

Traffic Impact Study

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

Prepared for:

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Project No. 20006297A



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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
 Weekday Peak PM Hour
 7:30 AM – 8:30 AM
 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.

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.



- 1. 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.

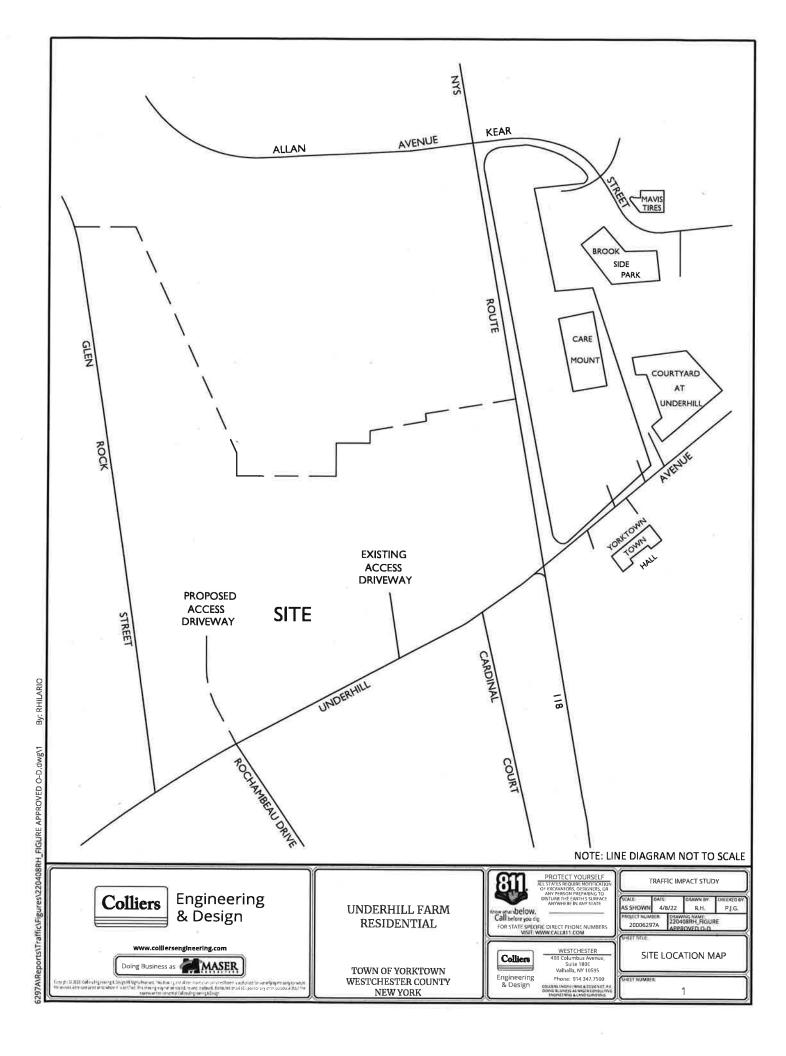


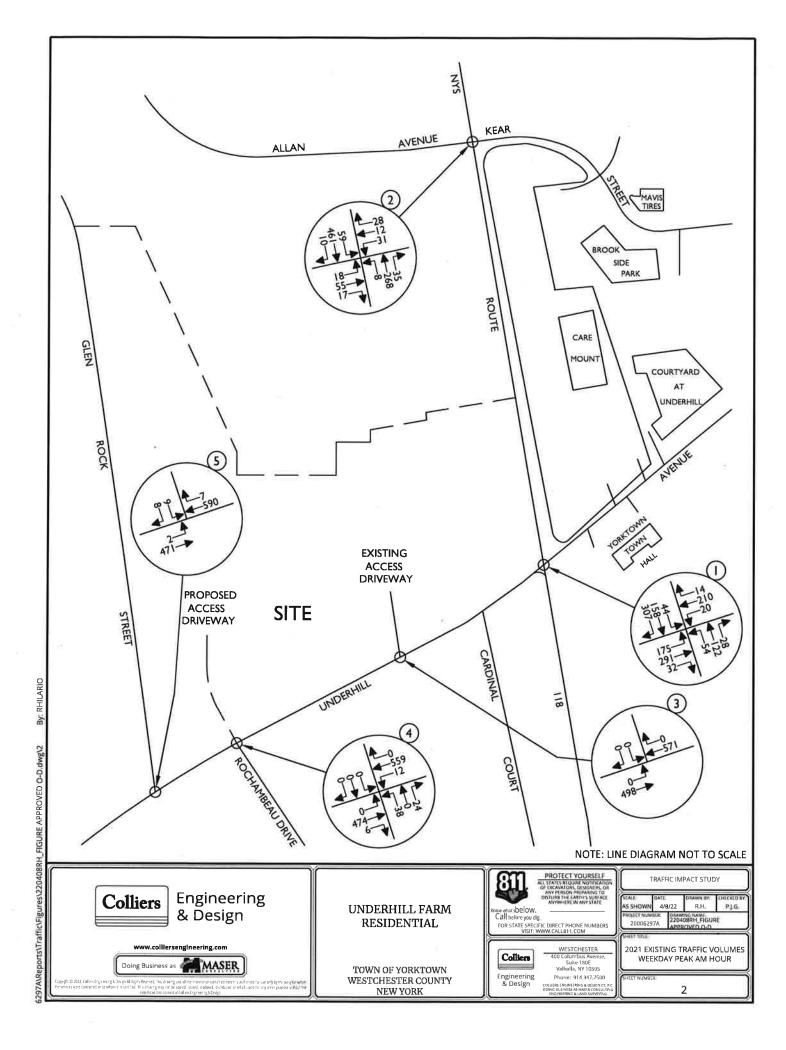
IV. Summary and Conclusion

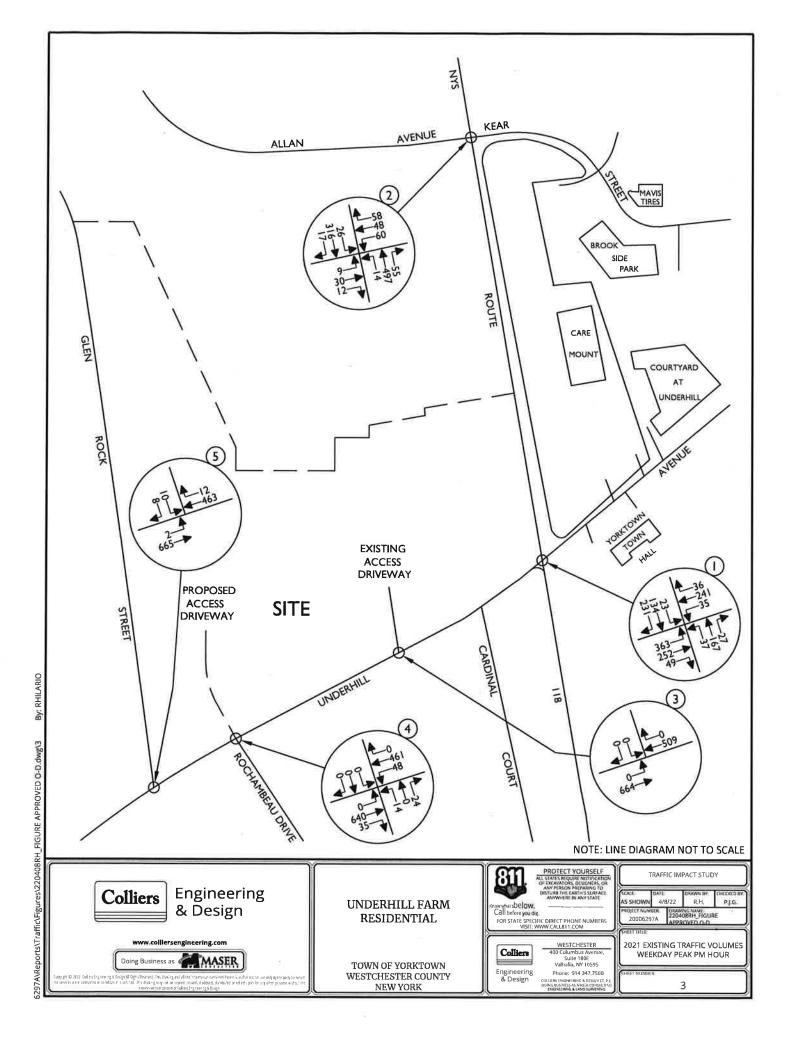
Based on the above analysis, with the completion of the access and signal improvements, similar Levels of Service and delays will be experienced at the area intersections under the future No-Build and future Build Conditions. With the completion of these improvements, the Underhill Farm Redevelopment 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.

