	A		-	С						
HCM 95th %tile Q(veh)		0		-	-	0.2						

Synchro 11 Report Page 12

### 2021 Existing Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak PM Hour 03/14/2022

	۶	-+	$\mathbf{r}$	1	-	*	1	Ť	1	1	Į.	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			4			4,	
Traffic Volume (vph)	363	252	49	35	241	36	37	167	27	23	134	231
Future Volume (vph)	363	252	49	35	241	36	37	167	27	23	134	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			4%			3%			-1%	12010
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.984			0.984			0.920	
Fit Protected		0.973			0.994			0.992			0.997	
Satd. Flow (prot)	0	1962	0	0	1786	0	0	1791	0	0	1717	0
Flt Permitted		0.549			0.879			0.802			0.971	-
Satd. Flow (perm)	0	1107	0	0	1579	0	0	1448	0	0	1672	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5	100		8	89.113		95	ALC: N
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8			7.9			18.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	382	265	52	37	254	38	39	176	28	24	141	243
Shared Lane Traffic (%)		100	3197									- 10
Lane Group Flow (vph)	0	699	0	0	329	0	0	243	0	0	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	. agin	Lon	0	rugin	Lon	0	ragin	Lon	0	rugin
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.02	1.02	0.99	0.99	0.99
Turning Speed (mph)	15		- 9	15		9	15		9	15	0.00	9
Number of Detectors	1	2	1.1.1.1.1	1	2		1	2	, in the second s	1	2	
Detector Template	Left			Left	_		Left	_		Left	_	
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel							•			or Ex	O. LA	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		0.0	43		0.0	43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel					OT EN			OT EA			OI LA	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4	1111		8			6	, in the second s		2	M. N.	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase		100		Ŭ	, in the second s		, i i i			1.0	-	
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	22.0		22.0	22.0		16.0	16.0		16.0	16.0	
		43.0		-L.V			60.0	10.0		10.0	10.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10	4
ane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
deal Flow (vphpl)		
ane Width (ft)		
Grade (%)		
.ane Util. Factor Frt		
Fit Protected		
Satd. Flow (prot)		
Fit Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
ink Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
ane Group Flow (vph)		
Enter Blocked Intersection		
ane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft) Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 ⊺ype Detector 2 Channel		
Detector 2 Extend (s)		
Tum Type Protected Phases	10	
Protected Phases Permitted Phases	IV	
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	
Minimum Split (s)	7.0	
Total Split (s)	7.0	

Synchro 11 Report Page 2

### 2021 Existing Traffic Volumes 1: NYS Route 118 & Underhill Avenue

	1		$\rightarrow$	1	+	•	1	1	1	1	Ŧ	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	39.1%		24.5%	24.5%	1	54.5%	54.5%		54.5%	54.5%	0.20
Maximum Green (s)	10.0	37.0		21.0	21.0		54.0	54.0		54.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	A		0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag						101 74	
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	None		None	None		Min	Min		Min	Min	
Walk Time (s)		5.0		5.0	5.0						1.000	
Flash Dont Walk (s)		11.0		11.0	11.0							
Pedestrian Calls (#/hr)		3		3	3							
Act Effct Green (s)		37.2			26.2			17.4			17.4	
Actuated g/C Ratio		0.56			0.39			0.26			0.26	
v/c Ratio		1.02			0.53			0.63			0.81	
Control Delay		58.8			20.5			28.7			30.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		58.8			20.5			28.7			30.3	
LOS		E			C			C			C	
Approach Delay		58.8			20.5			28.7			30.3	
Approach LOS		E			C			C			C	
Queue Length 50th (ft)		~185			97			84			119	
Queue Length 95th (ft)		#594			203			150			213	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)					2.10			001			010	
Base Capacity (vph)		684			622			1180			1379	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		Ő			Ő			0			0	
Storage Cap Reductn		0			Ő			Ő			0	
Reduced v/c Ratio		1.02			0.53			0.21			0.30	
Intersection Summary	1000,000	WRITE	E and	Section 1	1000	144-2	9.5	5 P.M.	2011.29	- 1 R	125	2511
Area Type:	Other	1.1.1.1	1	18	di offes	1.19	21.15	6.60	15.55	100.11	5,1	183
Cycle Length: 110												
Actuated Cycle Length: 66.	.7											
Natural Cycle: 90												
Control Type: Actuated-Un	coordinate	d										
Maximum v/c Ratio: 1.02												
Intersection Signal Delay: 4	40.0			In	tersection	n LOS: D	)					
Intersection Capacity Utilization	ation 93.0	%		IC	U Level	of Servic	e F					
Analysis Period (min) 15												
<ul> <li>Volume exceeds capac</li> </ul>	ity, queue	is theore	tically in	finite.								
Queue shown is maxim												
# 95th percentile volume				av be lon	aer							

# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

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ios	43.\$	and the state of the state	75
<b>1</b> <i>ø</i> 6	▶ <sub>Ø7</sub>	Ø8	
0.5	16.5	27 5	

Job# 20006297A - R.H.

Synchro 11 Report Page 3

### 2021 Existing Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Lane Group	Ø10
Total Split (%)	6%
Maximum Green (s)	5.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	2.0
Vehicle Extension (s)	3.0 Name
Recall Mode	None
Walk Time (s) Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph) Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Job# 20006297A - R.H.

Synchro 11 Report Page 4

### 2021 Existing Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

Peak PM Hour 03/14/2022

	۶	-	$\mathbf{r}$	1	-	•	1	1	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4		9	4	
Traffic Volume (vph)	9	30	12	60	48	58	14	497	55	26	316	17
Future Volume (vph)	9	30	12	60	48	58	14	497	55	26	316	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%			2%	100	1.00	2%	1.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.967			0.953	1.00	1.00	0.987	1.00	1.00	0.994	1.00
Fit Protected		0.992			0.982			0.999			0.996	
Satd. Flow (prot)	0	1736	0	0	1926	0	0	1758	0	0	1765	0
Flt Permitted	v	0.951	v	v	0.859	U	v	0.988	U	U	0.942	U
Satd. Flow (perm)	0	1664	0	0	1685	0	0	1738	0	0	1669	0
Right Turn on Red	U	1004	Yes	U	1005	Yes	v	1/30		U	1009	0
Satd. Flow (RTOR)		12	res		20	res			Yes		•	Yes
								5			2	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)		7.9			8.4			18.0			5.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	32	13	63	51	61	15	523	58	27	333	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	175	0	0	596	0	0	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1000	1	2	1.0	1	1		1	1	1005
Detector Template	Left	_		Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	Ő		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	-5 40		20	-0 40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	-
Detector 1 Channel	UITEX	UITEX		UTEX	UTEX		UITEX	UITEX		UITEX	UITEX	
	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43							
Detector 2 Size(ft)		40			40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase									11			
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	
/												

Job# 20006297A - R.H.

Synchro 11 Report Page 5

Lane Group	Ø10	Standar .	0.012 (2000)	1. 8. 12	me level	1-5147	The set of the
Lane Configurations							
Traffic Volume (vph)							
Future Volume (vph)							
deal Flow (vphpl)							
Lane Width (ft)							STATISTICS.
Grade (%) _ane Util. Factor							
Frt							
Fit Protected							
Satd. Flow (prot)							
It Permitted							
Satd. Flow (perm)							
Right Turn on Red							
Satd. Flow (RTOR)							
ink Speed (mph)							
Link Distance (ft)							
Travel Time (s) Peak Hour Factor							
Adj. Flow (vph)							
Shared Lane Traffic (%)							
Lane Group Flow (vph)							
Enter Blocked Intersection							
ane Alignment							
Median Width(ft)							
Link Offset(ft)							
Crosswalk Width(ft)							
Two way Left Turn Lane							
Headway Factor							
Turning Speed (mph) Number of Detectors							
Detector Template							
Leading Detector (ft)							
Trailing Detector (ft)							
Detector 1 Position(ft)							
Detector 1 Size(ft)							
Detector 1 Type							
Detector 1 Channel							
Detector 1 Extend (s)							
Detector 1 Queue (s)							
Detector 1 Delay (s)							
Detector 2 Position(ft) Detector 2 Size(ft)							
Detector 2 Type							
Detector 2 Channel							
Detector 2 Extend (s)							
Tum Type							
Protected Phases	10						
Permitted Phases							
Detector Phase							
Switch Phase							
Minimum Initial (s)	1.0						
Minimum Split (s)	33.0	11123					
Total Split (s)	33.0						

Synchro 11 Report Page 6

### 2021 Existing Traffic Volumes

2: NYS Route 118 & Allen Avenue/Kear Street

Peak PM Hour 03/14/2022

	٦		$\mathbf{\hat{z}}$	4	-	×.	*	1	1	1	Ļ	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%		28.0%	28.0%	S	45.6%	45.6%	180	45.6%	45.6%	84.5
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		12.5			12.5			50.1			50.1	
Actuated g/C Ratio		0.17			0.17			0.67			0.67	
v/c Ratio		0.19			0.59			0.51			0.34	
Control Delay		23.3			33.6			8.4			6.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.3			33.6			8.4			6.6	
LOS		С			С			Α		17	A	
Approach Delay		23.3			33.6			8.4			6.6	
Approach LOS		С			С			Α			A	
Queue Length 50th (ft)		17			66			113			61	
Queue Length 95th (ft)		46			126			221		1	123	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)												
Base Capacity (vph)		677			690			1168			1120	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			Ō	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.08			0.25			0.51			0.34	
Intersection Summary		iog Sig	Service -	- NEW		1 2 23			37.8%	27-1-27	38-01	25:0
	Other			20.0		24.2				2.61	1929	210
Cycle Length: 125												
Actuated Cycle Length: 74.	.6											
Natural Cycle: 105												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.59												
Intersection Signal Delay: 1				In	tersection	LOS: B	2.547					
Intersection Capacity Utiliza Analysis Period (min) 15	ation 59.2	%		IC	CU Level of	of Servic	e B					

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

▲↑ø2	-04	ALØ10
57 s	35 s	33 s
▼ Ø6	V Ø8	
57 s	35 s	

Job# 20006297A - R.H.

Synchro 11 Report Page 7

4

Lane Group	Ø10	-24
Total Split (%)	26%	SV.
Maximum Green (s)	29.0	
Yellow Time (s)	3.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None 8.0	
Walk Time (s)	21.0	
Flash Dont Walk (s) Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	U	
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		4 124

Job# 20006297A - R.H.

Synchro 11 Report Page 8

### 2021 Existing Traffic Volumes 4: Rochambeau Drive & Underhill Avenue

		$\mathbf{r}$	4	-	1	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1			स्	¥		
Traffic Volume (vph)	640	35	48	461	14	24	
Future Volume (vph)	640	35	48	461	14	24	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	14	12	
Grade (%)	-6%			6%	-7%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.993				0.916		
Flt Protected				0.995	0.982		
Satd. Flow (prot)	1905	0	0	1798	1816	0	
Flt Permitted				0.995	0.982		
Satd. Flow (perm)	1905	0	0	1798	1816	0	
Link Speed (mph)	30			30	30		
Link Distance (ft)	220			425	323		
Travel Time (s)	5.0			9.7	7.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%	
Adj. Flow (vph)	674	37	51	485	15	25	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	711	0	0	536	40	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0	Ū		0	14		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.96	0.96	1.04	1.04	0.88	0.96	
Turning Speed (mph)		9	15		15	9	
Sign Control	Free			Free	Stop	-	
Intersection Summary			4			24032	
	ther						
Control Type: Unsignalized Intersection Capacity Utiliza Analysis Period (min) 15		%		IC	CU Level	of Service	D

Job# 20006297A - R.H.

Synchro 11 Report Page 9

Intersection	SIN	8 3 7	14-1	ilah M	- 25		
Int Delay, s/veh	0.9						
	BT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	Þ			<del>د</del>	Y		
	640	35	48	461	14	24	
Future Vol, veh/h	640	35	48	461	14	24	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control F	ree	Free	Free	Free	Stop	Stop	
RT Channelized	-	None		None	•	None	
Storage Length	-	1			0	-	
Veh in Median Storage,	# 0	•	•	0	0	-	
Grade, %	-6			6	-7	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	2	2	5	
Mvmt Flow	674	37	51	485	15	25	
Major/Minor Ma	jor1	1	Major2	th office	Minor1	1224	
Conflicting Flow All	0	0	711	0		693	
Stage 1	-	-	711	-	693	-	
Stage 2					587		
Critical Hdwy		1	4.12		5.02	5.55	
Critical Hdwy Sto 1			4.12		4.02	0.00	
Critical Hdwy Stg 2					4.02		
Follow-up Hdwy			2.218			3.345	
Pot Cap-1 Maneuver			888		301	501	and the second second second second second
Stage 1			- 000		650	501	
Stage 2		2 24			698	5	an Maria 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990 - 1990
Platoon blocked, %					090		
Mov Cap-1 Maneuver			888		277	501	AND
Mov Cap-1 Maneuver			- 000		277	501	
Stage 1	- 1				650		
					643	-	
Stage 2	2				043		
		A		1	101.0	Distance	
Approach	EB	10.00	WB		NB	Kill C	
HCM Control Delay, s	0		0.9		15.4		
HCM LOS					С		
	5.7						
Minor Lane/Major Mvmt		NBLn1	EBT	EBR		WBT	
Capacity (veh/h)		386			888	•	
HCM Lane V/C Ratio		0.104			0.057	-	
HCM Control Delay (s)		15.4	-		9.3	0	
HCM Lane LOS		С	14	12	A	Α	
HCM 95th %tile Q(veh)		0.3			0.2	-	

Synchro 11 Report Page 10

# 2021 Existing Traffic Volumes

5: Underhill Avenue & Glen Rock Str	eet
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	≯	-	-		1	-	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		÷ţ	¢Î,		Y		
Traffic Volume (vph)	2	665	463	12	10	8	
Future Volume (vph)	2	665	463	12	10	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.997		0.939		
Fit Protected					0.973		
Satd. Flow (prot)	0	1909	1801	0	1588	0	
Flt Permitted					0.973		
Satd. Flow (perm)	0	1909	1801	0	1588	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		262	220		392		
Travel Time (s)		6.0	5.0		8.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	2	723	503	13	11	9	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	725	516	0	20	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		10	1.2.1	
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		States and the second
Two way Left Turn Lane							
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Turning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		

Area Type:

Other Control Type: Unsignalized

Intersection Capacity Utilization 46.6% Analysis Period (min) 15 ICU Level of Service A

Job# 20006297A - R.H.

Synchro 11 Report Page 11

### 2021 Existing Traffic Volumes 5: Underhill Avenue & Glen Rock Street

Intersection	0.3	2.1.14	-	-	al	101.11			-	and the second second second				
Int Delay, s/veh						Contract								
Movement	EBL	EBT	WBT	WBR	SBL	SBR	1 NIEW W	Sec. 14	18.3	Carlo and	410.0		13 - 34	
Lane Configurations		4	÷		¥									
Traffic Vol, veh/h	2	665	463	12	10	8								
Future Vol, veh/h	2	665	463	12	10	8								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control	Free	Free	Free	Free	Stop	Stop								
RT Channelized		None	5.00	None		None								
Storage Length	-	-		-	0	-								
Veh in Median Storage	, # -	0	0	2 ° -	0									
Grade, %	-	-5	6	-	0	-								
Peak Hour Factor	92	92	92	92	92	92								
Heavy Vehicles, %	2	2	2	2	2	2								
Mymt Flow	2	723	503	13	11	9								
Major/Minor M	ajori		Major2	-B-Ba	Minor2	1. 95.25		1000	181	- No Yes			17 Jul	1
Conflicting Flow All	516	0		0	1237	510								
Stage 1	•			-	510	-								
Stage 2	-			-	727	-								
Critical Hdwy	4.12			-	6.42	6.22								
Critical Howy Stg 1				-	5.42	14								
Critical Hdwy Stg 2		-		-	5.42	-								
	2.218			-	3.518	3.318								
Pot Cap-1 Maneuver				-	194	563								
Stage 1	-				603	-								
Stage 2		-		-	478	1.27						1000		
Platoon blocked, %				4										
Mov Cap-1 Maneuver	1050				193	563								
Mov Cap-2 Maneuver	-													
Stage 1	-				601									
Stage 2	-				478	-20								
Approach	EB	12-5	WB	12-2h	SB		an the State		- 749	1.4.5	1 30	1-1-1	VE 23	5
HCM Control Delay, s	0	1.0	0		19.2			0		5-1-				P
HCM LOS					С									
		and the second	-	-	-	001 4	-	100			1.000		and the second second	
Minor Lane/Major Mvm	nt	EBL	EBT		WBR		20100112	1000	13.2	110.00		1000	19 16 1	
Capacity (veh/h)		1050												
HCM Lane V/C Ratio		0.002				0.072								
HCM Control Delay (s)	6	8.4	0			19.2								
HCM Lane LOS		A	A		-	С								
HCM 95th %tile Q(veh	)	0		-	- 4	0.2								

Job# 20006297A - R.H.

Synchro 11 Report Page 12

### 2025 No-Build Traffic Volumes

1: NYS Route 118 & Underhill Avenue

-	۶	-	7	4	+		1	Ť	1	1	Ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			4			4	
Traffic Volume (vph)	184	297	33	20	214	14	55	125	29	45	163	320
Future Volume (vph)	184	297	33	20	214	14	55	125	29	45	163	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			4%			3%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.992			0.981			0.918	
Flt Protected		0.982			0.996			0.987			0.996	
Satd. Flow (prot)	0	1982	0	0	1804	0	0	1777	0	0	1712	0
Flt Permitted		0.525	_		0.927			0.668	_		0.952	
Satd. Flow (perm)	0	1060	0	0	1679	0	0	1202	0	0	1636	0
Right Turn on Red			Yes			Yes	•	LOL	Yes		1000	Yes
Satd. Flow (RTOR)		4	100		3	100		8	100		79	100
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8			7.9			18.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	196	316	35	21	228	15	59	133	31	48	173	340
Shared Lane Traffic (%)	130	510	55	21	220	IJ	55	155	JI	40	175	540
Lane Group Flow (vph)	0	547	0	0	264	0	0	223	0	0	561	0
Enter Blocked Intersection	No	No	No	No	Z04 No	No		No	No			0
							No			No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	0.07	0.00	0.07	4.00	4.00	4.00	4.00	4.00	4.00	0.00	0.00	0.00
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.02	1.02	0.99	0.99	0.99
Turning Speed (mph)	15	•	9	15	•	9	15	•	9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6			2		1.5
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase		1.1.2		1	1.61		16.1.16	8 9-R		USU A	1 19 20	
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0	2	16.0	16.0		16.0	16.0	
Total Split (s)	26.0	57.0		31.0	31.0		46.0	46.0		46.0	46.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10		a sources	
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Ideal Flow (vphpl)				
Lane Width (ft)				
Grade (%) Lane Util. Factor				
Frt				in a service da
Fit Protected				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Right Turn on Red				
Satd. Flow (RTOR)				
Link Speed (mph)				
Link Distance (ft)				
Travel Time (s) Peak Hour Factor				
Adj. Flow (vph)				
Shared Lane Traffic (%)				
Lane Group Flow (vph)				
Enter Blocked Intersection				
Lane Alignment				
Median Width(ft)				
Link Offset(ft)				
Crosswalk Width(ft)				
I wo way Left Turn Lane				
Headway Factor Turning Speed (mph)				
Number of Detectors				
Detector Template				
Leading Detector (ft)		THE STREET STREET		
Trailing Detector (ft)				
Detector 1 Position(ft)				
Detector 1 Size(ft)				
Detector 1 Type				
Detector 1 Channel				
Detector 1 Extend (s) Detector 1 Queue (s)				
Detector 1 Delay (s)				
Detector 2 Position(ft)				
Detector 2 Size(ft)				
Detector 2 Type				
Detector 2 Channel				
Detector 2 Extend (s)				
Tum Type	The state her was the se			
Protected Phases	10			
Permitted Phases				
Detector Phase Switch Phase				
Minimum Initial (s)	1.0			
Minimum Split (s)	7.0			
Total Split (s)	7.0			

Synchro 11 Report Page 2

### 2025 No-Build Traffic Volumes

1: NYS Route 118 & Underhill Avenue

Peak AM Hour 04/08/2022

	٨	-+	7	1	-	1	1	1	1	1	Ļ	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	23.6%	51.8%		28.2%	28.2%	5. Ken 7	41.8%	41.8%	<b>NT 3</b> 19	41.8%	41.8%	0. F.
Maximum Green (s)	20.0	51.0		25.0	25.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0											
Flash Dont Walk (s)	12.0											
Pedestrian Calls (#/hr)	0											
Act Effct Green (s)		47.8			21.2			33.1			33.1	
Actuated g/C Ratio		0.51			0.23			0.36			0.36	
v/c Ratio		0.73			0.69			0.52			0.89	
Control Delay		23.5			43.5			28.0			42.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.5			43.5			28.0			42.0	
LOS		С			D			С			D	
Approach Delay		23.5			43.5			28.0			42.0	
Approach LOS		С			D			С			D	
Queue Length 50th (ft)		221			147			104			286	
Queue Length 95th (ft)		342			244			176			#475	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)												
Base Capacity (vph)		796			462			531			761	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.69		12.57	0.57			0.42		2.0	0.74	
ntersection Summary	125	1	0,00,0	100					100	15.1.1		
	Other											
Cycle Length: 110												
Actuated Cycle Length: 93.	.2											
Vatural Cycle: 90												
Control Type: Actuated-Un	coordinate	ed										
Maximum v/c Ratio: 0.89	20				to so all	100.0	•					
ntersection Signal Delay:		0/			tersectio							
ntersection Capacity Utiliz	ation 89.1	70		K	CU Level	or Servic	e E					
Analysis Period (min) 15	1.04		30 M		Ca							
<ul> <li>95th percentile volume Queue shown is maxim</li> </ul>				ay be lor	iger.							

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

Ø <b>1</b> 0 Ø2							
46 s	57 s		78				
₫ Ø6	▶ <sub>Ø7</sub>	← Ø8					
46 s	26 s	315					

Job# 20006297A - R.H.

Synchro 11 Report Page 3

Lane Group	Ø10
Total Split (%)	6%
Maximum Green (s)	5.0
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Synchro 11 Report Page 4

### 2025 No-Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

Peak AM Hour 04/08/2022

	٦	$\rightarrow$	7	4	4	•	1	Ť	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4.			<b>4</b> 3	
Traffic Volume (vph)	18	56	17	32	12	29	8	279	36	60	479	10
Future Volume (vph)	18	56	17	32	12	29	8	279	36	60	479	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%	HUND.		2%		1 1 1 1 1 1 1	2%	1965
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975		1100	0.946	1100	1.00	0.985			0.997	1.00
Fit Protected		0.990			0.979			0.999			0.995	
Satd. Flow (prot)	0	1747	0	0	1906	0	0	1754	0	0	1768	0
Flt Permitted	v	0.934	v	v	0.856	U	v	0.985	U	v	0.926	v
Satd. Flow (perm)	0	1648	0	0	1667	0	0	1730	0	0	1646	0
Right Turn on Red	U	1040	Yes	U	1007	Yes	U	1750	Yes	0	1040	Yes
Satd. Flow (RTOR)		9	163		25	165		6	103		1	res
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)	0.04	7.9	0.04	0.04	8.4	0.04	0.04	18.0	0.04	0.04	5.8	0.04
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	19	60	18	34	13	31	9	297	38	64	510	11
Shared Lane Traffic (%)	•	07		100	70							
Lane Group Flow (vph)	0	97	0	0	78	0	0	344	0	0	585	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43							
Detector 2 Size(ft)		40			40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	1 Ont	4		GIII	8		GIII	2		- Gill	6	
Permitted Phases	4	-		8	U		2	2		6	U	
Detector Phase	4	4			0		2	2			C	
Switch Phase	4	4		8	8		2	2		6	6	
	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 5

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Frt	
Fit Protected	
Satd. Flow (prot) Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
I wo way Lett I um Lane	
Headway Factor	
Turning Speed (mph) Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Tum Type Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	33.0

Synchro 11 Report Page 6

#### 2025 No-Build Traffic Volumes

2: NYS Route 118 & Allen Avenue/Kear Street

	٦	-	$\rightarrow$	1	+	•	1	Ť	1	1	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%		28.0%	28.0%		45.6%	45.6%	100	45.6%	45.6%	1.12
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	100
Recall Mode	None	None	×	None	None		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		10.6			10.6			52.5			52.5	
Actuated g/C Ratio		0.15			0.15			0.75			0.75	
v/c Ratio		0.38			0.29			0.26			0.47	
Control Delay		30.6			23.4			4.7		1.14	6.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.6			23.4			4.7			6.7	
LOS		С			С			Α			Α	
Approach Delay		30.6			23.4			4.7			6.7	1.25
Approach LOS		С			С			Α			Α	
Queue Length 50th (ft)		36			21			47			101	
Queue Length 95th (ft)		79			58			88			187	
Internal Link Dist (ft)		269			289			978			263	State 1
Turn Bay Length (ft)												
Base Capacity (vph)		716			734			1300			1235	1 4 4
Starvation Cap Reductn		0	74		0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.14			0.11			0.26			0.47	
Intersection Summary	1. 22.25					1.000		tay a'	1012	1.1		124
Area Type:	Other				1.14							
Cycle Length: 125												
Actuated Cycle Length: 70	0											
Natural Cycle: 105												
Control Type: Semi Act-U	ncoord											
Maximum v/c Ratio: 0.47												
Intersection Signal Delay:					tersection							
Intersection Capacity Utili	zation 70.6	%		10	CU Level	of Servic	e C					
Analysis Period (min) 15												

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

d Ø2		£\$ø10
57.s	35 6	33 s
Ø6	<b>1</b> 08	
57 5	35 s	

Job# 20006297A - R.H.

Synchro 11 Report Page 7

### 2025 No-Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

Lane Group	Ø10	
Total Split (%)	26%	
Maximum Green (s)	29.0	
Yellow Time (s)	3.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	8.0	
Flash Dont Walk (s)	21.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)	Second and the second	
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary	이 지수는 것 같아요. 이 것 같아. 같은 것 같은 것 같아. 집에 가지 않는 것 같아. 이 것 같아.	

Job# 20006297A - R.H.

Synchro 11 Report Page 8

# 2025 No-Build Traffic Volumes

4: Rochambeau Drive & Underhill Avenue

	-	$\mathbf{i}$	1	-	1	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	Þ			र्स	¥		
Traffic Volume (vph)	488	6	12	577	39	24	
Future Volume (vph)	488	6	12	577	39	24	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	14	12	
Grade (%)	-6%			6%	-7%		
ane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Fint	0.998				0.949		
It Protected				0.999	0.970		
Satd. Flow (prot)	1806	0	0	1766	1828	0	a the state of the second state
Fit Permitted				0.999	0.970		
Satd. Flow (perm)	1806	0	0	1766	1828	0	
Link Speed (mph)	30			30	30		
ink Distance (ft)	220			425	323		
Travel Time (s)	5.0			9.7	7.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	8%	20%	17%	4%	6%	5%	
Adj. Flow (vph)	514	6	13	607	41	25	
Shared Lane Traffic (%)							
ane Group Flow (vph)	520	0	0	620	66	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	14		4
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.96	0.96	1.04	1.04	0.88	0.96	
Turning Speed (mph)		9	15		15	9	
Sign Control	Free			Free	Stop		
ntersection Summary	13	2.27		Su State	and the	Saide V.R.	
Area Type: C	ther						
Control Type: Unsignalized							
ntersection Capacity Utiliza	tion 50.3	%		IC	CU Level	of Service A	
Analysis Period (min) 15							

Job# 20006297A - R.H.:

Synchro 11 Report Page 9

### 2025 No-Build Traffic Volumes 4: Rochambeau Drive & Underhill Avenue

Intersection	in.		T. Store D	138.1	191	1.000		ar horas	C Bin		u di Na	137		No.
Int Delay, s/veh	1													
Movement E	BT	EBR	WBL		NBL	NBR	2012	1. 2.13	100		15110	1	E.S.	
Lane Configurations	Ъ			4	Y									
Traffic Vol, veh/h	488	6	12	577	39	24								
Future Vol, veh/h	488	6	12	577	39	24								
Conflicting Peds, #/hr	0	0	0	0	0	0								
Sign Control F	ree	Free	Free	Free	Stop	Stop								
RT Channelized		None	-	None		None								
Storage Length	-				0									
Veh in Median Storage,	# 0	•	•	0	0									
Grade, %	-6		-	6	-7									
Peak Hour Factor	95	95	95	95	95	95								
Heavy Vehicles, %	8	20	17	4	6	5								
Mvmt Flow	514	6	13	607	41	25								
Major/Minor Ma	ior1	142	Major2		Minor1	10 50 8		2 4	12	- MA	-	1.7	1 July	S Yor
Conflicting Flow All	0	0	520		1150	517								
Stage 1			01.0		517	-								
Stage 2					633	-								
Critical Hdwv			4.27		5.06	5.55					- 188 C			
Critical Hdwy Stg 1			1.61	_	4.06	-								
Critical Hdwy Stg 2		181 121		-	4.06	-								
Follow-up Hdwy	1		2.353			3.345								
Pot Cap-1 Maneuver			974		337	611								
Stage 1			-10		722	-								
Stage 2					667									
Platoon blocked, %	-				001									
Mov Cap-1 Maneuver			974		330	611								
Mov Cap-2 Maneuver		17	014	1	330	-								
Stage 1					722									
Stage 2					654									
Oldgo Z					004									
Approach	EB	34	WB		NB		14 7 B	1.5		15	ALC: Y	1.02	-10101	1.18
HCM Control Delay, s	0		0.2		15.8		1.5		201	199	1.5	3.5-	2	
HCM LOS	Ű.				С									
Minor Lane/Major Mvmt	1	VBLn1	EBT	EBR	WBL	WBT	28.20	11 2	4.00	ST.V.	10,592		de par	3.30
Capacity (veh/h)		400			974					100	1.11			100
HCM Lane V/C Ratio		0.166			0.013	-								
HCM Control Delay (s)		15.8			8.7	0								
HCM Lane LOS		C		_	A	Ă								
HCM 95th %tile Q(veh)		0.6			Ő									

Job# 20006297A - R.H.

Synchro 11 Report Page 10

## 2025 No-Build Traffic Volumes

5: Underhill Avenue & Glen Rock Street

	≯	-	-		1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		<del>با</del>	1.		¥.		
Traffic Volume (vph)	2	485	609	7	9	8	
Future Volume (vph)	2	485	609	7	9	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%		0%		I STATISTICS DUTING A MAIN
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.998	1. 1. 1.	0.936		
Fit Protected					0.974		
Satd. Flow (prot)	0	1804	1769	0	1501	0	
Fit Permitted					0.974		
Satd. Flow (perm)	0	1804	1769	0	1501	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		262	220		392		
Travel Time (s)		6.0	5.0		8.9		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	2%	8%	4%	2%	2%	14%	
Adj. Flow (vph)	2	533	669	8	10	9	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	535	677	0	19	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		10		
Link Offset(ft)		0	Ō		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane		See. 1			9.9.8		
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Turning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		
ntersection Summary	100	1925	Dr.D.	10-10	100	in the second second	
	ther						*:
Control Type: Unsignalized ntersection Capacity Utilizat		%		IC	CU Level	of Service A	

Job# 20006297A - R.H.

Synchro 11 Report Page 11

Intersection			577	100	Sufficiency.	CANE-
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ન	4		Y	
Traffic Vol, veh/h	2	485	609	7	9	8
Future Vol, veh/h	2	485	609	7	9	8
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	100	None		None	EIFIE	None
Storage Length	-	-		-	0	-
Veh in Median Storage	.# -	0	0		0	
Grade, %	-	-5	6	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	8	4	2	2	14
Mymt Flow	2	533	669	8	10	9
		000	000			
	NAME AND ADDRESS OF					11
	lajor1		Major2		Minor2	
Conflicting Flow All	677	0		0	1210	673
Stage 1	- 11				673	<del>.</del>
Stage 2	-			-	537	-
Critical Hdwy	4.12	-		•	6.42	6.34
Critical Hdwy Stg 1	-	-		9 -		-
Critical Hdwy Stg 2					5.42	-
	2.218			-	3.518	3.426
Pot Cap-1 Maneuver	915				202	435
Stage 1	-	-		š -	507	-
Stage 2	-		-	-	586	
Platoon blocked, %				s in		
Mov Cap-1 Maneuver	915				201	435
Mov Cap-2 Maneuver	-		-			-
Stage 1					505	-
Stage 2					586	
Oldyc 2					000	
	-	-				
Approach	EB	_	WB		SB	100
HCM Control Delay, s	0		0		19.4	
HCM LOS					С	
Minor Lane/Major Mvm	it	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		915		-		
HCM Lane V/C Ratio		0.002				0.069
HCM Control Delay (s)		8.9				
HCM Lane LOS	_	0.9 A				19.4 C
	1	0		-		0.2
HCM 95th %tile Q(veh	9	0		-		0.2

Synchro 11 Report Page 12

### 2025 No-Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak PM Hour 04/08/2022

	۶	$\rightarrow$	$\mathbf{i}$	*	-	*	1	Ť	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			4			4	
Traffic Volume (vph)	379	257	50	36	246	37	38	172	28	23	139	243
Future Volume (vph)	379	257	50	36	246	37	38	172	28	23	139	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)			4%			3%			-1%			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.984			0.984			0.919	1123.0
Fit Protected		0.973			0.994			0.992			0.997	
Satd. Flow (prot)	0	1962	0	0	1786	0	0	1791	0	0	1715	0
Flt Permitted		0.539			0.873			0.799			0.972	
Satd. Flow (perm)	0	1087	0	0	1568	0	0	1443	0	0	1672	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			8			97	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8			7.9			18.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	399	271	53	38	259	39	40	181	29	24	146	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	723	0	0	336	0	0	250	0	0	426	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			Ō	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.02	1.02	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1118	1	2	1000	1	2	100	1	2	The state
Detector Template	Left			Left	_		Left	_		Left	_	
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel										1.50	North R	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4	10.10		8			6	n i i		2	1. A	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase				REA			100				- iking	
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	22.0		22.0	22.0		16.0	16.0		16.0	16.0	
Total Split (s)	16.0	43.0		27.0	27.0		60.0	60.0		60.0	60.0	
	.0.0	.0.0		27.0	21.0		00.0	00.0		00.0	00.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
deal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor Frt	
Fit Protected	
Satd. Flow (prot)	
Fit Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph) Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	the second se
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft) Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Tum Type	
Protected Phases Permitted Phases	10
Detector Phases	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	7.0
Total Split (s)	7.0

Synchro 11 Report Page 2

### 2025 No-Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak PM Hour 04/08/2022

	٨	-	7	*	+	*	1	Ť	1	1	÷.	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Total Split (%)	14.5%	39.1%	in head	24.5%	24.5%		54.5%	54.5%	81 F G	54.5%	54.5%	
Maximum Green (s)	10.0	37.0		21.0	21.0		54.0	54.0		54.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	None		None	None		Min	Min		Min	Min	
Walk Time (s)		5.0		5.0	5.0							
Flash Dont Walk (s)		11.0		11.0	11.0							
Pedestrian Calls (#/hr)		3		3	3							
Act Effct Green (s)		37.2			26.2			18.2			18.2	
Actuated g/C Ratio		0.55			0.39			0.27			0.27	
v/c Ratio		1.09			0.55			0.63			0.82	
Control Delay		79.7			21.5			28.3			30.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		79.7			21.5			28.3			30.8	
LOS		E			C			C			C	
Approach Delay		79.7			21.5			28.3			30.8	
Approach LOS		E			C			20.0 C			00.0 C	
Queue Length 50th (ft)		~232			103			87			127	
Queue Length 95th (ft)		#638			215			154			224	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)		010			210			001			310	
Base Capacity (vph)		666			610			1162			1364	
Starvation Cap Reductn		000			010			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		1.09			0.55			0.22			0.31	
		1.09			0.00			0.22			0.31	
ntersection Summary Area Type:	Other	193 - Store	San D	1.7.5				1.0				
Cycle Length: 110	Other											
Actuated Cycle Length: 67.	5											
Natural Cycle: 90	J											
Control Type: Actuated-Un	coordinate	d										
Maximum v/c Ratio: 1.09	coordinate	iu i										
ntersection Signal Delay: 4	10.0			le.	torcostio		1.11					
ntersection Capacity Utiliza		0/_			Itersection							
Analysis Period (min) 15	auon 95.0	/0		IC.	CU Level	JI Servic	сг		1			
	ity avour	in theore	tioolly i-	finito								
<ul> <li>Volume exceeds capac</li> <li>Output about is maximum</li> </ul>				innite.								
Queue shown is maximut 95th percentile volume				ou he lee								
# 95th percentile volume	exceeds (	vo cycles		ay be lon	iger.							

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

Ø <b>1</b> 0 Ø2			
50 s	43 s		73
1 Ø6	▶ <sub>07</sub>	<b>+</b> <sub>08</sub>	
50 s	16.9	27 s	

Job# 20006297A - R.H.

Synchro 11 Report Page 3

### 2025 No-Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Waximum Green (s)         5.0           Fellow Time (s)         2.0           All-Red Time (s)         0.0           cost Time Adjust (s)	Lane Group	Ø10	
Yellow Time (s)         2.0           All-Red Time (s)         0.0           Lost Time Adjust (s)         Fotal Lost Time (s)           Load Lag	Total Split (%)		
All-Red Time (s)       0.0         .ost Time Adjust (s)	Maximum Green (s)		
Lost Time Adjust (s) Total Lost Time (s) Lead-Lag Optimize? Vehicle Extension (s) 3.0 Recall Mode None Nalk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio //c Ratio Control Delay Dueue Delay Loss Approach Loss Dueue Length 55th (ft) Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio	Yellow Time (s)		
Fotal Lost Time (s)         ead/Lag         Lead-Lag Optimize?         Vehicle Extension (s)       3.0         Recall Mode       None         Walk Time (s)		0.0	
Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0 Recall Mode Non			
Lead-Lag Optimize?         Vehicle Extension (s)       3.0         Recall Mode       None         Walk Time (s)			
//ehicle Extension (s)     3.0       Recall Mode     None       Walk Time (s)			
Recall Mode     None       Walk Time (s)     Flash Dont Walk (s)       Pedestriani Calls (#/hr)     Add Effct Green (s)       Actuated g/C Ratio     //c       /c/c Ratio     //c       Control Delay     ///c       Queue Delay     ///c       Total Delay     ///c       Queue Delay     ///c       Cos     ///c       Approach Delay     ///c       Queue Length 50th (ft)     ///c       Queue Length 50th (ft)     ///c       Internal Link Dist (ft)     ///c       Tum Bay Length (ft)     //c       Starvation Cap Reductn     //c       Spillback Cap Reductn     //c       Reduced v/c Ratio     //c			
Walk Time (s)         Flash Dont Walk (s)         Pedestrian Calls (#/hr)         Act Effot Green (s)         Actuated g/C Ratio         //c Ratio         Control Delay         Queue Delay         Total Delay         Queue Delay         CoS         Approach Delay         Queue Length Stoth (ft)         Internal Link Dist (ft)         Tum Bay Length (ft)         Base Capacity (vph)         Starvation Cap Reductn         Spillback Cap Reductn         Storage Cap Reductn         Reduced v/c Ratio			
Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio //c Ratio Control Delay Queue Delay Total Delay Los Approach Delay Approach Delay Approach Delay Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio		None	
Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio //c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach Delay Approach Delay Approach Delay Queue Length 50th (ft) Queue Length 50th (ft) Internal Link Dist (ft) Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reductn Reductn			
Act Effct Green (s) Actuated g/C Ratio //c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach Delay Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Spillback Cap Reductn Storage Cap Reductn Storage Cap Reductn			
Actuated g/C Ratio //c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Acoroach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Storage Cap Reductn Storage Cap Reductn			
V/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Aporoach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio			
Control Delay Queue Delay Total Delay LOS Approach Delay Approach Delay Approach Delay Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Storage Cap Reductn Reduced v/c Ratio			
Queue Delay Total Delay LOS Approach Delay Aooroach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Storage Cap Reductn			
Total Delay LOS Approach Delay Aooroach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio			
LOS Approach Delay Aobroach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio			
Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio			
Aboroach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio			
Queue Length 95th (ft) Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio	Approach LOS		
Queue Length 95th (ft) Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio	Queue Length 50th (ft)		
Internal Link Dist (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio			
Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio			
Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio	Turn Bay Length (ft)		
Starvation Cap Reductn Spillback Cap Reductn Storage Cap Reductn Reduced v/c Ratio			
Storage Cap Reductn Reduced v/c Ratio	Starvation Cap Reductn		
Reduced v/c Ratio	Spillback Cap Reductn		
	Storage Cap Reductn		
Intersection Summary	Reduced v/c Ratio		
	Intersection Summary		

Synchro 11 Report Page 4

Job# 20006297A - R.H.

# 2025 No-Build Traffic Volumes

Peak PM Hour 04/08/2022

2:	N	YS	Route	118	& Al	len A	venue/	Kear	Street

	۶	-	7	4	-	*	1	Ť	1	4	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4.			4	
Traffic Volume (vph)	9	31	12	61	49	59	14	518	56	27	331	17
Future Volume (vph)	9	31	12	61	49	59	14	518	56	27	331	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%			2%			2%	
Lane Util. Factor	I. Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00		1.00	1.00	1.00	1.00	1.00					
Frt		0.968			0.953			0.987			0.994	
Fit Protected		0.992			0.982			0.999			0.996	
Satd. Flow (prot)	0	1738	0	0	1926	0	0	1758	0	0	1765	0
Flt Permitted		0.952			0.858			0.988			0.940	
Satd. Flow (perm)	0	1668	0	0	1683	0	0	1738	0	0	1666	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			20			5	1-11		2	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)		7.9			8.4			18.0			5.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	33	13	64	52	62	15	545	59	28	348	18
Shared Lane Traffic (%)	1121					UL	10	010			010	10
Lane Group Flow (vph)	0	55	0	0	178	0	0	619	0	0	394	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	0	Tagit	Lon	0	ragin	Lon	0	ragin	Lon	0	Night
Link Offset(ft)		0			0			ő			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15	1.04	9	15	0.00	9	15	1.00	9	15	1.00	9
Number of Detectors	1	2	J	10	2	5	1	1	J	1	1	3
Detector Template	Left	-		Left	2		Left			Left		
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		20	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	-0 40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OFFER	OFLA		OFLA	OFLA		OFEX	OFER		UTEX	CITEX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	43		0.0	43		0,0	0.0		0.0	0.0	
Detector 2 Size(ft)		40			43							
Detector 2 Type		40 CI+Ex										
Detector 2 Channel		CITEX			CI+Ex							
		0.0			0.0							
Detector 2 Extend (s)	Dam	0.0		Deres			Dama	NA		Dama	ALA	
Turn Type Protected Phases	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
	4	4		0	8		0	2		0	6	
Permitted Phases	4			8	•		2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	40.0	40.0		10.0	40.0			00.0		00.0	00.0	
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 5

### 2025 No-Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	, 동, 19 (19 1997) - 19 (19 19 19 19 19 19 19 19 19 19 19 19 19 1
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft) Grade (%)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph) Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft) Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft) Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel Detector 2 Extend (s)	
Tum Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	33.0

Job# 20006297A - R.H.

Synchro 11 Report Page 6

### 2025 No-Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

	٠	-	7	1	+	*	1	t	1	1	Ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%	- 17	28.0%	28.0%		45.6%	45.6%		45.6%	45.6%	
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		12.6			12.6			50.1			50.1	
Actuated g/C Ratio		0.17			0.17			0.67			0.67	
v/c Ratio		0.19			0.59			0.53			0.35	
Control Delay		23.3			33.8			8.8			6.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.3			33.8			8.8			6.8	
LOS		С			С			Α			Α	
Approach Delay		23.3			33.8			8.8			6.8	
Approach LOS		С			С			Α			Α	
Queue Length 50th (ft)		17			68			120			65	
Queue Length 95th (ft)		46			128			237			131	
Internal Link Dist (ft)		269		1.	289			978			263	
Turn Bay Length (ft)												
Base Capacity (vph)		677			688			1166			1116	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.08			0.26			0.53			0.35	
Intersection Summary		100	1.50	14 16 2	5.54	1220		191720	21	1.000	1	1:83
	Other			90540	21.73		es prin	1815		17.8		
Cycle Length: 125												
Actuated Cycle Length: 74	.7											
Natural Cycle: 105												
Control Type: Semi Act-Un	ncoord											
Maximum v/c Ratio: 0.59												
Intersection Signal Delay:					ntersectio							
Intersection Capacity Utiliz	ation 60.6	%		10	CU Level	of Servic	e B					
Analysis Period (min) 15												

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

<b>1</b> ø2		ALØ10
57 s	35:5	33 s
↓ ø6	Ø8	
57 s	35 s	

Job# 20006297A - R.H.

Synchro 11 Report Page 7

Lane Group	Ø10	
Total Split (%)	26%	
Maximum Green (s)	29.0	
Yellow Time (s)	3.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	8.0	
Flash Dont Walk (s)	21.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		The second se Second second se Second second sec
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary	( 200 PL 200 PL 200	

Synchro 11 Report Page 8

# 2025 No-Build Traffic Volumes

4: Rochambeau Drive & Underhill Avenue

		$\mathbf{r}$	1	-	1	1			
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	5.76	-Allex	1911 - 2.5-3
Lane Configurations	¢î (			स	Y				
Traffic Volume (vph)	662	36	49	477	14	24			
Future Volume (vph)	662	36	49	477	14	24			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	12	12	12	12	14	12			
Grade (%)	-6%			6%	-7%				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Fit	0.993				0.916				
Fit Protected				0.995	0.982				
Satd. Flow (prot)	1905	0	0	1798	1816	0			
Flt Permitted				0.995	0.982				
Satd. Flow (perm)	1905	0	0	1798	1816	0			
Link Speed (mph)	30			30	30				
Link Distance (ft)	220			425	323				
Travel Time (s)	5.0			9.7	7.3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%			
Adj. Flow (vph)	697	38	52	502	15	25			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	735	0	0	554	40	0			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	0			0	14				
_ink Offset(ft)	0			0	0				
Crosswalk Width(ft)	16		s	16	16				
Two way Left Turn Lane									
Headway Factor	0.96	0.96	1.04	1.04	0.88	0.96			
Turning Speed (mph)		9	15		15	9			
Sign Control	Free			Free	Stop		2		
ntersection Summary	244-57	5125		U L Pà	18.3	1.55	11.00 10 10.0	2.6. 12	AND STREET OF
21	ther								
Control Type: Unsignalized									
ntersection Capacity Utiliza	tion 75.9	%		IC	U Level	of Service D			
Analysis Period (min) 15									

Job# 20006297A - R.H.

Synchro 11 Report Page 9

Intersection		(a) 16.	8 300	1214	- dilui	12-51	
Int Delay, s/veh	0.9						
	EBT	EBR	WBL	WBT	NBL	NBR	
ane Configurations	Þ			સ્	Y		
	662	36	49	477	14	24	
Future Vol, veh/h	662	36	49	477	14	24	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	•	None		None	
Storage Length	-	-	-	-	0	-	
Veh in Median Storage,	# 0		•	0	0	•	
Grade, %	-6	-	-	6	-7	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	2	2	5	
Mvmt Flow	697	38	52	502	15	25	
Major/Minor Ma	ajor1	3.01	Major2	141	Minor1	77 - 37	
Conflicting Flow All	0	0	735		1322	716	
Stage 1	-		-	-	716	-	
Stage 2				_	606	-	
Critical Hdwv			4.12	111 E. <b>.</b>	5.02		
Critical Hdwy Stg 1			4.14	_	4 02	0.00	
Critical Hdwy Stg 2					4.02		
Follow-up Hdwy	4		2.218	_		3.345	
Pot Cap-1 Maneuver			870		288	489	
Stage 1		-		_	640	-	
Stage 2					689		
Platoon blocked, %	-			4	000		
Mov Cap-1 Maneuver		1	870		264	489	
Mov Cap-2 Maneuver			-		264		
Stage 1					640		and the base of the second second by showing the
Stage 2		1	-		632		
Oldgo 2					UUL		the second s
Approach	EB		WB	2000	NB	-	n an an ais is fair the static an air an air air an air air an air air an air an air an air an air air an air a
Approach HCM Control Delay, s	0	No.	0.9	100	15.8		
HCM LOS	0		0.3		15.0 C		
					U		
Minor Lane/Major Mvmt	e	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)		372	LUI	LDIN	870	wbi	
		0.108			0.059		
HCM Lane V/C Ratio			~		9.4	-	
HCM Control Delay (s)		15.8	•			0	
HCM Lane LOS		C		-	A	Α	
HCM 95th %tile Q(veh)		0.4	-		0.2	-	

Synchro 11 Report Page 10

### 2025 No-Build Traffic Volumes 5: Underhill Avenue & Glen Rock Street

	٠	-	+	. 🔨	×	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ę	1→		¥		
Traffic Volume (vph)	2	687	479	12	10	8	
Future Volume (vph)	2	687	479	12	10	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.997		0.939		
Fit Protected					0.973		
Satd. Flow (prot)	0	1909	1801	0	1588	0	
FIt Permitted					0.973		
Satd. Flow (perm)	0	1909	1801	0	1588	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		262	220		392		
Travel Time (s)		6.0	5.0		8.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	2	747	521	13	11	9	
Shared Lane Traffic (%)				2.11			a second state of the second state of
ane Group Flow (vph)	0	749	534	0	20	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		10		
_ink Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Furning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		
Intersection Summary	N 6 9	1.50		2	1120	111.8	
	ther	2	1971		a Y Too		
Control Type: Unsignalized							
Intersection Capacity Utilizat	tion 47.7°	%		IC	CU Level	of Service A	

Analysis Period (min) 15

Job# 20006297A - R.H.

Synchro 11 Report Page 11

### 2025 No-Build Traffic Volumes 5: Underhill Avenue & Glen Rock Street

ntersection	100	a fe	48	1200	i usi i	100	15 1-1-	Elect.	di s	9-914	ft.ff ****** &*	45 - 81
nt Delay, s/veh	0.3											
	EBL	EBT	WBT	WBR	SBL	SBR		1000	1.84		名 (A) T (A) TA	
ane Configurations		र्भ	4î		¥							
Traffic Vol, veh/h	2	687	479	12	10	8						
Future Vol, veh/h	2	687	479	12	10	8						
Conflicting Peds, #/hr	0	0	0	0	0	0						
	ree		Free	Free	Stop	Stop						
RT Channelized	-	None		None		None						
Storage Length	-	-	-	-	0	-						
/eh in Median Storage,	# -	0	0		0							
Grade, %	-	-5	6	-	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Wvmt Flow	2	747	521	13	11	9						100
	jor1	_	Aajor2		Minor2	800 1	ARC ST.	1.100	ta bhi		and the stand	1000
Conflicting Flow All	534	0		0	1279	528						
Stage 1	•	•		-	528							
Stage 2	-			-	751	-						
	4.12			-	6.42	6.22						
Critical Hdwy Stg 1	-	2		-	5.42	-						
Critical Hdwy Stg 2	•				5.42	2.12						
	.218	•				3.318						
Pot Cap-1 Maneuver 1	034		•		183	550						
Stage 1	-			-	592	-						
Stage 2	-			•	466	6 A						
Platoon blocked, %		-	-	-	122	1919-20						
Mov Cap-1 Maneuver 1					182	550						
Mov Cap-2 Maneuver	-		-	-	182	•						
Stage 1	-				590							
Stage 2	-			:*	466	120						
Approach	EB	N. as	WB	178.5	SB	174	6	15	V.W.	Sold States		
HCM Control Delay, s	0	121.00	0		20			12.0			1	
HCM LOS					С							
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1	d'all				S. C. L. P. 2.	100
Capacity (veh/h)		1034	-				Test of the					
HCM Lane V/C Ratio		0.002	-		-	0.076						
HCM Control Delay (s)		8.5	0			20						
HCM Lane LOS		A	A		-							
HCM 95th %tile Q(veh)		0				0.2						

Job# 20006297A - R.H.

Synchro 11 Report Page 12

### 2025 Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

	۶	-+	$\mathbf{r}$	•	-	*	1	t	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4.			\$	
Traffic Volume (vph)	204	305	41	20	219	14	60	125	29	45	163	331
Future Volume (vph)	204	305	41	20	219	14	60	125	29	45	163	331
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			4%			3%			-1%	522
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.992			0.982			0.917	
Flt Protected		0.982			0.996			0.986			0.996	
Satd. Flow (prot)	0	1980	0	0	1804	0	0	1777	0	0	1710	0
Flt Permitted		0.518			0.925			0.639			0.952	Ū
Satd. Flow (perm)	0	1044	0	0	1675	0	0	1151	0	0	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5	100		3	100		8	100		82	100
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8			7.9			18.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	217	324	44	21	233	15	64	133	0.94	0.94 48	173	352
	217	JZ4	44	21	233	15	04	155	31	40	1/5	352
Shared Lane Traffic (%)	•	505	0	•	000	•	•	000	0	-	570	•
Lane Group Flow (vph)	0	585	0	0	269	0	0	228	0	0	573	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.02	1.02	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	4.101
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		1					1.000			22/200	OT EA	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		GIII	8		GIII	6		CIII	2	
Permitted Phases	4	1000		8	U		6	U		2	2	
Detector Phase	4	4		8	8		6	C			2	
Switch Phase	1	4		0	ō		o	6		2	2	
	EO	EO		EO	FA		10.0	10.0		10.0	10.0	10.0
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	
Total Split (s)	26.0	57.0		31.0	31.0		46.0	46.0		46.0	46.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10	No Sull	1.23	02. A	12.5	Station and the
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Lane Width (ft)						
Grade (%) Lane Util. Factor						
Frt						
Fit Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s) Peak Hour Factor						the second s
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection	Seat a set					
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor Turning Speed (mph)						
Number of Detectors				1.		
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s) Detector 1 Delay (s)						The second parallel
Detector 2 Position(ft)						
Detector 2 Size(ft)						
Detector 2 Type						
Detector 2 Channel						
Detector 2 Extend (s)						
Turn Type						
Protected Phases	10					
Permitted Phases						
Detector Phase Switch Phase						
Minimum Initial (s)	1.0					
Minimum Split (s)	7.0					
Total Split (s)	7.0					

Synchro 11 Report Page 2

# 2025 Build Traffic Volumes

1: NYS Route 118 & Underhill Avenue

Peak AM Hour 04/08/2022

	٦	->	$\mathbf{r}$	1	-	×.	1	Ť	1	1	÷.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	23.6%	51.8%	1.1.2	28.2%	28.2%	1123	41.8%	41.8%		41.8%	41.8%	200
Maximum Green (s)	20.0	51.0		25.0	25.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0											
Flash Dont Walk (s)	12.0											
Pedestrian Calls (#/hr)	0											
Act Effct Green (s)		49.0			22.7			34.7			34.7	
Actuated g/C Ratio		0.51			0.24			0.36			0.36	
v/c Ratio		0.80			0.68			0.54			0.89	
Control Delay		27.4			43.1			29.1			42.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		27.4			43.1			29.1			42.5	
LOS		C			D			C			D	
Approach Delay		27.4			43.1			29.1			42.5	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)		254			155			108			294	
Queue Length 95th (ft)		#415			249			184			#492	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)		010			210			001			010	
Base Capacity (vph)		762			444			490			737	
Starvation Cap Reductn		0			0			450			0	
Spillback Cap Reductn		0			0			0			0	115.00
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.77			0.61			0.47			0.78	
Intersection Summary	1.00		- 53 114	4525	H. H.	do trail	17.18	19.62	100	- 11 - 1		
	Other	1999 P.	1.56	1	1893		10 T P	1 <u>8</u> - 01				184
Cycle Length: 110												
Actuated Cycle Length: 95.	.9											
Natural Cycle: 90												
Control Type: Actuated-Un	coordinate	ed										
Maximum v/c Ratio: 0.89												
Intersection Signal Delay: 3					ntersection							
Intersection Capacity Utiliz	ation 91.7	%		IC	CU Level	of Servic	e F					
Analysis Period (min) 15												
# 95th percentile volume				ay be lor	iger.							
Queue shown is maxim	um after t	wo cycles										
		118 & Uni										

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

Ø <b>1</b> 0 Ø2			
46.5	57 s		75
<b>↑</b> <i>ø</i> 6	<b>▲</b> Ø7	₹ ØS	
H6 S	26 s	315	

Job# 20006297A - R.H.

Synchro 11 Report Page 3

### 2025 Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Lane Group	Ø10	
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?	20	
Vehicle Extension (s)	3.0 None	
Recall Mode Walk Time (s)	None	
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Job# 20006297A - R.H.

Synchro 11 Report Page 4

### 2025 Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

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Peak AM Hour 04/08/2022

	٦	-	7	*	+	×.	1	<b>†</b>	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4.			4			4	
Traffic Volume (vph)	22	60	17	34	14	29	8	295	40	60	488	12
Future Volume (vph)	22	60	17	34	14	29	8	295	40	60	488	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%		12	5%	1.2	12	2%	12	12	2%	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.977	1.00	1.00	0.949	1.00	1.00	0.984	1.00	1.00	0.997	1.00
Flt Protected		0.989			0.979			0.999			0.995	
Satd. Flow (prot)	0	1749	0	0	1912	0	0	1752	0	0	1768	C
Flt Permitted	v	0.927	v	U	0.840	U	U	0.986	U	U	0.925	, L
Satd. Flow (perm)	0	1639	0	0	1641	0	0	1730	0	0	1644	C
Right Turn on Red	0	1000	Yes	U	1041	Yes	0	1750	Yes	0	1044	Yes
Satd. Flow (RTOR)		8	163		23	163		6	res		4	res
Link Speed (mph)		30			30			40			1 40	
Link Distance (ft)		349			30			1058			40 343	
		549 7.9										
Travel Time (s) Peak Hour Factor	0.94	0.94	0.94	0.04	8.4	0.04	0.04	18.0	0.04	0.04	5.8	0.04
				0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	23	64	18	36	15	31	9	314	43	64	519	13
Shared Lane Traffic (%)		405								19200		100
Lane Group Flow (vph)	0	105	0	0	82	0	0	366	0	0	596	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43							
Detector 2 Size(ft)		40			40	0.25						
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel		OI! EX			OTTER							
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	i onn	4		Gini	8		1 CIIII	2		1 CIIII	6	
Permitted Phases	4	4		٥	0		2	2		6	U	
Detector Phase	4	4		8 8	8		2 2	2		6	0	
	4	4		ð	0		2	2		6	6	
Switch Phase	10.0	10.0		40.0	40.0		00.0	00.0		00.0	00.0	
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	in vai
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 5

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
deal Flow (vphpl)	
Lane Width (ft)	
Grade (%) Lane Util. Factor	
Frt	
Fit Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph) Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft) Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	a substantial de la completación de la chere data una substantia de la
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel Detector 2 Extend (s)	
Tum Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	33.0

Synchro 11 Report Page 6

### 2025 Build Traffic Volumes

2: NYS Route 118 & Allen Avenue/Kear Street

Peak AM Hour 04/08/2022

	۶	-	$\mathbf{\hat{z}}$	4	-	*	1	1	1	1		4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%	1816	28.0%	28.0%		45.6%	45.6%	16745 P	45.6%	45.6%	e inde
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	-
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			7.0			7.0	
Lead/Lag			4.72									
Lead-Lag Optimize?						<						
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		10.8			10.8			52.2			52.2	
Actuated g/C Ratio		0.15			0.15			0.75			0.75	
v/c Ratio		0.40			0.30			0.28			0.48	
Control Delay		31.4			24.4			4.9			6.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.4			24.4			4.9			6.9	
LOS		С			С			А			А	
Approach Delay		31.4			24.4			4.9			6.9	
Approach LOS		С			С			А			Α	
Queue Length 50th (ft)		40			24			51			104	
Queue Length 95th (ft)		85			61			98			198	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)												
Base Capacity (vph)		716			725			1296			1230	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.15			0.11			0.28			0.48	
Intersection Summary	See Ser		100	1.1	L INTE	×17-21	12,0.7	123	200	Salad		822
	Other			1.5		123	1058	-1124	2.315			
Cycle Length: 125												
Actuated Cycle Length: 69.	.8											
Natural Cycle: 105												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.48												
Intersection Signal Delay: §					tersection		-					
Intersection Capacity Utiliz	ation 72.3	%		IC	CU Level	of Servic	e C					
Analysis Period (min) 15												

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

↑ø2		A 010
57 s	35 \$	33 s
Ø6	<b>₹</b> Ø8	
57 s	35.s	世代の記録である

Job# 20006297A - R.H.

Synchro 11 Report Page 7

Lane Group	Ø10	
Total Split (%)	26%	
Maximum Green (s)	29.0	
Yellow Time (s)	3.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	8.0	
Flash Dont Walk (s)	21.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio	11 A A A A A A A A A A A A A A A A A A	
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn Storage Cap Reductn		
Reduced v/c Ratio		
	1.14.1.1.24.11	
Intersection Summary		

Synchro 11 Report Page 8

## 2025 Build Traffic Volumes

3: Underhill Avenue & Site Access

	≯		-	*	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ę	ţ,		¥.		
Traffic Volume (vph)	14	521	594	16	28	24	
Future Volume (vph)	14	521	594	16	28	24	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		-5%	5%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.996		0.937		
Fit Protected		0.999			0.974		
Satd. Flow (prot)	0	1804	1775	0	1700	0	
Fit Permitted		0.999			0.974		
Satd. Flow (perm)	0	1804	1775	0	1700	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		425	390		188		
Travel Time (s)		9.7	8.9		4.3		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	2%	8%	4%	2%	2%	2%	
Adj. Flow (vph)	16	579	660	18	31	27	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	595	678	0	58	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		12		
_ink Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	0.97	0.97	1.03	1.03	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		
ntersection Summary	5117.8		1100	Rel R	1021	-5.2	and the second second second
	ther		15.5	1944	335		
Control Type: Unsignalized Intersection Capacity Utilizat	tion 48.7	%		10	U Level	of Service	A

Analysis Period (min) 15

Job# 20006297A - R.H.

Synchro 11 Report Page 9

Intersection				VIE L		10.00	122 20 20			21 - ULV8.	ALM DURING	
Int Delay, s/veh	1.1											
Movement	EBL	EBT	WBT	WBR	SBL	SBR	11 20 20	PERMIT	- 3 -		an Spile -	
Lane Configurations		4	¢Î		Y							
Traffic Vol, veh/h	14	521	594	16	28	24						
Future Vol, veh/h	14	521	594	16	28	24						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized		None		None	-	None						
Storage Length	-		9	÷	0	-						
Veh in Median Storage	,# -	0	0		0							
Grade, %	-	-5	5		0	-						
Peak Hour Factor	90	90	90	90	90	90						
Heavy Vehicles, %	2	8	4	2	2	2						
Mvmt Flow	16	579	660	18	31	27						
Major/Minor	lajor1		Major2	1	Minor2	5 R.	II. States and	1	10200	CALCULATION OF	1 Mar - 14	Gr.
	678	0	viajuiz		1280	669	and the second second		and the second second	and the second second	and the second second	
Conflicting Flow All	0/0				669	- 009						
Stage 1	-	•			611	•						
Stage 2	4 40	-			6.42	6.22						
Critical Hdwy	4.12			1.07								
Critical Hdwy Sto 1	-	1	-		5.42	i i						
Critical Hdwy Stg 2	-	11 (H	1.1		5.42							
	2.218					3.318						
Pot Cap-1 Maneuver	914					458						
Stage 1		-			509							
Stage 2	•		-		542	-						
Platoon blocked, %		1 <b>4</b> )	-									
Mov Cap-1 Maneuver		•			178						- TO Visio	
Mov Cap-2 Maneuver	-	•	-									
Stage 1	1.14				496							
Stage 2	-	-	-		542							
Approach	EB		WB	3.6%	SB		1000	850	(	而清白。		3
HCM Control Delay, s	0.2		0		23.9		100					
HCM LOS					С							
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1	Car Burley	1.0.2	-1.1.15	12,300	21-12-2	
Capacity (veh/h)		914						122				
HCM Lane V/C Ratio		0.017				0.233						
HCM Control Delay (s)		0.017	0									
		9 A	A			23.9 C						
HCM Lane LOS		0.1	A			0.9						
HCM 95th %tile Q(veh	9	0.1	-			0.9						

Synchro 11 Report Page 10

### 2025 Build Traffic Volumes

4: Rochambeau Drive/Site Access & Underhill Avenue

Peak AM Hour 04/08/2022

	≯	-	$\rightarrow$	4	-		1	1	1	1	Ļ	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			4			\$	
Traffic Volume (vph)	5	502	6	12	601	5	39	0	24	8	Ō	8
Future Volume (vph)	5	502	6	12	601	5	39	0	24	8	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	12	12	12	12
Grade (%)		-6%			6%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.999			0.949			0.932	
Fit Protected					0.999			0.970			0.976	
Satd. Flow (prot)	0	1807	0	0	1764	0	0	1828	0	0	1694	0
Flt Permitted					0.999			0.970			0.976	
Satd. Flow (perm)	0	1807	0	0	1764	0	0	1828	0	0	1694	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		220			425			323			173	
Travel Time (s)		5.0			9.7			7.3			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	8%	20%	17%	4%	2%	6%	2%	5%	2%	2%	2%
Adj. Flow (vph)	5	528	6	13	633	5	41	0	25	8	0	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	539	0	0	651	0	0	66	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0	•		0			0			0	
Link Offset(ft)		0			0		1.1.1.1.1	0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.04	1.04	1.04	0.96	0.88	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary	An Its	2.54	1.5.5	19 JU 11			NC BAR	YE DAY	222	1971	1919	2500
Area Type: O	ther			×								
Control Type: Unsignalized Intersection Capacity Utilizat Analysis Period (min) 15	tion 51.0 <sup>4</sup>	%		K	CU Level	of Servic	e A					

Job# 20006297A - R.H.

Synchro 11 Report Page 11

ntersection	1.5			1000	100	-							
nt Delay, s/veh													
Novement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	TAU TE AND LOSE OF
ane Configurations		4			- 44			4			4		
Traffic Vol, veh/h	5	502	6	12	601	5	39	0	24	8	0	8	
uture Vol, veh/h	5	502	6	12	601	5	39	0	24	8	0	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	- 1	None		-	None		-	None	-	-	None	in the second
Storage Length					2			12	12	57	-	-	
/eh in Median Storage	,# -	0	inn."	-	0	-		0			0		
Grade, %	-	-6	-	-	6	-	-	-7	-	-	0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	2	8	20	17	4	2	6	2	5	2	2	2	
Mvmt Flow	5	528	6	13	633	5	41	0	25	8	0	8	
	in model						Ndorkaring			-			
	lajor1			Major2	2.15		Minor1	n bing		Minor2	Cent		10 00 0000
Conflicting Flow All	638	0	0	534	0	0	1207	1205	531	1216	1206	636	
Stage 1	1.14	-	-	•	-	•	541	541	-	662	662	200	
Stage 2	-			19		-	666	664		554	544	8 <b>9</b> . (	
Critical Hdwy	4.12			4.27	199-	1	5.76	5.12	5.55	7.12	6.52	6.22	
Critical Hdwy Stg 1	-					-	4 76	4 12	-	6 12	5 52	2 <b>2</b> )	
Critical Hdwy Stg 2	-	-				·	4.76	4.12	•	6.12	5.52		
Follow-up Hdwy	2.218	-	-	2.353		-	3.554	4.018		3.518			
Pot Cap-1 Maneuver	946		: · · · · •	962	-	-	251	294	601	158	184	478	
Stage 1	-			3			639	643	-	451	459	982	
Stage 2		-				-	573	593	194	517	519	10 A.	
Platoon blocked, %			•			) 🔅							
Mov Cap-1 Maneuver	946	3		962	1.14	- 19	241	285	601	148	179	478	
Mov Cap-2 Maneuver	-	-	-			3	241	285	-	148	179	· · ·	
Stage 1	-					•	634	638	-	447	449	1.1	
Stage 2	-						551	581	-	491	515		
	ED	-		VAUD		CLINE.	ND	100	1000 B	00	5500		
Approach	EB	MJ	win You.	WB	14001	- 199	NB	a personal se		SB	hend	A 100 100	HURNING ST
HCM Control Delay, s	0.1			0.2			19.6 C			22.2 C			
HCM LOS							U			U			
Minor Lane/Major Mvn	nt I	VBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		NAR.	an Star	
Capacity (veh/h)		312	946	-	-				226		15.	1.5	
HCM Lane V/C Ratio			0.006			0.013	-	-	0.075				
HCM Control Delay (s)		19.6	8.8	0		8.8	0		22.2				
HCM Lane LOS		C	A	A			Ă						
HOW LOUG LOO		0.8	n			n	1		0.2				

Synchro 11 Report Page 12

### 2025 Build Traffic Volumes 5: Underhill Avenue & Glen Rock Street

	٠	-+	-		1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		ę	1.		¥		
Traffic Volume (vph)	2	503	641	7	9	8	
Future Volume (vph)	2	503	641	7	9	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
ane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.998		0.936		
Fit Protected					0.974		
Satd. Flow (prot)	0	1804	1769	0	1501	0	
Fit Permitted					0.974		
Satd. Flow (perm)	0	1804	1769	0	1501	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		262	220		392		
Travel Time (s)		6.0	5.0		8.9		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	2%	8%	4%	2%	2%	14%	
Adj. Flow (vph)	2	553	704	8	10	9	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	555	712	0	19	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Left	Left	Right	Left	Right	
Vedian Width(ft)		0	0		10		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
leadway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Furning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		1.515
ntersection Summary	- (41s)	1 iu	100	din s	a ser a	1. 10	
	ther						
Control Type: Unsignalized							
ntersection Capacity Utilizat	ion 44.2	%		IC	U Level	of Service	A

Job# 20006297A - R.H.

Synchro 11 Report Page 13

ntersection	0.0	W	A. 1991	and the	1000		and the second	and the state	Total States	and the second s		100 - C	
nt Delay, s/veh	0.3												
	EBL	EBT	WBT	WBR	SBL	SBR	Lund A			-71.84			114
ane Configurations		<del>ب</del> ا ا	4		Y								
Traffic Vol, veh/h	2	503	641	7	9	8		02					
Future Vol, veh/h	2	503	641	7	9	8							
Conflicting Peds, #/hr	0	0	0	0	0	0		100					
Sign Control	Free	Free	Free	Free	Stop	Stop							
RT Channelized	-	None	-	None	-	None							
Storage Length		-	-	-	0	-							
/eh in Median Storage,	# -	0	0	•	0	•							
Grade, %	-	-5	6	-	0	μ.							
Peak Hour Factor	91	91	91	91	91	91							
Heavy Vehicles, %	2	8	4	2	2	14							
Mvmt Flow	2	553	704	8	10	9							
Major/Minor M	ajor1	1	Major2		Minor2	202	10.000	1.215	N 248 -	1957	Constant V	15 J.L.	No.
Conflicting Flow All	712	0	-		1265	708							
Stage 1		-		-	708	-							
Stage 2			-	-	557	-							
	4.12				6.42	6.34							
Critical Hdwy Stg 1	-	1			5.42	-							
Critical Hdwy Stg 2	1	1.	- Q	- 1	5.42								
	2.218			_		3.426							
Pot Cap-1 Maneuver	888	- S.,			187	415							
Stage 1	-			-	488	-							
Stage 2					574	- 12							
Platoon blocked, %					014								
Mov Cap-1 Maneuver	888	1			186	415		1.7.100	1.2017				
Mov Cap-2 Maneuver	-				186	110							
Stage 1		1901.4	-	-	487								
Stage 2	_				574								
Oldge 2					011								
Approach	EB		WB		SB	S 1940.	A 1981.8		CALL.		LON STR	Star . 0	100
HCM Control Delay, s	0	1	0	1.1.1	20.5		-2.5	10.8		2.10		1000	8.000
HCM LOS					С								
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR		1996	1000	2.5	1.45	61315	401.5	1827
Capacity (veh/h)		888											
HCM Lane V/C Ratio		0.002	-			0.074							
HCM Control Delay (s)		9.1	0			20.5							
HCM Lane LOS		A	Α			•							
HCM 95th %tile Q(veh)		0			2 2								

Synchro 11 Report Page 14

### 2025 Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak PM Hour 04/08/2022

	٨	-	$\mathbf{r}$	*	-	*	1	Ť	1	1	ŧ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	1		4			4.			4.	
Traffic Volume (vph)	398	264	57	36	256	37	48	172	28	23	139	268
Future Volume (vph)	398	264	57	36	256	37	48	172	28	23	139	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	11	12	12	11	12
Grade (%)		-5%			4%			3%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.985		102	0.985			0.916	100
Fit Protected		0.973			0.995			0.990			0.997	
Satd. Flow (prot)	0	1960	0	0	1789	0	0	1730	0	0	1653	0
Flt Permitted	•	0.523	Ū	•	0.870		v	0.742	Ū	U	0.971	U
Satd. Flow (perm)	0	1053	0	0	1564	0	0	1296	0	0	1610	0
Right Turn on Red	v	1000	Yes	v	1004	Yes	U	1230	Yes	U	1010	Yes
Satd. Flow (RTOR)		4	103		5	163		8	165		107	165
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			40			1058	
Travel Time (s)	0.05	8.9	0.05	0.05	6.8	0.05	0.05	7.9	0.05	0.05	18.0	0.05
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	419	278	60	38	269	39	51	181	29	24	146	282
Shared Lane Traffic (%)				en p		100112	12.20			10.00		
Lane Group Flow (vph)	0	757	0	0	346	0	0	261	0	0	452	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.07	1.02	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	43		0.0	43		0.0	43		0.0	43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OFFEX			OFLX			OITLA			OFLA	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	nm+nt			Perm			Perm			Dorm		
Protected Phases	pm+pt	NA 4		Penn	NA 8		Penn	NA		Perm	NA 2	
	7	4		0	0		0	6		•	2	
Permitted Phases	4			8			6	•		2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	22.0		22.0	22.0		16.0	16.0		16.0	16.0	
Total Split (s)	16.0	43.0		27.0	27.0		60.0	60.0		60.0	60.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor Frt	
Fit Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%) Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft) Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Tum Type	
Protected Phases	10
Permitted Phases	and show and the show a set of the standard of the standard stan
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	7.0
Total Split (s)	7.0

Synchro 11 Report Page 2

### 2025 Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak PM Hour 04/08/2022

	٠	-	7	1	-		1	Ť	1	1	Ŧ	1
roup	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
olit (%)	14.5%	39.1%	145	24.5%	24.5%		54.5%	54.5%	1.1.1	54.5%	54.5%	2.5
m Green (s)	10.0	37.0		21.0	21.0		54.0	54.0		54.0	54.0	
Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
ne Adjust (s)		0.0			0.0			0.0			0.0	
st Time (s)		6.0			6.0			6.0			6.0	
ig	Lead			Lag	Lag							
g Optimize?	Yes			Yes	Yes							
Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
/lode	Min	None		None	None		Min	Min		Min	Min	
me (s)		5.0		5.0	5.0		1. 3.					
ont Walk (s)		11.0		11.0	11.0							
ian Calls (#/hr)		3		3	3							
t Green (s)		37.3			26.2			20.0			20.0	
d g/C Ratio		0.54			0.38			0.29			0.29	
5		1.19			0.58			0.69			0.84	
Delay		122.5			23.5			30.9			31.8	
Delay		0.0			0.0			0.0			0.0	
elay		122.5			23.5			30.9			31.8	
,		F			С			C			С	
h Delay		122.5			23.5			30.9			31.8	
h LOS		F			С			С			С	
ength 50th (ft)		~316			112			94			137	
ength 95th (ft)		#720			236			167			242	
Link Dist (ft)		310			219			381			978	
y Length (ft)												
apacity (vph)		634			594			1018			1286	
on Cap Reductn		0			0			0			0	
k Cap Reductn		0			0			0			0	
Cap Reductn		0			0			0			0	
d v/c Ratio		1.19			0.58			0.26			0.35	
tion Summary	фа Д.	125	2014		Edda	2.0			100		10.57	E.M.
	Other											
ength: 110												
d Cycle Length: 69	.4			1.20								
Cycle: 130												
Type: Actuated-Ur	coordinate	ed										
m v/c Ratio: 1.19												
Intersection Signal Delay: 67.9				Intersection LOS: E								
	ation 100.	8%		10	CU Level	of Servic	e G					
	city, queue	is theore	tically in	finite								
				av be lor	nder.							
tion Signal Delay: tion Capacity Utiliz Period (min) 15 me exceeds capar le shown is maxim percentile volume le shown is maxim	city, queue num after tw exceeds of	is theore wo cycles capacity,	queue m	l( finite.	CU Level							

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

Ø <b>1</b> 0 Ø2	<b>4</b> 04		•
60 5	43 s		75
<b>1</b> ø6		Ø8	
60 s	16.5	27 s	

Job# 20006297A - R.H.

Synchro 11 Report Page 3

### 2025 Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Lane Group	Ø10	
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr) Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		State of Lot of

Job# 20006297A - R.H.