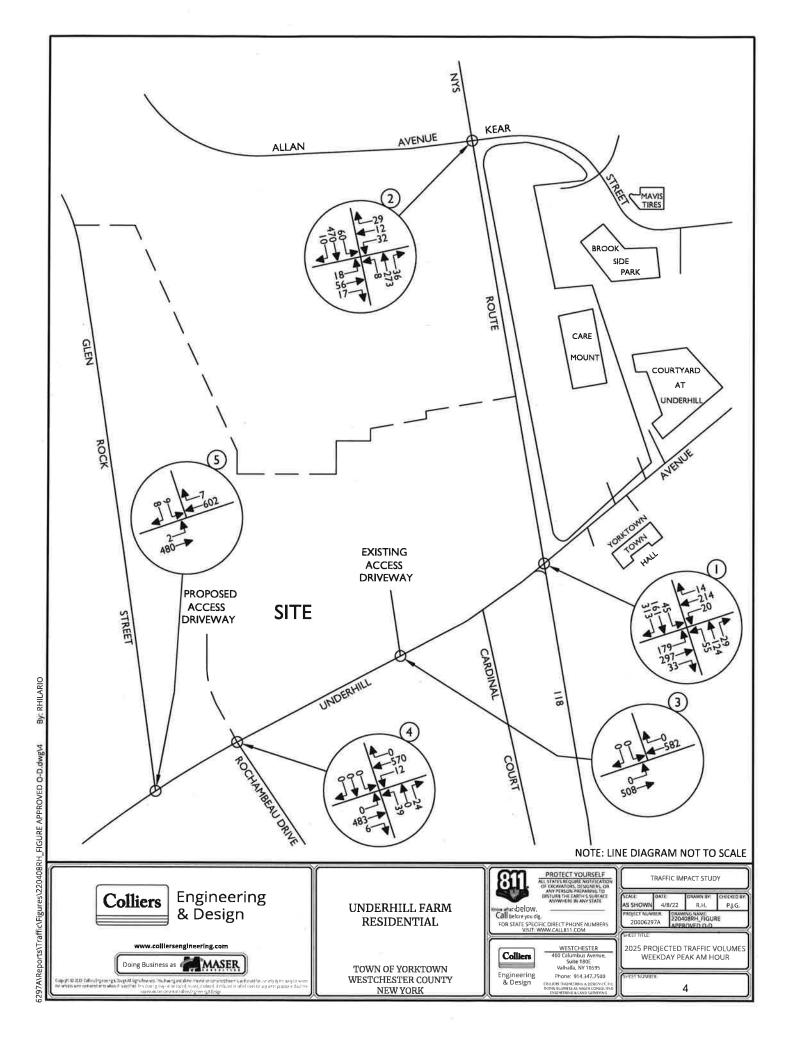


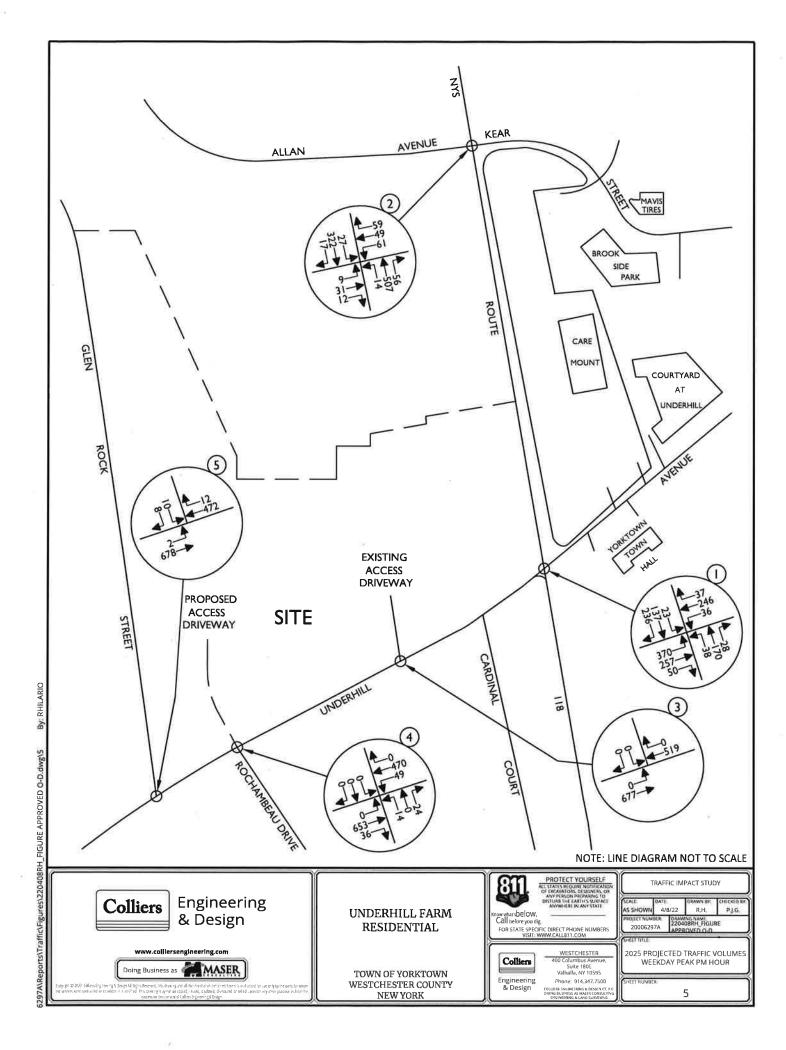
Traffic Impact Study **Appendix A | Traffic Figures**