Synchro 11 Report Page 4

### 2025 Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

Peak PM Hour 04/08/2022

	٦	-	7	4	+	*	•	1	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			4			4	
Traffic Volume (vph)	13	34	12	66	54	59	14	533	60	27	352	22
Future Volume (vph)	13	34	12	66	54	59	14	533	60	27	352	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%			2%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972			0.955			0.987			0.993	
Fit Protected		0.989			0.982			0.999			0.997	
Satd. Flow (prot)	0	1740	0	0	1930	0	0	1758	0	0	1765	0
Flt Permitted		0.924			0.853			0.988			0.941	
Satd. Flow (perm)	0	1625	0	0	1677	0	0	1738	0	0	1666	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			19			5			3	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)		7.9			8.4			18.0			5.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	14	36	13	69	57	62	15	561	63	28	371	23
Shared Lane Traffic (%)		00	10		01	UL	10	001	00	20	0/1	20
Lane Group Flow (vph)	0	63	0	0	188	0	0	639	0	0	422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Len	0	Ngn	Leit	0	Ngin	Leit	0	Night	Leit	0	Right
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10		1.1	10	
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15	1.04	0,99	1.05	0.00	1.03	1.01	1.00	1.01	1.01	1.00	9
Number of Detectors	1	2	9	10	2	9	10	1	9	10	1	9
Detector Template	Left	2		Left	2		Left	90. et 118	201 10	Left	Service 1	
Leading Detector (ft)	20	83		20	83		20	٥		20	0	
Trailing Detector (ft)	20	-5			-5			0				S. 1987
Detector 1 Position(ft)		-5		0	-5 -5		0	0		0	0	
	0 20	-5 40		0	-5 40		0	0		0	0	
Detector 1 Size(ft)				20 CI+Ex			20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+EX	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel		0.0		0.0	0.0		0.0	0.0				
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43							
Detector 2 Size(ft)		40			40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0		_	0.0							
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4	1		8	1. 1. 1.		2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 5

Lane Group	Ø10	12)
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%) Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s) Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment	1	
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		н.,
Detector 2 Extend (s)		
Turn Type	10	
Protected Phases Permitted Phases	10	
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	
Minimum Split (s)	33.0	
Total Split (s)	33.0	

Synchro 11 Report Page 6

## 2025 Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

	۶	-	$\mathbf{r}$	•	-	*	1	Ť	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%	1.15	28.0%	28.0%	3,50	45.6%	45.6%	1920	45.6%	45.6%	200
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5:0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		13.1			13.1			50.1			50.1	
Actuated g/C Ratio		0.17			0.17			0.67			0.67	
v/c Ratio		0.22			0.61			0.55			0.38	
Control Delay		24.7			34.5			9.4			7.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.7			34.5			9.4			7.2	
LOS		С			С			Α			Α	
Approach Delay		24.7			34.5			9.4			7.2	
Approach LOS		С			С			Α			А	
Queue Length 50th (ft)		21			73			131			73	
Queue Length 95th (ft)		53			136			257			146	
Internal Link Dist (ft)		269			289			978			263	
Tum Bay Length (ft)												
Base Capacity (vph)		654			680			1158			1109	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.28			0.55			0.38	
Intersection Summary		na'	51.0	S and	1.1	100		141.34	168 74	2220		
· · · · · · JF · · ·	Other											
Cycle Length: 125												
Actuated Cycle Length: 75	.2											
Natural Cycle: 105												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.61												
Intersection Signal Delay: "				Ir	tersectio	n LOS: E	1.5.5.					
Intersection Capacity Utiliz Analysis Period (min) 15	ation 62.3	%		IC	CU Level	of Servic	e B					

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

<b>≪</b> ¶ø₂		ALØ10
57 s	35 s	33 s
Ø6	₹ Ø8	
57 s	35 8	COMPACTOR OF THE OWNER OWNER OWNE

Job# 20006297A - R.H.

Synchro 11 Report Page 7

Lane Group	Ø10	3 Å 14
Total Split (%)	26%	
Maximum Green (s)	29.0	
Yellow Time (s)	3.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	8.0	
Flash Dont Walk (s)	21.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Job# 20006297A - R.H.

Synchro 11 Report Page 8

# 2025 Build Traffic Volumes

3: Underhill Avenue & Site Access

	≯	-+	-	. 🔨	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		÷,	¢Î,		W		
Traffic Volume (vph)	31	694	536	36	26	22	
Future Volume (vph)	31	694	536	36	26	22	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		-5%	5%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.992		0.939		
Fit Protected		0.998			0.973		
Satd. Flow (prot)	0	1905	1802	0	1702	0	
Fit Permitted		0.998			0.973		
Satd. Flow (perm)	0	1905	1802	0	1702	0	
Link Speed (mph)		30	30	VIII ST	30	and the first state	
Link Distance (ft)		425	390		188		
Travel Time (s)		9.7	8.9		4.3	191 6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	34	771	596	40	29	24	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	805	636	0	53	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		12	3	
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	0.97	0.97	1.03	1.03	1.00	1.00	
Turning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		
ntersection Summary	1757					wi z	
Area Type: O	ther						
Control Type: Unsignalized							
ntersection Capacity Utilizat	ion 71.7	%		IC	U Level	of Service C	

Job# 20006297A - R.H.

Synchro 11 Report Page 9

# 2025 Build Traffic Volumes3: Underhill Avenue & Site Access

ntersection	33	2107	1212	N IN	10 10 10	ALC: N	and the second	1000	24703	124		1271
nt Delay, s/veh	1.3											
Novement	EBL	EBT	WBT	WBR	SBL	SBR	103 84 24	5. C	1	100	distant.	in in
ane Configurations	15	<del>با</del>	4		Y							
raffic Vol, veh/h	31	694	536	36	26	22						
uture Vol, veh/h	31	694	536	36	26	22						
conflicting Peds, #/hr	0	0	0	0	0	0						
ign Control	Free	Free	Free	Free	Stop	Stop						
T Channelized		None		None		None						
torage Length	-	-	-	-	0							
eh in Median Storage	, # -	0	0		0							
rade, %	-	-5	5	-	0	9 <b>4</b> 0						
eak Hour Factor	90	90	90	90	90	90						
leavy Vehicles, %	2	2	2	2	2	2						
fvmt Flow	34	771	596	40	29	24						
lajor/Minor M	ajor1		Major2	1x -11	Minor2	N 19.	1557 19610	5	5162		112.00	a faile
onflicting Flow All	636	0	-		1455	616						
Stage 1		-		-	616	-						
Stage 2		-			839							
itical Hdwy	4.12				6.42	6.22						
itical Hdwy Stg 1	4.12	1	12		5.42	0.22						
itical Howy Stg 2					5.42							
	2.218				3.518							
ot Cap-1 Maneuver	947				143	491						
Stage 1	947			_	539							
Stage 2		-			424	-						
Platoon blocked, %	•					1						
lov Cap-1 Maneuver	947	-			134	491						
	947				134	491						
Nov Cap-2 Maneuver					505	•						
Stage 1				•	505 424							
Stage 2					424	•						
1000-000-00	-		14/100		05	-		-	A	-		a la como de
Approach	EB		WB	1.55	SB	1		1. 214		and the	0.11111	1.1
CM Control Delay, s	0.4		0		29.3							
HCM LOS					D							
Name I and I Marine & Arrow		CDI	COT	MOT	MIDD	CDI n4	CONCEPTION OF	-	17.5 11	-	Contraction of the	
Ainor Lane/Major Mvm	n	EBL	EBT	-	WBR		Contraction of the local distance	27 I			144	-
Capacity (veh/h)		947		•		201						
ICM Lane V/C Ratio		0.036	-			0.265						
ICM Control Delay (s)		8.9	0	•	•	29.3						
HCM Lane LOS		A	A	÷	•	D						
HCM 95th %tile Q(veh	)	0.1	-			1						

Job# 20006297A - R.H.

Synchro 11 Report Page 10

## 2025 Build Traffic Volumes 4: Rochambeau Drive/Site Access & Underhill Avenue

Peak PM Hour 04/08/2022

	۶	-	$\mathbf{r}$	4	-		1	Ť	1	1	↓	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		\$			\$			4			4	
Traffic Volume (vph)	10	693	36	49	499	10	14	0	24	7	0	15
Future Volume (vph)	10	693	36	49	499	10	14	0	24	7	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	12	12	12	12
Grade (%)		-6%			6%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.997			0.916			0.906	
FIt Protected		0.999			0.996			0.982			0.985	
Satd. Flow (prot)	0	1903	0	0	1794	0	0	1816	0	0	1662	0
Flt Permitted		0.999			0.996			0.982			0.985	
Satd. Flow (perm)	0	1903	0	0	1794	0	0	1816	0	0	1662	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		220	6		425			323			150	
Travel Time (s)		5.0			9.7			7.3			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%
Adj. Flow (vph)	11	729	38	52	525	11	15	0	25	7	0	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	778	0	0	588	0	0	40	0	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					1000			10.5			1 Sh	× 3.
Headway Factor	0.96	0.96	0.96	1.04	1.04	1.04	0.96	0.88	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	12.00	9	15		9	15		9
Sign Control	*	Free			Free			Stop			Stop	
Intersection Summary	1. 1911	105	1.	25-51	8	THAR	8315	1 - L	1123	4.53	- A	- five
Area Type: O	ther											
Control Type: Unsignalized												
Intersection Capacity Utilization	tion 66.6	%		10	CU Level	of Servic	e C					

Job# 20006297A - R.H.

Synchro 11 Report Page 11

Intersection		12 3	2010		1213	-0-1	100	Pitte	122	1	15.5	12102	-12
Int Delay, s/veh	1.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	33
ane Configurations		4			4			4			4		
Traffic Vol, veh/h	10		36	49	499	10	14	0	24	7	0	15	
Future Vol, veh/h	10	693	36	49	499	10	14	0	24	7	0	15	
Conflicting Peds, #/hr			0	0	0	0	0	0	0	0	0	0	
Sign Control	Free		Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized			None	-		None	-		None		1000	None	
Storage Length	_		-	_	-	-	-	-	-	_	-	-	
Veh in Median Storage	o # .	0	1100	11	0			0	1.1		0		
Grade, %	o, "	-6	_	-	6	-	-	-7	-		Ő	-	
Peak Hour Factor	95		95	95	95	95	95	95	95	95	95	95	
Heavy Vehicles, %	2		2	2	2	2	2	2	5	2	2	2	
Mvmt Flow	11		38	52	525	11	15	0	25	7	0	16	
WWITE FIOW	11	129	50	52	525	11	10	U	20	1	U	10	
Major/Minor	Major1		-	Major2	THERE		Minor1	Ser.	Card (	Minor2	15 113		
Conflicting Flow All	536	0	0	767	0	0	1413	1410	748		1424	531	
Stage 1	000			101	-	-	770	770	-	635	635	5001	-
Stage 2	2.2.7						643	640	2		789		
Critical Hdwy	4.12		0.1	4.12	1.94		5.72	5.12	5.55	7.12	6.52	6.22	
Critical Hdwy Stg 1	4.12			4.12			4.72	4.12	0.00		5.52	0.22	
Critical Howy Stg 2							4.72	4.12		6.12	5.52	2	
	2.218			2.218		-	3.518			3.518			
Follow-up Hdwy			-	847			200	4.018	3.345 471	114	4.018	548	
Pot Cap-1 Maneuver	1032		11.55	047		20.15					472	040	
Stage 1	-						531	553	2				
Stage 2				100			593	603	- 000-	387	402	9.0 j -	
Platoon blocked, %						•	474		4714		400	<b>510</b>	
Mov Cap-1 Maneuver			1000	847		100	179	214	471	99	122	548	
Mov Cap-2 Maneuver	-			5			179	214	-	00	122	-	•
Stage 1	0.14	•			•		521	542	-	100	430	-	
Stage 2			-				525	550	-	359	394		
Approach	EB	-		WB		-	NB	- Constant	chefter.	SB	-	-	
				0.8	-		19.2		0.01	22.9	1.20		-
HCM Control Delay, s	0.1			0.0									
HCM LOS							С			С			
Minor Lane/Major Mvr	mt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	17480	111-111	-	-
Capacity (veh/h)		294	1032		a cort	847			224		-		
		0.136	0.01			0.061			0.103				
HCM Lane V/C Ratio		19.2	8.5	0			0						
HCM Control Delay (s	5)			-			-						
HCM Lane LOS		C	A	A	-	A	A		-				
HCM 95th %tile Q(vel	n)	0.5	0	-		0.2			0.3				

Job# 20006297A - R.H.

Synchro 11 Report Page 12

## 2025 Build Traffic Volumes 5: Underhill Avenue & Glen Rock Street

	≯		+	. 🔨	1	1	
.ane Group	EBL	EBT	WBT	WBR	SBL	SBR	
ane Configurations		ę,	ţ,		¥		
Fraffic Volume (vph)	2	729	508	12	10	8	
Future Volume (vph)	2	729	508	12	10	8	
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
ane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%		0%		
ane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.997		0.939		
Fit Protected					0.973		
Satd. Flow (prot)	0	1909	1801	0	1588	0	
It Permitted					0.973		
Satd. Flow (perm)	0	1909	1801	0	1588	0	
ink Speed (mph)		30	30		30		
ink Distance (ft)		262	220		392		
ravel Time (s)		6.0	5.0		8.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	2	792	552	13	11	9	
Shared Lane Traffic (%)						1	
ane Group Flow (vph)	0	794	565	0	20	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Left	Left	Right	Left	Right	
Aedian Width(ft)		0	0		10	g	
ink Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
wo way Left Turn Lane							
leadway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
urning Speed (mph)	15			9	15	9	
Sign Control		Free	Free	16	Stop		
ntersection Summary	135-01	162 24	1000	Elinet	01 2 1 2	N EANT	NUMBER OF STREET

Intersection Capacity Utilization 50.0% ICU Level of Service A Analysis Period (min) 15

Job# 20006297A - R.H.

Synchro 11 Report Page 13

Intersection	0	2 2 1	N. Mar	1.1	0.5		E NES	II. (V12	AV-1112		- S 210-		1000	0.00
Int Delay, s/veh 0	.3													
Movement EE	BL	EBT	WBT	WBR	SBL	SBR	1.5	No. E	280	1922	2	1.00	C.L.	1
Lane Configurations		ર્શ	ĥ		Y									
Traffic Vol, veh/h	2	729	508	12	10	8								
Future Vol, veh/h	2	729	508	12	10	8								
Conflicting Peds, #/hr	0	0	0	0	0	Û								
Sign Control Fre		Free	Free	Free	Stop	Stop								
RT Channelized	- 1	None	-	None	•	None								
Storage Length	-	-	-	-	0	-								
Veh in Median Storage, #	-	0	0		0									
Grade, %	-	-5	6	-	0	-								
	92	92	92	92	92	92							100	
Heavy Vehicles, %	2	2	2	2	2	2								
Mvmt Flow	2	792	552	13	11	9				ma				
Major/Minor Majo	r1	N	Major2	N TRA	Minor2	in the second	2112	5.34.2	7552	NI DE	2 2-047			1925 10
	65	0			1355	559								
Stage 1		-			559	-								
Stage 2	-			-	796									
	12	-			6.42	6.22								
Critical Hdwy Sto 1	_				5.42	-								
Critical Hdwy Stg 2	-	-			5.42	1.4								
Follow-up Hdwy 2.2					3.518									
Pot Cap-1 Maneuver 10			· · · .		165	529								
Stage 1	-				572	-								
Stage 2	-			-	444									
Platoon blocked, %														
Mov Cap-1 Maneuver 10	07				164	529								
Mov Cap-2 Maneuver	-				164	-								
Stage 1	-				570									
Stage 2	-	-			444									
													373	
Approach E	ΞB	2500	WB		SB	- 31	- A.	5		Sec. 2	1.1	1.4	1.11.13	Elthe
HCM Control Delay, s	0		0		21.6	190					1.1		Y	
HCM LOS					С									
Minor Lane/Major Mvmt	111	EBL	EBT	WBT	WBR	SBLn1		1-16		1	N. A.	5-125	2.13	
Capacity (veh/h)	1	1007			_	237	1.1				1000		, V.,	
HCM Lane V/C Ratio		0.002	-		_	0.083								
HCM Control Delay (s)		8.6	0											
HCM Lane LOS		A	A			C								
HCM 95th %tile Q(veh)		Ô				0.3								
HCIW 95th %tile Q(veh)		U	-		-	0.3								

Job# 20006297A - R.H.

Synchro 11 Report Page 14

# 2025 Build Traffic Volumes (W/ Timing Changes #1) 1: NYS Route 118 & Underhill Avenue

Peak PM Hour 04/08/2022

	٨	-	$\mathbf{r}$	1	+	•	1	t	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			\$			¢\$+			4	
Traffic Volume (vph)	398	264	57	36	256	37	48	172	28	23	139	268
Future Volume (vph)	398	264	57	36	256	37	48	172	28	23	139	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	11	12	12	11	12
Grade (%)		-5%		1.1	4%	-		3%			-1%	0.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.989	1.00	1.00	0.985	1.00	1.00	0.985	1.00	1.00	0.916	1.00
Flt Protected		0.973			0.995			0.990			0.997	
Satd. Flow (prot)	0	1960	0	0	1789	0	0	1730	0	0	1653	0
. ,	0		U	0		U	U		U	U		U
Flt Permitted	•	0.563	•		0.874	•	•	0.687	•	•	0.974	
Satd. Flow (perm)	0	1134	0	0	1572	0	0	1200	0	0	1615	0
Right Turn on Red		_	Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			6			79	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8			7.9			18.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	419	278	60	38	269	39	51	181	29	24	146	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	757	0	0	346	0	0	261	0	0	452	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	0	ragin	Leit	0	rugitt	Leit	0	Tagit	Leit	0	Ngn
Link Offset(ft)		0			0			0				
		16			_			_			0	
Crosswalk Width(ft)		10			16			16			16	
Two way Left Turn Lane	0.07	0.00	0.07	4.00	4.00	1.00	4 00	4 07	4.00			
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.07	1.02	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	s. 16, 7
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	43		0.0	43		0.0	43		0.0	43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel		UTEX			UITEX			CI+Ex			CI+Ex	
		0.0			0.0							
Detector 2 Extend (s)		0.0		Draw	0.0		D.	0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	53, 113
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8	11.753		6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	22.0		22.0	22.0		16.0	16.0		16.0	16.0	
Total Split (s)	40.0	63.0		23.0	23.0		40.0	40.0		40.0	40.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%) Lane Util. Factor	
Frt	
Fit Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph) Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft) Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Tum Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	7.0
Total Split (s)	7.0

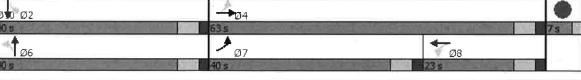
Job# 20006297A - R.H.

Synchro 11 Report Page 2

## 2025 Build Traffic Volumes (W/ Timing Changes #1) 1: NYS Route 118 & Underhill Avenue

Peak PM Hour 04/08/2022

	٦	-	Y	1	4	*	1	- †	1	1	÷.	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Total Split (%)	36.4%	57.3%	1996	20.9%	20.9%	41.52	36.4%	36.4%	<u>цу</u> н р	36.4%	36.4%	1
Maximum Green (s)	34.0	57.0		17.0	17.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0		and the	0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead	0.24		Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	None		None	None		Min	Min		Min	Min	
Walk Time (s)		5.0		5.0	5.0			IVIIII		IVIII	141111	
Flash Dont Walk (s)		11.0		11.0	11.0							
Pedestrian Calls (#/hr)		3		3	3							
Act Effct Green (s)		57.3		J	46.2			27.4			27.4	
Actuated g/C Ratio		0.59			0.48			0.28			0.28	
v/c Ratio		1.06			0.46			0.26				
											0.88	
Control Delay		71.1			20.4			45.6			46.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		71.1			20.4			45.6			46.4	
LOS		E			С			D			D	
Approach Delay		71.1			20.4			45.6			46.4	
Approach LOS		E			С		<u>,</u> e	D			D	
Queue Length 50th (ft)		~354			139			142			222	
Queue Length 95th (ft)		#814			238			235			#358	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)												
Base Capacity (vph)		717			753			427			621	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0		18 U -	0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		1.06		100	0.46			0.61			0.73	
ntersection Summary	a wall	L Ding		14		THE COL	17.50	100			Sec. 1	1
	Other											
Cycle Length: 110	7											
Actuated Cycle Length: 96	./											
Natural Cycle: 130												
Control Type: Actuated-Un	coordinate	d										
Maximum v/c Ratio: 1.06												
Intersection Signal Delay:		1.1.1			ntersection							
ntersection Capacity Utiliz	ation 100.	8%		10	CU Level	of Servic	e G					
Analysis Period (min) 15						12112						
<ul> <li>Volume exceeds capac</li> </ul>				finite.								
Queue shown is maxim												
# 95th percentile volume	exceeds of	capacity, o	queue m	ay be lor	nger.							
Queue shown is maxim	um after t	wo cycles.		10,000								
Splits and Phases: 1: N	/S Route	118 & Und	erhill A	venue							21	
Ka			- 4	Ø4								0
Ø10 Ø2												



Job# 20006297A - R.H.

Synchro 11 Report Page 3

Lane Group	Ø10	
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr) Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		A STARL BEING STARLING AND
Annroach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		×
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary	1 C 2	

Job# 20006297A - R.H.

Synchro 11 Report Page 4



# Traffic Impact Study Appendix E | Accident Data

TABL	FΑ

### ACCIDENT SUMMARY - TOWN ACCIDENT DATA VARIOUS INTERSECTIONS IN THE TOWN OF YORKTOWN

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	09/22/19	04:30pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OTHER	TURNING IMPROPER
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	07/24/19	12:45pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	OVERTAKING	PASSING OR LANE USAGE IMPROPERLY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	03/03/19	08:30am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	RIGHT ANGLE	TRAFFIC CONTROL DEVICES DISREGARDED
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	05/21/16	11:20am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	UNKNOWN	NOT ENTERED
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	11/30/19	11:02pm	TRAFFIC SIGNAL	N/R	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	06/03/19	04:45pm	TRAFFIC SIGNAL	1	2-1	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	10/30/18	06:24am	TRAFFIC SIGNAL	PDO	2-0	DAWN	DRY	CLEAR	IN (AGAINST OTI	FAILURE TO YIELD RIGHT OF WAY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 67011037	12/05/16	06:10pm	TRAFFIC SIGNAL	PDO & I	2-4	DARK-ROAD UNLIGHTED	DRY	CLOUDY	REAR END	DRIVER INATTENTION
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	11/14/19	08:23am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	10/18/19	03:32pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	HEAD ON	TURNING IMPROPER
ROUTE 118/SAW MILL RIVER ROAD	AT INT W/ UNDERHILL AVE	118 87011037	09/27/19	07:35am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	12/14/18	04:06pm	TRAFFIC SIGNAL	PDO & I	2-1	DUSK	WET	CLOUDY	IN (AGAINST OTI	FAILURE TO YIELD RIGHT OF WAY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	10/07/18	04:30am	TRAFFIC SIGNAL	PDO	1-0	DARK-ROAD LIGHTED	WET	RAIN	OTHER	UNSAFE SPEED
ROUTE 118/SAW MILL RIVER ROAD	AT INT W/ UNDERHILL AVE	118 87011037	09/09/18	01:45pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	OTHER	TURNING IMPROPER
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	06/22/18	08:38am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLOUDY	REAR END	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	01/26/18	12:07pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	N (AGAINST OTI	FAILURE TO YIELD RIGHT OF WAY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	01/03/18	08:11am	TRAFFIC SIGNAL	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	02/21/17	04:15pm	UNKNOWN	PDO	1-0	UNKNOWN	UNKNOWN	UNKNOWN	OTHER	NOT ENTERED
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	03/14/16	12:00am	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLOUDY	REAR END	NOT ENTERED
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ UNDERHILL AVE	118 87011037	01/05/16	05:02pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	RIGHT ANGLE	UNSAFE SPEED
ROUTE 118/SAW MILL RIVER ROAD	SAW MILL RIVER RD	118 87011038	09/24/17	04:29pm	TRAFFIC SIGNAL	PDO & I	2.3	DAYLIGHT	DRY	CLEAR	UNKNOWN	FAILURE TO YIELD RIGHT OF WAY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ ALLAN AVE	118 87011039	11/11/16	03:36pm	TRAFFIC SIGNAL	PDO & 1	2-1	DAYLIGHT	DRY	CLEAR	UNKNOWN	TURNING IMPROPER
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ ALLAN AVE	118 87011039	09/26/19	05:55pm	TRAFFIC SIGNAL	PDO & I	2-1	DAYLIGHT	WET	CLEAR	OTHER	PASSING OR LANE USAGE IMPROPERLY
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ KEAR ST	118 87011039	01/08/18	06:06pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD UNLIGHTED	WET	T/HAIL/FREEZING	REAR END	NOT APPLICABLE
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ ALLAN AVE	118 87011039	01/01/18	10:18pm	NONE	PDO & I	1-1	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	FATIGUED/DROWSY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ ALLAN AVE	118 87011039	10/20/17	11:45am	TRAFFIC SIGNAL	I.	<b>2</b> -1	DAYLIGHT	DRY	CLEAR	UNKNOWN	OTHER (VEHICLE)
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ ALLAN AVE	118 87011039	01/18/17	06:19pm	TRAFFIC SIGNAL	PDO & I		DARK-ROAD UNLIGHTED	WET	CLOUDY	OTHER	NOT APPLICABLE
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ KEAR ST	118 87011039	12/16/16	09:10pm	TRAFFIC SIGNAL	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	URN (WITH OTH	NOT APPLICABLE
ROUTE 118/SAW MILL RIVER ROAD	AT INT. W/ ALLAN AVE	118 87011039	02/27/16	02:00pm	TRAFFIC SIGNAL	PDO & I	2-2	DAYLIGHT	WET	RAIN	RIGHT ANGLE	NOT ENTERED

#### TABLE A (Continued)

### ACCIDENT SUMMARY - TOWN ACCIDENT DATA VARIOUS INTERSECTIONS IN THE TOWN OF YORKTOWN

Node/Link	Location	Mile Marker	Date	Time	Traffic Control	Accident Class	# of Vehicles Injuries	Light Condition	Road Condition	Weather	Manner of Collision	Apparent Contributing Factors
OVERHILL ST	OVERHILL ST		08/01/20	08:00pm	NONE	N/R	1-0	DAYLIGHT	DRY	CLEAR	OTHER	TURNING IMPROPER
UNDERHILL AVE	AT INT, W/ ROCHAMBEAU DR		11/24/19	11:22am	NONE	PDO	2-0	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT, W/ CARDINAL CT		08/22/19	02:52pm	TRAFFIC SIGNAL	N/R	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT, W/ ROCHAMBEAU DR		06/30/19	02:53pm	NONE	PDO & I	2-1	DAYLIGHT	WET	RAIN	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT, W/ CARDINAL CT		05/22/19	03:34pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT, W/ ROCHAMBEAU DR		03/05/19	04:48pm	TRAFFIC SIGNAL	PDO	2-0	DUSK	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT, W/ ROCHAMBEAU DR		01/10/19	04:17pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	IN (AGAINST OT)	GLARE
UNDERHILL AVE	AT INT, W/ FRENCH HILL RD		09/05/18	05:35pm	STOP SIGN	PDO & I	2-1	DAYLIGHT	DRY	CLEAR	IN AGAINST OT	FAILURE TO YIELD RIGHT OF WAY
UNDERHILL AVE	AT INT, W/ ROCHAMBEAU DR		06/29/18	06:58pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT, W/ FRENCH HILL RD		06/12/18	06:18pm	NONE	PDO & I	3-1	DAYLIGHT	DRY	CLEAR	OTHER	DRIVER INATTENTION
UNDERHILL AVE	AT INT, W/ ROCHAMBEAU DR		03/09/18	08:40pm	NONE	PDO	2-0	DARK-ROAD UNLIGHTED	WET	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT, W/ ROCHAMBEAU DR		12/22/17	05:25pm	NONE	PDO	3-0	DARK-ROAD LIGHTED	WET	CLOUDY	OTHER	ALCOHOL INVOLVEMENT
UNDERHILL AVE	AT INT. W/ ROCHAMBEAU DR		09/26/17	03:32pm	NONE	PDO & I	3-1	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT, W/ ROCHAMBEAU DR		05/30/17	03:58pm	NO PASSING ZONE	PDO & I	3-3	DAYLIGHT	DRY	CLEAR	OTHER	NOT APPLICABLE
UNDERHILL AVE	AT INT, W/ OVERHILL ST		05/17/17	03:55pm	NOT ENTERED	N/R	2-0	NOT ENTERED	NOT ENTERE	NOT ENTERED	NOT ENTERED	UNKNOWN
UNDERHILL AVE	AT INT, W/ ROCHAMBEAU DR		02/04/17	12:46pm	NONE	PDO	3-0	DAYLIGHT	DRY	CLEAR	OTHER	FOLLOWING TOO CLOSELY
UNDERHILL AVE	AT INT, W/ OVERHILL ST		11/18/16	08:40pm	NONE	PDO	2-0	DARK-ROAD LIGHTED	DRY	CLEAR	UNKNOWN	PASSING OR LANE USAGE IMPROPERLY
UNDERHILL AVE	AT INT, W/ FRENCH HILL RD		10/18/16	01:50pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	IN (AGAINST OTI	NOT ENTERED
UNDERHILL AVE	AT INT, W/ CARDINAL CT		03/03/16	04:52pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	UNDERHILL AVE		01/16/20	04:44pm	TRAFFIC SIGNAL	PDO	3-0	DARK-ROAD UNLIGHTED	DRY	CLEAR	OTHER	NOT APPLICABLE
UNDERHILL AVE	UNDERHILL AVE		10/04/19	03:20pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	UNDERHILL AVE		01/09/18	04:31pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	WET	CLEAR	REAR END	FOLLOWING TOO CLOSELY
UNDERHILL AVE	UNDERHILL AVE		02/14/17	02:00pm	TRAFFIC SIGNAL	PDO	2-0	DAYLIGHT	DRY	CLEAR	REAR END	DRIVER INATTENTION
UNDERHILL AVE	UNDERHILL AVE		04/15/16	04:25pm	TRAFFIC SIGNAL	PDO & I	3-1	DAYLIGHT	DRY	CLEAR	OTHER	NOT ENTERED

\*)

# Accident Location Information System(ALIS)

Date: 11/19/2020 11:15:51 AM

## Accident Verbal Description

### 17720\_VDR

### Date in this report covers the period - 1/1/2016-11/18/2020

### Complete Accident data from NYSDMV is only available thru 1/31/2020 12:00:00 AM

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: UNDERHILL AVE

	TION WITH [Route] 118 Tue 17:02 PM Persons Kill Accident Class: PROPERTY DAJ Type Of Accident: COLLISION V Manner of Collision: RIGHT AN Road Surface Condition: DRY Loc, of Ped/Bicycle: NOT APPLI	MAGE Police Agency: YOR WITH MOTOR VEHICLE GLE Road Char.: STRAIGHT/ GRADE	ttent of Injuries: Case: 2016-36068501 EKTOWN TOWN PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: CLEAR Light Condition: DARK-ROAD LIGHTED Ped/Bicycle: NOT APPLICABLE
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3571	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 44	Sex: M Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRA	IGHT AHEAD	
	Apparent Factors: NOT ENTERE	ED, NOT ENTERED	
Veh :1	CAR/VAN/PICKUP	Registered Weight: 3873	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 19	Sex: M Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRA	IGHT AHEAD	
	Apparent Factors: NOT ENTERE	ED, UNSAFE SPEED	
	nester Muni: Yorktown(T) Ref. M TION WITH ALLAN AVE Sat 14:00 PM Persons Killeo Accident Class: PROPERTY DAN Type Of Accident: COLLISION V Manner of Collision: RIGHT ANO Road Surface Condition: WET Loc. of Ped/Bicycle: NOT APPLI	MAGE AND INJURY Police Agency WITH MOTOR VEHICLE GLE Road Char.: STRAIGHT AND LEV	t of Injuries: BC <b>Case: 2016-36132694</b> y: SUFFOLK CO PD YAPHANK Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: RAIN
Veh :2	CAR/VAN/PICKUP	Registered Weight: 4235	State of Registration: NY
	Num of Occupants: 6	Driver's Age: 67	Sex: M Citation Issued: Y
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRA	IGHT AHEAD	
	Apparent Factors: TRAFFIC CO	VTROL DEVICES DISREGARDED, FAII	LURE TO YIELD RIGHT OF WAY
Veh :1	CAR/VAN/PICKUP	Registered Weight: 5093	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 44	Sex: F Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRA	GHT AHEAD	
	Apparent Factors: NOT ENTERE	D, NOT ENTERED	
	ester Muni: Yorktown(T) Ref. M TION WITH [Route] 118 Mon 00:00 AM Persons Kil Accident Class: PROPERTY DAN Type Of Accident: COLLISION V Manner of Collision: REAR END Road Surface Condition: WET Loc. of Ped/Bicycle: NOT APPLI	AGE VITH MOTOR VEHICLE Road Char.: STRAIGHT/ GRADI	xtent of Injuries: Case: 2016-36155970 Police Agency: Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: CLOUDY
Veh :2	OTHER Registered V	Veight: State	of Registration: -3
	Num of Occupants: 1	Driver's Age: 38	Sex: M Citation Issued: N
2	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER

	Pre-Accd Action: STOPPED IN TR	AFFIC	
	Apparent Factors: NOT ENTERED	NOT ENTERED	
		-	
Veh : 1	CAR/VAN/PICKUP	Registered Weight: 4584	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 49	Sex: M Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Aced Action: SLOWED OR ST		
	Apparent Factors: NOT ENTERED	, NOT ENTERED	
AT INTERSEC	TION WITH UNDERHILL AVE	ker: 118 87011037 Street: [Route] 118	
5/21/2016	Sat 11:20 AM Persons Killed: Accident Class; PROPERTY DAMA	5	ent of Injuries: Case: 2016-36316333 Police Agency: Num of Veh: 2
e <sup>11</sup>	Type Of Accident: COLLISION WI	TH MOTOR VEHICLE	Traffic Control: TRAFFIC SIGNAL
	Manner of Collision: UNKNOWN Road Surface Condition: DRY	Road Char.: STRAIGHT AND LEV	Weather: CLOUDY EL Light Condition: DAYLIGHT
	Loc, of Ped/Bicycle: NOT APPLICA		ed/Bicycle: NOT APPLICABLE
Veh :1	CAR/VAN/PICKUP	Registered Weight: 3345	State of Designation: NV
V OIL 1	Num of Occupants: 2	Driver's Age: 32	State of Registration: NY Sex: F Citation Issued: N
	Direction of Travel: SOUTH-WEST		
	Pre-Accd Action: MAKING RIGHT	. , ,	THER SCHOOL BUS INVOIVED. OTHER
	Apparent Factors: NOT ENTERED.		
	Apparent l'actors, NOT ENTERED,	, NOT ENTERED	
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3350	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 74	Sex: F Citation Issued: N
	Direction of Travel: SOUTH-WEST	Public Property Damage: OT	THER School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIG	HT AHEAD	
	Apparent Factors: NOT ENTERED,	NOT ENTERED	G. Contraction of the second se
	ester Muni: Yorktown(T) Ref. Mark FION WITH ALLAN AVE Fri 15:36 PM Persons Killed: 0 Accident Class: PROPERTY DAMA Type Of Accident: COLLISION WI Manner of Collision: UNKNOWN Road Surface Condition: DRY Loc, of Ped/Bicycle: NOT APPLICA	Persons Injured: 1 Extent GE AND INJURY Police Agen ITH MOTOR VEHICLE Road Char.: STRAIGHT AND LEVI	t of Injuries: C Case: 2016-36484530 ncy: YORKTOWN TOWN PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: CLEAR EL Light Condition: DAYLIGHT ed/Bicycle: NOT APPLICABLE
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3235	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 54	Sex: F Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIG	HT AHEAD	
	Apparent Factors: PASSING OR LA	NE USAGE IMPROPERLY, NOT ENT	TERED
Veh :1	CAR/VAN/PICKUP	Registered Weight: 2687	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 19	Sex: F Citation Issued: N
	Direction of Travel: SOUTH-EAST	Public Property Damage: OTI	HER School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT		
	Apparent Factors: TURNING IMPR	OPER, NOT ENTERED	
	TON WITH UNDERHILL AVE Mon 18:10 PM Persons Killed: 1 Accident Class: PROPERTY DAMA Type Of Accident: COLLISION WIT Manner of Collision: REAR END	GE AND INJURY Police Agency TH MOTOR VEHICLE oad Char.: STRAIGHT AND LEVEL	Y 118 f Injuries: CCCC <b>Case: 2016-36525240</b> y: TARRYTOWN VILLAGE PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: CLOUDY Light Condition: DARK-ROAD UNLIGHTED ed/Bicycle: NOT APPLICABLE
Veh :1	CAR/VAN/PICKUP	Registered Weight: 3310	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 54	State of Registration. N P
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER

	Pre-Accd Action: GOING STRA	IGHT AHEAD		
	Apparent Factors: DRIVER INA	FTENTION, NOT APPLICABLE		
Veh :2	CAR/VAN/PICKUP Num of Occupants: 2	Registered Weight: 3640 Driver's Age: 58	State of Registration: NY Sex: M Citation Issued:	N
	Direction of Travel: SOUTH	Public Property Damage: OTHE		
	Pre-Accd Action: STOPPED IN			OTTER
	Apparent Factors: NOT APPLIC			Y2
	Apparent l'actors. NOT AT LECA	ABEE, NOT ATTEICABEE		
	ster Muni: Yorktown(T) Ref. M ION WITH Kear St Fri 21:10 PM Persons Killee Accident Class: PROPERTY DAN Type Of Accident: COLLISION V Manner of Collision: RIGHT TUR Road Surface Condition: DRY	MAGE Police Agency: YO WITH MOTOR VEHICLE	Extent of Injuries: Case: 2016- ORKTOWN TOWN PD Traffic Control: TRAFFIC S Weather:	Num of Veh: 2 IGNAL CLEAR
	Loc. of Ped/Bicycle: NOT APPLI	CABLE Action o	Ped/Bicycle: NOT APPLICABLE	
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3032	State of Registration: NY	
	Num of Occupants: 1	Driver's Age: 78	Sex: F Citation Issued: '	Y
	Direction of Travel: NORTH-WE	ST Public Property Damage:	OTHER School Bus Involv	ed: OTHER
	Pre-Accd Action: MAKING RIG	HT TURN		
	Apparent Factors: NOT APPLIC	ABLE, TURNING IMPROPER		
Veh :1	CAR/VAN/PICKUP	Registered Weight: 4285	State of Registration: NY	
	Num of Occupants: 2	Driver's Age: 56	Sex: M Citation Issued:	N
	Direction of Travel: SOUTH	Public Property Damage: OTHE	R School Bus Involved:	OTHER
	Pre-Accd Action: STOPPED IN 7	TRAFFIC		
	Apparent Factors: NOT APPLICA	ABLE, NOT APPLICABLE		
	ION WITH ALLAN AVE Wed 18:19 PM Persons Kill Accident Class: PROPERTY DAM Type Of Accident: COLLISION V Manner of Collision: OTHER Road Surface Condition: WET	AGE AND INJURY Police A	ctent of Injuries: A Case: 2017 gency: YORKTOWN TOWN PD Traffic Control: TRAFFIC SIGI Weather: CLOUDY Light Condition: DARK-ROAD	UNLIGHTED
Veh :2	PEDESTRIAN	Registered Weight:	State of Registration: -3	
	Num of Occupants: 1	Driver's Age: 32	Sex: F Citation Issued: N	Ň
	Direction of Travel: NOT APPLIC	CABLE Public Property Dama	ge: OTHER School Bus Invol	ved: OTHER
	Pre-Accd Action: NOT APPLICA	BLE		
	Apparent Factors: NOT APPLICA	ABLE, PEDESTRIAN'S ERROR/CONF	USION	
Veh:1	CAR/VAN/PICKUP	Registered Weight: 3030	State of Registration: NY	
	Num of Occupants: 1	Driver's Age: 69	Sex: M Citation Issued: 1	N
	Direction of Travel: SOUTH	Public Property Damage: OTHE	R School Bus Involved:	OTHER
	Pre-Accd Action: GOING STRAI	GHT AHEAD		
	Apparent Factors: NOT APPLICA	ABLE, NOT APPLICABLE		
	ter Muni: Yorktown(T) Ref. Ma ON WITH [Route] 118 Tue 16:15 PM Persons Kille Accident Class: PROPERTY DAN Type Of Accident: COLLISION W Manner of Collision: OTHER Road Surface Condition: UNKNO Loc. of Ped/Bicycle: NOT APPLIC	IAGE /ITH DEER WN Road Char.: UNKN	Extent of Injuries: Case: 2017- Police Agency: Num of Traffic Control: UNKNOWN Weather: UNKNOWN	f Veh: 1
Veh:I	CAR/VAN/PICKUP	Registered Weight: 4237	State of Registration: NY	
	Num of Occupants: 1	Driver's Age: 62	Sex: F Citation Issued: N	V

	Direction of Travel: UNKNOWN	Public Property Dama	ge: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: SLOWED OR S		0	
	Apparent Factors: NOT ENTERE	D, NOT ENTERED		
	ester Muni: Yorktown(T) Ref. M h of Underhill Ave	arker: 118 87011038 Street: SA	W MILL RIVER RD	
9/24/2017	Sun 16:29 PM Persons Killec Accident Class: PROPERTY DAM Type Of Accident: COLLISION V Manner of Collision: UNKNOWN Road Surface Condition: DRY Loc, of Ped/Bicycle: NOT APPLIC	AAGE AND INJURY Po VITH MOTOR VEHICLE Road Char.: STRAIGHT AI	We	WN TOWN PD Num of Veh: 2 Control: TRAFFIC SIGNAL ather: CLEAR Light Condition: DAYLIGHT
Veh:1	CAR/VAN/PICKUP	Registered Weight: 2864	State	of Registration: NY
	Num of Occupants: 2	Driver's Age: 33	Sex: F	Citation Issued: N
	Direction of Travel: SOUTH-WE	ST Public Property Dan	nage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEF		0	
	Apparent Factors: FAILURE TO	YIELD RIGHT OF WAY, NOT A	PPLICABLE	
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3830	State	of Registration: NY
	Num of Occupants: 1	Driver's Age: 61	Sex: M	Citation Issued: N
	Direction of Travel: NORTH-WE	ST Public Property Dan	nage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEF	ΓTURN		
	Apparent Factors: FAILURE TO	YIELD RIGHT OF WAY, NOT A	PPLICABLE	
County: Westche	ester Muni: Yorktown(T) Ref. Ma	arker: 118.87011039 Street: SAV	V MILL RIVER RD	
AT INTERSECT 10/20/2017	TON WITH ALLAN AVE Fri 11:45 AM Persons Killed Accident Class: INJURY Type Of Accident: COLLISION W Manner of Collision: UNKNOWN Road Surface Condition: DRY Loc, of Ped/Bicycle: NOT APPLIC	Police Agency: YORKTOW ATH MOTOR VEHICLE Road Char.: STRAIGHT AN	Traffic C Wea	Num of Veh: 2 Control: TRAFFIC SIGNAL ather: CLEAR Light Condition: DAYLIGHT
Veh:1	CAR/VAN/PICKUP	Registered Weight: 3180	State	of Registration: NY
	Num of Occupants: 1	Driver's Age: 26	Sex: F	Citation Issued: N
	Direction of Travel: NORTH-WES	ST Public Property Dan	age: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT	TURN		
	Apparent Factors: OTHER (VEHI	CLE), NOT APPLICABLE		
Veh :2	MOTORCYCLE	Registered Weight: 498	State of R	egistration: NY
	Num of Occupants: 1	Driver's Age: 29	Sex: M	Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: C	THER S	chool Bus Involved: OTHER
	Pre-Accd Action: OVERTAKING			
	Apparent Factors: PASSING OR I	LANE USAGE IMPROPERLY, TI	RAFFIC CONTROL D	EVICES DISREGARDED
	ster Muni: Yorktown(T) Ref. Ma ION WITH KEAR ST	rker: 118 87011039 Street: SAV	V MILL RIVER RD	
1/8/2018	Mon 18:06 PM Persons Kille Accident Class: PROPERTY DAM Type Of Accident: COLLISION W Manner of Collision: REAR END	IAGE Police Agency ITH MOTOR VEHICLE Weather: S Road Char,: STRAIGHT AND LE	LEET/HAIL/FREEZD	ontrol: TRAFFIC SIGNAL NG RAIN tion: DARK-ROAD UNLIGHTED
Veh : 1	TRUCK Registered Weig	sht: 19500	State of Registr	ation: NY
	Num of Occupants: 1	Driver's Age: 30	Sex: M	Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: O	THER SO	chool Bus Involved: OTHER
	Pre-Accd Action: UNKNOWN			
	Apparent Factors: NOT APPLICA	BLE, NOT APPLICABLE		
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3384	State o	f Registration: NY
	Num of Occupants: 1	Driver's Age: 20	Sex: M	Citation Issued: N

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	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STR	AIGHT AHEAD	
	Apparent Factors: FOLLOWIN	G TOO CLOSELY, NOT APPLICABLE	
County: Westel AT INTERSEC 1/3/2018	nester Muni: Yorktown(T) Ref. CTION WITH SAW MILL RIVER I Wed 08:11 AM Persons F Accident Class: PROPERTY D/ Type Of Accident: COLLISION Manner of Collision: OTHER Road Surface Condition: DRY Loc, of Ped/Bicycle: NOT APPI	Killed: 0 Persons Injured: 0 E: AMAGE Police Agency: YOR WITH MOTOR VEHICLE Road Char.: STRAIGHT/ GRADI	xtent of Injuries: Case: 2018-37104713 XTOWN TOWN PD Num of Veh: 3 Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
Veh :3	CAR/VAN/PICKUP	Registered Weight: 4268	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 38	Sex: F Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN	I TRAFFIC	
	Apparent Factors: NOT APPLIC	CABLE, NOT APPLICABLE	
Veh : 1	CAR/VAN/PICKUP Num of Occupants: 2	Registered Weight: Driver's Age: 48	State of Registration: CT Sex: M Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRA		
	Apparent Factors: FOLLOWIN	G TOO CLOSELY, DRIVER INATTENTIC	N
Veh :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: MN
	Num of Occupants: 1	Driver's Age: 55	Sex: M Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN	TRAFFIC	
	Apparent Factors: NOT APPLIC	CABLE, NOT APPLICABLE	
County: Westch AT INTERSEC 1/1/2018	ester Muni: Yorktown(T) Ref. N TION WITH ALLAN AVE Mon 22:18 PM Persons Ki Accident Class: PROPERTY DA Type Of Accident: COLLISION Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPL	MAGE AND INJURY Police A WITH TREE Road Char.: STRAIGHT AND LEVEL	RIVER RD ent of Injuries: B Case: 2018-37116460 Agency: YONKERS CITY PD Num of Veh: I Traffic Control: NONE Weather: CLEAR Light Condition: DARK-ROAD UNLIGHTED ed/Bicycle: NOT APPLICABLE
Veh :1	CAR/VAN/PICKUP	Registered Weight: 4233	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 21	Sex: M Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRA	AIGHT AHEAD	
	Apparent Factors: FATIGUED/I	DROWSY, NOT APPLICABLE	
County: Westch AT INTERSEC' 1/26/2018	ester Muni: Yorktown(T) Ref. M TION WITH SAW MILL RIVER R Fri 12:07 PM Persons Kille Accident Class: PROPERTY DA Type Of Accident: COLLISION Manner of Collision: LEFT TUR Road Surface Condition: DRY Loc, of Ped/Bicycle: NOT APPL	RD ed: 0 Persons Injured: 0 Exte MAGE Police Agency: YORI WITH MOTOR VEHICLE N (AGAINST OTHER CAR) Road Char.: STRAIGHT AND LEV	ent of Injuries: Case: 2018-37129498 KTOWN TOWN PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
Veh : l	CAR/VAN/PICKUP Num of Occupants: 2	Registered Weight: 5308 Driver's Age: 43	State of Registration: NY Sex: M Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRA		Sensor Bas involved, OTTER
	Apparent Factors: NOT APPLIC		
Veh :2	CAR/VAN/PICKUP	Registered Weight: 2448	State of Registration: NY

	Num of Occupants: 1	Driver's Age: 69	Sex: F	Citation Issued: N
	Direction of Travel: NORTH-EAST	Public Property Damage: OTH	IER	School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT TU	IRN		
	Apparent Factors: FAILURE TO YIEI	LD RIGHT OF WAY, NOT APPLICAB	LE	
	ster Muni: Yorktown(T) Ref. Marker ION WITH [Route] 118 Fri 08:38 AM Persons Killed: 0 Accident Class: PROPERTY DAMAG Type Of Accident: COLLISION WITH Manner of Collision: REAR END Road Surface Condition: DRY	Persons Injured: 0 Exter E Police Agency: YORK <sup>*</sup> I MOTOR VEHICLE Road Char.: STRAIGHT/ GRADE	it of Injuries: FOWN TOWN Traffic Co Weather: L	ontrol: TRAFFIC SIGNAL CLOUDY ight Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICAB	LE Action of Ped	/Bicycle: NOI	APPLICABLE
Veh :1		Registered Weight: 3605		f Registration: NY
	Num of Occupants: 1	Driver's Age: 27	Sex: M	Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	Sch	ool Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRAF	FIC		
	Apparent Factors: NOT APPLICABLE	E, NOT APPLICABLE		
Veh :2	CAR/VAN/PICKUP Num of Occupants: 1	Registered Weight: 3147 Driver's Age: 55	State of Sex: F	f Registration: NY Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	Sch	ool Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT	AHEAD		
	Apparent Factors: FOLLOWING TOC	CLOSELY, NOT APPLICABLE		
AT INTERSECT 9/9/2018	ION WITH [Route] 118 Sun 13:45 PM Persons Killed: 0 Accident Class: PROPERTY DAMAG Type Of Accident: COLLISION WITH Manner of Collision: OTHER Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICAB	E Police Agency: YORK MOTOR VEHICLE Road Char.: STRAIGHT/ GRADE	Traffic Co Weather: CLO L	ontrol: TRAFFIC SIGNAL
Veh :2		Registered Weight: 3513	State of	Registration: NY
	Num of Occupants: 2	Driver's Age: 84	Sex: F	Citation Issued: N
	Direction of Travel: SOUTH-EAST	Public Property Damage: OTH	ER	School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT TU	RN		
	Apparent Factors: TURNING IMPRO	PER, NOT APPLICABLE		
Veh :1	CAR/VAN/PICKUP	Registered Weight: 4169	State of	Registration: NY
	Num of Occupants: 2	Driver's Age: 41	Sex: M	Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	Sch	ool Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRAF	FIC		
	Apparent Factors: NOT APPLICABLE	E, NOT APPLICABLE		
	iter Muni: Yorktown(T) Ref. Marker ON WITH [Route] 118 Sun 04:30 AM Persons Killed: 0 Accident Class: PROPERTY DAMAGI Type Of Accident: COLL, W/LIGHT S Manner of Collision: OTHER Road Surface Condition: WET R Loc, of Ped/Bicycle: NOT APPLICABI	Persons Injured: 0 Exter E Police Agency: YORKT UPPORT/UTILITY POLE oad Char.: STRAIGHT/ GRADE	nt of Injuries: COWN TOWN Traffic Weath Light Conditi	Case: 2018-37518828 PD Num of Veh: 1 Control: TRAFFIC SIGNAL ter: RAIN ion: DARK-ROAD LIGHTED APPLICABLE
Veh : 1	CAR/VAN/PICKUP	Registered Weight: 3208	State of	Registration: NY
	Num of Occupants: 1	Driver's Age: 26	Sex: M	Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER		ool Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT	. , 0		
	Apparent Factors: UNSAFE SPEED, P			

	ster Muni: Yorktown(T) Ref. Mark ION WITH UNDERHILL AVE Tue 06:24 AM Persons Killed: Accident Class: PROPERTY DAMA Type Of Accident: COLLISION WIT Manner of Collision: LEFT TURN (A Road Surface Condition: DRY Loc, of Ped/Bicycle: NOT APPLICA	GE Police Agency: YOR H MOTOR VEHICLE GAINST OTHER CAR) Road Char.: STRAIGHT AND LI	xtent of Injuries: Case: 2018-37558731 RKTOWN TOWN PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3929	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 38	Sex: M Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT T		
	Apparent ractors: FAILURE TO TH	ELD RIGHT OF WAY, NOT APPLICA	ABLE
Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: CT
	Num of Occupants: 1	Driver's Age: 21	Sex: M Citation Issued: Y
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGH		
	Apparent Factors: NOT APPLICABI	LE, NOT APPLICABLE	
	ster Muni: Yorktown(T) Ref. Market (ON WITH SAW MILL RIVER RD Fri 16:06 PM Persons Killed: 0 Accident Class: PROPERTY DAMAG Type Of Accident: COLLISION WIT Manner of Collision: LEFT TURN (A Road Surface Condition: WET Loc. of Ped/Bicycle: NOT APPLICAT	GE AND INJURY Police Age H MOTOR VEHICLE GAINST OTHER CAR) Road Char.: STRAIGHT/ GRA	nt of Injuries: B Case: 2018-37645644 ency: YORKTOWN TOWN PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: CLOUDY
Veh : l	CAR/VAN/PICKUP Num of Occupants: 1	Registered Weight: 3360 Driver's Age: 67	State of Registration: NY Sex: F Citation Issued: N
	Direction of Travel: SOUTH-WEST	Public Property Damage: Of	
	Pre-Accd Action: GOING STRAIGH		THERE SUBOI DIS INVOLVED. OTHERE
	Apparent Factors: NOT APPLICABL	E, NOT APPLICABLE	
Veh :2	CAR/VAN/PICKUP	Registered Weight: 4322	State of Desistration, NV
YOU .2	Num of Occupants: 2	Driver's Age: 63	State of Registration: NY Sex: F Citation Issued: N
	Direction of Travel: NORTH-EAST	Public Property Damage: OT	THER School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT T	URN	
	Apparent Factors: NOT APPLICABL	E, FAILURE TO YIELD RIGHT OF V	WAY
County: Westches AT INTERSECTI <b>3/3/2019</b>	ter Muni: Yorktown(T) Ref. Marke ON WITH UNDERHILL AVE Sun 08:30 AM Persons Killed: 4 Accident Class: PROPERTY DAMAC Type Of Accident: COLLISION WITH Manner of Collision: RIGHT ANGLE Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICAE	E Police Agency: YORI H MOTOR VEHICLE Road Char.: STRAIGHT/ GRADE	ttent of Injuries: Case: 2019-37793596 KTOWN TOWN PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
Veh :2	CAR/VAN/PICKUP Num of Occupants: 1	Registered Weight: Driver's Age: 52	State of Registration: NY Sex: M Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGH	T AHEAD	
	Apparent Factors: NOT ENTERED, N	NOT ENTERED	
Veh :1	CAR/VAN/PICKUP Num of Occupants: 1	Registered Weight: 3015 Driver's Age: 67	State of Registration: NY Sex: F Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGH	T AHEAD	
	Apparent Factors: TRAFFIC CONTR	OL DEVICES DISREGARDED, NOT	ENTERED

County: Westche AT INTERSECT	ster Muni: Yorktown(T) Ref. Mark TON WITH UNDERHILL AVE	er: 118 87011037 Street: SAW MILL 1	RIVER RD
6/3/2019	Mon 16:45 PM Persons Killed: Accident Class: INJURY	J	t of Injuries: C Case: 2019-37912565
	Type Of Accident: COLLISION WIT	Police Agency: YORKTOWN TOWN H MOTOR VEHICLE	N PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL
	Manner of Collision: REAR END Road Surface Condition: DRY	Road Char : STRAIGHT AND LEVE	Weather: CLEAR
	Loc. of Ped/Bicycle: NOT APPLICA		EL Light Condition: DAYLIGHT d/Bicycle: NOT APPLICABLE
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3292	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 18	Sex: M Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGH	IT AHEAD	
	Apparent Factors: FOLLOWING TC	O CLOSELY, NOT APPLICABLE	
Veh :1	CAR/VAN/PICKUP	Registered Weight: 3135	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 26	Sex: M Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRA	AFFIC	
	Apparent Factors: NOT APPLICABI	LE, NOT APPLICABLE	
		er: 118 87011037 Street: [Route] 118	
AT INTERSECT 7/24/2019	TON WITH UNDERHILL AVE Wed 12:45 PM Persons Killed:	0 Persons Injured: 0 Exte	ent of Injuries: Case: 2019-37993043
	Accident Class: PROPERTY DAMA	GE Police Agency: YORK	TOWN TOWN PD Num of Veh: 2
	Type Of Accident: COLLISION WIT Manner of Collision: OVERTAKING		Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
	Road Surface Condition: DRY	Road Char : STRAIGHT AND LEVE	
	Loc. of Ped/Bicycle: NOT APPLICA	BLE Action of Pec	I/Bicycle: NOT APPLICABLE
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3758	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 70	Sex: F Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STARTING IN TR	AFFIC	
	Apparent Factors: NOT APPLICABI	E, PASSING OR LANE USAGE IMPR	OPERLY
Veh :1	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NJ
	Num of Occupants: 1	Driver's Age: 51	Sex: F Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRA	FFIC	
	Apparent Factors: NOT APPLICABL	E, NOT APPLICABLE	
County: Westches	ster Muni: Yorktown(T) Ref. Marke	r: 118 87011037 Street: [Route] 118	
AT INTERSECT 9/22/2019	ION WITH UNDERHILL AVE Sun 16:30 PM Persons Killed: (	Demons Laireado De Factor	
)/44/401)	Sun 16:30 PM Persons Killed: ( Accident Class: PROPERTY DAMAG	,	nt of Injuries: Case: 2019-38088324 TOWN TOWN PD Num of Veh: 2
	Type Of Accident: COLLISION WITH	H MOTOR VEHICLE	Traffic Control: TRAFFIC SIGNAL
	Manner of Collision: OTHER Road Surface Condition: DRY	Road Char : STRAIGHT AND LEVE	Weather: CLEAR L Light Condition: DAYLIGHT
	Loc. of Ped/Bicycle: NOT APPLICAE		/Bicycle: NOT APPLICABLE
Veh :2	CAR/VAN/PICKUP	Registered Weight: 2697	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 28	Sex: M Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRA	FFIC	
	Apparent Factors: NOT APPLICABL	E, NOT APPLICABLE	
Veh :1	CAR/VAN/PICKUP	Registered Weight: 3846	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 73	Sex: F Citation Issued: N
	Direction of Travel: SOUTH-EAST	Public Property Damage: OTH	ER School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT T	JRN	

### Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

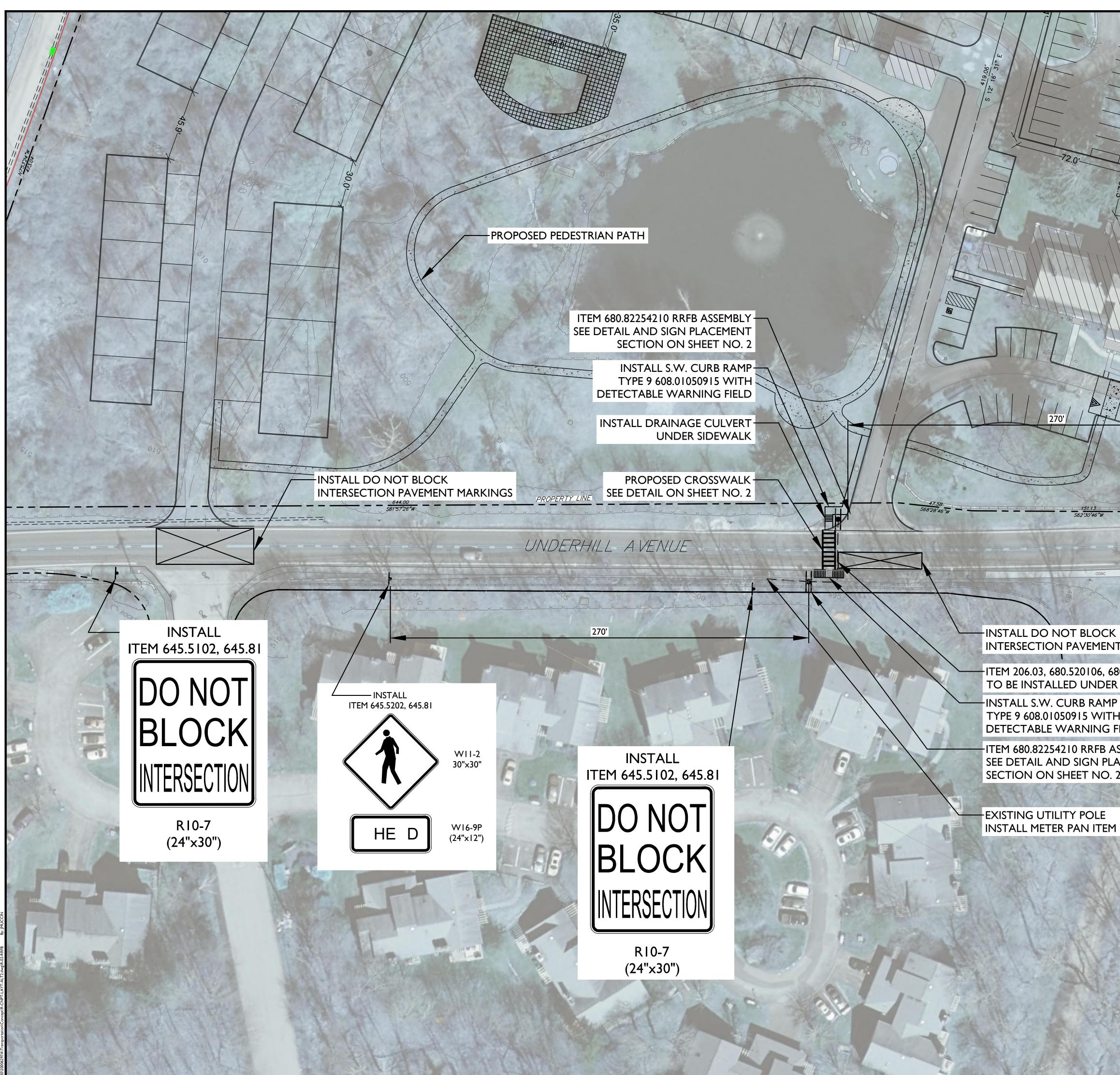
	tester Muni: Yorktown(T) Ref. Mar. TION WITH ALLAN AVE Thu 17:55 PM Persons Killed: Accident Class: PROPERTY DAM/ Type Of Accident: COLLISION WI Manner of Collision: OTHER Road Surface Condition: WET Loc. of Ped/Bicycle: NOT APPLIC/	AGE AND INJURY Police Age TH MOTOR VEHICLE Road Char,: STRAIGHT AND LEV ABLE Action of P	ent of Injuries: C Case: 2019-38092114 ency: YORKTOWN TOWN PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
Veh :1	CAR/VAN/PICKUP	Registered Weight: 3475	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 23	Sex: M Citation Issued: N
	Direction of Travel: SOUTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIG		
	Apparent Factors: NOT APPLICAE	ELE, PASSING OR LANE USAGE IMP	ROPERLY
Veh :2	CAR/VAN/PICKUP	Registered Weight: 2612	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 46	Sex: F Citation Issued: N
	Direction of Travel: NORTH-WES	Public Property Damage: O	THER School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT	TURN	
	Apparent Factors: NOT APPLICAE	LE, NOT APPLICABLE	
County: Westch AT INTERSEC 9/27/2019	ester Muni: Yorktown(T) Ref. Marl TION WITH [Route] 118 Fri 07:35 AM Persons Killed:	ter: 118 87011037 Street: UNDERHIL 0 Persons Injured: 0 Ext	
<i>)1211201)</i>	Accident Class: PROPERTY DAMA Type Of Accident: COLLISION WT Manner of Collision: REAR END Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICA	GE Police Agency: YORI TH MOTOR VEHICLE Road Char.: STRAIGHT AT HILLCH	Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
			CUBICYCE, NOT AFFEICABLE
Veh :2	CAR/VAN/PICKUP	Registered Weight: 3368	State of Registration: NY
	Num of Occupants: 1 Direction of Travel: EAST	Driver's Age: 57	Sex: F Citation Issued: N
		Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: SLOWED OR ST		
	Apparent raciols, FOLLOWING TO	DO CLOSELY, NOT APPLICABLE	
Veh 1	CAR/VAN/PICKUP	Registered Weight: 3556	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 51	Sex: F Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TR.		
	Apparent Factors: NOT APPLICAB	LE, NOT APPLICABLE	
AT INTERSECT	[ION WITH [Route] 118	er: 118 87011037 Street: UNDERHIL	
10/18/2019	Fri 15:32 PM Persons Killed: C Accident Class: PROPERTY DAMA Type Of Accident: COLLISION WIT Manner of Collision: HEAD ON Road Surface Condition: DRY Loc. of Ped/Bicycle: NOT APPLICA	GE Police Agency: YORE TH MOTOR VEHICLE Road Char.: STRAIGHT/ GRADE	Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
Veh :1	CAR/VAN/PICKUP	Registered Weight: 4101	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 63	Sex: M Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGH	IT AHEAD	
	Apparent Factors: NOT APPLICAB	LE, NOT APPLICABLE	
Veh :2	TRUCK Registered Weight	54000	State of Degistration: NV
γų.LL .Δ.	Num of Occupants: 1	Driver's Age: 53	State of Registration: NY Sex: M Citation Issued: N
	Direction of Travel: WEST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: MAKING LEFT 7		Sensor Bas informal Officia

Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

	ester Muni: Yorktown(T) Ref. Marker TION WITH SAW MILL RIVER RD	: 118 87011037 Street: UNDERHIL	L AVE
11/14/2019	Thu 08:23 AM Persons Killed: 0 Accident Class: PROPERTY DAMAG Type Of Accident: COLLISION WITH Manner of Collision: REAR END Road Surface Condition: DRY Loc, of Ped/Bicycle: NOT APPLICAB	E Police Agency: YORI MOTOR VEHICLE Road Char.: STRAIGHT/ GRADE	Traffic Control: TRAFFIC SIGNAL Weather: CLEAR
	Loc, of readilycle. NOT AFFLICABL	LE ACTION OF PE	CUBICYCLE. NOT APPLICABLE
Veh :2		Registered Weight: 3589	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 51	Sex: F Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: SLOWED OR STOP	PPING	
	Apparent Factors: NOT APPLICABLE	E, NOT APPLICABLE	
Veh :1	CAR/VAN/PICKUP	Registered Weight: 4237	State of Registration: NY
	Num of Occupants: 1	Driver's Age: 22	Sex: F Citation Issued: N
	Direction of Travel: EAST	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: SLOWED OR STOP	PPING	
	Apparent Factors: FOLLOWING TOO	CLOSELY, NOT APPLICABLE	
	ester Muni: Yorktown(T) Ref. Marker FION WITH UNDERHILL AVE Sat 23:02 PM Persons Killed: 0 Accident Class: NON-REPORTABLE Type Of Accident: COLLISION WITH Manner of Collision: REAR END Road Surface Condition: DRY Roa Loc. of Ped/Bicycle: NOT APPLICABI	Persons Injured: 0 Exte Police Agency: YORK MOTOR VEHICLE ad Char.: STRAIGHT AND LEVEL	ent of Injuries: Case: 2019-38201765
Veh : l	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 4	Driver's Age: 44	Sex: M Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: STOPPED IN TRAF	FIC	
	Apparent Factors: NOT APPLICABLE	E, NOT APPLICABLE	
Veh :2	CAR/VAN/PICKUP	Registered Weight:	State of Registration: NY
	Num of Occupants: 2	Driver's Age: 24	Sex: M Citation Issued: N
	Direction of Travel: NORTH	Public Property Damage: OTHER	School Bus Involved: OTHER
	Pre-Accd Action: GOING STRAIGHT	AHEAD	
	Apparent Factors: NOT APPLICABLE	, FOLLOWING TOO CLOSELY	

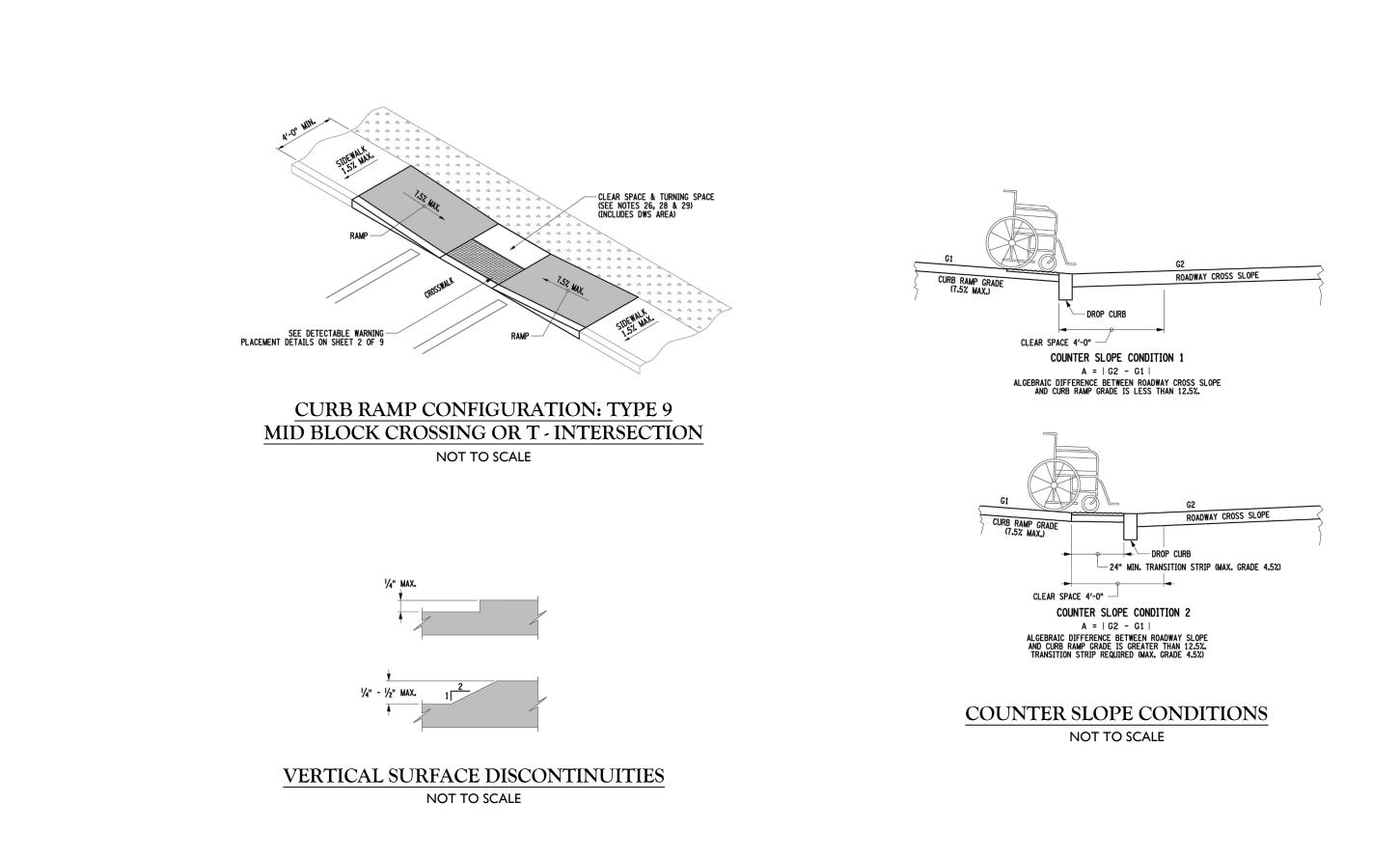


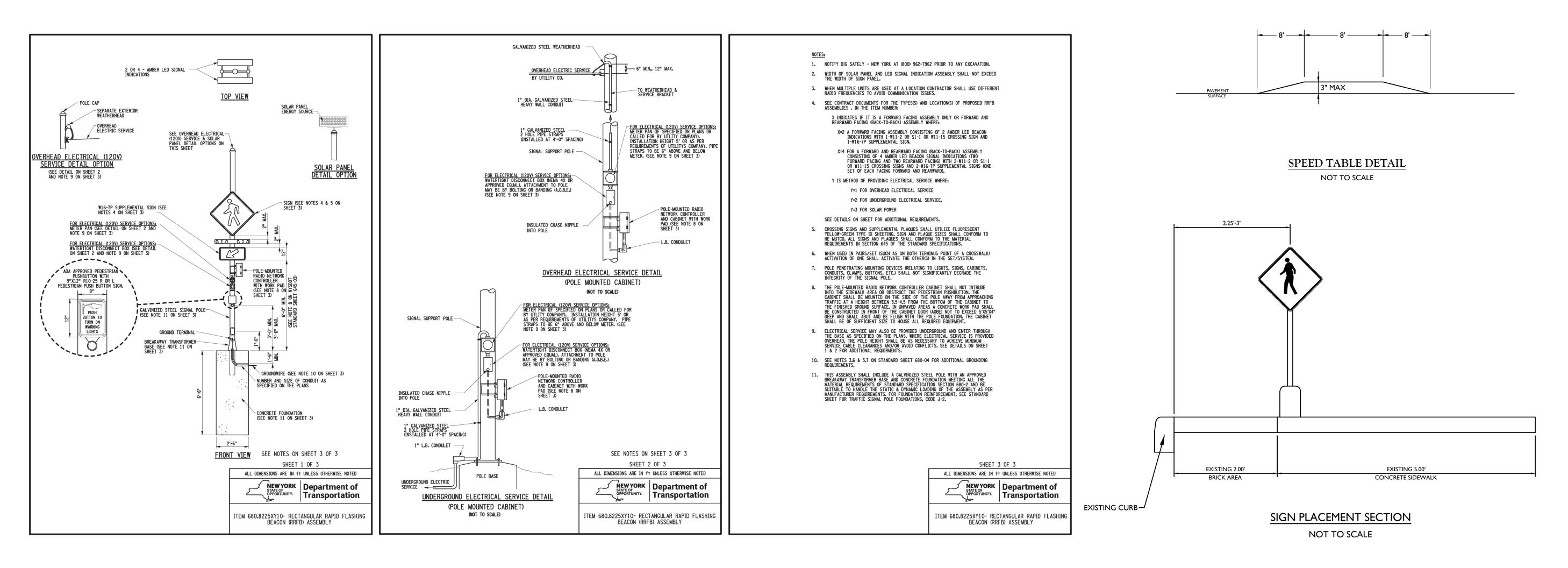
# Traffic Impact Study Appendix F | Proposed Traffic and Pedestrian Improvement Plans



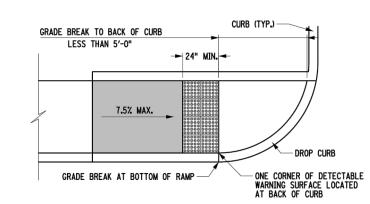
	<ul> <li>A Constant of the service of the servi</li></ul>
5 76.0' 76.0' 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE Know what's below. Call before you dig. FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM
POSSIBLE SPEED TABLE	
480 <u>480</u> <u>4712</u> 55479'46"W	Date     Drawn BY     Description       ·     ·     ·       ·     ·     ·       ·     ·     ·       ·     ·     ·       ·     ·     ·       ·     ·     ·       ·     ·     ·       ·     ·     ·       ·     ·     ·       ·     ·     ·       ·     ·     ·       ·     ·     ·
UPGRADE EXISTING TMARKINGS	
ITEM 680.82254210 ITEM 645.5202, 645.81	
HELD SSEMBLY ACEMENT 2	CONCEPTUAL IMPROVEMENT PLAN FOR UNDERHILL FARM
680.95505008 HE D <sup>W16-9P</sup> (24"x12")	NYS ROUTE 118 & UNDERHILL AVENUE TOWN OF YORKTOWN WESTCHESTER COUNTY NEW YORK
	WESTCHESTER OFFICE 400 Columbus Avenue Suite 180E Valhalla, NY 10595 Phone: 914.347.7500 Fax: 914.347.7266
	SCALE:     DATE:     DRAWN BY:     CHECKED BY:       AS SHOWN     I/5/21     P.W.G.     P.J.G.       PROJECT NUMBER:     DRAWING NAME:       20006297A     R-CNPT-LAYT-ALT2
	SHEET TITLE: PEDESTRIAN RRFB ACCOMMODATION PLAN
SCALE : 1" = 30'	Sheet NUMBER:

NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

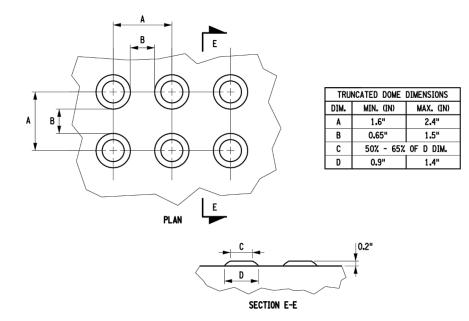




# SIDEWALK AND CURB RAMP DETAIL NOTES:





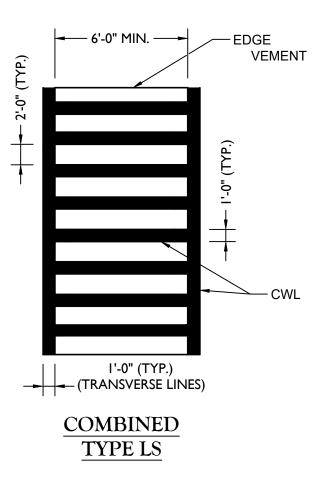


DETECTABLE WARNING DOME DETAIL NOT TO SCALE

I. WHERE A CHANGE IN DIRECTION IS REQUIRED TO UTILIZE A CURB RAMP, A TURNING SPACE SHALL BE PROVIDED AT THE BASE OR THE TOP OF CURB RAMP AS APPLICABLE. TURNING SPACES SHALL BE PERMITTED TO OVERLAP CLEAR SPACES.

2. TURNING SPACES SHALL NOT BE DESIGNED WITH CROSS SLOPE GREATER THAN 1.5% IN ANY DIRECTION, WHILE PROVIDING POSITIVE DRAINAGE. THE MAXIMUM CROSS SLOPE FOR WORK ACCEPTANCE IS 2.0%. A NONSTANDARD FEATURE JUSTIFICATION IS REQUIRED WHERE TURNING SPACES EXCEED 2.0% IN ANY DIRECTION.

BEYOND THE BOTTOM GRADE BREAK, A CLEAR SPACE OF 4'-0" X 4'-0" MINIMUM SHALL BE PROVIDED WITHIN THE WIDTH OF THE PEDESTRIAN CROSSWALK, AND OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE. THE CLEAR SPACE MAY OVERLAP TURNING SPACES, DETECTABLE WARNING SURFACES, AND DROP CURBS.