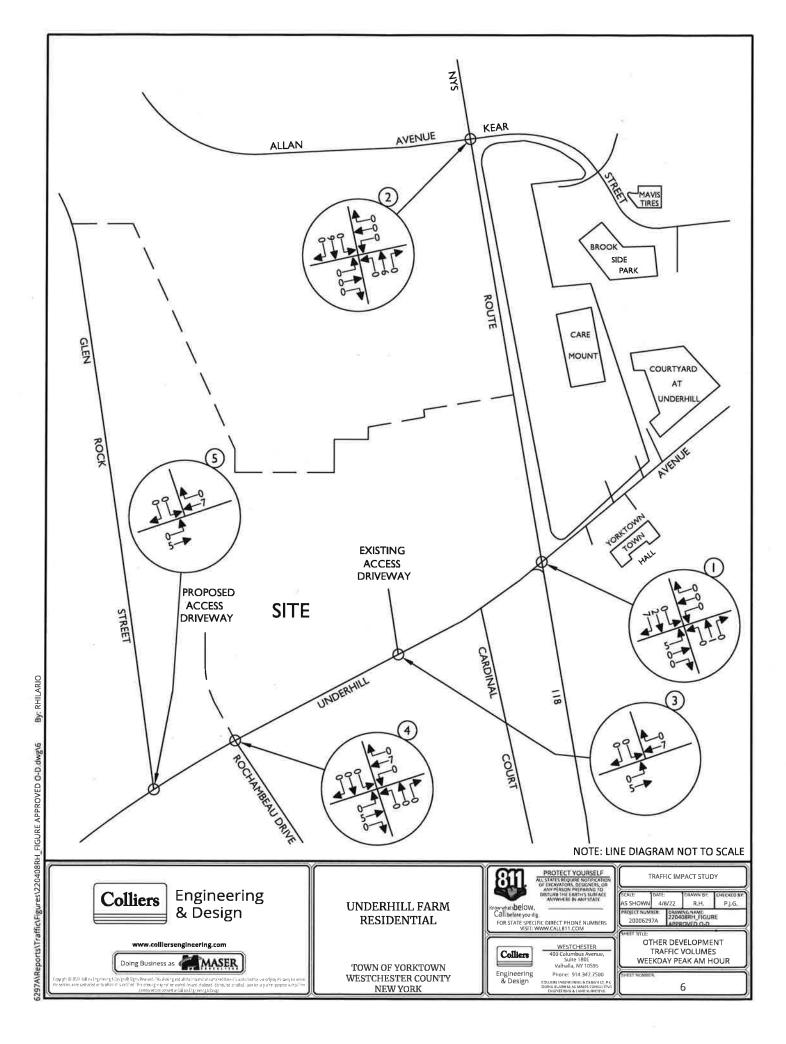


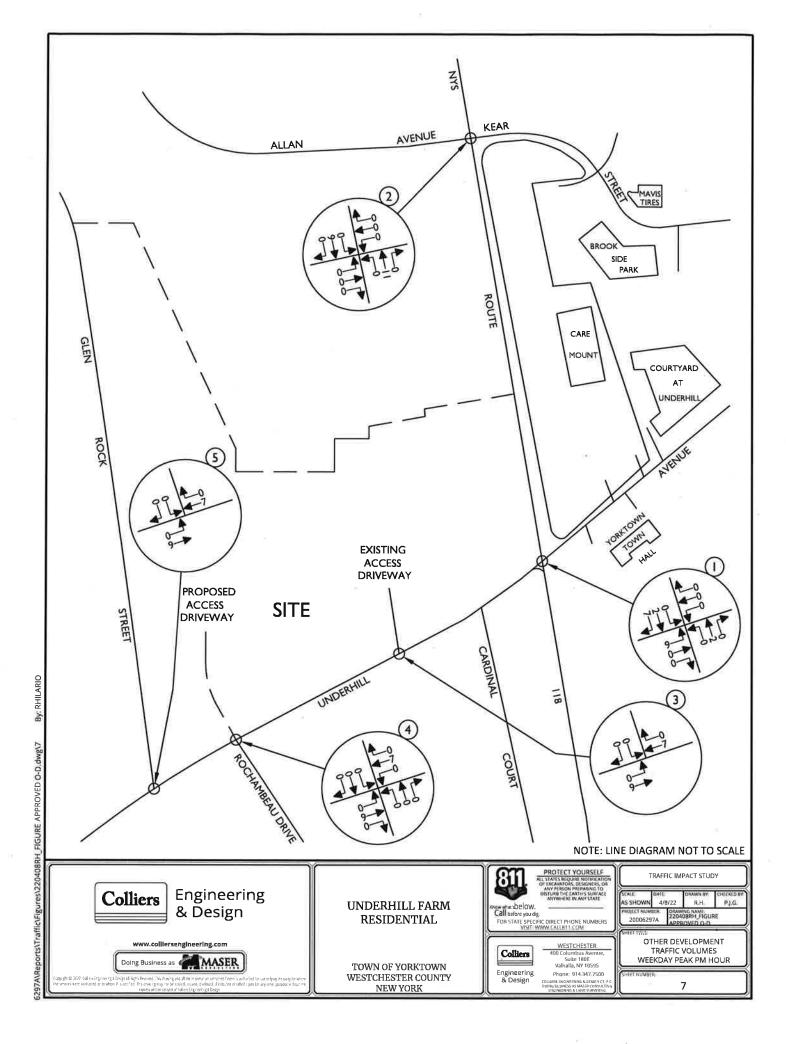


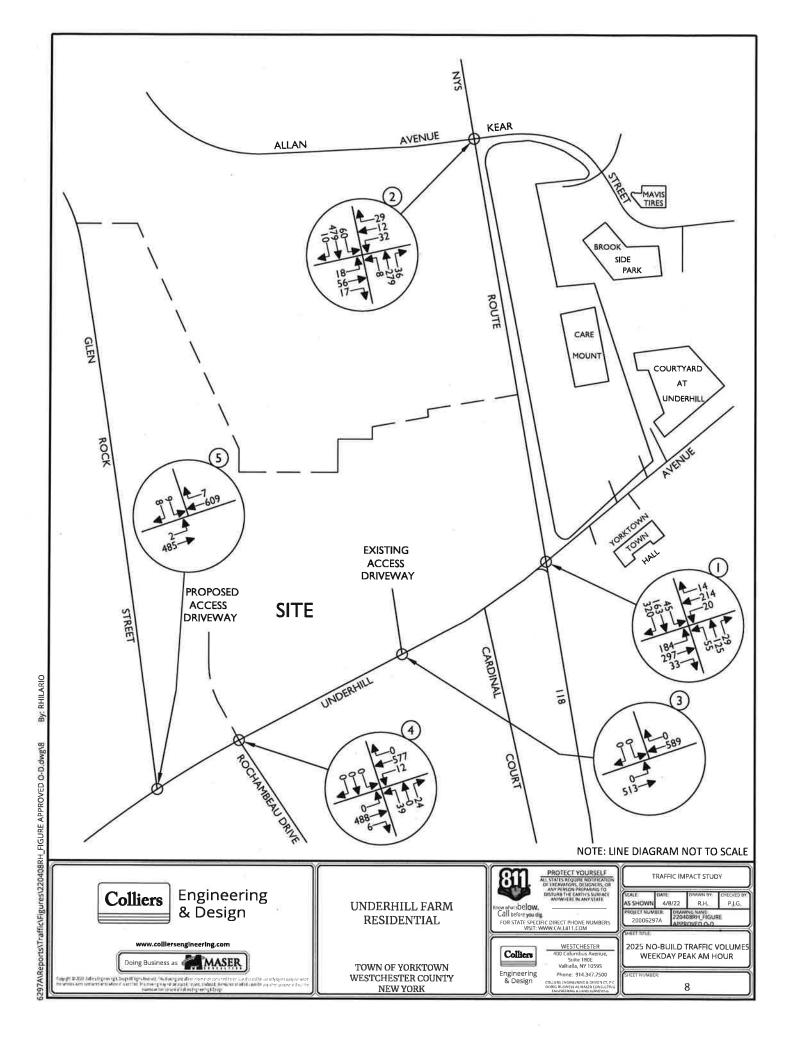


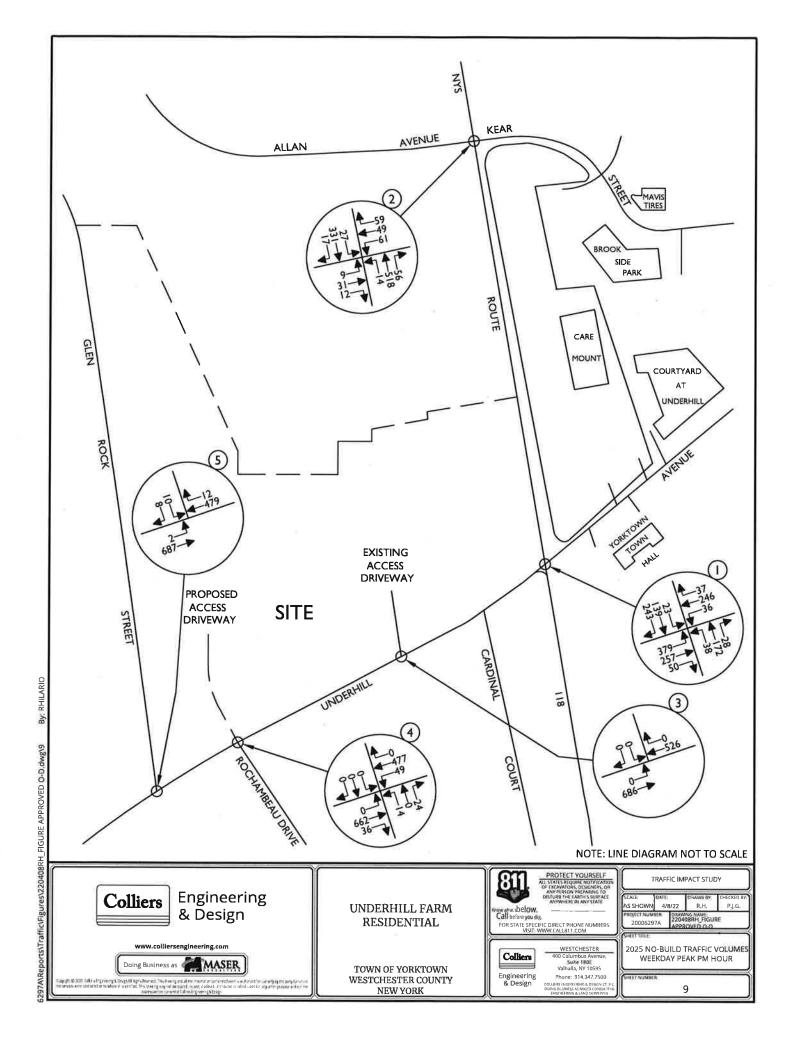


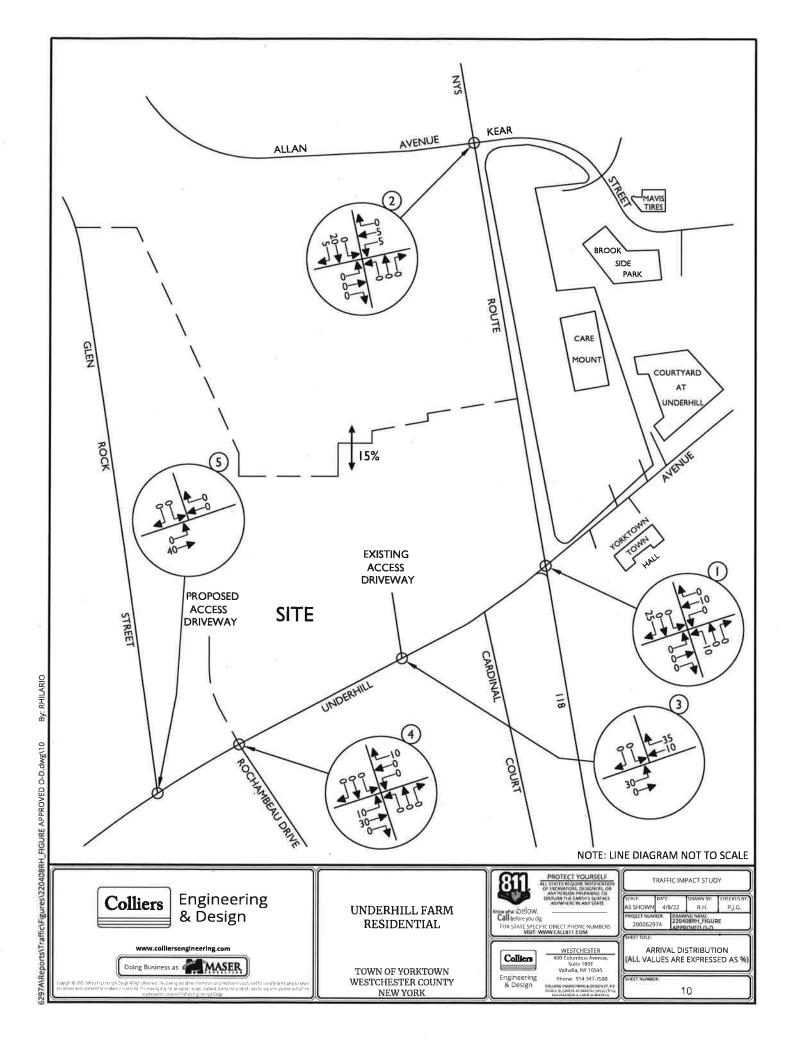


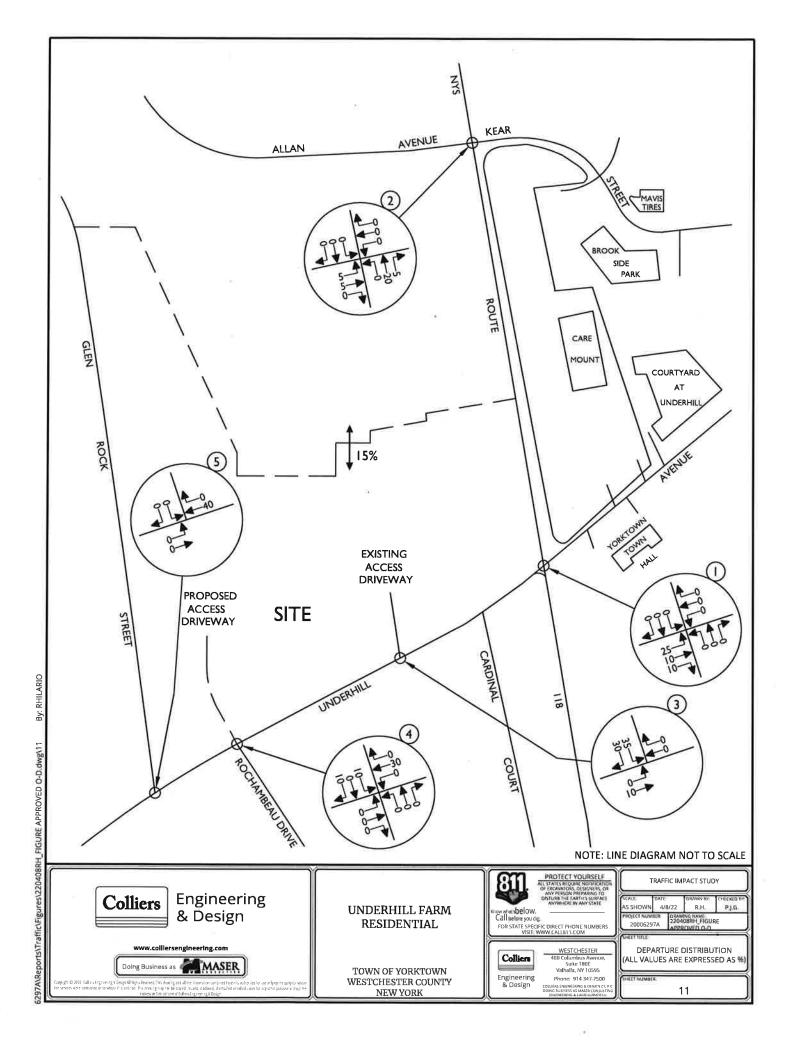


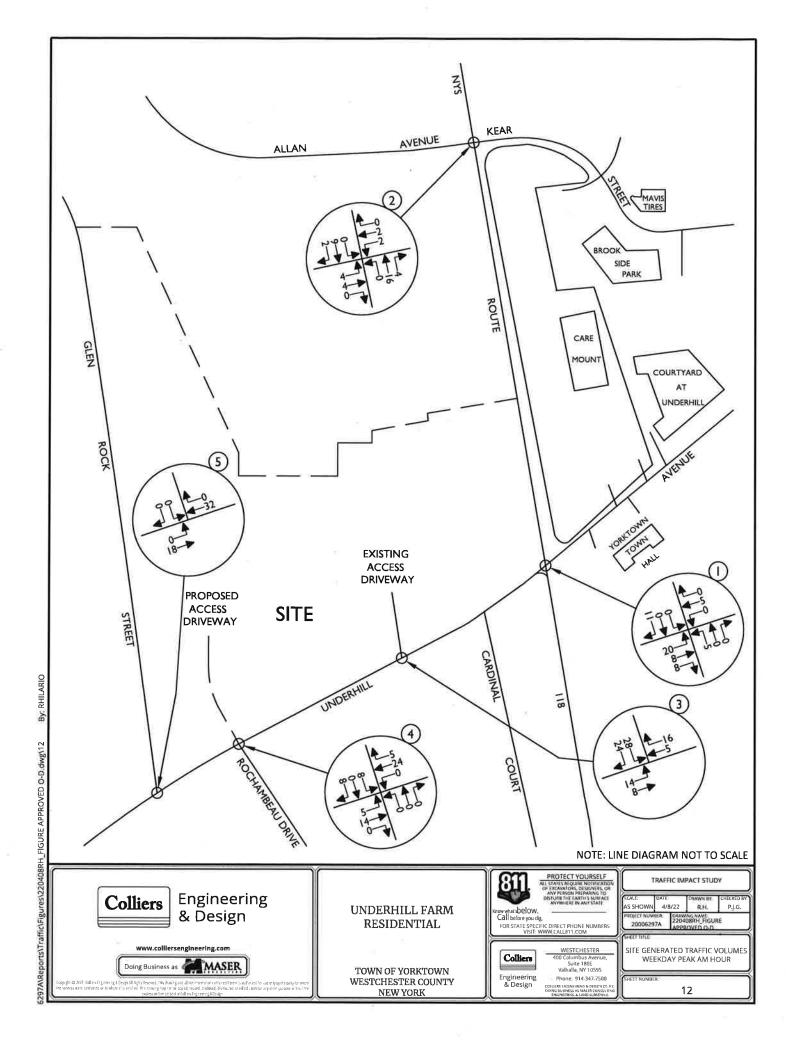


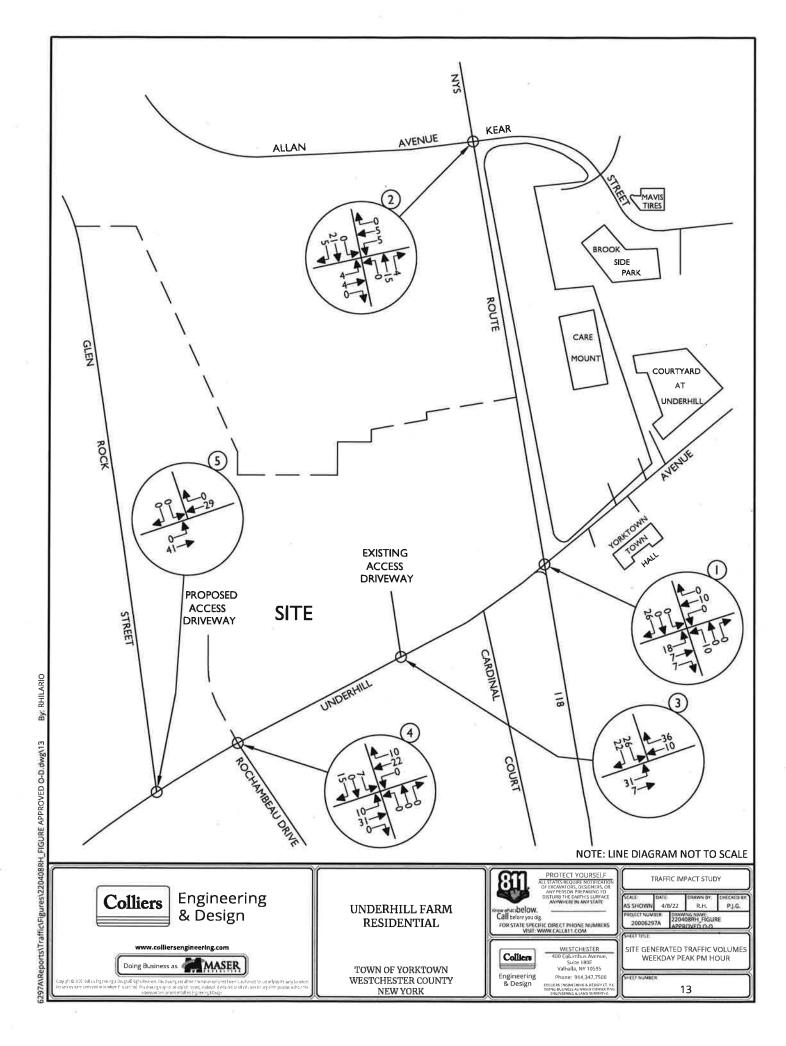


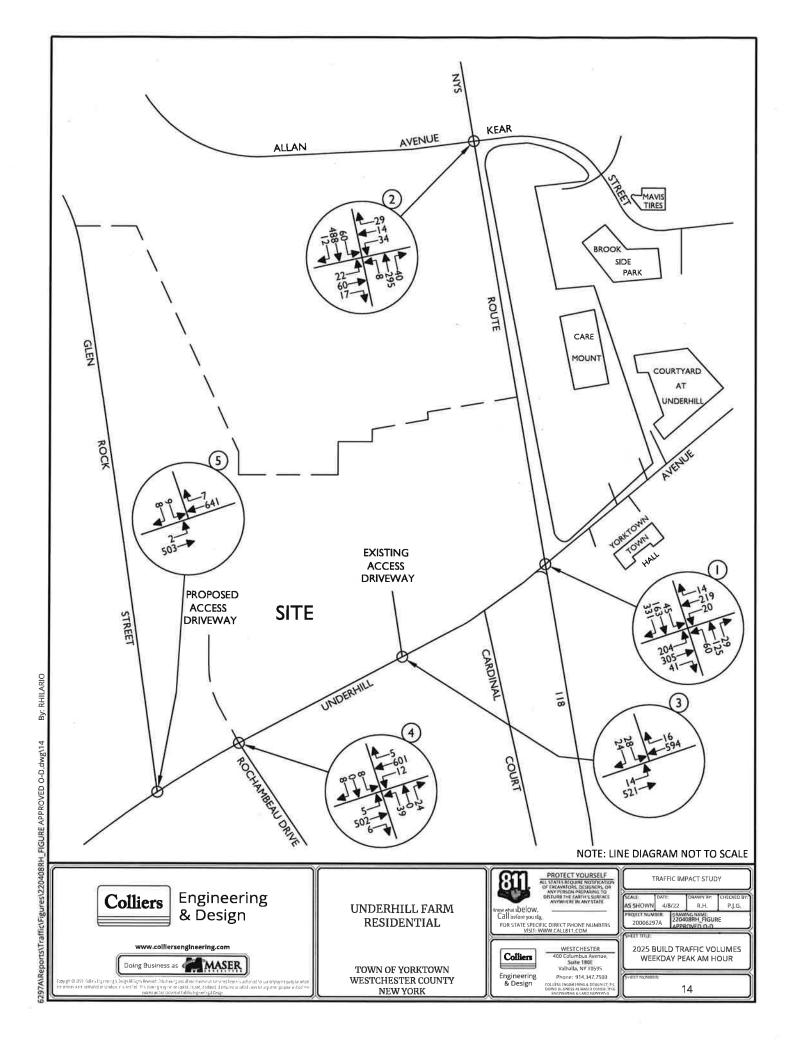


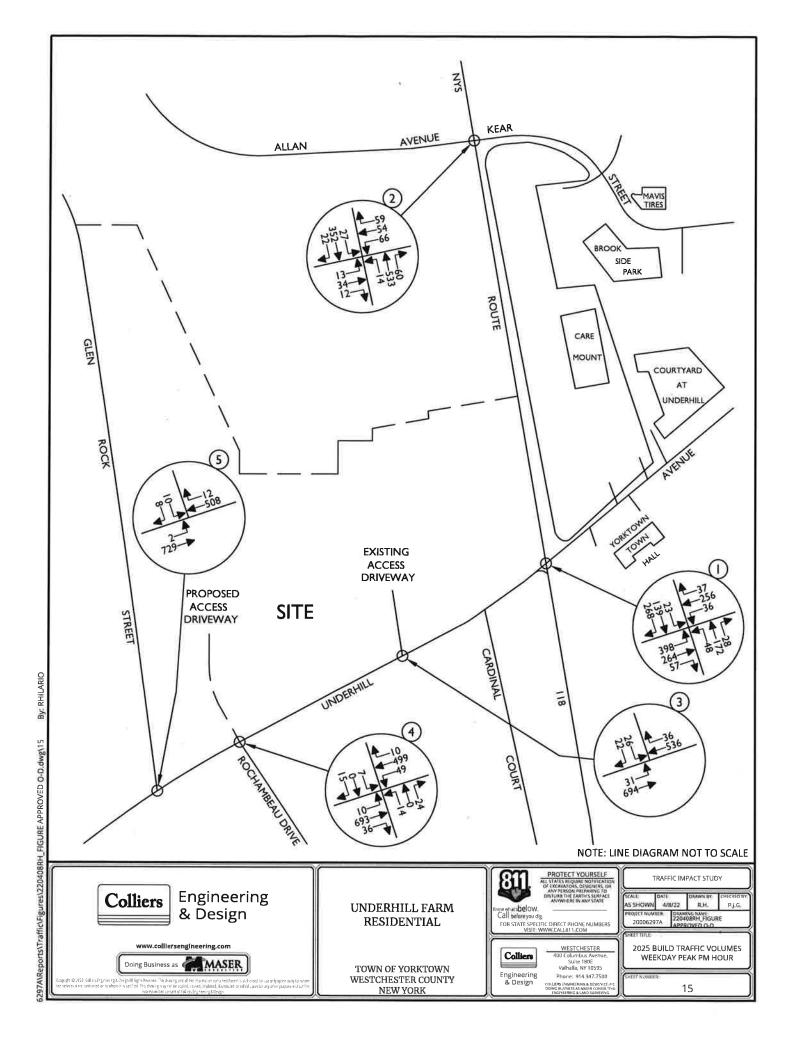














Traffic Impact Study **Appendix B | Tables**



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

Underhill Farm		Entry		Exit				
Yorktown, NY	HTGR ¹	Volume	New Trips ²	HTGR ¹	Volume	New Trips		
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.

TABLE NO. 2 AM
LEVEL OF SERVICE SUMMARY TABLE

	Ī			2021 EXISTING			2025 NO-BUILD			2025 BUILD			CHANGE IN DELAY
				V/C	LOS	DELAY	V/C	LOS		V/C	,		NO-BUILD
	INDERING A STATE OF	SIGNAL	AM	V/C	LUS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	TO BUILD
1.1	UNDERHILL AVENUE &	SIGNA	LIZED										
П	NYS ROUTE 118												
П	UNDERHILL AVENUE	EB	LTR	0.70	С	21.8	0,73	С	23,5	0,80	С	27.4	3,9
ш	UNDERHILL AVENUE	WB	LTR	0.71	D	44.5	0,69	D	43.5	0,68	D	43.1	-0,4
П	NYS ROUTE 118	NB	LTR	0,50	С	27.0	0.52	С	28.0	0.54	С	29.1	1,1
П	NYS ROUTE 118	SB	LTR	0.87	D	39.5	0,89	D	42.0	0.89	D	42.5	0,5
Ш		OVER	RALL	120	С	32.5	•	С	33.9	9	D	35.4	1.5
2	NYS ROUTE 118 &	SIGNA	SIGNALIZED						-		-		
П	ALLAN AVENUE/ KEAR STREET												
П	ALLEN AVENUE	EB	LTR	0.38	С	30.6	0.38	c	30,6	0.40	С	31.4	0.8
ш	KEAR STREET	WB	LTR	0.28	С	23:1	0.29	С	23,4	0.30	С	24.4	1.0
ΙI	NYS ROUTE 118	NB	LTR	0.25	Α	4,6	0,26	A	4.7	0,28	A	4.9	0.2
ΙI	NYS ROUTE 118	SB	LTR	0.46	Α	6,4	0.47	Α	6.7	0,48	A	6.9	0.2