STRIPING LEGEND CWL - SOLID WHITE CROSSWALK LINE 12" (ITEM 685.11)

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		PRELIMINARY CONCEPT PLAN FOR UNDERHILL FARM NYS ROUTE 118 & UNDERHILL FARM NYS ROUTE 118 & UNDERHILL AVENUE TOWN OF YORKTOWN WESTCHESTER COUNTY NEW YORK WESTCHESTER OFFICE 400 Columbus Avenue NEW YORK WESTCHESTER OFFICE 400 Columbus Avenue Valhalla, NY 10595 None: 914.347.7500 Fax: 914.347.7500 F	DATE DRAWN BY										
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PLAN FOR UNDERHILL FARM NYS ROUTE 118 & UNDERHILL AVENUE TOWN OF YORKTOWN WESTCHESTER COUNTY NEW YORK WESTCHESTER COUNTY NEW YORK VOCCIUMBUS AVENUE Suite 180E Valhalla, NY 10595 Phone: 914.347.7500 Fax: 914.347.7500 Fax: 914.347.7266	UNDERHILL AVENUE TOWN OF YORKTOWN WESTCHESTER COUNTY NEW YORK WESTCHESTER OFFICE 400 Columbus Avenue Suite 180E Valhalla, NY 10595 Phone: 914.347.7500 Fax: 914.347.7266 SCALE: AS SHOWN I/5/21 PROJECT NUMBER: DRAWING NAME:	SHEET NUMBER: 2 of 3	AS S PROJE	HOW CT NU	N IMBER:	1/5	DRA	DF	Fax: 9 RAWN P.W.	BY: G.	47.72	66 ECKED	



-EXISTING SIDEWALK PROPOSED SIDEWALK WITH ADA RAMP-PROPOSED SIDEWALK COORDINATE WITH EXISTING DUMPSTER LOCATION -MEET EXISTING SIDEWALK PROPOSED SIDEWALK --PROPOSED CROSSWALK INSTALL STOP BAR (TYP.)-

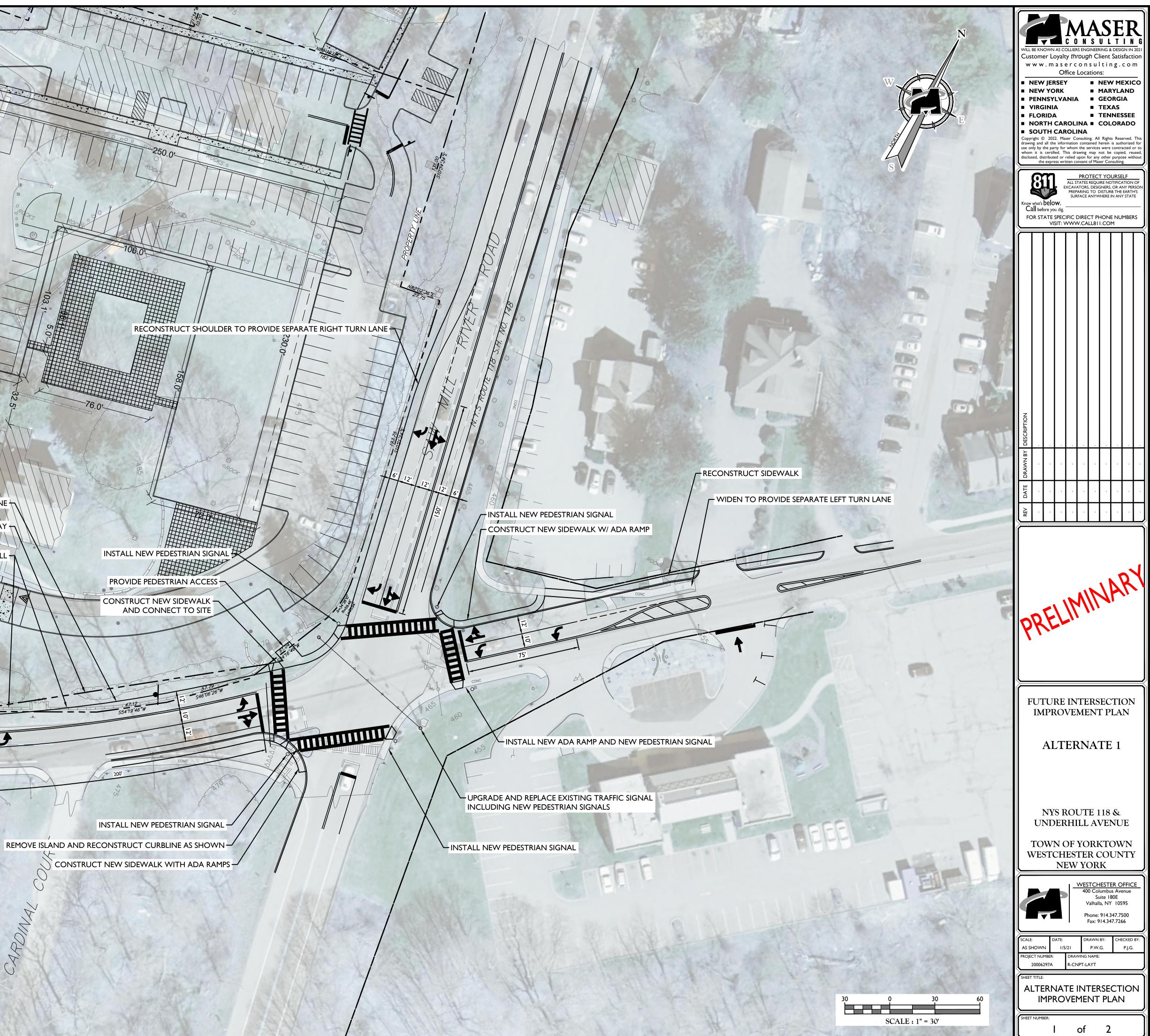


NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.



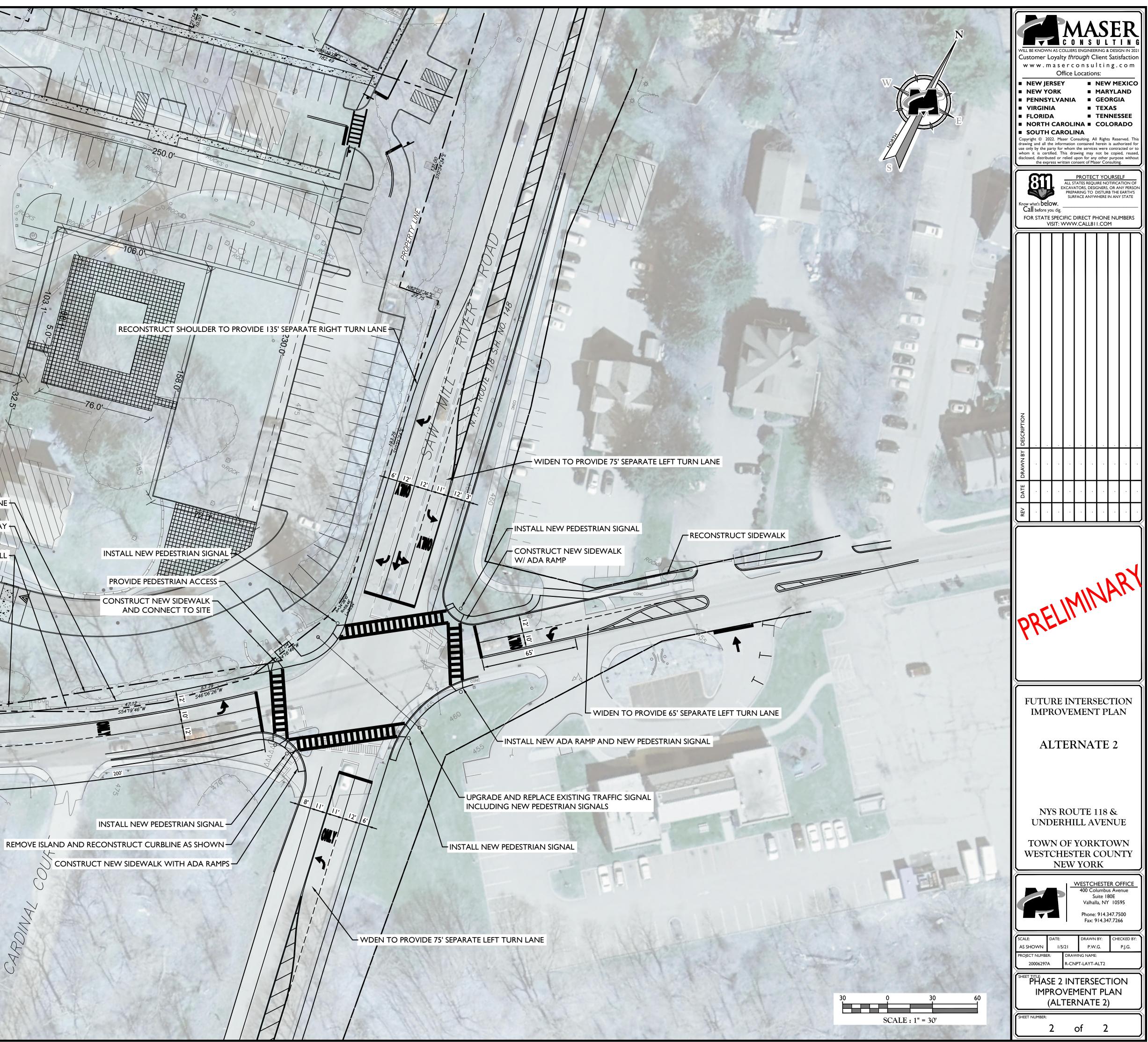
# Traffic Impact Study Appendix G | Potential Future Intersection Improvement Plans

6.01 WIDEN TO PROVIDE SEPARATE LEFT TURN LANE PROPOSED RIGHT-OF-WAY RELOCATE AND RECONSTRUCT EXISTING RETAINING WALL PROPOSED EDGE OF PAVEMENT - MEET EXISTING EDGE OF PAVEMENT 🦳 



NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

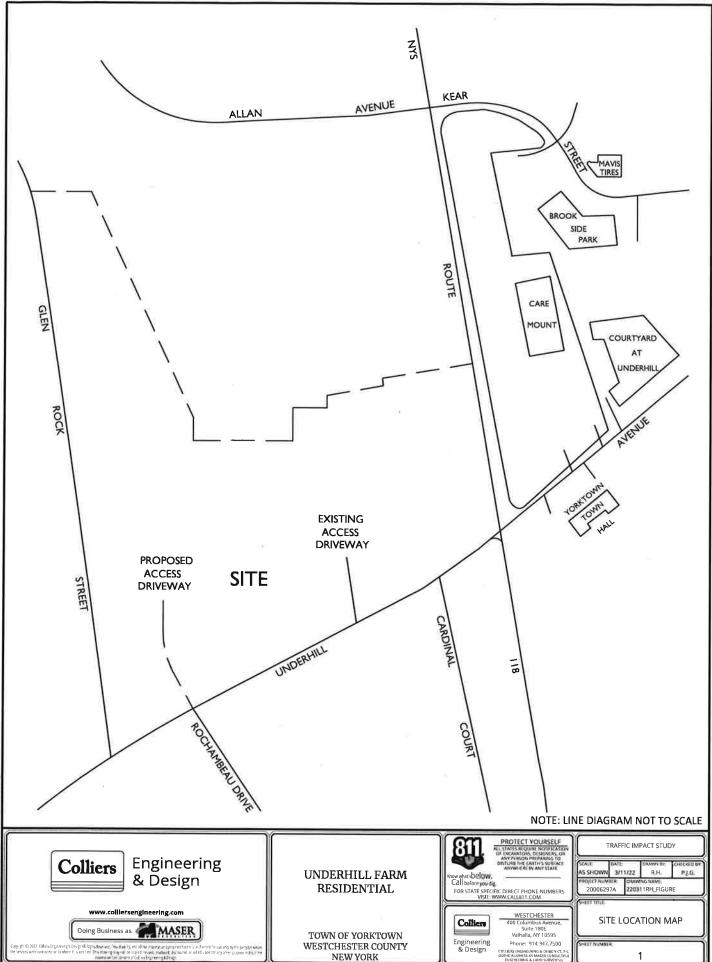
6.01 WIDEN TO PROVIDE SEPARATE LEFT TURN LANE PROPOSED RIGHT-OF-WAY + RELOCATE AND RECONSTRUCT EXISTING RETAINING WALL PROPOSED EDGE OF PAVEMENT - MEET EXISTING EDGE OF PAVEMENT 



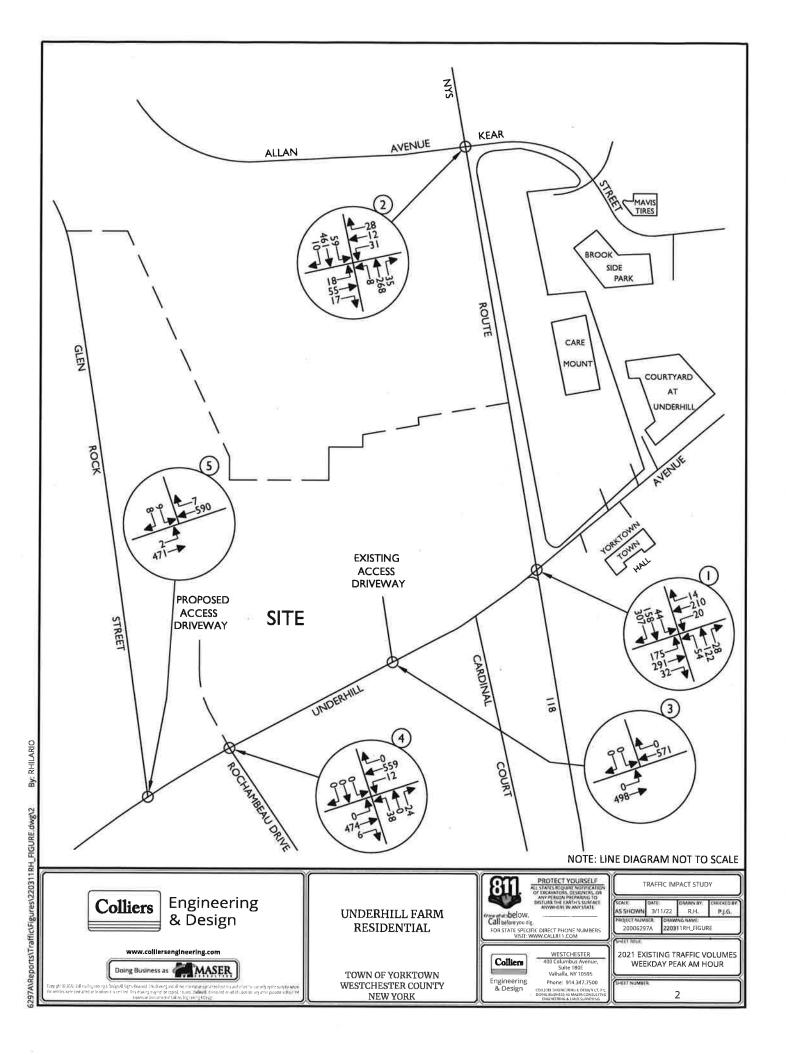
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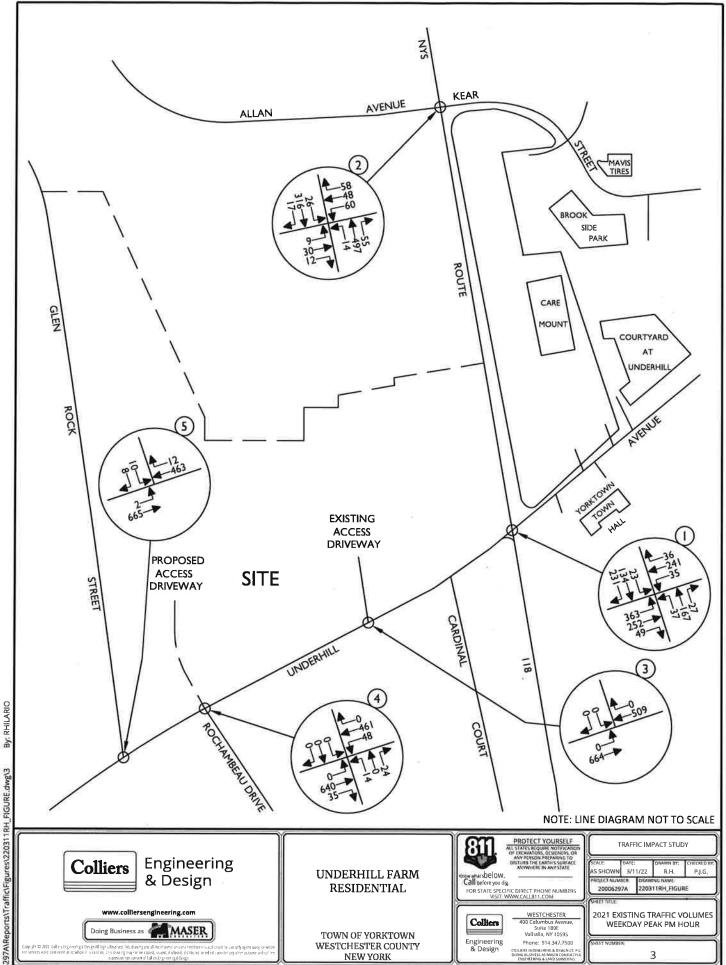


# With Potential Other Development Traffic

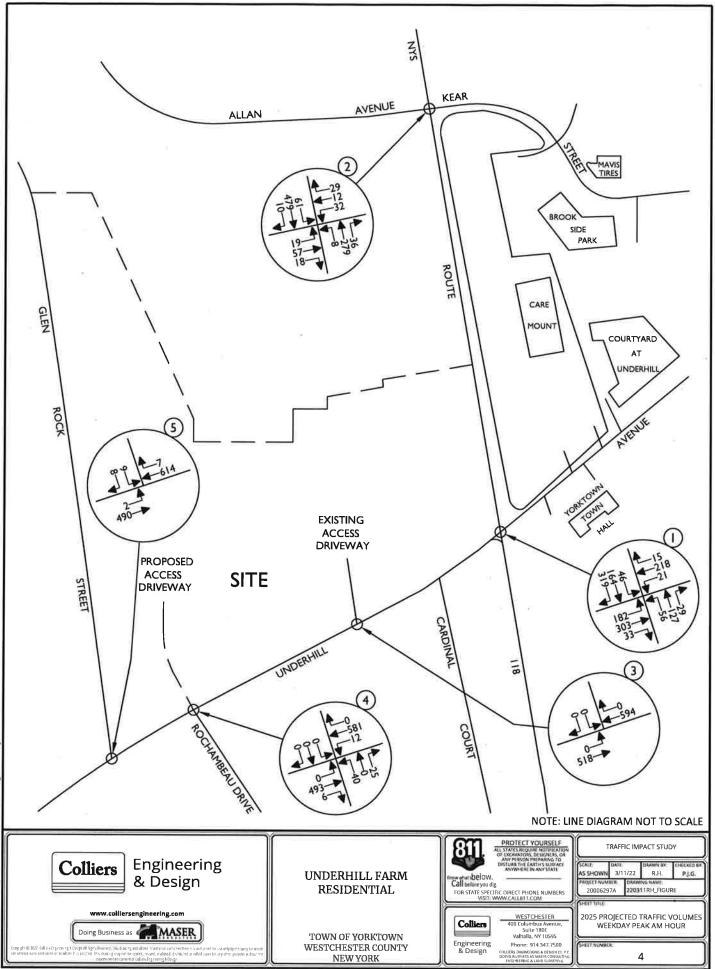


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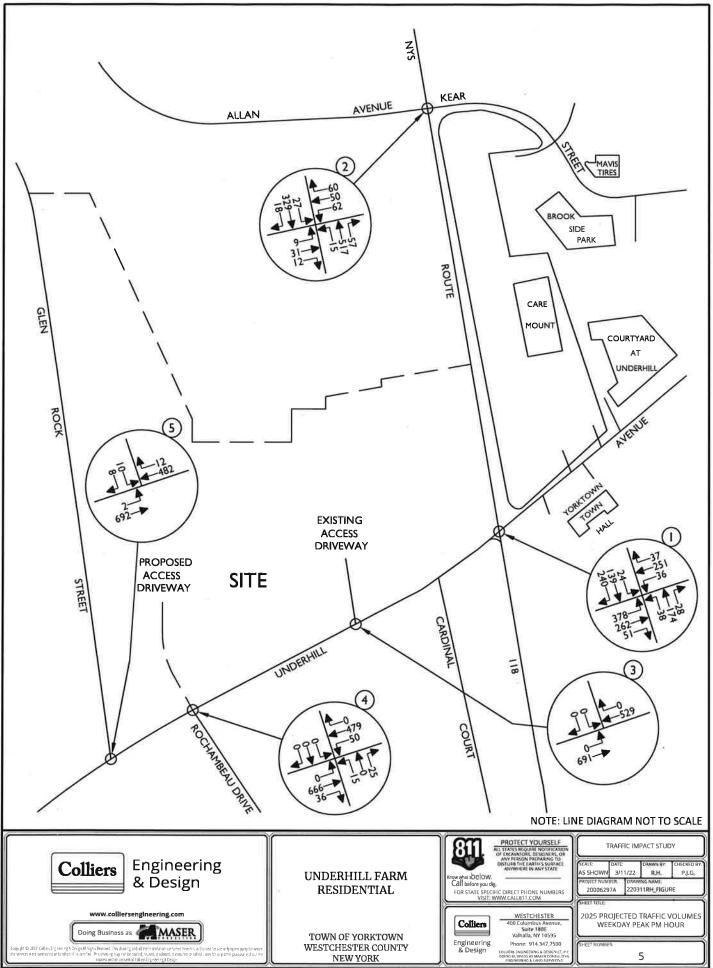




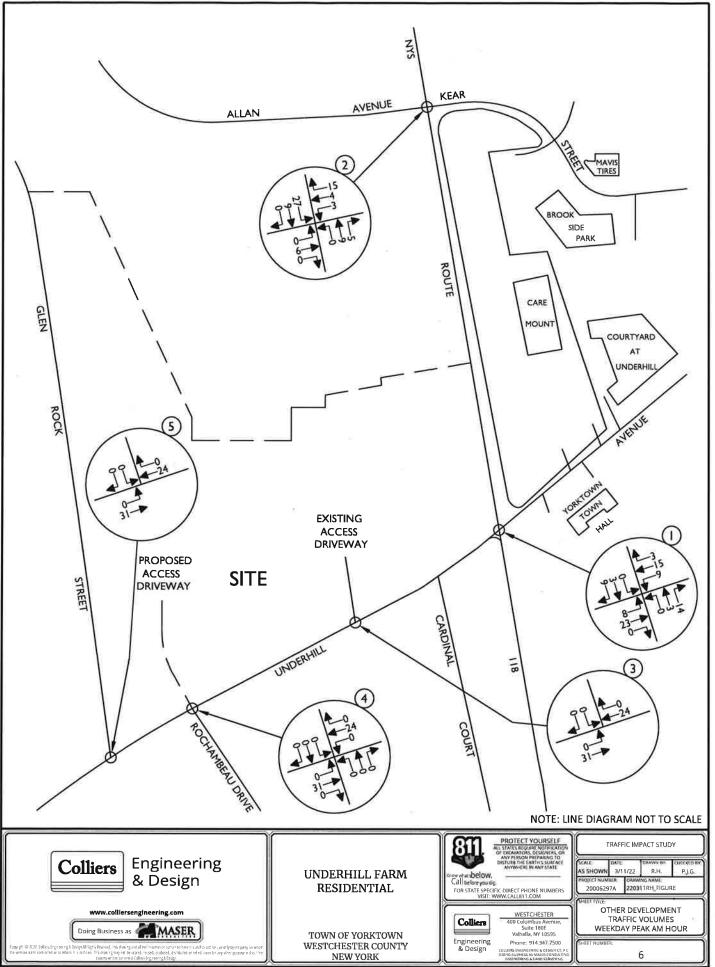
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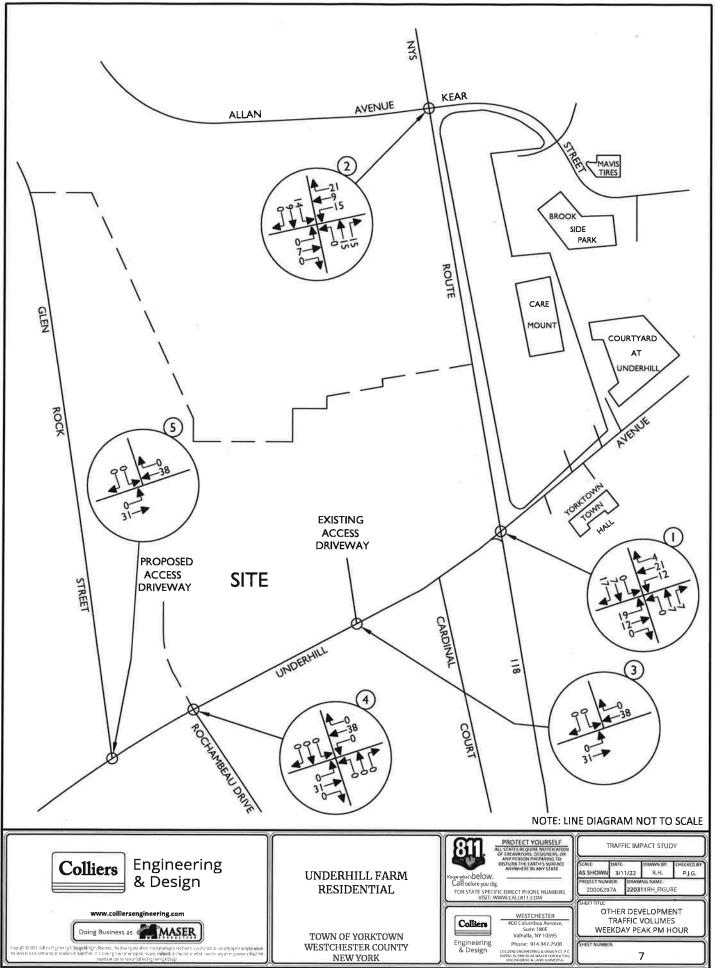
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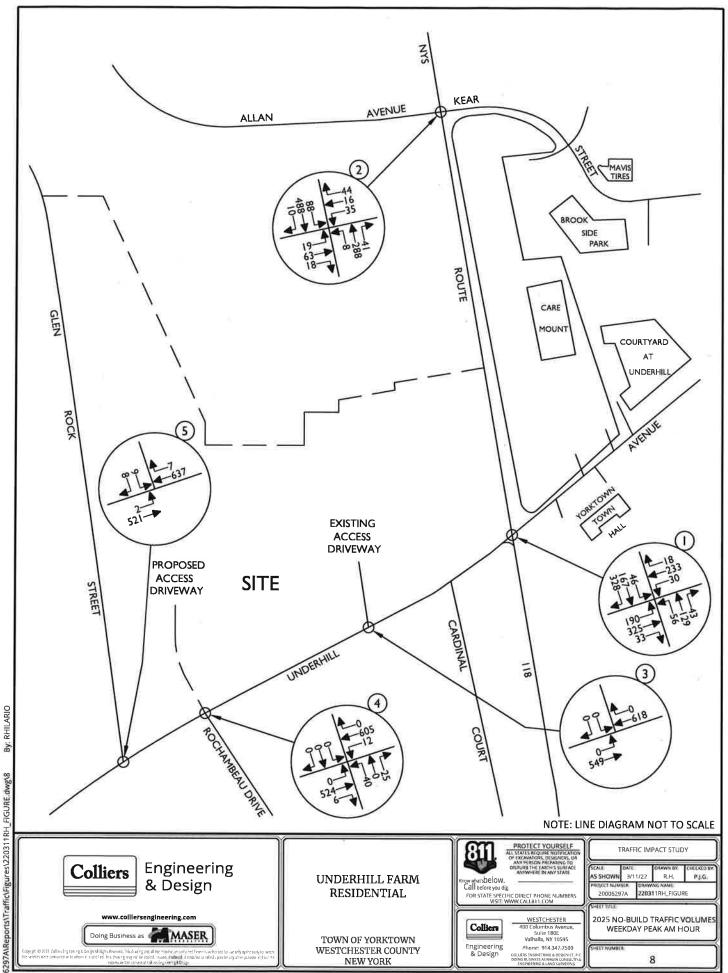
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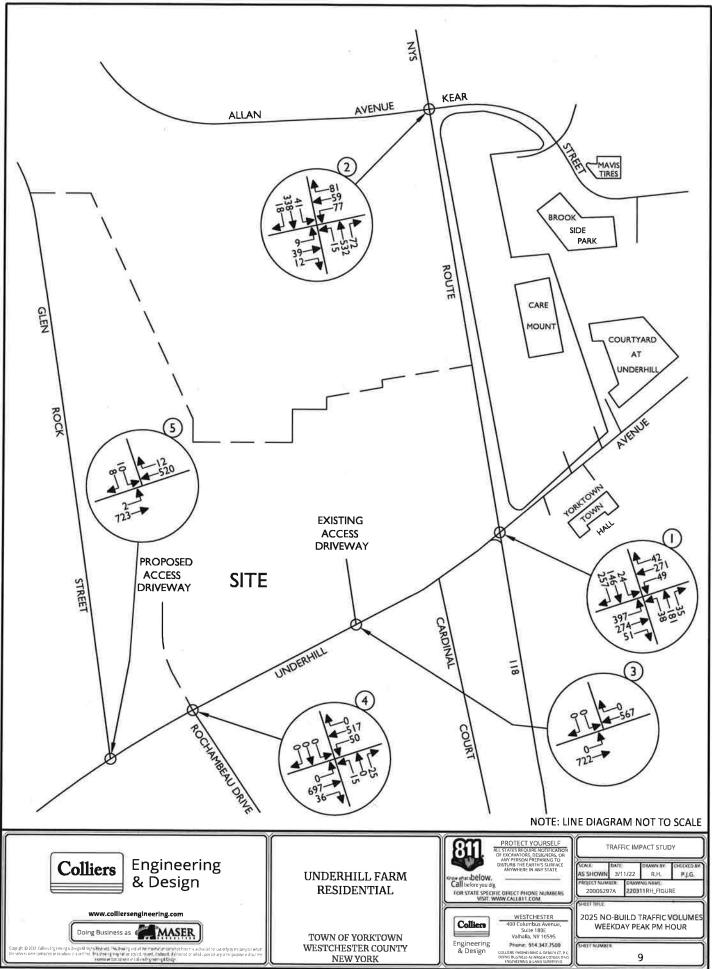


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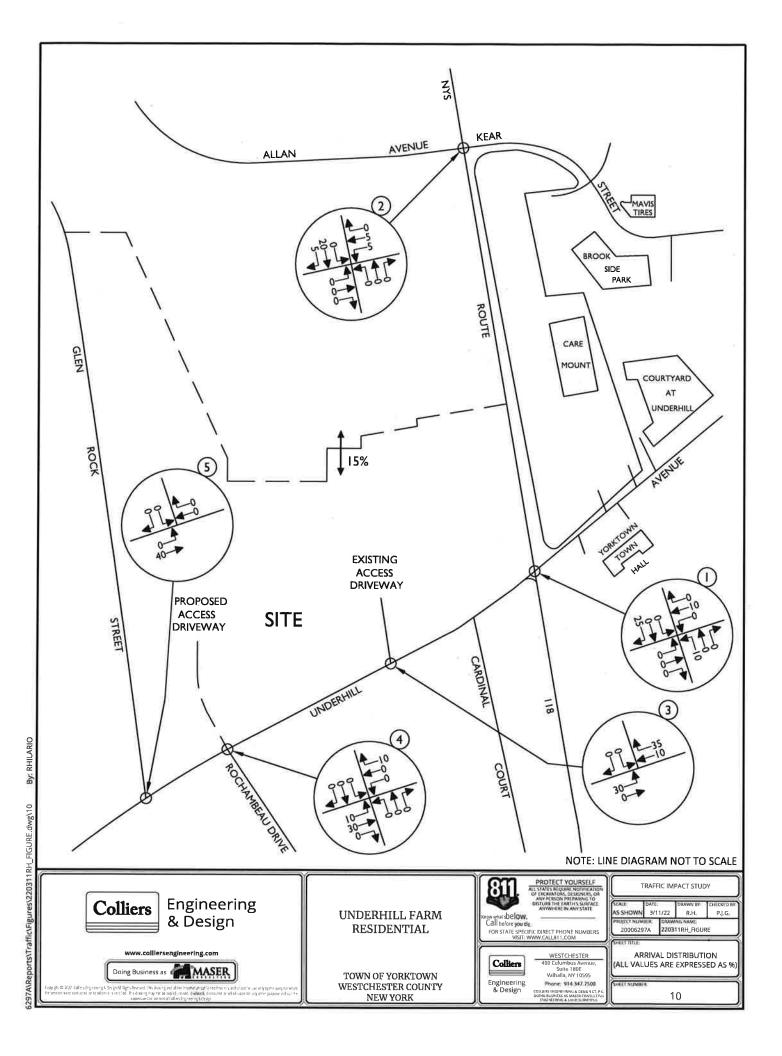


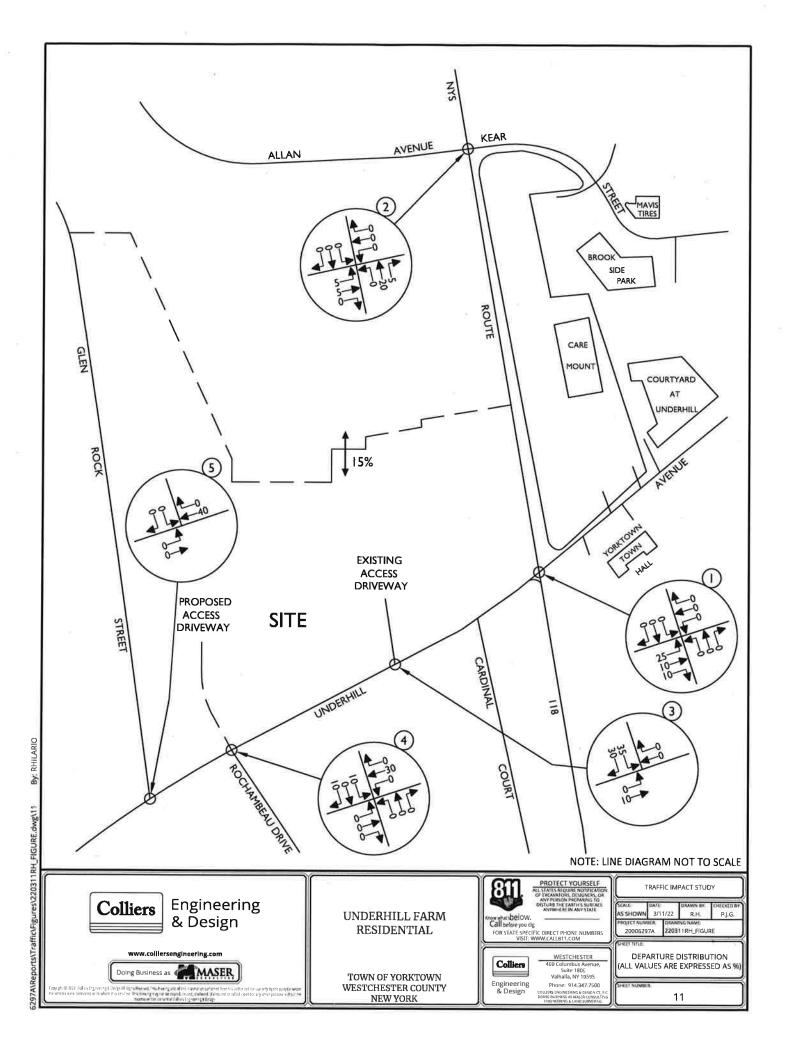
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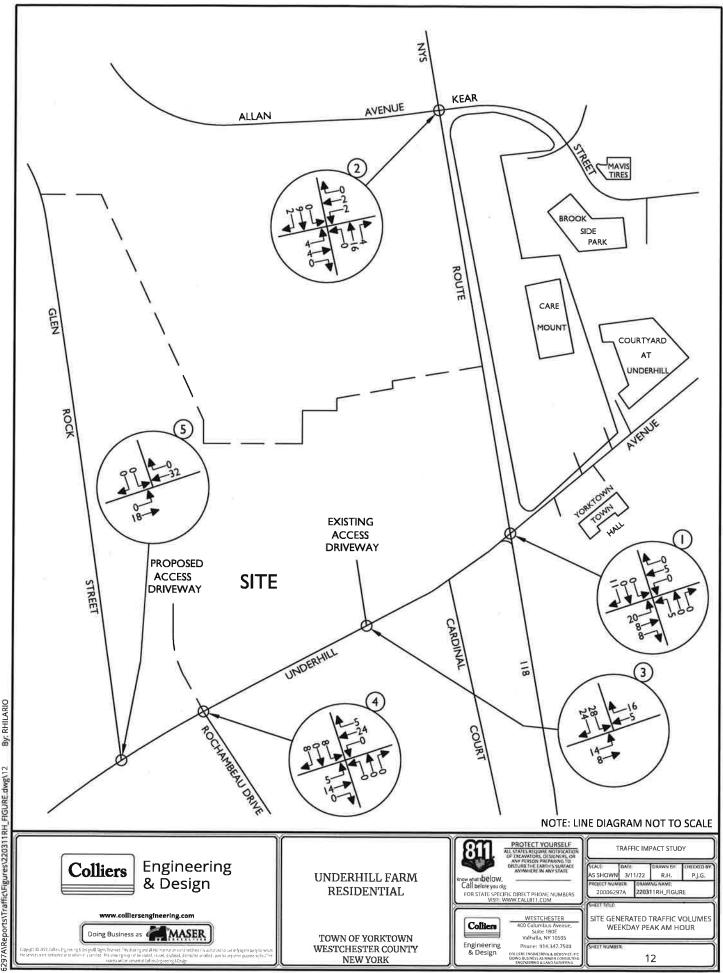




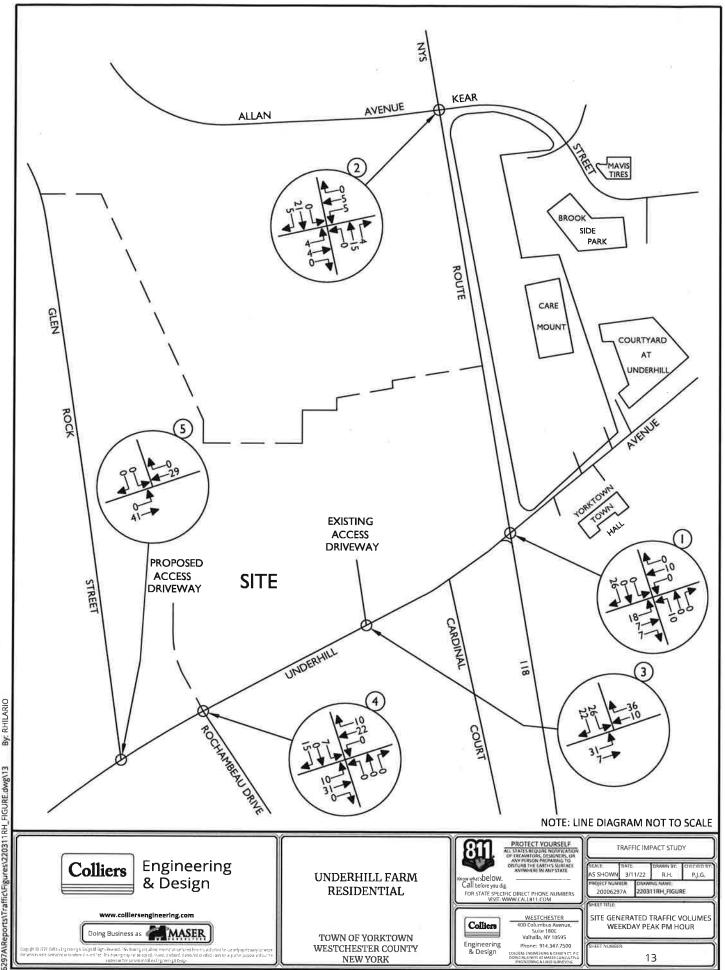
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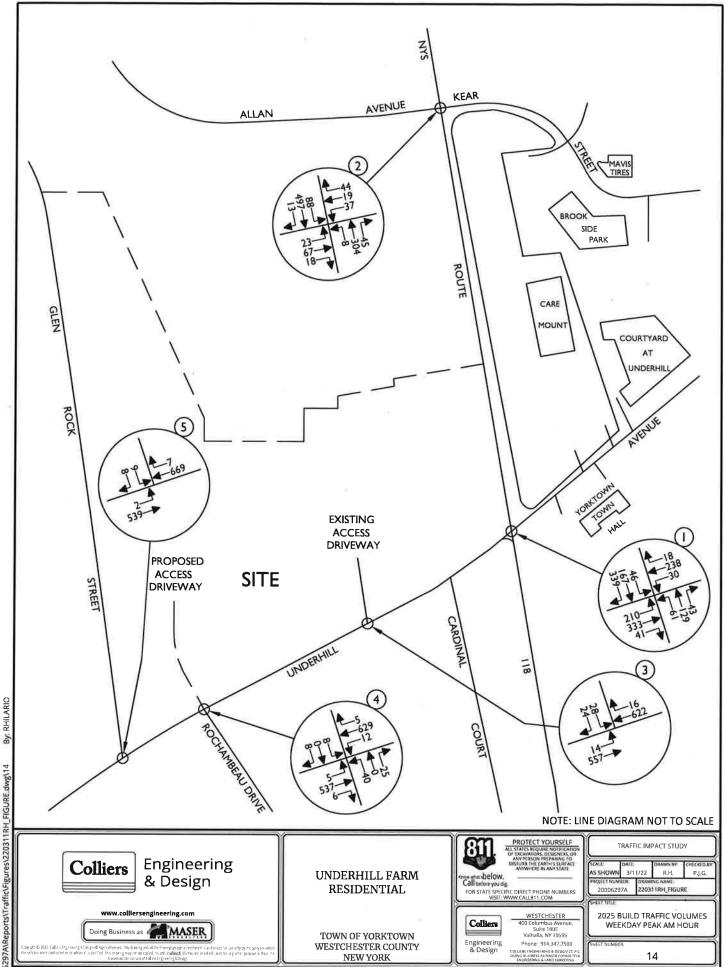