		OVER	RALL	(%)	Α	9.2	*	Α	9.3	2	A	9.8	0.5
3	UNDERHILL AVENUE &	UNSIGN	UNSIGNALIZED		_							-	
ı	EXISTING SITE ACCESS	EB	LT	127	3	· (8))E	2	2	0.02	A	9.0	*
П		SB	LR		500	2.26	76	- 8	· ·	0.23	С	23.9	9
4	UNDERHILL AVENUE &	UNSIGN	ALIZED										-
П	ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2)												
	UNDERHILL AVENUE	EB	LTR				142	140	- 6	0.01	A	8.8	2
ΙI	UNDERHILL AVENUE	WB	LTR	0.01	Α	8.7	0.01	A	8,7	0.01	A	8.8	0,1
1 1	ROCHAMBEAU DRIVE	NB	LTR	0.16	С	15.3	0.17	С	15.8	0.21	С	19.6	3.8
	SITE ACCESS	SB	LTR	14	501	848	*	1/21	=	0.08	С	22.2	3
5	UNDERHILL AVENUE &	UNSIGN	ALIZED			-							
	GLEN ROCK STREET	EB	LT	0.00	Α	8.9	0.00	Α	8,9	0.00	A	9.1	0.2
П		SB	LR	0.07	С	18.7	0.07	С	19.4	0.07	С	20.5	1.1

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

1				2021 EXISTING			2025 NO-BUILD			2025 BUILD			CHANGE IN DELAY
1			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	1.09	E	79,7	1.19	F	122.5	42.8
	UNDERHILL AVENUE	WB	LTR	0.53	С	20.5	0.55	С	21.5	0.58	c	23,5	2.0
	NYS ROUTE 118	NB	LTR	0.63	С	28.7	0.63	С	28.3	0.69	c	30.9	2.6
	NYS ROUTE 118	SB	LTR	0.81	С	30.3	0.82	С	30.8	0.84	c	31.8	1,0
		OVER	ALL		D	40.0	-	D	49.0		E	67.9	18.9
	W/ SIGNAL UPGRADES & TIMING IMPROVEMENTS												
1 1	UNDERHILL AVENUE	EB	LTR		- 2		-	£40.	- 000	1.06	E	71.1	-8.6
	UNDERHILL AVENUE	WB	LTR	79	3	- 1			:30	0.46	c	20.4	-1.1
	NYS ROUTE 118	NB	LTR	*		*	i≆	0.00		0.76	D	45.6	17.3
	NYS ROUTE 118	SB	LTR	÷	3	2	82	120	32	88.0	D	46.4	15.6
		OVER	ALL	= 2	.5	*	24	120	(8)	K#5	D	51.6	2.6
2	NYS ROUTE 118 &	SIGNAL	IZED										
	ALLAN AVENUE/ KEAR STREET												
	ALLEN AVENUE	EB	LTR	0.19	С	23.3	0.19	С	23.3	0.22	С	24.7	1.4
	KEAR STREET	WB	LTR	0.59	c	33.6	0.59	c	33.8	0.61	c	34.5	0.7
	NYS ROUTE 118	NB	LTR	0.51	A	8,4	0.53	A	8.8	0.55	Ā	9.4	0.6
	NYS ROUTE 118	SB	LTR	0.34	Α	6.6	0.35	Α	6.8	0.38	A	7.2	0.4
		OVERALL		•	В	12.2	•	В	12.4	(.)	В	13.0	0.6
3	UNDERHILL AVENUE &	UNSIGNA											
	EXISTING SITE ACCESS	EB	LT	*		*		04	380	0.04	A	8.9	*
		SB	LR	20	9		*	-	-44/	0.27	D	29.3	¥ 1
4	3.13-2.11.12.11.2.2.0	UNSIGNALIZED											
	ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2)												
- 1	UNDERHILL AVENUE	EB	LTR	- 8	8	8	3	3	90	0.01	Α	8,5	•
	UNDERHILL AVENUE	WB	LTR	0.06	Α	9.3	0.06	Α	9,4	0.06	Α	9.5	0.1
	ROCHAMBEAU DRIVE	NB	LTR	0.10	С	15,4	0,11	С	15.8	0.14	С	19.2	3.4
	SITE ACCESS	SB	LTR	.153	₫.	2	5	:E	(31)	0.10	C	22.9	79
5	UNDERHILL AVENUE &	UNSIGNA	LIZED					Ξ.					
	GLEN ROCK STREET	EB	LT	0.00	Α	8.4	0.00	Α	8.5	0.00	Α	8.6	0.1
- 1		SB	LR	0.07	С	19.2	0.08	С	20.0	0.08	С	21.6	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 /IMPROVEMENTS 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-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 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-to-capacity 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-to-capacity 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-to-capacity 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, 6th 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	Е	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.

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

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	Е	F
>50	F	F

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*, 6th *Edition* published by the Transportation Research Board.