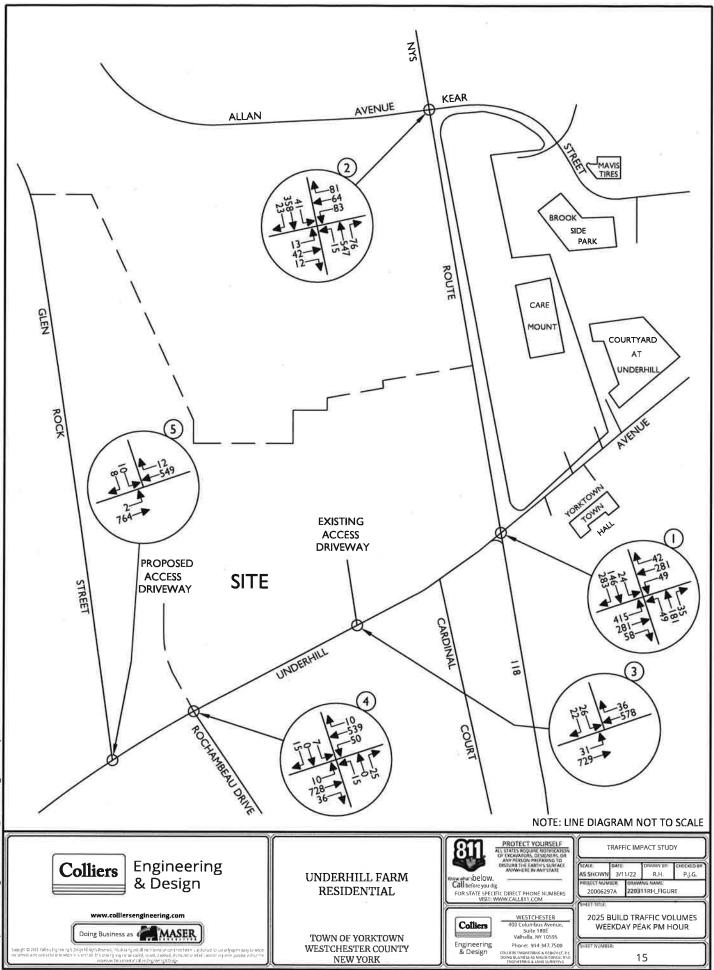


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6297A)Reports/Traffic/Figures/220311RH\_FIGURE.dwg/15 By: RHILARIO

			1	201	21 EXIST	NC	201	25 NO-BU	II D		025 BUIL	D	CHANGE IN DELAY
													NO-BUILD
_			AM	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	TO BUILD
1	UNDERHILL AVENUE &	SIGNA	LIZED							_			
	NYS ROUTE 118												
	UNDERHILL AVENUE	EB	LTR	0,70	с	21.8	0,80	с	27,5	0,85	с	31.5	4.0
	UNDERHILL AVENUE	WB	LTR	0.71	D	44.5	0,78	D	50,6	0.75	D	47.5	-3,1
1	NYS ROUTE 118	NB	LTR	0.50	С	27.0	0,54	С	28,4	0,59	С	30.7	2.3
	NYS ROUTE 118	SB	LTR	0.87	D	39_5	0.89	D	43.0	0.91	D	46.1	3.1
			RALL	1	С	32.5	÷.	D	36.9	300	D	39.0	2,1
2	NYS ROUTE 118 &	SIGNA	LIZED										
	ALLAN AVENUE/ KEAR STREET												
	ALLEN AVENUE	EB	LTR	0,38	С	30.6	0.41	с	31,4	0,45	с	32.3	0,9
	KEAR STREET	WB	LTR	0.28	С	23_1	0.35	с	24,0	0,39	С	25.2	1.2
	NYS ROUTE 118	NB	LTR	0.25	Α	4.6	0.28	A	4.9	0,32	A	5.6	0.7
	NYS ROUTE 118	SB	LTR	0.46	Α	6,4	0.53	A	7.6	0,59	A	9.1	1,5
		OVEF	RALL	**	Α	9.2	2	в	10.3	2	в	11.5	1.2
3	UNDERHILL AVENUE &	UNSIGN	ALIZED										
	EXISTING SITE ACCESS	EB	LT		300	- 32		÷	- <u>2</u>	0,02	A	9.1	
		SB	LR	(2)	. e	5.6	- 6	*	*	0,25	D	25.9	24
4	UNDERHILL AVENUE &	UNSIGN	ALIZED										
	ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2)												
	UNDERHILL AVENUE	EB	LTR		246	- 20	10			0.01	A	8.9	34
	UNDERHILL AVENUE	WB	LTR	0.01	А	8.7	0.01	А	8.9	0.01	A	8.9	0.0
	_		LTR	0.16	С	15.3	0.18	C	16.7	0.24	c	21.1	4.4
	SITE ACCESS	SB	LTR	1942	-	- 68	151	1	×.	0,08	c	24.1	-2
5	UNDERHILL AVENUE &	UNSIGN	ALIZED										
	GLEN ROCK STREET	EB	LT	0.00	А	8.9	0.00	А	9.1	0.00	A	9.2	0,1
		SB	LR	0.07	С	18.7	0.08	С	20.7	0.08	С	22	1.3
5	UNDERHILL AVENUE ROCHAMBEAU DRIVE SITE ACCESS UNDERHILL AVENUE &		LTR LTR LTR ALIZED LT	0.01 0.16	A C A	8.7 15.3 8.9	0.01 0.18 	A C A	8_9 16_7 9_1	0.01 0.24 0.08 0.00	A C C		8,9 21.1 24.1 9.2

# TABLE NO. 2 AM

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) NOTE THAT LEFT TURN EXISTING MOVEMENTS ALSO BENEFIT FROM GAPS CREATED BY THE TRAFFIC SIGNAL AT THE NYS ROUTE 118 INTERSECTION.

3) THE INTERSECTION OF UNDERHILL AVENUE & NYS ROUTE 118 HAS QUEING ON THE EB APPROACH.

#### TABLE NO. 2 PM

#### LEVEL OF SERVICE SUMMARY TABLE

				20	21 EXIST	ING	202	25 NO-BL	JILD	2	025 BUIL	.D	CHANGE IN DELAY
			PM	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	NO-BUILD TO BUILD
1	UNDERHILL AVENUE &	SIGNAL	IZED										TOBOLED
	NYS ROUTE 118												
	UNDERHILL AVENUE	EB	LTR	1.02	E	58.8	1.22	F	130.8	1.34	F	183.3	52.5
	UNDERHILL AVENUE	WB	LTR	0.53	c	20.5	0.66	l c	26.0	0.71	c	29.9	3.9
	NYS ROUTE 118	NB	LTR	0.63	c	28.7	0.64	c	27.6	0.69	c	30.2	2.6
	NYS ROUTE 118	SB	LTR	0.81	c	30.3	0.83	c	31.4	0,09	c		
		OVER		10.5		40.0	0.03	E	70.5		F	32.5	1.1
		OVER		÷.,		40.0	1.5	-	70.5	:55		93.3	22,8
	W/ TIMING IMPROVEMENTS												
1.	UNDERHILL AVENUE	EB	LTR	÷ 2	а с.	- S			126	1.17	F	115,4	-15.4
	UNDERHILL AVENUE	WB	LTR		-				- 20	0.56	l c	23.4	-2,6
	NYS ROUTE 118	NB	LTR				-		546	0.77	D	45.9	18.3
	NYS ROUTE 118	SB	LTR	÷	2			-		0.89	D	48.2	16.8
L .		OVER		2 	÷.	- S - I			(60) (43)	0.00	E	70.3	-0.2
L				<u> </u>	<u> </u>							/0.5	-0.2
	W/ TURNING LANES ON UNDERHILL AVENUE												
	UNDERHILL AVENUE	EB	L	2	۵.		2		35 ×	0.66	В	15,9	<b>5</b>
			TR	*	*	× .		- 54	- 365	0.35	в	13.3	2
	UNDERHILL AVENUE	WB	L	8	8	3		1.2		0,14	в	11.4	5
			TR				*			0.81	D	46.3	
	NYS ROUTE 118	NB	LTR	÷.,	÷	÷	- a	1.2	- 127	0.76	D	44.4	
	NYS ROUTE 118	SB	LT							0.47	с	33.5	-
			R		-		2	2	141	0.28	A	2.3	E3
		OVER	ALL		-	-	-			20.	С	24.3	-
	W/ TURNING LANES ON ALL APPROACHES												
	UNDERHILL AVENUE	EB	L	¥:	2		÷		- 52	0.68	В	14.4	1
			TR	*		× .	5		- 34	0.36	В	12.2	
	UNDERHILL AVENUE	WB	L	÷.	× .	~	× .		20	0.13	A	8,2	12
			TR	÷.	E.	8		-		0.76	С	35.0	i e
	NYS ROUTE 118	NB	L			-	-			0.22	С	26.7	
L 1			TR	÷.	2	2	2	- 32	- 4 - I	0.61	с	32.2	10
	NYS ROUTE 118	SB	L			~	-		- e - 1	0.12	с	25.4	-
			LT		÷				- 12	0.44	c	29.0	V #
			R		-				-	0.29	A	2.0	
		OVER/		- 3÷		÷.	*				B	19.3	1.44
2		SIGNAL	1750		1.40								
Ľ	NYS ROUTE 118 & ALLAN AVENUE/ KEAR STREET	SIGNAL	IZED										
					_			-			_		
	ALLEN AVENUE	EB	LTR	0,19	С	23.3	0.19	С	23_7	0.22	С	24.7	1.0
	KEAR STREET	WB	LTR	0.59	С	33.6	0,68	D	36,3	0,68	D	36.4	0.1
	NYS ROUTE 118	NB	LTR	0.51	А	8.4	0.58	В	10.6	0.60	В	11.4	0.8
	NYS ROUTE 118	SB	LTR	0.34	Α	6.6	0.4	Α	8.3	0,43	Α	8.9	0.6
		OVER/	ALL		В	12.2	*	В	14.8	· *	В	15.5	0.7
3	UNDERHILL AVENUE &	UNSIGNA	LIZED										
	EXISTING SITE ACCESS	EB	LT	2.65		*	× .	×	× .	0.04	Α	9.1	25
		SB	LR		5	1	5	3	- A	0.30	D	33.4	
4	UNDERHILL AVENUE &	UNSIGNA	LIZED								1		
	ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2)												
		EB	LTR	1	_					0.01	А	8,7	
	UNDERHILL AVENUE	WB	LTR	0.06	A	9.3	0.06	Â	9.6				0.1
							- CC	A	12	0.06	A	9.7	0.1
	ROCHAMBEAU DRIVE	NB	LTR	0,10	с	15,4	0,12	С	16.8	0.16	С	20,9	4.1
	SITE ACCESS	SB	LTR	- ×			~	8		0.12	D	25.2	œ
5	UNDERHILL AVENUE &	UNSIGNA	LIZED										
	GLEN ROCK STREET	EB	LT	0.00	A	8.4	0.00	А	8.6	0.00	А	8.7	0,1
		SB	LR	0.07	С	19.2	0.08	С	21.9	0.09	С	23.6	1.7

NOTES:

1) THE ABOVE REPRESENTS THE LEVEL OF SERVICE AND VEHICLE DELAY IN SECONDS, C [16.2], FOR EACH KEY APPROACH OF THE UNSIGNALIZED INTERSECTIONS AS WELL AS FOR EACH APPROACH AND THE OVERALL INTERSECTION FOR THE SIGNALIZED INTERSECTIONS. SEE APPENDIX "C" FOR A DESCRIPTION OF THE LEVELS OF SERVICE.

2) NOTE THAT LEFT TURN EXISTING MOVEMENTS ALSO BENEFIT FROM GAPS CREATED BY THE TRAFFIC SIGNAL AT THE NYS ROUTE 118 INTERSECTION.

3) THE INTERSECTION OF UNDERHILL AVENUE & NYS ROUTE 118 CURRENTLY EXPERIENCES LONG QUEUES ON THE EB APPROACH DURING THE PM PEAK HOUR. THE SIGNAL TIMING IMPROVEMENTS WILL HELP ALLEVIATE THIS CONDITION.

## 2025 No-Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak AM Hour 03/14/2022

	۶	-	$\mathbf{r}$	1	+-	*	1	1	1	1	ŧ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		÷			\$			¢}			4	
Traffic Volume (vph)	190	325	33	30	233	18	56	129	43	46	167	328
Future Volume (vph)	190	325	33	30	233	18	56	129	43	46	167	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			4%			3%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.991			0.974			0.918	1.12
Flt Protected		0.983			0.995			0.988			0.996	
Satd. Flow (prot)	0	1986	0	0	1800	0	0	1766	0	0	1712	0
Flt Permitted		0.516			0.889			0.676			0.950	
Satd. Flow (perm)	0	1042	0	0	1608	0	0	1208	0	0	1633	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			3			12	10.21		79	100
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8			7.9			18.0	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	202	346	35	32	248	19	60	137	46	49	178	349
Shared Lane Traffic (%)						- 36	14.0	1.1.1	anti za		1.10	010
Lane Group Flow (vph)	0	583	0	0	299	0	0	243	0	0	576	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	1.0	0			0	. agint	Lon	0	ragin	Lon	0	ragin
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											10	
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.02	1.02	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15	0.00	9
Number of Detectors	1	2	(Contraction)	1	2		1	2	Ű	1	2	Ŭ
Detector Template	Left			Left			Left	_		Left	-	
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		Ő	-5		Ő	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel				<b>. . .</b>	0. 2.4		OI - EX	OFER		UNLA	OULX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43		0.0	43		0.0	43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OT EN			OFFER			OILEX			OFLX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6		1 VIII	2	
Permitted Phases	4	1.11		8			6	U		2	2	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase				Ŭ	v		U	U		4	2	
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	11.0		11.0	11.0		16.0	16.0		16.0	16.0	
Total Split (s)	26.0	57.0		31.0	31.0		46.0	46.0		46.0	46.0	
	20.0	07.0		01.0	01.0		40.0	40.0		40.0	40.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%) Lane Util. Factor	
Frt	
Fit Protected	
Satd. Flow (prot)	
Fit Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft) Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft) Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft) Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel Detector 2 Extend (s)	
Tum Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	7.0
Total Split (s)	7.0

Synchro 11 Report Page 2

### 2025 No-Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

	۶	-	$\mathbf{r}$	4	-	*	1	1	1	1	Ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Total Split (%)	23.6%	51.8%		28.2%	28.2%	1.1	41.8%	41.8%		41.8%	41.8%	1.5
Maximum Green (s)	20.0	51.0		25.0	25.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0											
Flash Dont Walk (s)	12.0											
Pedestrian Calls (#/hr)	0											
Act Effct Green (s)		49.0			22.7			35.1			35.1	
Actuated g/C Ratio		0.51			0.24			0.36			0.36	
v/c Ratio		0.80			0.78			0.54			0.89	
Control Delay		27.5			50.6			28.4			43.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay	2003	27.5			50.6			28.4			43.0	
LOS		С			D			С			D	
Approach Delay		27.5			50.6			28.4			43.0	
Approach LOS		С			D			С			D	
Queue Length 50th (ft)		257			180			114			299	
Queue Length 95th (ft)		#411			#307			192			#499	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)												
Base Capacity (vph)		759			424			515			732	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.77			0.71			0.47			0.79	
Intersection Summary	- 19.50	1997	U-146.	3.14	i a B	20031	F (19)		12-11	280	dista !!	14.35
	Other											
Cycle Length: 110												
Actuated Cycle Length: 96.	2											
Natural Cycle: 90												
Control Type: Actuated-Une	coordinate	d										
Maximum v/c Ratio: 0.89												
ntersection Signal Delay: 3					tersectior							
ntersection Capacity Utilization	ation 93.8	%		IC	CU Level of	of Servic	еF					
Analysis Period (min) 15	2.2.2											
# 95th percentile volume				ay be lon	ger.							
Queue shown is maximi	um after ty	vo cycles.										

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

Ø <b>1</b> 0 Ø2	<b>→</b> <sub>Ø4</sub>		
46:8	57 5	MILLING THE REAL PROPERTY OF	75
A de	▶ <sub>∅7</sub>	<b>4</b> - Ø8	
46 s	26 s	3145	

Job# 20006297A - R.H.

Synchro 11 Report Page 3

Lane Group	Ø10	
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft) Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary	TALL SLAP	

Synchro 11 Report Page 4

# 2025 No-Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

Peak AM Hour 03/14/2022

	۶	-	7	1	-	*	1	†	1	1		4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4.			4.			¢.,	
Traffic Volume (vph)	19	63	18	35	16	44	8	288	41	88	488	10
Future Volume (vph)	19	63	18	35	16	44	8	288	41	88	488	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%			2%		1.15	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.937			0.983			0.998	
Flt Protected		0.991			0.982			0.999			0.993	
Satd. Flow (prot)	0	1750	0	0	1894	0	0	1751	0	0	1767	0
Flt Permitted		0.932			0.860			0.985			0.888	
Satd. Flow (perm)	0	1646	0	0	1659	0	0	1726	0	0	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			33			7			1	100
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)		7.9			8.4			18.0			5.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	20	67	19	37	17	47	9	306	44	94	519	11
Shared Lane Traffic (%)			10	UI	11. I M		3310	000		7	010	Concernent Party
Lane Group Flow (vph)	0	106	0	0	101	0	0	359	0	0	624	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	LOIL	0	ragin	Lon	0	rogite	Lon	0	ingin	Len	0	rugin
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10			10	
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15	1.04	9	1.00	0.00	9	15	1.00	9	1.01	1.00	9
Number of Detectors	1	2	Ŭ	1	2	J	10	1	5	1	1	9
Detector Template	Left	-		Left	2		Left			Left		
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		20	0		20	0	
Detector 1 Position(ft)	Ő	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	UNLA	OFFER		OFLA	OFFER		OFLA	OFLA		UTEX	UITEX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	43		0.0	43		0.0	0.0		0.0	0.0	
Detector 2 Size(ft)		40			40							
Detector 2 Type		40 CI+Ex			40 CI+Ex							
Detector 2 Channel		UTEX			CITEX							
Detector 2 Extend (s)		0.0			0.0							
Tum Type	Perm	NA		Dom			Dama	. NIA		Demu	NIA	
Protected Phases	reim			Perm	NA 8		Perm	NA		Perm	NA	
Protected Phases	4	4		0	ð		•	2		•	6	
	4	4		8			2	•		6	-	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	40.0	10.0		40.0	40.0							
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 5

Lane Group	Ø10
ane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
deal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
ane Util. Factor	
Frt	
Fit Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph) Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Tum Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	33.0

Synchro 11 Report Page 6

### 2025 No-Build Traffic Volumes <u>2: NYS Route 118 & Allen Avenue/Kear Street</u>

Peak AM Hour 03/14/2022

	≯	-+	$\mathbf{\hat{z}}$	4	+		1	†	1	5	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%	515	28.0%	28.0%	1.	45.6%	45.6%	51.3	45.6%	45.6%	11 M
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0		R.	7.0			7.0	
Lead/Lag									100			
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		10.8			10.8			52.2			52.2	
Actuated g/C Ratio		0.15			0.15			0.75			0.75	
v/c Ratio		0.41			0.35			0.28			0.53	
Control Delay		31.4			24.0			4.9			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.4			24.0			4.9			7.6	
LOS		C			С			Α			Α	
Approach Delay		31.4			24.0			4.9			7.6	
Approach LOS		С			С			A			Α	
Queue Length 50th (ft)		41			28			49			115	
Queue Length 95th (ft)		85			69			96			223	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)												
Base Capacity (vph)		719			739			1293			1182	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.15			0.14			0.28			0.53	
Intersection Summary	11.00	1 × 3	ALC: N	N del	-5180			5 5.	100	36943	20105	222-
	Other						5.017		2.52			
Cycle Length: 125												
Actuated Cycle Length: 69 Natural Cycle: 105	.8											
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.53												
Intersection Signal Delay:	10.3			Ir	tersection	LOS: E	101					
Intersection Capacity Utiliz		%		IC	U Level	of Servic	e D					
Analysis Period (min) 15												

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

↑ Ø2	<b>_</b> 4	# <b>k</b> Ø10	
\$7 s	35 s	33 s	N. S. Standy
<b>↓</b> Ø6	₹ Ø8	14	
57 s	35's	CONCERNMENT OF THE OWNER OWNER OF THE OWNER OWNE	

Job# 20006297A - R.H.

Synchro 11 Report Page 7

Lane Group	Ø10	
Total Split (%)	26%	
Maximum Green (s)	29.0	
Yellow Time (s)	3.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		*
Lead/Lag		
Lead-Lag Optimize?	05020	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	8.0	
Flash Dont Walk (s)	21.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn Reduced v/c Ratio		
Reduced V/C Ratio		
Intersection Summary		

Synchro 11 Report Page 8

# 2025 No-Build Traffic Volumes

4: Rochambeau Drive & Underhill Avenue

		$\mathbf{r}$	1	-	1	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	₽			÷Î	Y		
Traffic Volume (vph)	524	6	12	605	40	25	
Future Volume (vph)	524	6	12	605	40	25	
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
ane Width (ft)	12	12	12	12	14	12	
Grade (%)	-6%			6%	-7%		
ane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.999				0.948		
Fit Protected				0.999	0.970		
Satd. Flow (prot)	1808	0	0	1766	1826	0	
It Permitted				0.999	0.970		
Satd. Flow (perm)	1808	0	0	1766	1826	0	
ink Speed (mph)	30			30	30		
ink Distance (ft)	220		1.1	425	323		
Travel Time (s)	5.0			9.7	7.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
leavy Vehicles (%)	8%	20%	17%	4%	6%	5%	
Adj. Flow (vph)	552	6	13	637	42	26	
Shared Lane Traffic (%)							
ane Group Flow (vph)	558	0	0	650	68	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	14	Ū	
ink Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
wo way Left Turn Lane							
Headway Factor	0.96	0.96	1.04	1.04	0.88	0.96	
Furning Speed (mph)		9	15		15	9	
Sign Control	Free			Free	Stop		
ntersection Summary				2,113		WW NOT	
Area Type: O	ther	- W					
Control Type: Unsignalized							
ntersection Capacity Utiliza	tion 51.9	%		IC	U Level	of Service	A
Analysis Period (min) 15	1. 12	1.17		1. 20			

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Job# 20006297A - R.H.

Synchro 11 Report Page 9

Intersection	55	2-SIL	191_2	Sin 22	alla.	Hall	1380	J.L.	10. IN			37	PL,	20	1.071	6, 29
Int Delay, s/veh	1															
	BT	EBR	WBL		NBL	NBR	121.0	.U. Y	Red R	IV SA	-11	10	10	5634		111
Lane Configurations	Ъ			- <del>4</del>	Y				3							
	524	6	12	605	40	25										
Future Vol, veh/h	524	6	12	605	40	25										
Conflicting Peds, #/hr	0	0	0	0	0	0										
	ree	Free	Free	Free	Stop	Stop										
RT Channelized	-	None		None	1. 10	None										
Storage Length	-	-			0	3 <b>.4</b> 3										
Veh in Median Storage,	# 0			0	0	-										
Grade, %	-6	-		6	-7	100										
Peak Hour Factor	95	95	95	95	95	95										
Heavy Vehicles, %	8	20	17	4	6	5										
	552	6	13	637	42	26										
Major/Minor Ma		1	Major2		Minor1			mu -	540	Size.	12	123		(The second	1021	Con an
Conflicting Flow All	0	0	558	0	1218	555										
Stage 1	-		•		555	•										
Stage 2	-		3 <b>6</b>	-	663	-										
Critical Hdwy	-		4.27		5.06	5.55										
Critical Hdwy Stg 1	-	0.5		-	4.06	-										
Critical Hdwy Stg 2	-				4.06	-										
Follow-up Hdwy	-		2.353	-	3.554											
Pot Cap-1 Maneuver		14	942	- F.	314	585										
Stage 1	-		12	-	704	-										
Stage 2	٠.			1.14	654	-										
Platoon blocked, %	-															
Mov Cap-1 Maneuver	-		942		307	585										
Mov Cap-2 Maneuver	-			0.15		÷										
Stage 1			-	-	704											
Stage 2	-	-	-	-	640	÷										
Approach	EB	-	WB	it into	NB	1.10	S. She	and and	1999		2.2.1		112		S.M	-
HCM Control Delay, s	0		0.2		16.7		2 1						10			
HCM LOS					С											
	2							-					47			
Minor Lane/Major Mvmt	24	NBLn1	EBT			WBT	U.B.X	931	-		8 1	141.11	15/20	512	5440	Ly Ca
Capacity (veh/h)		376														
HCM Lane V/C Ratio		0.182	-	-	0.013	-										
HCM Control Delay (s)		16.7		2.2.4	8.9	0										
HCM Lane LOS		С	-	н	A	Α										
HCM 95th %tile Q(veh)		0.7		-	0	-										

Synchro 11 Report Page 10

### 2025 No-Build Traffic Volumes 5: Underhill Avenue & Glen Rock Street

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Lane Group         EBL         EBT         WBT         WBR         SBL         SBR           Lane Configurations $4$ $5$ $4$ $5$ $4$ $5$ Traffic Volume (vph)         2         521         637         7         9         8           Future Volume (vph)         2         521         637         7         9         8           Ideal Flow (vphpl)         1900         1900         1900         1900         1900         1900           Lane Width (ft)         12         12         12         10         12           Grade (%)         -5%         6%         0%         0           Lane Util. Factor         1.00         1.00         1.00         1.00         1.00           Fit         0.998         0.936         0.974         Satd. Flow (prot)         0         1804         1769         0         1501         0           Link Speed (mph)         30         30         30         30         130         14%           Lane Vehicles (%)         2%         8%         4%         2%         2%         14%           Adj. Flow (vph)         2         573 <td< th=""><th></th></td<>	
Traffic Volume (vph)       2       521       637       7       9       8         Future Volume (vph)       2       521       637       7       9       8         Ideal Flow (vphpi)       1900       1900       1900       1900       1900       1900         Lane Width (ft)       12       12       12       12       10       12         Grade (%)       -5%       6%       0%	
Traffic Volume (vph)       2       521       637       7       9       8         Future Volume (vph)       2       521       637       7       9       8         Ideal Flow (vphpi)       1900       1900       1900       1900       1900       1900         Lane Width (ft)       12       12       12       12       10       12         Grade (%)       -5%       6%       0%	
Ideal Flow (vphpi)       1900       1900       1900       1900       1900         Lane Width (ft)       12       12       12       12       10       12         Grade (%)       -5%       6%       0%       0%       0%       0%       0%         Lane Util. Factor       1.00       1.00       1.00       1.00       1.00       1.00       1.00         Frt       0.998       0.936       0.974       0       1501       0         Satd. Flow (prot)       0       1804       1769       0       1501       0         Fit Permitted       0.974       0       1501       0       0       160       1501       0         Link Speed (mph)       30       30       30       30       30       30       160       1501       0         Link Distance (ft)       262       220       392       17avel Time (s)       6.0       5.0       8.9       9       9       14%         Adj. Flow (vph)       2       573       700       8       10       9       9       9       14%         Lane Group Flow (vph)       0       575       708       0       19       0       10	
Lane Width (ft)         12         12         12         12         10         12           Grade (%)         -5%         6%         0%	
Grade (%)       -5%       6%       0%         Lane Util. Factor       1.00       1.00       1.00       1.00       1.00         Frt       0.998       0.936       0.974       0.974         Satd. Flow (prot)       0       1804       1769       0       1501       0         Fit Permitted       0.974       0       1804       1769       0       1501       0         Satd. Flow (perm)       0       1804       1769       0       1501       0         Link Speed (mph)       30       30       30       30       160       160         Link Distance (ft)       262       220       392       172       14%         Heavy Vehicles (%)       2%       8%       4%       2%       2%       14%         Adj. Flow (vph)       2       573       700       8       10       9         Shared Lane Traffic (%)       2       575       708       19       0         Lane Group Flow (vph)       0       575       708       19       0         Lane Alignment       Left       Left       Right       Left       Right         Median Width(ft)       0       0       <	
Lane Util. Factor       1.00       1.00       1.00       1.00       1.00       1.00         Frt       0.998       0.936         Fit Protected       0.974         Satd. Flow (prot)       0       1804       1769       0       1501       0         Fit Permitted       0.974       0       1501       0       0       1804       1769       0       1501       0         Satd. Flow (perm)       0       1804       1769       0       1501       0       0         Link Speed (mph)       30       30       30       30       30       1001       0       1001       0       1001       0       1001       0       1001       0       1001       0       1001       0       1001       0       1001       0       1001       10	
Lane Util. Factor         1.00         1.00         1.00         1.00         1.00         1.00         1.00           Frt         0.998         0.936         0.974         0.974         0.974         0.974           Satd. Flow (prot)         0         1804         1769         0         1501         0           Flt Permitted         0.974         0         1501         0         0         1804         1769         0         1501         0           Link Speed (mph)         0         1804         1769         0         1501         0           Link Speed (mph)         30         30         30         30         10         1           Link Distance (ft)         262         220         392         1         14%           Travel Time (s)         6.0         5.0         8.9         14%         14%           Peak Hour Factor         0.91         0.91         0.91         0.91         0.91         14%           Adj. Flow (vph)         2         573         700         8         10         9           Shared Lane Traffic (%)         1         0         10         10         10           Lane Alignment	
Flt Protected       0.974         Satd. Flow (prot)       0       1804       1769       0       1501       0         Flt Permitted       0.974       0       1501       0       0       1804       1769       0       1501       0         Satd. Flow (perm)       0       1804       1769       0       1501       0         Link Speed (mph)       30       30       30       30       160	
Satd. Flow (prot)         0         1804         1769         0         1501         0           Flt Permitted         0.974         0.974         0.974         0.974         0         1501         0           Satd. Flow (perm)         0         1804         1769         0         1501         0           Link Speed (mph)         30         30         30         30         160	
Flt Permitted       0.974         Satd. Flow (perm)       0       1804       1769       0       1501       0         Link Speed (mph)       30       30       30       30       160       1501       0         Link Distance (ft)       262       220       392       392       17avel Time (s)       6.0       5.0       8.9         Peak Hour Factor       0.91       0.91       0.91       0.91       0.91       0.91         Heavy Vehicles (%)       2%       8%       4%       2%       2%       14%         Adj. Flow (vph)       2       573       700       8       10       9         Shared Lane Traffic (%)       2       575       708       0       19       0         Lane Group Flow (vph)       0       575       708       0       19       0         Lane Alignment       Left       Left       Right       Left       Right         Median Width(ft)       0       0       10       10       10       10       10         Link Offset(ft)       0       0       0       0       10       10       10       10       10       10       10       10	
Flt Permitted       0.974         Satd. Flow (perm)       0       1804       1769       0       1501       0         Link Speed (mph)       30       30       30       30       160       1501       0         Link Speed (mph)       30       30       30       30       160       1501       0         Link Distance (ft)       262       220       392       177       1804       1769       0.91	
Satd. Flow (perm)         0         1804         1769         0         1501         0           Link Speed (mph)         30	
Link Speed (mph)       30       30       30         Link Distance (ft)       262       220       392         Travel Time (s)       6.0       5.0       8.9         Peak Hour Factor       0.91       0.91       0.91       0.91       0.91         Heavy Vehicles (%)       2%       8%       4%       2%       2%       14%         Adj. Flow (vph)       2       573       700       8       10       9         Shared Lane Traffic (%)       2       575       708       0       19       0         Lane Group Flow (vph)       0       575       708       0       19       0         Enter Blocked Intersection       No       No       No       No       No       No         Lane Alignment       Left       Left       Left       Right       Left       Right         Median Width(ft)       0       0       0       10       Link Offset(ft)       16       16         Two way Left Turn Lane       16       16       16       16       16       16	
Link Distance (ft)         262         220         392           Travel Time (s)         6.0         5.0         8.9           Peak Hour Factor         0.91         0.91         0.91         0.91         0.91           Heavy Vehicles (%)         2%         8%         4%         2%         2%         14%           Adj. Flow (vph)         2         573         700         8         10         9           Shared Lane Traffic (%)	
Travel Time (s)       6.0       5.0       8.9         Peak Hour Factor       0.91       0.91       0.91       0.91       0.91         Heavy Vehicles (%)       2%       8%       4%       2%       2%       14%         Adj. Flow (vph)       2       573       700       8       10       9         Shared Lane Traffic (%)       2       575       708       0       19       0         Enter Blocked Intersection       No       No       No       No       No       No         Lane Alignment       Left       Left       Left       Right       Left       Right         Junk Offset(ft)       0       0       10       10       10       10       10         Link Offset(ft)       16       16       16       16       16       16         Fwo way Left Turn Lane       16       16       16       16       16       16       16	
Heavy Vehicles (%)       2%       8%       4%       2%       2%       14%         Adj. Flow (vph)       2       573       700       8       10       9         Shared Lane Traffic (%)	
Adj. Flow (vph)       2       573       700       8       10       9         Shared Lane Traffic (%)	
Shared Lane Traffic (%)         0         575         708         0         19         0           Lane Group Flow (vph)         0         575         708         0         19         0           Enter Blocked Intersection         No         No         No         No         No         No           Lane Alignment         Left         Left         Right         Left         Right           Median Width(ft)         0         0         10	
Lane Group Flow (vph)         0         575         708         0         19         0           Enter Blocked Intersection         No         No         No         No         No         No           Lane Alignment         Left         Left         Right         Left         Right           June Alignment         0         0         10         10           Link Offset(ft)         0         0         0         0           Crosswalk Width(ft)         16         16         16           Fwo way Left Turn Lane         Function         10         10	
Enter Blocked Intersection       No       No       No       No       No       No         Lane Alignment       Left       Left       Left       Right       Left       Right         Median Width(ft)       0       0       10       Link Offset(ft)       0       0       Crosswalk Width(ft)       16       16         Two way Left Turn Lane       Image: Construction of the set of	
Enter Blocked Intersection       No       No       No       No       No       No         Lane Alignment       Left       Left       Left       Right       Left       Right         Median Width(ft)       0       0       10	11 C
Median Width(ft)         0         0         10           Link Offset(ft)         0         0         0           Crosswalk Width(ft)         16         16         16           Fwo way Left Turn Lane         16         16         16	
Median Width(ft)         0         0         10           Link Offset(ft)         0         0         0           Crosswalk Width(ft)         16         16         16           Fwo way Left Turn Lane         16         16         16	
Link Offset(ft)         0         0         0           Crosswalk Width(ft)         16         16         16           Fwo way Left Turn Lane         16         16         16	
Crosswalk Width(ft) 16 16 16 Iwo way Left Turn Lane	
Two way Left Turn Lane	
Turning Speed (mph) 15 9 15 9	
Sign Control Free Free Stop	
intersection Summary	
Area Type: Other	
Control Type: Unsignalized	
Intersection Capacity Utilization 44.0% ICU Level of Service A	

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Job# 20006297A - R.H.