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

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	Е	F
>50	F	F

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



Traffic Impact Study **Appendix D | Capacity Analysis**

	*	-	*	•		*	1	†	-	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			43	
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	
Flt 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			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			3			8			78	
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)	186	310	34	21	223	15	57	130	30	47	168	327
Shared Lane Traffic (%)												
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	5 70		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		ā 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	4
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	
Tum 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				- 475	- 1.7			TY (U.S.		4	1 31 14	
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	

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
Protected Phases Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	
Total Split (s)	7.0

	1	-	7	1	←	*	1	†	1	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.6%	51.8%	V . I !	28.2%	28.2%		41.8%	41.8%		41.8%	41.8%	1,49
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		С			D			С			D	
Approach Delay		21.8			44.5			27.0			39.5	
Approach LOS		С			D			С			D	
Queue Length 50th (ft)		199			139			100			270	
Queue Length 95th (ft)		328			239			169			#423	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)												
Base Capacity (vph)		828			480			565		. IPS	789	
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		0.64			0.54			0.38			0.69	
Intersection Summary		1000	100	TOTAL ST	William.	6 V 34	7. S.L. I	o Chair			TEST!	والبراة
Area Type:	Other											

Area Type: Cycle Length: 110

Actuated Cycle Length: 90.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87 Intersection Signal Delay: 32.5

Intersection LOS: C

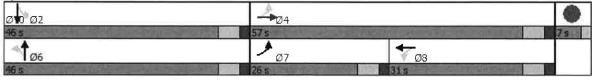
ICU Level of Service E

Intersection Capacity Utilization 86.8% Analysis Period (min) 15

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



Synchro 11 Report Page 3

Lane Group	Ø10	BLOCK!
Total Split (%)	6%	Ing 100
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) Recall Mode	3.0 None	
Walk Time (s)	Note	
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio	STOREST TO THE SECOND STORES AND ADMINISTRATION OF THE ABOUT	
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
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		
Reduced v/c Ratio		
Intersection Summary		53 7 1 1

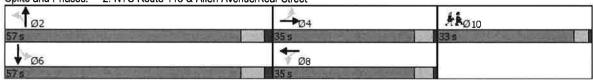
	۶	→	*	•	+	4	4	†	~	/	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			43			4	
Traffic Volume (vph)	18	55	17	31	12	28	8	268	35	59	461	10
Future Volume (vph)	18	55	17	31	12	28	8	268	35	59	461	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	16	12	12	11	12	12	11	12
Grade (%)		-1%			5%			2%			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			0.997	
Flt 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			25			6			75.51	
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 (%)												
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	94		0			0	THE PARTY		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							
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6	W. S.	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	REPE			5 8 1 19	1174		14-15	24.531				15.3
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	

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)	
Flt Permitted	
Satd. Flow (perm)	
Right Tum 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)	Barrier in a second and the state of the second
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

2: NYS Route 118 & Allen Avenue/Kear Street

	•	-	\rightarrow	•	-	•	4	†	1	\	↓	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%	9111	45.6%	45.6%	9	45.6%	45.6%	NI.
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			Α	
Approach Delay		30.6			23.1			4.6			6.4	
Approach LOS		С			С			Α			Α	
Queue Length 50th (ft)		36			20	100		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						NE ST			8- DB	1730		1878
Area Type:	Other											
Cycle Length: 125												
Actuated Cycle Length: 70	.2											
Natural Cycle: 105												
Control Type: Semi Act-Ur	ncoord											
Maximum v/c Ratio: 0.46												
Intersection Signal Delay:	9.2			Jan li	ntersectio	n LOS: A	Torse.					
Intersection Capacity Utiliz	ation 69.0	%		10	CU Level	of Servic	e C					
A 1 1 D 1 1/ 1340												

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



Analysis Period (min) 15

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 LOS Approach LOS Queue Length 50th (ft) 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	
All-Red Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode None Nalk Time (s) Selash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio Vic Ratio Control Delay Queue Delay Total Delay Los Approach Los Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Furn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn	
All-Red Time (s) Lost Time Adjust (s) Fotal Lost Time (s) Lead/Lag Lead-Lag Optimize? //ehicle Extension (s) Recall Mode None None None None Nole Time (s) Lash Dont Walk (s) Pedestrian Calls (#/hr) Oct Effet Green (s) Actuated g/C Ratio //c Ratio Control Delay Queue Delay Fotal Delay Ocy Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Item Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn	
tost Time Adjust (s) Total Lost Time (s) tead/Lag tead-Lag Optimize? Tehicle Extension (s) Secall Mode None Valk Time (s) Seash Dont Walk (s) Clash Dont Walk (s) Codestrian Calls (#/hr) Octot Effet Green (s) Actuated g/C Ratio Total Delay Queue Delay Total Delay Option Delay Opti	
total Lost Time (s) ead/Lag ead-Lag Optimize? //ehicle Extension (s) 3.0 Recall Mode None Valk Time (s) 8.0 Flash Dont Walk (s) 21.0 Pedestrian Calls (#/hr) 0 Inct Effct Green (s) Inctuated g/C Ratio Florid Delay Recueue Delay Florid Delay Recueue Length Recueue Length 50th (ft) Recueue Length 95th (ft) Florid Bay Length (ft) Florid Bay Reductn Florid Bay Re	
Lead/Lag Lead-Lag Optimize? //ehicle Extension (s) 3.0 Recall Mode None Valk Time (s) 8.0 Flash Dont Walk (s) 21.0 Pedestrian Calls (#/hr) 0 Act Effct Green (s) Actuated g/C Ratio //c Ratio Control Delay Queue Delay Total Delay Loperach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Furn Bay Length (ft) Base Capacity (yph) Starvation Cap Reductn Spillback Cap Reductn	
read-Lag Optimize? Wehicle Extension (s) 3.0 Recall Mode None Valk Time (s) 8.0 Flash Dont Walk (s) 21.0 Pedestrian Calls (#/hr) 0 Act Effet Green (s) Actuated g/C Ratio Control Delay Queue Delay Total Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Furn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn	
Vehicle Extension (s) 3.0 Recall Mode None Valk Time (s) 8.0 Relation Calls (#/hr) 0 Recall Mode None Valk Time (s) 8.0 Redestrian Calls (#/hr) 0 Rect Effct Green (s) Rectuated g/C Ratio	
Recall Mode None Valk Time (s) 8.0 Flash Dont Walk (s) 21.0 Fedestrian Calls (#/hr) 0 Foot Effet Green (s) Footon Delay Flore Delay Flore Delay Flore LOS Fl	
Valk Time (s) 8.0 Plash Dont Walk (s) 21.0 Pedestrian Calls (#/hr) 0 Act Effet Green (s) Actuated g/C Ratio Control Delay Queue Delay Total Delay OS Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Tum Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn	
Flash Dont Walk (s) 21.0 Pedestrian Calls (#/hr) 0 Act Effet Green (s) Actuated g/C Ratio Pedestrian Calls (#/hr) 0 Actuated g/C Ratio Pedestrian Calls (#/h	
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Actuated g/C Ratio Actuated g/C Ratio Actuated g/C Ratio Control Delay Queue Delay OS Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Turn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn	
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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	
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Total Delay LOS Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft) Furn Bay Length (ft) Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn	
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Base Capacity (vph) Starvation Cap Reductn Spillback Cap Reductn	
Starvation Cap Reductn Spillback Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reducin	
Reduced v/c Ratio	
vegacea A.c. Lyano	

4: Rochambeau Drive & Underhill Avenue

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	A PRINCIPLE VENUE	ÎD.
Lane Configurations	1>			4	¥			
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			
Flt Protected				0.999	0.970			
Satd. Flow (prot)	1806	0	0	1766	1826	0		
Flt Permitted				0.999	0.970			
Satd. Flow (perm)	1806	0	0	1766	1826	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 (%)	8%	20%	17%	4%	6%	5%		
Adj. Flow (vph)	499	6	13	588	40	25		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	505	0	0	601	65	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	y - 10 * 1 20 1 double	
Sign Control	Free			Free	Stop			
Intersection Summary	3.45	Sink.	SE AN	Value I	AND FOR	MARE		
Area Type: C	ther							
Control Type: Unsignalized								
Intersection Capacity Utiliza	tion 49.3	%		IC	U Level	of Service A		
Analysis Period (min) 15								

1 1> 1> 74	EBR	WBL	MINT							
1→ 74	EBK	WAR		2001	NOD	The state of the s				
74				NBL	NBR					
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74	6	12	559	38	24					
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99	6	13	588	40	25					
or1	1	Major2		Minor1	W - 35	1200	10 BEE	- 31.63	18570	
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Service State of the State of t
Lane Configurations		4	1>		14		
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	×
Frt			0.998		0.936		
Flt 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	
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	33.375	E 5 15 24	7 55	Sec. 37	100	200 T	
	ther						
Control Type: Unsignalized Intersection Capacity Utilizat	tion 41.5°	%		IC	CU Level	of Service A	BILLIAN PROPERTY.
Analysis Period (min) 15	1011 41.5	/0			o revel	oi service A	

Intersection	Salt.	112	2014	A 23/2	2191	FR STA	3000	SATING	186	A DI HING	1-19-17	F124 F2
nt Delay, s/veh	0.3											
	EBL	EBT	WBT	WBR	SBL	SBR		THE REAL PROPERTY.	(HA)			- 3 B
ane Configurations		4	î»		N.							
Fraffic Vol, veh/h	2	471	590	7	9	8						29,000
Future Vol, veh/h	2	471	590	7	9	8						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control I	Free	Free	Free	Free	Stop	Stop						
RT Channelized		None		None		None						
Storage Length	-	-		- 2	0	12/						
Veh in Median Storage,	# -	0	0	- 2	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	518	648	8	10	9						
	ajor1		Major2		Minor2	100		1.52.0	600	A COLUMN TO A COLU		FA 15 X 16 15 15
Conflicting Flow All	656	0			1174	652						
Stage 1	-				652							
Stage 2	-		-	•	522							
	4.12	. 2	- 2	2	6.42	6.34						
Critical Hdwy Sto 1	-		-	-	5.42	846						
Critical Hdwy Stg 2	-	(*)			5.42							
	.218	:*:				3.426						
Pot Cap-1 Maneuver	931		- :		212	447						
Stage 1	-				518	•						
Stage 2		2		-	595							
Platoon blocked, %		1=3		· 🙀								
Mov Cap-1 Maneuver	931	3.99			211	447						
Mov Cap-2 Maneuver	-				211							
Stage 1	_				516	12						
Stage 2	-		-		595							
				-	Name of	VI d	100					
Approach	EB	-	WB		SB		E E	- COLUMN TO SERVICE	7 4	1 1600	121	
HCM Control Delay, s	0		0		18.7							
HCM LOS					С							
Minor Lane/Major Mvm	t	EBL	EBT	WRT	WRR	SBLn1	0.000	A. C. and	D. Friday	NUT PRO		
Capacity (veh/h)		931	to be I		THE PARTY	281		1				
HCM Lane V/C Ratio		0.002	_		_	0.066						
HCM Control Delay (s)		8.9	0			18.7						
HCM Lane LOS		0.9 A	A			C						
		0	A			0.2						
HCM 95th %tile Q(veh)		U	-		-	0.2						

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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)	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%	
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
FIt Permitted	12	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			8			95	
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 (%)												
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			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	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		0.0			0.0			2.0				
Detector 2 Extend (s)		0.0		D	0.0		_	0.0		_	0.0	
Tum Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4	57 -		8			6			2	West of the	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase	F 0	F 0					40.0	40.0		40.0	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	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	

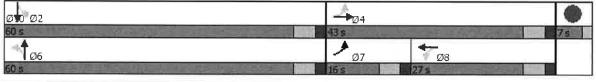
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Frt	
Fit Protected	
Satd. Flow (prot) Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel 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)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	
Total Split (s)	7.0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	14.5%	39.1%		24.5%	24.5%	X	54.5%	54.5%		54.5%	54.5%	in for
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	ALC: U		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			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		Е			С			С			С	
Approach Delay		58.8			20.5			28.7			30.3	
Approach LOS		Е			С			С			С	
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)												
Base Capacity (vph)		684			622			1180			1379	1
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		1.02			0.53			0.21			0.30	
Intersection Summary	1879/	SUE DE	E and		HESS.	W.	912 100	3 8 2 1 1 1		- 4 9		331
	Other											
Cycle Length: 110												
Actuated Cycle Length: 66.	7				9 91 1							
Natural Cycle: 90												
Control Type: Actuated-Uni	coordinate	ed										
Maximum v/c Ratio: 1.02												
Intersection Signal Delay: 4				lr.	ntersectio	n LOS: E						
Intersection Capacity Utiliza	ation 93.0	%		IC	CU Level	of Service	e F					
Analysis Period (min) 15						- V						
 Volume exceeds capac 				finite.								
Queue shown is maximi	um after t	wo cycles										
Of the normantile values		!		b - 1								

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

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.



Synchro 11 Report Page 3

Lane Group	2010: La 223 () La 234 () La 244 () La 24	CENT
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		
11		
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	All the second of the second s	
Reduced v/c Ratio		
INCUUCCU WE INDU	The same of the sa	-
Intersection Summary		

	*	-	•	1	•	4	4	†	/	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		43			4			4			43-	
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%		- 1	5%	,ars, T	9 (27)	2%	TOTAL		2%	- I and
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	The N	0.967	15-2		0.953			0.987	1.00		0.994	
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		0.951			0.859			0.988			0.942	
Satd. Flow (perm)	0	1664	0	0	1685	0	0	1738	0	0		0
Right Turn on Red	-		Yes		1000	Yes	•	1700	Yes		1000	Yes
Satd. Flow (RTOR)		12	DECEMBE.		20			5	100		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	32	13	63	51	61	15	523	58	27	333	18
Shared Lane Traffic (%)				X L		- 01		020	- 00		000	10
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)	LUIT	0	Tagni	LGIL	0	ragiit	Leit	0	Night	Leit	0	Kigiit
Link Offset(ft)		ő			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	1.03	0.00	9	1.01	1.00	9	1.01	1.00	9
Number of Detectors	1	2		1	2	3	13	1	9	1	1	9
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	OILX	OITEX		OILL	CITEX		CITEX	CITEX		CITEX	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			40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel		CITEX			CITEX							WILLIAM I
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Dom	NA		Dom			Dame	NIA		D	NIA	
Protected Phases	Perm			Perm	NA		Perm	NA		Perm	NA	
	A	4		0	8		0	2		0	6	
Permitted Phases	4	A		8	X_X22		2	DO RECEIVED		6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	40.0	40.0		40.0	40.0		00.0	00.0	- 4	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	

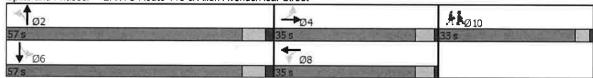
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Frt	
Fit Protected	
Satd. Flow (prot) Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel 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)	
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

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%		28.0%	28.0%	Sec. 17	45.6%	45.6%	150	45.6%	45.6%	18:16
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)								200				
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		C			C			Α		7	Α.	
Approach Delay		23.3			33.6			8.4			6.6	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		17			66			113			61	
Queue Length 95th (ft)		46			126			221		-	123	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)		200			200			0,0			200	
Base Capacity (vph)		677			690			1168			1120	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		Ö			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.08			0.25			0.51			0.34	
Intersection Summary		(19 - C) 9	1	-100	(Kyles)	2 9 3	De Night	C. TEST	Style.	10 TO	BEN	2310
	Other			700		775				8 91	1,311	211
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:	12.2			In	tersection	LOS: B	U E-Y					
		• /					_					

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

Intersection Capacity Utilization 59.2%

Analysis Period (min) 15



ICU Level of Service B

Lane Group	Ø10	196
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)		
Recall Mode	None	
Walk Time (s)	8.0	
Flash Dont Walk (s)	21.0	
Pedestrian Calls (#/hr)		
Act Effet Green (s)		
Actuated g/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	A STATE OF THE PROPERTY OF THE	THE IT

4: Rochambeau Drive & Underhill Avenue

	-	•	•	- ←	1	-
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>	The street of th		4	N/	
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			0	14	3
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Tum 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	1275	1.24(1)	Jan 18	100		
Area Type: O	ther					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 74.2°	%		IC	U Level	of Service D
Analysis Period (min) 15						Hamilton

Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, : Grade, % Peak Hour Factor Heavy Vehicles, %	-6 95 2 674	35 35 0 Free None - - 95 2	48 48 0 Free	WBT 461 461 0 Free None	NBL 14 14 0 Stop	NBR 24 24 0 Stop	Contraction of the Contraction o			lois I					
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control F RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Ma Conflicting Flow All	# 0 -640 -640 -6 -6 -6 -6 -674	35 35 0 Free None	48 48 0 Free	461 461 0 Free None	14 14 0 Stop	24 24 0 Stop	1 N		No. 11	1/-					
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, and and a storage, and and a storage Heavy Vehicles, Movent Flow Major/Minor Maior/Minor Maior Flow All	640 640 0 Free - # 0 -6 95 2 674	35 0 Free None - - 95 2	48 0 Free	461 461 0 Free None	14 14 0 Stop	24 0 Stop									
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storage, and the search of the	640 0 Free # 0 -6 95 2 674	35 0 Free None - - 95 2	48 0 Free	461 0 Free None	14 0 Stop	24 0 Stop									
Conflicting Peds, #/hr Sign Control F RT Channelized Storage Length Veh in Median Storage, : Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Ma Conflicting Flow All	0 Free - # 0 -6 95 2 674	0 Free None - - 95 2	0 Free	0 Free None	0 Stop	0 Stop									
Sign Control F RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Ma Conflicting Flow All	# 0 -6 95 2 674	Free None - - 95 2	Free	Free None	Stop -	Stop									
RT Channelized Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Ma Conflicting Flow All	# 0 -6 95 2 674	None - - 95 2	•	None 0											
Storage Length Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Ma Conflicting Flow All	# 0 -6 95 2 674	95		0		Mona									
Veh in Median Storage, Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Ma Conflicting Flow All	-6 95 2 674	95 2		0	U	Noue									
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Ma Conflicting Flow All	-6 95 2 674	95 2				-									
Peak Hour Factor Heavy Vehicles, % Mvmt Flow Major/Minor Ma Conflicting Flow All	95 2 674	95 2			0										
Heavy Vehicles, % Mvmt Flow Major/Minor Ma Conflicting Flow All	2 674	2	95	6	-7	-									
Mvmt Flow Major/Minor Ma Conflicting Flow All	674			95	95	95									
Major/Minor Ma Conflicting Flow All		37	2	2	2	5									
Conflicting Flow All	ior1		51	485	15	25									
Conflicting Flow All			Anine		Minor1	15-5-10	15 10 40	57 20	120000		5 5 7 1 1		THE REAL PROPERTY.	UNIHVO	500
	0		Major2 711	0	1280	693	SAMORE	ALUM)	STREET	NEW YORK	A 15				
Stage 1	-	U	711	-	693	093									
Stage 2					587										
			4.12		5.02	5.55									
Critical Hdwy Critical Hdwy Stg 1			4.12	v	4.02	5.55									
Critical Hdwy Stg 2					4.02										
Follow-up Hdwy			2.218	•	3.518										
Pot Cap-1 Maneuver			888		301	501								NAT UNCO	
Stage 1			000		650	JU 1									
Stage 2					698	5				750					
Platoon blocked, %				-	080										
Mov Cap-1 Maneuver	į.		888		277	501					MARK.				
Mov Cap-1 Maneuver	į.		000		277	301									
Stage 1					650										
Stage 2			3		643	-									
Otage 2					040	The Co							37		
Approach	EB	TO V	WB	400.0	NB	KgV 23	9,170	45	120			LER	150	187.80	No.
HCM Control Delay, s	0		0.9		15.4				9,74.1	1					
HCM LOS					С										
Minor Lane/Major Mvmt		NBLn1	EBT	EBR	WBL	WBT	1183,41		al July	511.0 G	Same	© 11_11/1			SUL
Capacity (veh/h)	0	386	-		888	*****		T.				7			
HCM Lane V/C Ratio		0.104			0.057										
HCM Control Delay (s)		15.4			9.3	0									
HCM Lane LOS					9.5 A										
HCM 95th %tile Q(veh)		C			Δ.	Д									
TION JOHN JOHN W(VEII)		0.3				A									