Synchro 11 Report Page 11

Intersection	0.2	1824	W. Con	1 -11 -11	1000	-			Une I Car	ALC: NO.		1.000	1000	and the second se	-
int Delay, s/veh	0.3														
	EBL	EBT	WBT	WBR	SBL	SBR	25	N de			9.9 2	1.54	205	1	
Lane Configurations		र्स	1+		**										
Traffic Vol, veh/h	2	521	637	7	9	8									
Future Vol, veh/h	2	521	637	7	9	8									
Conflicting Peds, #/hr	0	0	0	0	.0	0									
	Free	Free	Free	Free	Stop	Stop									
RT Channelized	-	None		None	-	None									
Storage Length	-	-	-	-	0	-									
Veh in Median Storage,	# -	0	0		0	•									
Grade, %	-	-5	6	-	0	-									
Peak Hour Factor	91	91	91	91	91	91									
Heavy Vehicles, %	2	8	4	2	2	14									
Mymt Flow	2	573	700	8	10	9									
Major/Minor Ma	ajor1	N	Major2	Que F	Minor2	1	- 21-1	1	6 - 6	1 .M.	1 18 1				
Conflicting Flow All	708	0	-		1281	704									
Stage 1	-	1.1			704	-									
Stage 2	-	1			577	12									
	4.12				6.42	6.34									
Critical Hdwy Stg 1	-	-			5.42	0.07									
Critical Hdwy Stg 2	-				5.42	122									
	.218				3.518	3 4 2 6			¥.						
Pot Cap-1 Maneuver	891	3			183	417									
Stage 1	-	6		4	490	Cartanta									
Stage 2				1.1	562										
Platoon blocked. %															
Mov Cap-1 Maneuver	891				182	417									
Mov Cap-2 Maneuver	-		-	-	182										
Stage 1					489										
Stage 2	-	-			562										
Suge -															
Approach	EB	- trest	WB		SB	195	00		1. H. W.	12 4	Contraction of the	10.00	mitter	TYPE R	10
HCM Control Delay, s	0		0		20.7		1111		125		- 14	1		1.1.1	
HCM LOS					С										
		CDL	COT	WDT	MDD	ODI of	-		and the second	-	30-10				
Minor Lane/Major Mvm	t	EBL	EBT		WBR		19. 19. 19. 19. 19. 19. 19. 19. 19. 19.	a Const	U. THE DAY	2010	all to the		and the second second	and the second sec	-
Capacity (veh/h)		891													
HCM Lane V/C Ratio		0.002	-			0.075									
HCM Control Delay (s)		9.1	0			20.7									
HCM Lane LOS		A	A		·	C									
HCM 95th %tile Q(veh)		0				0.2									

Synchro 11 Report Page 12

### 2025 No-Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			44	
Traffic Volume (vph)	397	274	51	47	271	42	38	181	35	24	146	257
Future Volume (vph)	397	274	51	47	271	42	38	181	35	24	146	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	12	12	12	12	12
Grade (%)		-5%			4%			3%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.984			0.981			0.919	
Fit Protected		0.973			0.994			0.993			0.997	
Satd. Flow (prot)	0	1962	0	0	1786	0	0	1787	0	0	1715	0
Flt Permitted		0.510			0.840			0.813			0.971	
Satd. Flow (perm)	0	1028	0	0	1509	0	0	1463	0	0	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			10			97	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8			7.9			18.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	418	288	54	49	285	44	40	191	37	25	154	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	760	0	0	378	0	0	268	0	0	450	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0		6.54	0	J	3,014	0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.02	1.02	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6			2	Tu IX	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase				18-1	1		in the					
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	22.0		22.0	22.0		16.0	16.0		16.0	16.0	
Total Split (s)	16.0	43.0		27.0	27.0		60.0	60.0		60.0	60.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Fit Permitted	
Satd. Flow (perm)	
Right Turn on Red Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft) Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	7.0
Total Split (s)	7.0

Synchro 11 Report Page 2

### 2025 No-Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak PM Hour 03/14/2022

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	14.5%	39.1%	100	24.5%	24.5%	1.00	54.5%	54.5%	6	54.5%	54.5%	15.1
Maximum Green (s)	10.0	37.0		21.0	21.0		54.0	54.0		54.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							1.52
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	None		None	None		Min	Min		Min	Min	
Walk Time (s)		5.0		5.0	5.0							
Flash Dont Walk (s)		11.0		11.0	11.0							
Pedestrian Calls (#/hr)		3		3	3							
Act Effct Green (s)		37.3			26.2			19.6			19.6	
Actuated g/C Ratio		0.54			0.38			0.28			0.28	
v/c Ratio		1.22			0.66			0.64			0.83	
Control Delay		130.8			26.0			27.6			31.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		130.8			26.0			27.6			31.4	
LOS		F			С			С			С	
Approach Delay		130.8			26.0			27.6			31.4	
Approach LOS		F			С			С			С	
Queue Length 50th (ft)		~321			125			94			139	
Queue Length 95th (ft)		#717			#291			163			241	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)												
Base Capacity (vph)		625			576			1156			1339	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		1.22			0.66			0.23			0.34	
Intersection Summary		5-11	No.	1	100	- 11.24	18 19	1 3 1			1. 20	100
	Other				121.19		121	1 - T	Q.A.,			
Cycle Length: 110												
Actuated Cycle Length: 68.	.9											
Natural Cycle: 140												
Control Type: Actuated-Un	coordinate	d										
Maximum v/c Ratio: 1.22												
Intersection Signal Delay: 7				lr Ir	tersection	n LOS: E	88 Y					
Intersection Capacity Utilization	ation 101.4	4%		IC	CU Level	of Servic	e G					
Analysis Period (min) 15												
<ul> <li>Volume exceeds capac</li> </ul>				finite.								
Queue shown is maxim	um after ty	vo cycles.	a V B									
# 95th percentile volume	exceeds o	apacity, o	queue m	ay be lor	iger.							
Queue shown is maxim	um after tu	vo cycles.	1.11									

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

Ø <b>1</b> 0 Ø2			•
60 s	43 s		75
Ø6	<b>≯</b> <sub>∅7</sub>	<b>*</b> Ø8	
60 s	16 s	27 s	

Job# 20006297A - R.H.

Synchro 11 Report Page 3

Lane Group	Ø10	
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay LOS		
Approach Delay Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		535

Synchro 11 Report Page 4

## 2025 No-Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

Peak PM Hour 03/14/2022

	≯	-+	$\mathbf{i}$	4	+		1	1	- /	1	Ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			4			4	
Traffic Volume (vph)	9	39	12	77	59	81	15	532	72	41	338	18
Future Volume (vph)	9	39	12	77	59	81	15	532	72	41	338	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%			2%			2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972			0.950			0.984		1.2	0.994	V2. MIL
Flt Protected		0.993			0.983			0.999			0.995	
Satd. Flow (prot)	0		0	0	1922	0	0	1752	0	0	1763	0
Fit Permitted		0.954			0.857			0.987			0.898	
Satd. Flow (perm)	0	1678	0	0	1676	0	0	1731	0	0	1591	0
Right Turn on Red			Yes			Yes			Yes	, i		Yes
Satd. Flow (RTOR)		10	100		23	100		6			2	100
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)		7.9			8.4			18.0			5.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	41	13	81	62	85	16	560	76	43	356	19
Shared Lane Traffic (%)	9	-+1	15	01	02	00	10	500	70	40	300	19
Lane Group Flow (vph)	0	63	0	0	228	0	0	652	0	0	418	0
Enter Blocked Intersection	No	No	No	No	No	No	-	No		-		0
	Left	Left					No		No	No	No	No
Lane Alignment	Len		Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane	0.00	4.04	0.00	4.00	0.00	4.00	4.04	4.00	4.04	4.04	4.00	4.04
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15	•	9	15	•	9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	. 0	
Detector 1 Size(ft)	20	40		20	40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43							
Detector 2 Size(ft)		40			40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase					1.1		+COL	VIEW		100	Sec. 14	
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	
						_			_			

Job# 20006297A - R.H.

Synchro 11 Report

Page 5

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Frt	
Fit Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph) Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lanc	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0
Total Split (s)	33.0

Synchro 11 Report Page 6

## 2025 No-Build Traffic Volumes

2: NYS Route 118 & Allen Avenue/Kear Street .

Peak PM Hour 03/14/2022

	≯	-	$\mathbf{\hat{z}}$	-	4		1	<b>†</b>	1	1	÷.	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	28.0%	28.0%	2.00	28.0%	28.0%		45.6%	45.6%	No Serve	45.6%	45.6%	<b>Fir</b>
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)											3198	
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)										THAT Y		
Act Effct Green (s)		14.6			14.6			50.1			50.1	
Actuated g/C Ratio		0.19			0.19			0.65			0.65	
v/c Ratio		0.19			0.68			0.58			0.40	
Control Delay		23.7			36.3			10.6			8.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.7			36.3			10.6			8.3	
LOS		C			D			B			A	
Approach Delay		23.7			36.3			10.6			8.3	
Approach LOS		C			D			B			A	
Queue Length 50th (ft)		21			91			147		hid. (Q.	80	
Queue Length 95th (ft)		52			161			292			164	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)		200			200			0.0			200	
Base Capacity (vph)		663			670			1132			1039	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		Û			Ő			Ő			Ő	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.34			0.58			0.40	
ntersection Summary	1551			199 35	N N		# 51 .	100	ine in			3 11
	her											
Cycle Length: 125												
Actuated Cycle Length: 76.7												
Natural Cycle: 105												
Control Type: Semi Act-Unco	ord											
Maximum v/c Ratio: 0.68												
ntersection Signal Delay: 14				In	tersection	LOS: B						
ntersection Capacity Utilizati	on 68.7	%		IC	U Level	of Servic	еC					
Analysis Period (min) 15												

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

<b>↑</b> ø2	-04	\$\$ 010					
57 5	35 s	33 s					
Ø6	₹ø8						
57 s	35 s						

Job# 20006297A - R.H.

Synchro 11 Report Page 7

Lane Group	Ø10	
Total Split (%)	26%	
Maximum Green (s)	29.0	
Yellow Time (s)	3.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize? Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	8.0	
Flash Dont Walk (s)	21.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS Approach Dolou		
Approach Delay Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn	14	
Reduced v/c Ratio		
Intersection Summary		and second assister on the second

Synchro 11 Report Page 8

### 2025 No-Build Traffic Volumes 4: Rochambeau Drive & Underhill Avenue

	-+	$\mathbf{r}$	*	-	1	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	1÷			र्स	Y		
Traffic Volume (vph)	697	36	50	517	15	25	
Future Volume (vph)	697	36	50	517	15	25	
ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	14	12	
Grade (%)	-6%			6%	-7%		and the second
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.993				0.916		
Fit Protected				0.996	0.981		
Satd. Flow (prot)	1905	0	0	1800	1815	0	
Fit Permitted				0.996	0.981		
Satd. Flow (perm)	1905	0	0	1800	1815	0	
Link Speed (mph)	30			30	30		
Link Distance (ft)	220			425	323		
Travel Time (s)	5.0			9.7	7.3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%	
Adj. Flow (vph)	734	38	53	544	16	26	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	772	0	0	597	42	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0	-		0	14	-	
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	0.96	0.96	1.04	1.04	0.88	0.96	
Turning Speed (mph)		9	15		15	9	
Sign Control	Free			Free	Stop		
Intersection Summary		la la	1912	1. J. C.	12 1410	1	
Area Type: O	ther						
Control Type: Unsignalized							
Intersection Capacity Utiliza	tion 78.7	%		IC	CU Level	of Service	e D
Analysis Period (min) 15					1.3	n Christi	548-94 PS PS 0 5 5 5 4 6 6

Job# 20006297A - R.H.

Synchro 11 Report Page 9

Intersection	18.7	-	Ken D	2221	Pist Pi		4.13	YDy I	Stell	in the	1. F. S.	Servin I	S. S.	Sec. 3	1000
int Delay, s/veh	0.8														
Movement	EBT	EBR	WBL		NBL	NBR	194 14	-98	1.15	11.24	142,51	1 1	100		
Lane Configurations	4			्स	¥										
Traffic Vol, veh/h	697	36	50	517	15	25									
Future Vol, veh/h	697	36	50	517	15	25									
Conflicting Peds, #/hr	0	0	0	0	0	0									
Sign Control	Free	Free	Free	Free	Stop	Stop									
RT Channelized	-	None	•	None	•	None									
Storage Length	-	( <b>#</b> )		-	0	-									
Veh in Median Storage,	#0	- C.		0	0										
Grade, %	-6			6	-7	-									
Peak Hour Factor	95	95	95	95	95	95									
Heavy Vehicles, %	2	2	2	2	2	5									
Mvmt Flow	734	38	53	544	16	26									
Major/Minor Ma	ajor1		Major2		Minor1		12010	C 11/1		- March	ALL DON'T		de la com	in and	WT TAKE
Conflicting Flow All	0	0	772	0		753	and the second second	010000		1000		and the second			
Stage 1	-	U	112	-	753										
			-	_	650										
Stage 2			4.12		5.02	5.55									
Critical Hdwy	•	•		-											
Critical Hdwy Stg 1	•			-	4.02										
Critical Hdwy Stg 2			- 040	•											
Follow-up Hdwy	-		2.218		3.518										
Pot Cap-1 Maneuver			843	-	266	469									
Stage 1	-		-	-	624	-									
Stage 2				- 11 C	669	× •									
Platoon blocked, %	1.0					100									
Mov Cap-1 Maneuver			843		242	469									
Mov Cap-2 Maneuver	.7	1	0.7												
Stage 1	14			-	624	10.114									
Stage 2			ि	-	609	•									
Approach	EB		WB		NB		175	2	TÉQ.	0.0	Autor N	, ît ŝi		37	No.
HCM Control Delay, s	0		0.8		16.8										
HCM LOS					С										
Minor Lane/Major Mvm	t	NBLn1	EBT	EBR	WBL	WBT	515E	and the	1124			3.5	1.1.1.5		5 V
Capacity (veh/h)		347									A 17	111		7.1	
HCM Lane V/C Ratio		0.121			0.062	_									
HCM Control Delay (s)		16.8			9.6	0									
HCM Lane LOS		10.0 C			9.0 A	A									
HCM 95th %tile Q(veh)		0.4			0.2										
now sour whe wiven)		0.4			0.2	-									

Synchro 11 Report Page 10

## 2025 No-Build Traffic Volumes 5: Underhill Avenue & Glen Rock Street

	≯	-	-		1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	the second s
Lane Configurations		ę,	ţ,		¥		
Traffic Volume (vph)	2	723	520	12	10	8	
Future Volume (vph)	2	723	520	12	10	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.997		0.939		
Flt Protected					0.973		
Satd. Flow (prot)	0	1909	1801	0	1588	0	
Fit Permitted					0.973		
Satd. Flow (perm)	0	1909	1801	0	1588	0	And the Second States of the second
Link Speed (mph)		30	30		30		
Link Distance (ft)		262	220		392		
Travel Time (s)		6.0	5.0		8.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	2	786	565	13	11	9	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	788	578	0	20	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		10		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Turning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		
Intersection Summary		4		5.0°	No. aller	100-13	
Area Type: O Control Type: Unsignalized Intersection Capacity Utilizat	ther			1999		of Service	· 初示于 6. 小小、小学生的 6. 2011

Intersection Capacity Utilization 49.6% ICU Level of Service A Analysis Period (min) 15

Job# 20006297A - R.H.

Synchro 11 Report Page 11

ntersection	-	Presidente	48	2.16	201.5	9913	6.00	1000	ت <sub>و</sub> الي	1000	010,800	ALC: NOTING	-
nt Delay, s/veh	0.3												
Novement	EBL	EBT	WBT	WBR	SBL	SBR			102 3	19. A. C.			T
ane Configurations		- <del>•</del> 1	1		Y								
Fraffic Vol, veh/h	2	723	520	12	10	8							
Future Vol, veh/h	2	723	520	12	10	8							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Free	Free	Free	Free	Stop	Stop							
RT Channelized	-	None		None		None							
Storage Length	-	-	-	-	0	-							
eh in Median Storage	, # -	0	0		0								
Crade, %	-	-5	6	-	0								
Peak Hour Factor	92	92	92	92	92	92							
Heavy Vehicles, %	2	2	2	2	2	2							
Avmt Flow	2	786	565	13	11	9							
Major/Minor M	lajor1		Major2		Minor2	10.40		CTON :	in the second		1274		9
Conflicting Flow All	578	0			1362	572							_
Stage 1	-				572	-							
Stage 2	_				790								
Critical Hdwy	4.12				6.42	6.22							
Critical Hdwy Stg 1	-7.12				5.42	U.6.6-							
Critical Hdwy Stg 2			1 25		5.42								
	2.218	37) 120	100			3.318							
Pot Cap-1 Maneuver	996		-		163	520							
Stage 1	330				565	520							
Stage 2					447								
	-				1 111								
Platoon blocked, %	996				162	520							
Mov Cap-1 Maneuver						520							
Mov Cap-2 Maneuver	-		-		563								
Stage 1	-												
Stage 2	-	-			447	-							
		-						-					
Approach	EB	MATE	WB	A LEAD A	SB	Contraction (Contraction)	and the second		11.12.2		COLUMN DE	er ca partizia	100
HCM Control Delay, s	0		0		21.9								
HCM LOS					С								
Manal and Advine Marine		EDI	CDT	WDT	WBR	ODI of	-	A			Sec. 25	NEW DAVE ST	
Minor Lane/Major Mvn	n.	EBL 996	EBT		WBR	233		and a second	201-02-0	and go and			
Capacity (veh/h)													
HCM Lane V/C Ratio		0.002	-			0.084							
HCM Control Delay (s)		8.6	0	•	•	21.9							
HCM Lane LOS	¥2.	A	A			С							
HCM 95th %tile Q(veh	)	0	-			0.3							

Synchro 11 Report Page 12

### 2025 Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak AM Hour 03/14/2022

and the second second								· · · ·			
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	4			4			44			÷	
210	333	41	30		18	61		43	46		339
						61					339
											1900
											12
					1918			100	100		
1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
						1100		1.00	1.00		1.00
0		0	0		0	0		0	0		0
· ·					Ū	Ū		U	Ū		U
0		0	0		0	0		0	0		0
v	1000		0	1000		v	1100		U	1004	Yes
	5	103		3	103		12	163		82	103
0.04		0.04	0.04		0.04	0.04		0.04	0.04		0.94
225	504	44	JZ	203	19	05	157	40	49	1/0	361
0	604	0	0	204	0	•	040	•	•	500	0
		-									0
											No
Lett		Right	Lett		Right	Lett		Right	Leπ		Right
	10			16			16			16	
0.07	0.00	0.07	4.00	4 00	4.00	4.00	4 00	4.00			
	0.89			1.03			1.02			0.99	0.99
	•	9		•	y		_	9			9
	2			2			2			2	
CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
							0.0			0.0	
							0.0			0.0	
0.0			0.0			0.0			0.0		
							43			43	
				40			40			40	
	CI+Ex			CI+Ex			CI+Ex			CI+Ex	
	0.0			0.0			0.0			0.0	
pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
7	4			8			6			2	
4			8			6			2		
7	4		8	8		6	6			2	
5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
11.0	11.0		11.0								
	210 1900 12 1.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 20 CI+Ex 0.0 0 0 0 20 CI+Ex 0.0 0 0.0 0 0 20 CI+Ex 0.0 0 0.0 0 0 20 CI+Ex 0.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	210       333         210       333         1900       1900         12       14         -5%         1.00       1.00         0.990       0.982         0       1980         0.521       0         0       1050         5       30         390       8.9         0.94       0.94         223       354         0       621         No       No         Left       Left         0       621         No       No         Left       Left         20       83         0       -5         0       0         1       2         Left       20         20       40         CI+Ex       CI+Ex         0.0       0.0         0.0       0.0         0.0       0.0         0.0       0.0         0.0       0.0         0.0       0.0         0.0       0.0         0.0       0.0         0.0       0.0	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	210       333       41       30       238       18         210       333       41       30       238       18         1900       1900       1900       1900       1900       1900         12       14       12       12       12       12         -5%       4%       1.00       1.00       1.00       1.00         0.990       0.992       0.995       0       0       1802       0         0.982       0.995       0       1802       0       0       1802       0         0.982       0.995       0       1802       0       0       1802       0         0.521       0.887       7       0       1606       0       7       7         0       1050       0       0       1606       0       7       7       1606       0         1023       330       30	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$

Job# 20006297A - R.H.

Synchro 11 Report Page 1

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor Frt	
Fit Protected	
Satd. Flow (prot)	
Fit Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph) Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft) Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	7.0
Total Split (s)	7.0

Synchro 11 Report Page 2

## 2025 Build Traffic Volumes

1: NYS Route 118 & Underhill Avenue

	الحر	-	$\mathbf{r}$	4	-	×.	1	t	1	1	÷.	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	23.6%	51.8%	8-33	28.2%	28.2%		41.8%	41.8%	1910-1	41.8%	41.8%	12.6
Maximum Green (s)	20.0	51.0		25.0	25.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	4.0	4.0	1.35	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Max	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0											
Flash Dont Walk (s)	12.0											
Pedestrian Calls (#/hr)	0											
Act Effct Green (s)		51.2			25.1			35.9			35.9	
Actuated g/C Ratio		0.52			0.25			0.36			0.36	
v/c Ratio		0.85			0.75			0.59			0.91	
Control Delay		31.5			47.5			30.7			46.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		31.5			47.5			30.7			46.1	
LOS		С			D			С			D	
Approach Delay		31.5			47.5			30.7			46.1	
Approach LOS		С			D			С			D	
Queue Length 50th (ft)		286			186			119			308	
Queue Length 95th (ft)		#493			#317			202			#515	
nternal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)												
Base Capacity (vph)		733			408			467			710	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.85			0.75			0.53			0.83	
ntersection Summary		19198	x 3. Nu	1150		253.1	THE T	1001		12 567		
	Other			1000		Ev Me	- 10	1.0				20
Cycle Length: 110												
Actuated Cycle Length: 99.1	1											
Natural Cycle: 90												
Control Type: Actuated-Unc	oordinate	ed										
Maximum v/c Ratio: 0.91												
ntersection Signal Delay: 3					tersection							
ntersection Capacity Utiliza	ition 96.4	%		IC	U Level	of Servic	e F					
Analysis Period (min) 15												
95th percentile volume e				ay be lon	ger.							
Queue shown is maximu	im after th	vo cycles.										

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

Ø <b>1</b> 0 Ø2	<b>→</b> <sub>Ø4</sub>	<b>→</b> <sub>Ø4</sub>						
46 s	57 5		75					
™¶ø6	▶ 07	ØS						
46 s	26 5	315						

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Job# 20006297A - R.H.

Synchro 11 Report Page 3

Lane Group	Ø10	27
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		, it

Synchro 11 Report Page 4

# 2025 Build Traffic Volumes

2: NYS Route 118 & Allen Avenue/Kear Street

Peak AM Hour 03/14/2022

	۶	-+	$\rightarrow$	4	-		1	t	1	1	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$			\$			ф	
Traffic Volume (vph)	23	67	18	37	19	44	8	304	45	88	497	13
Future Volume (vph)	23	67	18	37	19	44	8	304	45	88	497	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%			2%	and a second	100	2%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.940			0.983			0.997	1.00
Fit Protected		0.990			0.982			0.999			0.993	
Satd. Flow (prot)	0	1750	0	0	1900	0	0	1751	0	0	1765	0
Flt Permitted	•	0.930	v	v	0.853	v	v	0.985	v	U	0.885	U
Satd. Flow (perm)	0	1644	0	0	1650	0	0	1726	0	0	1573	0
Right Turn on Red	U	1011	Yes	U	1000	Yes	v	1720	Yes	U	15/5	Yes
Satd. Flow (RTOR)		8	103		30	103		7	Tes			res
Link Speed (mph)		30			30			40			1	
Link Distance (ft)		349			369						40	
Travel Time (s)								1058			343	
	0.04	7.9	0.04	0.04	8.4	0.04	0.04	18.0	0.04		5.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	24	71	19	39	20	47	9	323	48	94	529	14
Shared Lane Traffic (%)									1.01	11.34	Starte (	
Lane Group Flow (vph)	0	114	0	0	106	0	0	380	0	0	637	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15	. 14	9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Size(ft)	20	40		20	40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43		0.0	43		0.0	0.0		0.0	0.0	
Detector 2 Size(ft)		40			40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel		OILL			OILY							
Detector 2 Extend (s)		0.0			0.0							
Tum Type	Perm	NA		Perm			Perm	NIA		Dama	NIA	
Protected Phases	Ferm	NA 4		remi	NA 8		reini	NA 2		Perm	NA	
Permitted Phases	4	4		0	0		•	2		0	6	
	4	4		8			2	~		6	-	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	40.0	10.0		10.0	40.0							
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 5

Lane Group	Ø10	
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Lane Util. Factor		
Frt Flt Protected		
Satd. Flow (prot)		
Fit Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft) Crosswalk Width(ft)		
Two way Left Turn Lanc		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s) Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	10	
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	
Minimum Split (s)	33.0	
Total Split (s)	33.0	

Synchro 11 Report Page 6

# 2025 Build Traffic Volumes

2: NYS Route 118 & Allen Avenue/Kear Street

Peak AM Hour 03/14/2022

	۶	-	$\mathbf{\hat{z}}$	-	-		1	1	1	1	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	28.0%	28.0%	21.8	28.0%	28.0%		45.6%	45.6%	1997 ( P. 19	45.6%	45.6%	12.15
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			7.0			7.0	
Lead/Lag											12.0	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	Hono	Homo		None	None		MIGA	WIGA		WIGA	IVICA	
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		11.0			11.0			50.0			50.0	
Actuated g/C Ratio		0.15			0.15			0.68			0.68	
v/c Ratio		0.45			0.15			0.32			0.00	
Control Delay		32.3			25.2			5.6			9.1	
Queue Delay		0.0			25.2			0.0				
Total Delay		32.3			25.2						0.0	
LOS								5.6			9.1	
		C			C			A			A	
Approach Delay		32.3			25.2			5.6			9.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		44			31			53			119	
Queue Length 95th (ft)		91			74			105			239	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)												
Base Capacity (vph)		680			696			1184			1078	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.17			0.15			0.32			0.59	
Intersection Summary	State of	1	1000	22	11257	100	and a literature	192 V	NON	2.021	100	
	Other											
Cycle Length: 125												
Actuated Cycle Length: 73												
Natural Cycle: 105												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.59												
intersection Signal Delay: 1	1.5			In	tersection	LOS: B						
Intersection Capacity Utilization		%			U Level							
Analysis Period (min) 15												

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

<sup>≪</sup> ¶ø₂		ALØ10
57 \$	35 s	33 s
06	Ø8	
57 s	35 s	NS RUE TI

Job# 20006297A - R.H.

Synchro 11 Report Page 7

Peak	AM	Hour
	03/1	4/2022

Lane Group	Ø10	2
Total Split (%)	26%	
Maximum Green (s)	29.0	
Yellow Time (s)	3.0	
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)	8.0	
Flash Dont Walk (s)	21.0	
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
Approach Delay Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Internection Commons		100
Intersection Summary		

Synchro 11 Report Page 8

### 2025 Build Traffic Volumes 3: Underhill Avenue & Site Access

	۶	-			1	4	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		÷.	î÷		¥		
Traffic Volume (vph)	14	557	622	16	28	24	
Future Volume (vph)	14	557	622	16	28	24	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Grade (%)		-5%	5%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.997		0.937		
Fit Protected		0.999			0.974		
Satd. Flow (prot)	0	1804	1777	0	1700	0	
Fit Permitted		0.999			0.974		
Satd. Flow (perm)	0	1804	1777	0	1700	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		425	390		188		
Travel Time (s)		9.7	8.9		4.3		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	2%	8%	4%	2%	2%	2%	
Adj. Flow (vph)	16	619	691	18	31	27	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	635	709	0	58	0	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)	1.00	0	0		12		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	0.97	0.97	1.03	1.03	1.00	1.00	
Turning Speed (mph)	15			9	15	-9	
Sign Control	199	Free	Free	2 d 3	Stop	v fag	
Intersection Summary	CI I N	10 AT 197	-	the second	- Holes		the state of the second se

Intersection Capacity Utilization 50.6% ICU Level of Service A

Analysis Period (min) 15

Job# 20006297A - R.H.

Synchro 11 Report Page 9

ntersection		TINGS				12 10	Call an an and a series	
nt Delay, s/veh	1.2							
Vovement	EBL	EBT	WBT	WBR	SBL	SBR		
ane Configurations		र्स	<b>₽</b>		Y.			
Fraffic Vol, veh/h	14	557	622	16	28	24		
Future Vol. veh/h	14	557	622	16	28	24		
Conflicting Peds, #/hr	0	0	0	0	0	0		
	Free	Free	Free	Free	Stop	Stop		
RT Channelized	-	None		None		None		
Storage Length	-	-	-	-	0	-		
/eh in Median Storage,	# -	0	0	5112	0			
Grade, %		-5	5	-	0	-		
Peak Hour Factor	90	90	90	90	90	90		
Heavy Vehicles, %	2	8	4	2	2	2		
Nort Flow	16	619	691	18	31	27		
	10	010	001	10		21		
Major/Minor Ma	ajor1	Ν	Major2	1000	Minor2	21.10	Total Traina Plana	
	709	0	- najorz		1351	700		
Stage 1	109	0		-	700			
Stage 2					651			
	4.12				6.42	6.22		
	4. IZ				5.42	0.22		
Critical Hdwy Stg 1		572			5.42			and the second sec
Critical Hdwy Stg 2	-							
	.218				3.518			
Pot Cap-1 Maneuver	890	- *			166	439		
Stage 1	-				493	-		
Stage 2		•			519			
Platoon blocked, %								
Mov Cap-1 Maneuver		1				439		
Mov Cap-2 Maneuver	-					1		
Stage 1	•			-	480			
Stage 2	-				519	-		
Approach	EB		WB	81	SB	12.15	A CARLES	
HCM Control Delay, s	0.2		0		25.9			
HCM LOS					D			
1								
Minor Lane/Major Mvml	a in	EBL	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)		890		-	14	229		
HCM Lane V/C Ratio		0.017	-		24	0.252		
HCM Control Delay (s)		9.1	0			25.9		
HCM Lane LOS		A	Ā			D		
HCM 95th %tile Q(veh)		0.1				-		

Synchro 11 Report Page 10

## 2025 Build Traffic Volumes

4: Rochambeau Drive/Site Access & Underhill Avenue

	≯	-	$\mathbf{r}$	4	-		1	- 1	1	$\mathbf{b}$	1	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBP
Lane Configurations		4			4			\$			4	
Traffic Volume (vph)	5	537	6	12	629	5	40	0	25	8	0	8
Future Volume (vph)	5	537	6	12	629	5	40	0	25	8	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	12	12	12	12
Grade (%)		-6%	1.50.8		6%			-7%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999			0.948			0.932	
Fit Protected					0.999			0.970			0.976	
Satd. Flow (prot)	0	1809	0	0	1765	0	0	1826	0	0	1694	(
Flt Permitted					0.999			0.970			0.976	
Satd. Flow (perm)	0	1809	0	0	1765	0	0	1826	0	0	1694	(
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		220			425			323			173	
Travel Time (s)		5.0			9.7			7.3			3.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	8%	20%	17%	4%	2%	6%	2%	5%	2%	2%	2%
Adj. Flow (vph)	5	565	6	13	662	5	42	0	26	8	0	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	576	0	0	680	0	0	68	0	0	16	(
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Righ
Median Width(ft)		0			0	-		0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.04	1.04	1.04	0.96	0.88	0.96	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	1.0	9	15		9	15		6
Sign Control		Free			Free			Stop			Stop	
Intersection Summary	1319		53/11	1925	14	15-16-1	12 2	200	av. P	1212.7		100

Intersection Capacity Utilization 52.8% Analysis Period (min) 15

ICU Level of Service A

Job# 20006297A - R.H.

Synchro 11 Report Page 11

Intersection	A 20	2.4	12.50	THE WER	7		22-2	W. C.M.	1-2-2-	1000	MANL 1	Sugar 2		1000
nt Delay, s/veh	1.5													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	( STERNER MA	1
Lane Configurations		4			4			4>			4			
Traffic Vol, veh/h	5	537	6	12	629	5	40	0	25	8	0	8		
Future Vol, veh/h	5	537	6	12	629	5	40	0	25	8	0	8		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-	-	None			None	· -	- 10	None	•		None		
Storage Length	-	-	-											
Veh in Median Storage	,# -	0		2.1	0	-		0	-	-	0			
Grade, %	-			-	6	-	-	-7	-	-	0	-		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95		
Heavy Vehicles, %	2		20	17	4	2	6	2	5	2	2	2		
Mvmt Flow	5		6	13	662	5	42	0	26	8	0	8		
	lajor1			Major2	170		Minor1			Minor2	1.11	a bertan		63
Conflicting Flow All	667	0	0	571	0	0	1273	1271	568	1282	1272	665		
Stage 1							578	578	-	691	691	-		
Stage 2	-		) a	-		-	695	693		591	581			
Critical Hdwy	4.12		-	4.27			5.76	5.12	5:55	7.12	6.52	6.22		
Critical Hdwy Stg 1	-					-	4.76	4.12		6.12	5.52	ی		
Critical Hdwy Stg 2			-	-		1.1	4.76	4.12	-	6.12	5.52			
	2.218			2.353	-	-	3.554	4.018	3.345	3.518	4.018	3.318		
Pot Cap-1 Maneuver	923		- 11	931	-	1	232	275	577	142	168	460		
Stage 1	-					-	619	627	-	435	446	:*:		
Stage 2	1		e				558	582	-	493	500	St		
Platoon blocked, %					5-									
Mov Cap-1 Maneuver	923			931			222	267	577	132	163	460		
Mov Cap-2 Maneuver	-				-		222	267	-		163	-		
Stage 1					-	1.04	614	622	-	432	436			
Stage 2	-		-				536	569	-		496	-		
ougo z						1.10							E Million	
Approach	EB	1. etc.,	N ST	WB	92 I E	12 13	NB	12.2	12 - 3 1	SB	W. P.	25.3	2 2 al 3 -	11-2
HCM Control Delay, s	0.1			0.2			21.1		S. 1	24.1	1		10000	
HCM LOS							С			С				
Minor Long/Major Mar		NBLn1	EBL	EBT	EBR	WBL	WBT	WPP	SBLn1	nes	Juyo	100 24	-	100.00
Minor Lane/Major Mvn	it.	and the second se	and the second second		LDR		_	WDR				and the second division of the second divisio	and the second	-
Capacity (veh/h)		291	923		-	931	- N 10							
HCM Lane V/C Ratio	C.		0.006			0.014	-		0.082					
HCM Control Delay (s)	)	21.1	8.9	0			0							
HCM Lane LOS		С		A		A	A		C					
HCM 95th %tile Q(veh	1)	0.9	0	•		0	-		0.3					

Synchro 11 Report Page 12

# 2025 Build Traffic Volumes

5: Underhill Avenue & Glen Rock Street

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		-	-		۰	*	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	The second second second second second
Lane Configurations		ę,	ţ,		Y		
Traffic Volume (vph)	2	539	669	7	9	8	
Future Volume (vph)	2	539	669	7	9	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.999		0.936		
Fit Protected					0.974		
Satd. Flow (prot)	0	1804	1771	0	1501	0	
Flt Permitted					0.974		
Satd. Flow (perm)	0	1804	1771	0	1501	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		262	220		392		
Travel Time (s)		6.0	5.0		8.9		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	
Heavy Vehicles (%)	2%	8%	4%	2%	2%	14%	
Adj. Flow (vph)	2	592	735	8	10	9	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	594	743	0	19	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		10		
_ink Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Fwo way Left Turn Lane							
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Furning Speed (mph)	15			9	15	9	
Sign Control		Free	Free		Stop		
Intersection Summary	10.255	1					
	ther						
Control Type: Unsignalized	1.100						
ntersection Capacity Utilizat	tion 45.6°	%		10	CU Level	of Service A	
Analysis Period (min) 15	anti- or	100	on 10%	C	ETRON		

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Job# 20006297A - R.H.

Synchro 11 Report Page 13

ntersection		0.012	a hast	21-21	guilles	The last	and the second
nt Delay, s/veh	0.3						
Movement I	EBL	EBT		WBR	SBL	SBR	
ane Configurations		ধ	f.		Y		
Traffic Vot, veh/h	2	539	669	7	9	8.	
Future Vol, veh/h	2	539	669	7	9	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	
-	ree	Free	Free	Free	Stop	Stop	
RT Channelized	-	None		None		None	
Storage Length	-	-	-		0	-	
Veh in Median Storage,	# -	0	0	1.1	0	-	
Grade, %	-	-5	6		0		
Peak Hour Factor	91	91	91	91	91	91	
Heavy Vehicles, %	2	8	4	2	2	14	
Mymt Flow	2	592	735	8	10	9	
	_						
Major/Minor Ma	ijor1	A	Aajor2		Minor2	12-30	and the second second second second second
Conflicting Flow All	743	0	-		1335	739	
Stage 1	745	-		-	739		
Stage 2	-	_			596	-	
	4.12				6.42	6.34	
	4.12				5.42	0.04	
Critical Hdwy Stg 1		-			5.42	1.1.2	
Critical Hdwy Stg 2	.218				3.518		
			1		169	398	
	864			•	472	290	
Stage 1	-		-		472 550		
Stage 2	-			•	200		al point that peak bills and a first table
Platoon blocked, %	004			35	400	000	
	864				168	398	
Mov Cap-2 Maneuver	-					(+)	
Stage 1	-	-	-	1.	471	141	
Stage 2	-				550	140	
				- ÷.			
Approach	EB	a sures	WB	22	SB	0	
HCM Control Delay, s	0		0		22		
HCM LOS					С		
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)		864	-	-	-	231	
HCM Lane V/C Ratio		0.003				0.081	
HCM Control Delay (s)		9.2	0			22	
HCM Lane LOS		A	Ă				
HCM 95th %tile Q(veh)		0				0.3	

Synchro 11 Report Page 14

## 2025 Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

Peak PM Hour 03/14/2022

	≯	-	$\mathbf{i}$	¥	+	*	1	1	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4			÷.			¢.	
Traffic Volume (vph)	415	281	58	49	281	42	49	181	35	24	146	283
Future Volume (vph)	415	281	58	49	281	42	49	181	35	24	146	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	11	12	12	11	12
Grade (%)		-5%			4%	No. Inc.		3%			-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.990	1.00	1.00	0.985	1.00	1.00	0.982	1.00	1.00	0.916	1.00
Fit Protected		0.973			0.993			0.991			0.997	
Satd. Flow (prot)	0	1962	0	0	1786	0	0	1726	0	0	1653	0
Fit Permitted	0	0.494	v	U	0.826	U	U	0.752	0	U	0.970	U
Satd. Flow (perm)	0	996	0	0	1485	0	0	1310	0	0	1608	0
Right Turn on Red	U	990	Yes	U	1400		U	1310		0	1000	0
			tes		E.	Yes		40	Yes		407	Yes
Satd. Flow (RTOR)		4			5			10			107	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8			7.9			18.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	437	296	61	52	296	44	52	191	37	25	154	298
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	794	0	0	392	0	0	280	0	0	477	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0		-	0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.07	1.02	0.99	1.04	0.99
Turning Speed (mph)	15	0.00	9	15		9	15	1.01	9	15	1.07	9
Number of Detectors	1	2	Ŭ	1	2	J	1	2	J	1	2	3
Detector Template	Left	-		Left	2		Left	2		Left	2	
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		20	-5		20	-5		20		
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5 -5	
	20			20	-5 40							
Detector 1 Size(ft)		40					20	40		20	40	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	0.0											
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0,0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		43			43			43			43	
Detector 2 Size(ft)		40			40			40			40	
Detector 2 Type		CI+Ex	2		CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase	1997	1.5			8 5 6			31		234		
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.0	22.0		22.0	22.0		16.0	16.0		16.0	16.0	
Total Split (s)	16.0	43.0		27.0	27.0		60.0	60.0		60.0	60.0	
, otal opin (b)	10.0	-TU.U		21.0	21.0		00.0	00.0		00.0	00.0	

Job# 20006297A - R.H.

Synchro 11 Report

Page 1

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Fit Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft) Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type Detector 1 Channel	
Detector 1 Extend (s)	the second s
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase Minimum Initial (s)	1.0
Minimum Split (s)	7.0
Total Split (s)	7.0

Synchro 11 Report Page 2

### 2025 Build Traffic Volumes 1: NYS Route 118 & Underhill Avenue

٨	-	7	1	+	*	1	1	1	1	- <del> </del> -	-
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
14.5%	39.1%		24.5%	24.5%	5-1 - K	54.5%	54.5%	100	54.5%	54.5%	14
10.0	37.0		21.0	21.0		54.0	54.0		54.0	54.0	
4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
	0.0			0.0			0.0			0.0	
	6.0			6.0			6.0			6.0	
Lead			Lag	Lag							
Yes			Yes	Yes							
2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Min	None		None	None		Min	Min		Min	Min	
	5.0		5.0	5.0							
	11.0		11.0	11.0							
	3		3	3							
	37.3			26.2			21.5			21.5	
	0.53			0.37			0.30			0.30	
										0.0	
	183.3										
	F										
	183.3										
	F			С			С			С	
	~415			140			102			151	
	#804			#332			178			260	
	310			219			381			978	
	594			552			1008			1259	
	0			0			0			0	
	0			0			0			0	
	0			0			0			0	
	1.34			0.71			0.28			0.38	
191	1.44	12.	(s) 5%	1 - A - A - A - A - A - A - A - A - A -		Mr. 11- 5	(C VIES	1. AND	The constant	Notice .	5.5
Other											
										- e	
coordinate	ed										
ation 106.	3%		IC	CU Level	of Servic	e G					
			finite.								
	capacity, o wo cycles.		ay be lor	iger.							
	EBL 14.5% 10.0 4.0 2.0 Lead Yes 2.0 Min Other Coordinate 03.3 ation 106. Sity, queue um after the exceeds of	EBL         EBT           14.5%         39.1%           10.0         37.0           4.0         4.0           2.0         2.0           0.0         6.0           Lead         Yes           2.0         2.0           Min         None           5.0         11.0           3         37.3           0.53         1.34           183.3         0.0           183.3         0.0           183.3         F           -415         #804           310         594           0         0           0         0           1.34         310	EBL         EBT         EBR           14.5%         39.1%           10.0         37.0           4.0         4.0           2.0         2.0           0.0         6.0           Lead         Yes           2.0         2.0           Min         None           5.0         11.0           3         37.3           0.53         1.34           183.3         0.0           183.3         F           183.3         F           183.3         F           183.3         0.0           183.3         0.0           183.3         F           183.3         F           183.3         0.0           183.3         F           0.0         0           0         0           0         0           0         0           0         0           1.34         0	EBL         EBT         EBR         WBL           14.5%         39.1%         24.5%           10.0         37.0         21.0           4.0         4.0         4.0           2.0         2.0         2.0           0.0         6.0	EBL         EBR         WBL         WBT           14.5%         39.1%         24.5%         24.5%           10.0         37.0         21.0         21.0           4.0         4.0         4.0         4.0           2.0         2.0         2.0         2.0           0.0         6.0         6.0           Lead         Lag         Lag           Yes         Yes         Yes           2.0         2.0         2.0         2.0           Min         None         None         None           5.0         5.0         5.0         5.0           11.0         11.0         11.0         11.0           3         3         3         3           37.3         26.2         0.53         0.37           1.34         0.71         183.3         29.9           0.0         0.0         0.0         0           183.3         29.9         9         7           7415         140         #332         310         219           594         552         0         0         0           0         0         0         0         <	EBL         EBT         EBR         WBL         WBT         WBR           14.5%         39.1%         24.5%         24.5%         24.5%           10.0         37.0         21.0         21.0         21.0           4.0         4.0         4.0         4.0         20         20           0.0         0.0         6.0         0.0         0.0         0.0           6.0         Lag         Lag         Lag         Yes         Yes<	EBL         EBR         WBL         WBT         WBR         NBL           14.5%         39.1%         24.5%         24.5%         54.5%           10.0         37.0         21.0         21.0         54.0           4.0         4.0         4.0         4.0         4.0           2.0         2.0         2.0         2.0         2.0           0.0         0.0         6.0         6.0           Lead         Lag         Lag         Min           5.0         5.0         5.0         5.0           11.0         11.0         11.0         11.0           3         3         3         3           37.3         26.2         0.03         0.37           11.0         11.0         11.0         11.0           183.3         29.9         7         6.2           0.53         0.37         1.34         0.71           183.3         29.9         7         7           183.3         29.9         7         7           594         552         0         0           0         0         0         0           1.34         0.71	EBL         EBR         WBL         WBT         WBR         NBT           14.5%         39.1%         24.5%         54.5%         54.5%         54.5%           10.0         37.0         21.0         21.0         54.0         54.0           4.0         4.0         4.0         4.0         4.0         4.0         20.0         2.0	EBI         EBR         WBL         WBT         WBR         NBL         NBT         NBR           14.5%         39.1%         24.5%         54.5%         54.5%         54.5%           10.0         37.0         21.0         21.0         54.0         54.0           4.0         4.0         4.0         4.0         4.0         4.0         4.0           2.0         2.0         2.0         2.0         2.0         2.0         2.0           0.0         0.0         0.0         0.0         0.0         0.0         0.0           6.0         6.0         6.0         0.0         0.0         0.0         0.0           Lead         Lag         Lag         Lag         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         3.3         3.3         3.3         3.2         0.30         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1	EBI         EBR         WBL         WBR         VBR         NBL         NBT         NBR         SBL           14.5%         39.1%         24.5%         24.5%         54.5%         54.5%         54.5%         54.5%         54.5%         54.5%         54.5%         54.5%         54.0         54.0         54.0         54.0         54.0         54.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0         1.0	EBI         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT           14.5%         39.1%         24.5%         54.5%         54.5%         54.5%         54.5%         54.5%         54.5%         54.5%         54.0         56.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         50.0         5

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

Ø <b>1</b> 0 Ø2	ø₄		
50 s	43 s		75
1 Ø6	▶ <sub>Ø7</sub>	+ Ø8	
0.5	16 5	27 s	

Job# 20006297A - R.H.

Synchro 11 Report Page 3

Lane Group	Ø10	
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?	2.0	
Vehicle Extension (s)	3.0 None	
Recall Mode Walk Time (s)	None	
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		and the second
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft) Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Synchro 11 Report Page 4

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## 2025 Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

Peak PM Hour 03/14/2022

	۶	-	$\rightarrow$	4	+		1	1	1	1	÷.	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ф			4			4			4	
Traffic Volume (vph)	13	42	12	83	64	81	15	547	76	41	358	23
Future Volume (vph)	13	42	12	83	64	81	15	547	76	41	358	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%	ALC: UNK	10.354	2%		1000	2%	00000
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1100	0.975		nee	0.952	1.00	1.00	0.984	1.00	1.00	0.993	1.00
Flt Protected		0.990			0.982			0.999			0.995	100
Satd. Flow (prot)	0	1747	0	0	1924	0	0	1752	0	0	1761	0
Fit Permitted	U	0.923	v	v	0.865	U	U	0.987	U	U	0.900	U
Satd. Flow (perm)	0	1629	0	0	1695	٥	0	1731	0	0		0
	U	1029		U	1095	0	U	1/31	0	0	1593	0
Right Turn on Red		0	Yes		04	Yes		•	Yes		•	Yes
Satd. Flow (RTOR)		8			21			6			3	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)		7.9			8.4			18.0			5.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	14	44	13	87	67	85	16	576	80	43	377	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	0	0	239	0	0	672	0	0	444	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0	1994		0	1.00		0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.99	1.04	0.99	1.03	0.88	1.03	1.01	1.06	1.01	1.01	1.06	1.01
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	1	125	1	1	11000
Detector Template	Left	_		Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	
Detector 1 Position(ft)	Ő	-5		0	-5		Ő	0		0	0	
Detector 1 Size(ft)	20	40		20	-5 40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	-			-	
	UITEX	UITEX		UTEX	UTEX		UTEX.	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	0.0	0.0			0.0							
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0,0	
Detector 2 Position(ft)		43			43							
Detector 2 Size(ft)		40			40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	Street 1							1.4.8		5.5	13911	
Minimum Initial (s)	10.0	10.0		10.0	10.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		57.0	57.0		57.0	57.0	
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	
	00.0			00.0	00.0		07.0	07.0		01.0	07.0	

Job# 20006297A - R.H.

Synchro 11 Report Page 5

Lane Group	Ø10	ST 2 ST
ane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
deal Flow (vphpl)		
Lane Width (ft)		
Grade (%) Lane Util. Factor		
Frt		
Fit Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%) Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft) Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)	The second se Second second se Second second sec	
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Tum Type	10	
Protected Phases Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	1.0	
Minimum Split (s)	33.0	
Total Split (s)	33.0	

Synchro 11 Report Page 6

### 2025 Build Traffic Volumes 2: NYS Route 118 & Allen Avenue/Kear Street

	۶	-	$\mathbf{\tilde{\mathbf{v}}}$	4	+	*	1	t	1	1	Ļ	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%	1.2	28.0%	28.0%		45.6%	45.6%	1000	45.6%	45.6%	1
Maximum Green (s)	30.0	30.0		30.0	30.0		50.0	50.0		50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		15.3			15.3			50.1			50.1	
Actuated g/C Ratio		0.20			0.20			0.65			0.65	
v/c Ratio		0.22			0.68			0.60			0.43	
Control Delay		24.7			36.4			11.4			8.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.7			36.4			11.4			8.9	
LOS		С			D			В			A	
Approach Delay		24.7			36.4			11.4			8.9	
Approach LOS		С			D			В			A	
Queue Length 50th (ft)		26			98			160			90	
Queue Length 95th (ft)		59			170			318			183	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)												
Base Capacity (vph)		637			670			1122			1031	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		Ō			0			0			0	
Reduced v/c Ratio		0.11			0.36			0.60			0.43	
Intersection Summary	11-2-11	MAR.	10-3	tat P		MAG	63.12	19975	-	0.50		17.2
	Other	and the	4.217		10.00	8 C ( ) 1	100	5 8		200	1. Sec. 1	
Cycle Length: 125												
Actuated Cycle Length: 77	.4								Nº ST			
Natural Cycle: 105												
Control Type: Semi Act-Ur	ncoord											
Maximum v/c Ratio: 0.68												
Intersection Signal Delay:				In	tersection	LOS: B						
Intersection Capacity Utiliz	ation 70.8	%		IC	CU Level	of Service	еC					
Analysis Period (min) 15												

Splits and Phases: 2: NYS Route 118 & Allen Avenue/Kear Street

↑ Ø2	404	ALØ10	
57 s	35 \$	33 s	
Ø6	708		
57's	35 s		

Job# 20006297A - R.H.

Synchro 11 Report Page 7

Lane Group	Ø10
Total Split (%)	26%
Maximum Green (s)	29.0
Yellow Time (s)	3.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	8.0
Flash Dont Walk (s)	21.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	and the second state of a second s

Synchro 11 Report Page 8

## 2025 Build Traffic Volumes 3: Underhill Avenue & Site Access

	٠	-	-		5	4		
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	A REAL PROPERTY OF THE REAL PR	1.50
Lane Configurations		<del>با</del>	ţ,		1			
Traffic Volume (vph)	31	729	578	36	26	22		
Future Volume (vph)	31	729	578	36	26	22		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	the second second second	
Grade (%)		-5%	5%		0%			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	Carl State of the second strength	
Frt			0.992		0.939			
Fit Protected		0.998			0.973			
Satd. Flow (prot)	0	1905	1802	0	1702	0		
Fit Permitted		0.998	A alter		0.973	195		
Satd. Flow (perm)	0	1905	1802	0	1702	0		
ink Speed (mph)		30	30	Contra D	30	S 531 5 4.		
ink Distance (ft)		425	390		188			
Travel Time (s)		9.7	8.9		4.3			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	34	810	642	40	29	24		
Shared Lane Traffic (%)								
ane Group Flow (vph)	0	844	682	0	53	0		
Enter Blocked Intersection	No	No	No	No	No	No		
ane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		0	0		12			
ink Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane					C 123			
leadway Factor	0.97	0.97	1.03	1.03	1.00	1.00		
uming Speed (mph)	15	1.1		9	15	9		
Sign Control		Free	Free		Stop			
ntersection Summary	. X (1)			1 2 12	i dan da	AN CARL	and the second second second	
Area Type: O	ther							
Control Type: Unsignalized								2
	tion 73.5	%		IC	U Level	of Service D		
Intersection Capacity Utilizat Analysis Period (min) 15	tion 73.5°	%		IC	CU Level	of Service D		

Job# 20006297A - R.H.

Synchro 11 Report Page 9

Intersection	2.11	Lucis	11.53	WILL'S	- 24	1000	A 12-21	100	1.1	10	n H	1	ANS	1000	1116	1.8
nt Delay, s/veh	1.3			1.1		21.000								-		
	EBL	EBT	WBT	WBR	SBL	SBR	1.779	- 6121	81.74			÷,	Sec.1.	514	4.49	1.00
ane Configurations		र्भ	1+		Y					0						
Traffic Vol. veh/h	31	729	578	36	26	22				-						
Future Vol, veh/h	31	729	578	36	26	22										
Conflicting Peds, #/hr	0	0	0	0	0	0										
	ree	Free	Free	Free	Stop	Stop										
RT Channelized	-	None		None		None										
Storage Length	-	-	-		0	-										
/eh in Median Storage,	# -	0	0		0											
Grade, %	-	-5	5	-	0	-										
Peak Hour Factor	90	90	90	90	90	90										
Heavy Vehicles, %	2	2	2	2	2	2										
Mvmt Flow	34	810	642	40	29	24										
Major/Minor Ma	ijor1		Major2	1	Minor2		1.2				10	100	3-170	10-	die.	22.31
Conflicting Flow All	682	0				662										
Stage 1	- 002	-			662											
Stage 2					878											
	4.12				6.42	6.22										
Critical Hdwy Sto 1	7.12				5.42											
Critical Hdwy Stg 2	-				5.42	-		12								
	.218		-			3.318										
Pot Cap-1 Maneuver	911				127	462										
Stage 1	-															
Stage 2	-	-			400											
Platoon blocked, %			-													
Mov Cap-1 Maneuver	911	100 L			118	462										
Mov Cap-2 Maneuver	-															
Stage 1					478											
Stage 2					406											
Ciugo E					-											
Approach	EB	D	WB	2.2	SB	1	FLORE:	1,0201		23	1275		15	28		
HCM Control Delay, s	0.4		0		33.4								-		100	
HCM LOS					D											
Minor Lane/Major Mvm		EBL	EBT	WBT	WBR	SBLn1		A STATE	501	tit			17			
Capacity (veh/h)		911		_			1116-	-		1				100		
HCM Lane V/C Ratio		0.038				0.298										
HCM Control Delay (s)		9.1	0			33.4										
HCM Lane LOS		A	A			D										
	1					1.2										
HCM 95th %tile Q(veh)	[	0.1	-		•	1.2										

Synchro 11 Report Page 10

## 2025 Build Traffic Volumes

4: Rochambeau Drive/Site Access & Underhill Avenue

Peak PM Hour 03/14/2022

	۶	-+	$\mathbf{r}$	4	-	*	1	Ť	1	1	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		¢.			\$			4			4	
Traffic Volume (vph)	10	728	36	50	539	10	15	0	25	7	0	15
Future Volume (vph)	10	728	36	50	539	10	15	0	25	7	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	14	12	12	12	12
Grade (%)		-6%			6%			-7%			0%	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.998	in the	1.54.54	0.916			0.906	1
Flt Protected		0.999			0.996			0.981			0.985	
Satd. Flow (prot)	0	1905	0	0	1796	0	0	1815	0	0	1662	0
Flt Permitted		0.999		_	0.996			0.981			0.985	
Satd. Flow (perm)	0	1905	0	0	1796	0	0	1815	0	0	1662	0
Link Speed (mph)		30			30	v	· ·	30		v	30	v
Link Distance (ft)		220			425			323			150	
Travel Time (s)		5.0			9.7			7.3			3.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%
Adj. Flow (vph)	11	766	38	53	567	11	16	0	26	7	0	16
Shared Lane Traffic (%)				00	001	••	10	•	20		v	10
Lane Group Flow (vph)	0	815	0	0	631	0	0	42	0	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Lon	0	ragin	Loit	0	rugin	LOIL	0	rugin	Lon	0	Tagin
Link Offset(ft)		Ő			Õ			Ő			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Tum Lane		10			10			10			10	
Headway Factor	0.96	0.96	0.96	1.04	1.04	1.04	0.96	0.88	0.96	1.00	1.00	1.00
Turning Speed (mph)	15	0.00	9	15	1.04	9	15	0.00	9	15	1.00	9
Sign Control	10	Free	U	10	Free		10	Stop		10	Stop	9
Intersection Summary	1.3.2	5275	2 4.7	Well 2 1	and - 19		50%					215
	ther	_	_									
Control Type: Unsignalized												

Intersection Capacity Utilization 69.6% Analysis Period (min) 15 ICU Level of Service C

Job# 20006297A - R.H.

Synchro 11 Report Page 11

Intersection	1.4	994 Z I	100	-	-	-		1 201		10				
nt Delay, s/veh	1.4													
Novement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	State of the second	1 12
ane Configurations		4			4			4			4			
Traffic Vol, veh/h	10	728	36	50	539	10	15	0	25	7	0	15		
Future Vol, veh/h	10	728	36	50	539	10	15	0	25	7	0	15		
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0		
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	•	11.4	None	•	•	None	•		None	-	-	None		
Storage Length	-				1.5		-		۲			1		
/eh in Median Storage	e, # -	0			0		•	0	-		0			
Grade, %	-	-6	-		G	٠	-	-7	-		0	- F		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	11 1 2 12	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	5	2	2	2	34	
Vivmt Flow	11	766	38	53	567	11	16	0	26	7	0	16		
Major/Minor N	Aajor1	12.00	an an	Major2	- 1 M		Minor1	141	1	Minor2		Sec. 141	- Anterphane	1
Conflicting Flow All	578	0	0	804	0	0	1494	1491	785	1499	1505	573		
Stage 1		-		-	-	-	807	807	-	679	679			
Stage 2	-				-		687	684		820	826			
Critical Hdwy	4.12		н.	4.12			5.72	5.12	5.55	7.12	6.52	6.22		
Critical Hdwy Stg 1	-						4.72	4.12	-	6.12	5.52	-		
Critical Hdwy Stg 2			1				4.72	4.12		6.12	5.52	1.00		
	2.218	12	14	2.218	4			4.018	3.345		4.018	3.318		
Pot Cap-1 Maneuver	996	5 2		820			181	221	452	101	121	519		
Stage 1		-		020			514	540	-	441	451	-		
Stage 2				22.5	1.1	E. TU		586		369	387	R.J 2 -		
Platoon blocked, %			-				0/1	000			•••			
Nov Cap-1 Maneuver	996		ALC: N	820			160	196	452	87	107	519		
Nov Cap-2 Maneuver		08 (2		020				196			107			
Stage 1							504	529		432	71771			0.02.7
Stage 2	-		-	•		•	10000	530			379	•		
Annanah	EB		-	WB	0.000		NB		-	SB	No.			
Approach			- 1-1-	0.8	_		20.9		-	25.2	_			and so that
HCM Control Delay, s HCM LOS	0.1			0.8			20.9 C			25.2 D				
Minor Long/Major Mar	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WRP	SBLn1	CLUB I	100	1.000		and the second
Minor Lane/Major Mvr	in .	268	996		CDN		WDT				and the second division of the second divisio		and the second second	
Capacity (veh/h)														
HCM Lane V/C Ratio			0.011			0.064			0.115					
HCM Control Delay (s	5)	20.9	8.7	-			-							
HCM Lane LOS		C	A			A			D					
HCM 95th %tile Q(vel	h)	0.5	0	-	-	0.2	-	-	0.4					

Synchro 11 Report Page 12

## 2025 Build Traffic Volumes 5: Underhill Avenue & Glen Rock Street

	٠	-	-	*	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	A THE STATE THE SHALL THE
Lane Configurations		ર્શ	₽		Y		
Traffic Volume (vph)	2	764	549	12	10	8	
Future Volume (vph)	2	764	549	12	10	8	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	A DESCRIPTION OF THE PROPERTY OF
Lane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%		0%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt			0.997		0.939		
Fit Protected					0.973		
Satd. Flow (prot)	0	1909	1801	0	1588	0	
Fit Permitted					0.973		
Satd. Flow (perm)	0	1909	1801	0	1588	0	
Link Speed (mph)		30	30		30		
Link Distance (ft)		262	220		392		
Travel Time (s)		6.0	5.0		8.9		54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	2	830	597	13	11	9	
Shared Lane Traffic (%)							
ane Group Flow (vph)	0	832	610	0	20	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0	100	10	10.00	A STATE OF
_ink Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Furning Speed (mph)	15			9	15	9	
Sign Control	10	Free	Free	3.78	Stop	12123	sets Charles in Marketines
intersection Summary	1 2 8	19. P.	1.00	the Per			

Control Type: Unsignalized

Intersection Capacity Utilization 51.8% ICU Level of Service A Analysis Period (min) 15

Job# 20006297A - R.H.

Synchro 11 Report Page 13

ntersection	Res		-115		19000		TANK BUT AND A THE A PARTY AND A PARTY AND A
nt Delay, s/veh	0.3						
Movement	EBL	EBT		WBR	SBL	SBR	
ane Configurations		- 4	- <b>1</b> +		Y		
raffic Vol, veh/h	2	764	549	12	10	8	
uture Vol, veh/h	2	764	549	12	10	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-	None	1995 <del>-</del>	None	
Storage Length	-	-	-	-	0	-	
/eh in Median Storage	,# -	0	0	•	0		
Grade, %	-	-5	6	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	
leavy Vehicles, %	2	2	2	2	2	2	
Avmt Flow	2	830	597	13	11	9	
Major/Minor M	lajor1		Major2		Minor2	SHW B	
Conflicting Flow All	610	0		0	1438	604	
Stage 1			-		604	- 14	
Stage 2			-	-	834		
Critical Hdwy	4.12	1.12	1		6.42	6.22	
Critical Hdwy Stg 1	-	-	1.	-	5.42	-	
Critical Hdwy Stg 2				- T-	5.42		
	2.218	-		-	3.518	3.318	
Pot Cap-1 Maneuver	969				147	498	
Stage 1				· · ·	546	-	
Stage 2					426		
Platoon blocked, %							
Nov Cap-1 Maneuver	969				146	498	the second s
Nov Cap-2 Maneuver	-					-	
Stage 1				11.	544	-	
Stage 2	-				426	-	
Oldye Z					420		
Approach	EB	12.5	WB	-1-17	SB	2 1102	a state of the second state of
HCM Control Delay, s	0		0	0.00	23.6	1011	SWELL SEAL STATES
HCM LOS					C		
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)		969	-				
HCM Lane V/C Ratio		0.002	-		-	0.092	
HCM Control Delay (s)	)	8.7	0			23.6	
HCM Lane LOS		A	Ă		-		
HCM 95th %tile Q(veh		0					

Synchro 11 Report Page 14

Peak PM Hour 03/14/2022

	٦	-	Y	1	+-	*	1	Ť	1	1	÷.	~
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			\$	
Traffic Volume (vph)	415	281	58	49	281	42	49	181	35	24	146	283
Future Volume (vph)	415	281	58	49	281	42	49	181	35	24	146	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	14	12	12	12	12	12	11	12	12	11	12
Grade (%)		-5%	1.1		4%		0.000	3%	- 2		-1%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990		1100	0.985	1.00	1.00	0.982	1.00	1.00	0.916	1.00
Fit Protected		0.973			0.993			0.991			0.997	
Satd. Flow (prot)	0	1962	0	0	1786	0	0	1726	0	0	1653	0
Flt Permitted		0.537	Ū	v	0.831	U.	v	0.694	v	v	0.973	0
Satd. Flow (perm)	0	1083	0	0	1494	0	0	1209	0	0	1613	0
Right Turn on Red	v	1005	Yes	0	1434	Yes	U	1209	Yes	U	1013	Yes
Satd. Flow (RTOR)		6	103		5	165		7	res		79	res
Link Speed (mph)		30			30			40				1111112-0
Link Distance (ft)		390			299						40	
								461			1058	
Travel Time (s)	0.05	8.9	0.05	0.05	6.8	0.05	0.05	7.9	0.05	0.05	18.0	0.05
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	437	296	61	52	296	44	52	191	37	25	154	298
Shared Lane Traffic (%)	215		1.1.1	10	C 203 - 3	2,000	10.20	12.00	10.000	and the	5.00	1002
Lane Group Flow (vph)	0	794	0	0	392	0	0	280	0	0	477	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.97	0.89	0.97	1.03	1.03	1.03	1.02	1.07	1.02	0.99	1.04	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	10 10
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	83		20	83		20	83		20	83	
Trailing Detector (ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Position(ft)	0	-5		0	-5		0	-5		0	-5	
Detector 1 Size(ft)	20	40		20	40		20	40		20	40	14
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)	0.0	43		0.0	43		0.0	43		0.0	43	
Detector 2 Size(ft)		40			40			40			40	1001000
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OFLA			OPEX			OFEX			GITEX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
				Dama			Deem	0.0		Denis	0.0	
Turn Type Protected Phases	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4	And a second		8			6	2.114		2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase								66010		1.30	10-01	
Vinimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
Vinimum Split (s)	11.0	22.0		22.0	22.0		16.0	16.0		16.0	16.0	
Total Split (s)	40.0	63.0		23.0	23.0		40.0	40.0		40.0	40.0	

Job# 20006297A - R.H.

Synchro 11 Report

Page 1

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Fit	
Fit Protected	
Satd. Flow (prot) Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	THE REPORT OF A DECK
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	E.
Enter Blocked Intersection	
Lane Alignment	-
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(tt)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft) Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	7.0
Total Split (s)	7.0

Synchro 11 Report Page 2

	۶	-+	$\mathbf{\hat{z}}$	1	-		•	1	1	1	Ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	36.4%	57.3%	125	20.9%	20.9%	S. S	36.4%	36.4%	19	36.4%	36.4%	12164
Maximum Green (s)	34.0	57.0		17.0	17.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	2.0	2.0	1.1	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	Min	None		None	None		Min	Min		Min	Min	
Walk Time (s)		5.0		5.0	5.0							
Flash Dont Walk (s)		11.0		11.0	11.0							
Pedestrian Calls (#/hr)		3		3	3							
Act Effct Green (s)		57.2			46.1			29.1			29.1	
Actuated g/C Ratio		0.58			0.47			0.30			0.30	
v/c Ratio		1.17			0.56			0.77			0.89	
Control Delay		115.4			23.4			45.9			48.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		115.4			23.4			45.9			48.2	
LOS		F			C			D			D	
Approach Delay		115.4			23.4			45.9			48.2	
Approach LOS		F			С			D			D	
Queue Length 50th (ft)		~512			179			155			243	
Queue Length 95th (ft)		#885			286			256			#413	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)												
Base Capacity (vph)		676			703			423			610	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			Ő			0			0	
Reduced v/c Ratio		1.17			0.56			0.66	S. 11.		0.78	1 and
ntersection Summary		1415	in the second		TO-NA	and the			e gais		S ISSUED V	
Area Type: (	Other											
Cycle Length: 110		1										
Actuated Cycle Length: 98.	3											
Natural Cycle: 140												
Control Type: Actuated-Und	coordinate	d										
Maximum v/c Ratio: 1.17												
ntersection Signal Delay: 7				lr	tersection	1 LOS: E	1 1 2 1					
ntersection Capacity Utiliza	ation 106.	3%		IC	CU Level	of Servic	e G					
Analysis Period (min) 15												
<ul> <li>Volume exceeds capaci</li> </ul>				finite.								
Queue shown is maximu												
# 95th percentile volume				ay be lor	nger.							
Queue shown is maximu	um after tv	vo cycles.										

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

Ø 10 Ø2	-04								
40 s	63.5	63.5							
↑ Ø6	▶ <sub>Ø7</sub>	₹_Ø8							
40 s	40.5	238							

Job# 20006297A - R.H.

Synchro 11 Report Page 3

Peak	ΡM	Hour
	03/1	14/2022

Lane Group	Ø10	The I have been been been
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?	2200	
Vehicle Extension (s)	3.0	
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		in the part of the second
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn	The second s	
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		
intersection Summary		A DESCRIPTION OF A DESC

Synchro 11 Report Page 4

2024 Build Traffic Volumes (W/ Turning Lanes on Underhill Ave)
1: NYS Route 118 & Underhill Avenue

Peak PM Hour 04/08/2022

	٦		$\mathbf{i}$	4	3		1	1	1	1	Ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	٢	¢Î,		ኘ	<b>†</b>			4			€ F	1
Traffic Volume (vph)	415	281	58	49	281	42	49	181	35	24	146	283
Future Volume (vph)	415	281	58	49	281	42	49	181	35	24	146	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	12	12	12	12	12	12
Grade (%)		-5%	70.00	191123	4%	0.512	Contraction of the	3%	1015	1.0	-1%	Carlo Internet
Storage Length (ft)	200		0	0		0	0	070	0	0	.,.	200
Storage Lanes	1		0	1		0	0		0	Ő		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974	1.00	1.00	0.981	1.00	1.00	0.982	1.00	1.00	1.00	0.850
Fit Protected	0.950	0.074		0.950	0.001			0.991			0.993	0.000
Satd. Flow (prot)	1693	1860	0	1619	1791	0	0	1786	0	0	1859	1591
Flt Permitted	0.265	1000	U	0.548	1131	U	U	0.896	U	U	0.902	1391
Satd. Flow (perm)	472	1860	0	934	1791	0	0	1614	0	0	1689	1591
Right Turn on Red	4/2	1000	Yes	934	1/91		U	1014		U	1009	
		10	res	100	7	Yes		-	Yes			Yes
Satd. Flow (RTOR)		13			7			7			40	265
Link Speed (mph)		30			30	5		40			40	
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9	19.20		6.8			7.9	A1 6.	10.81.25	18.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	437	296	61	52	296	44	52	191	37	25	154	298
Shared Lane Traffic (%)												
Lane Group Flow (vph)	437	357	0	52	340	0	0	280	0	0	179	298
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			· 0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												il and
Headway Factor	1.06	0.97	0.97	1.12	1.03	1.03	1.02	1.02	1.02	0.99	0.99	0.99
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2		1	2		1	2	2
Detector Template						10/2.6	Left	14.5		Left	Start I	19450
Leading Detector (ft)	83	83		83	83		20	83		20	83	83
Trailing Detector (ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		0	-5		0	-5	-5
Detector 1 Size(ft)	40	40		40	40		20	40		20	40	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	OFTER	OFFER		OFFER	OFFER		OFFER	OFFEX		OFLX	OFFEX	OTTEX
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0		
	43	43		43	43		0.0			0.0	0.0	0.0
Detector 2 Position(ft)								43			43	43
Detector 2 Size(ft)	40	40		40	40			40			40	40
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex			CI+Ex			CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		avan Iti	0.0			0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm		pm+ov
Protected Phases	7	4		3	8			6			2	7
Permitted Phases	4			8			6			2		2
Detector Phase	7	4		3	8		6	6		2	2	7
Switch Phase												

Job# 20006297A - R.H.

Synchro 10 Report Page 1

2024 Build Traffic Volumes (W/ Turning Lanes on Underhill Ave)
1: NYS Route 118 & Underhill Avenue

Peak PM Hour 04/08/2022

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Minimum Initial (s)	5.0	5.0		4.0	5.0		10.0	10.0	1022	10.0	10.0	5.0
Minimum Split (s)	11.0	22.0		8.0	22.0		16.0	16.0		16.0	16.0	11.0
Total Split (s)	37.0	58.0		15.0	36.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	33.6%	52.7%		13.6%	32.7%		33.6%	33.6%		33.6%	33.6%	33.6%
Maximum Green (s)	31.0	52.0		11.0	30.0		31.0	31.0		31.0	31.0	31.0
Yellow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		0.5	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0		4.0	6.0			6.0			6.0	6.
Lead/Lag	Lead	Lag		Lead	Lag							Lea
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Ye
Vehicle Extension (s)	2.0	2.0		3.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	Min	None		None	None		Min	Min		Min	Min	Mir
Walk Time (s)	IVIIII	5.0		None	5.0		I WHIT				(VIII)	
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		3			3							
Act Effct Green (s)	48.9	43.1		27.5	18.4			17.9			17.9	48.4
	0.61	0.54		0.35	0.23			0.22			0.22	0.6
Actuated g/C Ratio v/c Ratio	0.66	0.34		0.33	0.23			0.76			0.47	0.28
	15.9	13.3		11.4	46.3			44.4			33.5	2.5
Control Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Queue Delay					46.3			44.4			33.5	2.3
Total Delay	15.9	13.3		11.4 B				44.4 D			55.5 C	2
LOS	В	B		В	D						14.0	
Approach Delay		14.7			41.7			44.4				
Approach LOS		B		•	D			D			B	
Queue Length 50th (ft)	94	98		8	151			124			76	(
Queue Length 95th (ft)	258	210		28	315			259			166	4
Internal Link Dist (ft)		310			219			381			978	00
Turn Bay Length (ft)	200							070			700	200
Base Capacity (vph)	800	1313		480	726			676			703	122
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	1
Storage Cap Reductn	0	0		0	0			0			0	1
Reduced v/c Ratio	0.55	0.27		0.11	0.47			0.41			0.25	0.24
Intersection Summary				The A		#1.der	mine	MUAL A	2.1.5		(10 <u>9</u> .2.)	
Area Type:	Other											
Cycle Length: 110												
Actuated Cycle Length: 79	.7											
Natural Cycle: 60												
Control Type: Actuated-Ur	coordinat	ed										
Maximum v/c Ratio: 0.81												
Intersection Signal Delay:					ntersectio							
Intersection Capacity Utiliz	ation 83.7	%			CU Level	of Servi	ce E					
Analysis Period (min) 15												
Solits and Phases 1. N	YS Route	118 & Un	nderhill A	venue								
the -	YS Route	118 & Ur			A							
Splits and Phases: 1: N	YS Route		Ø3									

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Job# 20006297A - R.H.

Synchro 10 Report Page 2

2024 Build Traffic Volumes (W/ Turning Lanes on All Approaches)
1: NYS Route 118 & Underhill Avenue

Peak PM Hour 04/11/2022

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኘ	¢ĵ,		ሻ	1+		٦	ţ,		٢	÷	1
Traffic Volume (vph)	415	281	58	49	281	42	49	181	35	24	146	283
Future Volume (vph)	415	281	58	49	281	42	49	181	35	24	146	283
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	12	12	10	12	12	11	12	12	11	12	12
Grade (%)		-5%			4%	15.35		3%			-1%	12110.0
Storage Length (ft)	200		0	0		0	0		0	0		200
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.974			0.981			0.976				0.850
Fit Protected	0.950			0.950	20-00		0.950	1. 1. 1. 1.		0.950	0.999	in dir f
Satd. Flow (prot)	1693	1860	0	1619	1791	0	1685	1791	0	1633	1777	1591
Flt Permitted	0.292			0.548		100	0.652			0.523	0.992	100
Satd. Flow (perm)	520	1860	0	934	1791	0	1156	1791	0	899	1764	1591
Right Turn on Red			Yes	1.5.6.0	4200	Yes			Yes	N. C.		Yes
Satd. Flow (RTOR)		12	100		7	100		10	100			298
Link Speed (mph)		30			30	Sec. 1		40			40	200
Link Distance (ft)		390			299			461			1058	
Travel Time (s)		8.9			6.8			7.9			18.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	437	296	61	52	296	44	52	191	37	25	154	298
Shared Lane Traffic (%)	407	290	01	JZ	290	44	JZ	191	37	10%	104	290
Lane Group Flow (vph)	437	357	0	52	340	٥	52	228	0	22	157	200
Enter Blocked Intersection	437 No		No			0					157	298
		No		No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	The second second
Two way Left Turn Lane	4.00	0.07	0.07	1.40	4.00	4.00	4.07	4.00	4.00	1.04	0.00	0.00
Headway Factor	1.06	0.97	0.97	1.12	1.03	1.03	1.07	1.02	1.02	1.04	0.99	0.99
Turning Speed (mph)	15	•	9	15	0	9	15	•	9	15	•	9
Number of Detectors	2	2		2	2		2	2		2	2	2
Detector Template											0.01111	04.040
Leading Detector (ft)	83	83		83	83		83	83		83	83	83
Trailing Detector (ft)	-5	-5		-5	-5		-5	-5		-5	-5	-5
Detector 1 Position(ft)	-5	-5		-5	-5		-5	-5		-5	-5	-5
Detector 1 Size(ft)	40	40		40	40		40	40		40	40	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel								82. M.S.		1.00	S-12-21	(mag 17)
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	43	43		43	43		43	43		43	43	43
Detector 2 Size(ft)	40	40		40	40		40	40		40	40	40
Detector 2 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	7	4		3	8			6			2	7
Permitted Phases	4			8			6			2		2
Detector Phase	7	4		3	8	u, 1-1.	6	6		2	2	7
Switch Phase												

Job# 20006297A - R.H.

Synchro 10 Report Page 1

2024 Build Traffic Volumes (W/ Turning Lanes on All Approaches)	
1: NYS Route 118 & Underhill Avenue	

Peak PM Hour 04/11/2022

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ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SB
Ainimum Initial (s)	5.0	5.0	1.216	4.0	5.0	1.1	10.0	10.0	1.1	10.0	10.0	5.
/linimum Split (s)	11.0	22.0		8.0	22.0		16.0	16.0		16.0	16.0	11.
Total Split (s)	25.0	53.0		11.0	39.0		46.0	46.0		46.0	46.0	25.
Total Split (%)	22.7%	48.2%		10.0%	35.5%		41.8%	41.8%		41.8%	41.8%	22.79
Maximum Green (s)	19.0	47.0		7.0	33.0		40.0	40.0		40.0	40.0	19.
reliow Time (s)	4.0	4.0		3.5	4.0		4.0	4.0		4.0	4.0	4.
All-Red Time (s)	2.0	2.0		0.5	2.0		2.0	2.0		2.0	2.0	2.
ost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.
Total Lost Time (s)	6.0	6.0		4.0	6.0		6.0	6.0		6.0	6.0	6.
_ead/Lag	Lead	Lag		Lead	Lag							Lea
_ead-Lag Optimize?	Yes	Yes		Yes	Yes							Ye
/ehicle Extension (s)	2.0	2.0		3.0	2.0		2.0	2.0		2.0	2.0	2.
Recall Mode	Min	None		None	None		Min	Min		Min	Min	Mi
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		3	10,000,000		3							
Act Effct Green (s)	42.0	36.1		25.4	16.9		13.9	13.9		13.9	13.9	38.
Actuated g/C Ratio	0.62	0.53		0.37	0.25		0.20	0.20		0.20	0.20	0.5
/c Ratio	0.68	0.36		0.13	0.76		0.22	0.61		0.12	0.44	0.2
Control Delay	14.4	12.2		8.2	35.0		26.7	32.2		25.4	29.0	2.
Queue Delay	0.0	0.0		0.2	0.0		0.0	0.0		0.0	0.0	0.
Total Delav	14.4	12.2		8.2	35.0		26.7	32.2		25.4	29.0	2.
LOS	14.4 B	B		A	55.0 C		20.7 C	C		20.4 C	23.0 C	۷.
	D	13.4		~	31.4		U	31.2		U	12.0	
Approach Delay		13.4 B			01.4 C			01.2 C			12.0 B	
Approach LOS	70	87		0	126		18	83		8	60	
Queue Length 50th (ft)	78			6 22	230		52	108		29	129	3
Queue Length 95th (ft)	#224	177		22			52	381		29	978	J
Internal Link Dist (ft)	000	310			219			301			970	
Turn Bay Length (ft)	200	1045		400	004		004	4070		E40	1050	20
Base Capacity (vph)	654	1315		430	891		694	1079		540	1059	104
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.67	0.27		0.12	0.38		0.07	0.21		0.04	0.15	0.2
Intersection Summary	1054		Carlo V	1211	1.2.1	26-51	11 8.	- Linia to	53""AT.	$1 \le h$		N-D
	Other											
Cycle Length: 110	4				1.1						100	
Actuated Cycle Length: 68	ы. Г							2117 A				
Natural Cycle: 55												
Control Type: Actuated-Un	icoordinat	ed					and the second					
Maximum v/c Ratio: 0.76	10.0			a								
Intersection Signal Delay:					ntersectio							
Intersection Capacity Utiliz	ation 80.3	3%			CU Level	of Servi	ce D					
Analysis Period (min) 15												

Splits and Phases: 1: NYS Route 118 & Underhill Avenue

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A6 s	11s 53s					
d ∎ g6	₽ <sup>07</sup>	<b>4</b> Ø8				
46 s	25.5	39 s				

Job# 20006297A - R.H.

Synchro 10 Report Page 2



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