	♪	→	4	•	-	4	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	TENANT STREET
Lane Configurations		4	1>		¥		
Traffic Volume (vph)	2	665	463	12	10	8	
Future Volume (vph)	2	665	463	12	10	8	
deal 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 - San			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	
_ink Speed (mph)		30	30		30		
ink 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 (%)							
ane Group Flow (vph)	0	725	516	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	11000	10	1/3/5/5	
ink Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		AND A THING I SHARE
Two way Left Tum Lane							
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Furning Speed (mph)	15			9	15	9	
unning opecu (mpn)		Free	Free		Stop		
Sign Control							

Intersection	10	870	203	257/2	F 500	WHITE	to stime that the state of the state of
nt Delay, s/veh 0	3						
Movement EE	LE		WBT	WBR	SBL	SBR	
Lane Configurations		4	₽		N/W		
Traffic Vol, veh/h		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 Fre	e F	ree	Free	Free	Stop	Stop	
RT Channelized	- N	lone	5	None		None	
Storage Length	-	-		-	0	-	
Veh in Median Storage, #		0	0	· .	0		
Grade, %	_	-5	6	-	0	_	
	2	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow		723	503	13	11	9	
	_						
Major/Minor Majo	rl	N	1ajor2	JE-94	Minor2	1.55 K	
Conflicting Flow All 51		0		0	1237	510	
Stage 1					510	1	
Stage 2	_			-	727	-	
Critical Hdwy 4.3	2	-		- 1.	6.42	6.22	
Critical Hulwy Stg 1	-		-		5.42		
Critical Hdwy Stg 2					5.42	-	
Follow-up Hdwy 2.2						3.318	
Pot Cap-1 Maneuver 105				= .	194	563	
Stage 1	-			_	603	-	
Stage 2			-		478	1 27	The state of the s
Platoon blocked, %			2	4	71.0		
Mov Cap-1 Maneuver 105	ก				193	563	
Mov Cap-7 Maneuver	-	-			195	- 000	
Stage 1		-		1110	601		
Stage 2	•				478		
Stage 2	ī		ani	÷	410		the property of the same of th
Approach E	В	0.83	WB	(217)	SB	15-26	Children Color Color Color Color Color Color
HCM Control Delay, s	0	To.	0		19.2		
HCM LOS					С		
		mm.	per par me	/AAIDT	VAIME	ODI 1	
Minor Lane/Major Mvmt		EBL	EBT	WBT		SBLn1	
Capacity (veh/h)		1050	•				
HCM Lane V/C Ratio	0.	.002			- 7	0.072	
HCM Control Delay (s)		8.4	0			19.2	
HCM Lane LOS		Α	Α		-	С	
HCM 95th %tile Q(veh)		0			12	0.2	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		43-			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
FIt 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			Yes	_		Yes
Satd. Flow (RTOR)		4			3			8			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	0.94	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 (%)										- 5.0	valie.	
Lane Group Flow (vph)	0	547	0	0	264	0	0	223	0	0	561	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		Mac Selle	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		> 11	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	
Tum Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4			8			6	الصيالة		2	F8 (7.00)	1
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase				1	1 34 1		ALK	2 0 F			1 100 00	
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	7 01 -	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.

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)	
Iwo 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)	
Total Split (s)	7.0

	*	-	*	•	•	*	1	†	1	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.6%	51.8%		28.2%	28.2%	EVELY	41.8%	41.8%		41.8%	41.8%	0, 2
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		12.5	0.57			0.42			0.74	
Intersection Summary	950	7-27	N. W. T.	74 65	100			-411.00	1000	150	1 200	

Intersection Summary

Area Type: Other

Cycle Length: 110
Actuated Cycle Length: 93.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

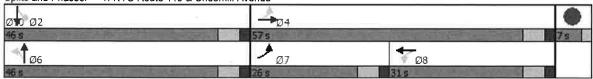
Maximum v/c Ratio: 0.89 Intersection Signal Delay: 33.9 Intersection Capacity Utilization 89.1%

Intersection LOS: C ICU Level of Service E

Analysis Period (min) 15

Queue shown is maximum after two cycles.

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



^{# 95}th percentile volume exceeds capacity, queue may be longer.

Lane Group	010	
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)		
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		1

	۶	→	*	•	4	4	1	†	-	-	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			4			43	
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%			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		0.975			0.946			0.985			0.997	
Flt 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		0.934			0.856			0.985			0.926	
Satd. Flow (perm)	0	1648	0	0	1667	0	0	1730	0	0	1646	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			25			6			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)	19	60	18	34	13	31	9	297	38	64	510	11
Shared Lane Traffic (%)	10			04	10			201	00	04	310	
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)	Len	0	ragiit	Leit	0	Nigit	LCIL	0	Night	Leit	0	Night
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	15	0.00	9	1.01	1.00	9	1.01	1.00	9
Number of Detectors	1	2		1	2	9	13	- 1	9	1	1	9
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 -5		0	-5 -5		0	0		0	0	
	20	-5 40		20	-5 40					20		
Detector 1 Size(ft) Detector 1 Type	CI+Ex	CI+Ex					20	0			0	
Detector 1 Type Detector 1 Channel	CITEX	CITEX		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	
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	24.00		8			2	SI OF		6	21000	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	To Park	400		Lasi e	100		17,000					
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	0.20	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	

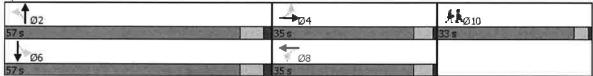
Job# 20006297A - R.H.

Page 5

Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Frt Service Control	
FIt Protected	
Satd. Flow (prot)	
Γlt 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)	
Iwo way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	e e
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	rajunga kang Maja Saya Pajung sarataski bijang kang 200 200 kang disebilik di k
Minimum Initial (s)	1.0
Minimum Split (s)	
Total Split (s)	33.0

	*	→	*	•	•	4	1	†	-	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%	79.	28.0%	28.0%	5 00	45.6%	45.6%	6 FO 10	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)										TY P		
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			6.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		30.6			23.4			4.7			6.7	
LOS		C			20.4 C			Α.			Α.	
Approach Delay		30.6			23.4			4.7			6.7	
Approach LOS		C			25.4 C			Α.			Α.	
Queue Length 50th (ft)		36	Language of		21			47			101	
Queue Length 95th (ft)		79			58			88			187	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)		200			200			310			200	
Base Capacity (vph)		716			734			1300			1235	
Starvation Cap Reductn		0			0			0			0	1000
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	
		V. 14	-		0.11			0.20			0.47	
Intersection Summary Area Type:	Other			TI ALL				2000				
Cycle Length: 125	Othor											
Actuated Cycle Length: 70												
Natural Cycle: 105												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.47	ooolu											
Intersection Signal Delay:	3 3			l.	ntersectio	n I OS- A	the state of					
Intersection Capacity Utiliz		0/2			CU Level							
Analysis Period (min) 15	auun 70.0	/0			o revel	or servic	. . U					
ruidiyələ i ellüü (illili) 10												
Splits and Phases: 2: N	/S Route	118 & Alle	en Aveni	ue/Kear S	Street							

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



Lane Group	Ø10	78
Total Split (%)	26%	
Maximum Green (s)	29.0	
Yellow Time (s)		
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	VE 3.0 FOR A RESIDENCE THE STREET WAY SEND WE SEND THE STREET	
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 LOS		
Approach Delay Approach LOS		
Queue Length 50th (ft)	Service of the servic	
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: Rochambeau Drive & Underhill Avenue

	-	*	1	←	1	/	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Fixe a
Lane Configurations	₽			4	**		
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%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.998				0.949		
Flt Protected				0.999	0.970		
Satd. Flow (prot)	1806	0	- 0	1766	1828	0	
Flt Permitted				0.999	0.970		
Satd. Flow (perm)	1806	0	0	1766	1828	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 (%)	8%	20%	17%	4%	6%	5%	
Adj. Flow (vph)	514	6	13	607	41	25	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	520	0	0	620	66	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	-13	157	11	108	100	Sanda Hall	1120
Area Type: O	ther						
Control Type: Unsignalized						- 37 - 18	
Intersection Capacity Utilizat	ion 50.3	%		10	CU Level	of Service A	
Analysis Period (min) 15							

Intersection	all a	- 11	135/10	733 7		11 100			STATE OF	1950	E HE S				News	100
Int Delay, s/veh	1															
Movement E	ВТ	EBR	WBL		NBL	NBR	401	1/4/	35	17.00	N OF S	205	100	39 LA		43
Lane Configurations	1			4	M											
	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	,1117							10.		
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		Major2	90 = 3	Minor1	in water	SIN NO		1456	Towns.		150	5165	E S	S Y V	(Vest
Conflicting Flow All	0	0	520		1150	517							,			
Stage 1	_	Į.	020	_	517											
Stage 2					633	-										
Critical Hdwv			4.27		5.06	5.55					100					
Critical Howy Stg 1					4 06	-										
Critical Hdwy Stg 2		-			4.06											
Follow-up Hdwy	-	-	2.353			3.345										
Pot Cap-1 Maneuver	- 40		974	-	337	611					- 69					
Stage 1				-	722	-										
Stage 2	-				667											
Platoon blocked, %																
Mov Cap-1 Maneuver			974		330	611										
Mov Cap-2 Maneuver	-2			14												
Stage 1		-			722											
Stage 2					654	: :=:										
Approach	EB	4	WB	-	NB			hr.								Silv
HCM Control Delay, s	0		0.2		15.8											
HCM LOS					С											
Minor Lane/Major Mvmt	1	NBLn1	EBT	EBR	WBL	WBT		7.97			10.89		ritte.	18/8	W.	OI S
Capacity (veh/h)		400			974	-										-,37
HCM Lane V/C Ratio		0.166	- 2	_	0.013											
HCM Control Delay (s)		15.8			8.7											
HCM Lane LOS		C	2.5		Α											
HCM 95th %tile Q(veh)		0.6			0											

	٠	→	+	4	-	4		
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR		1910
Lane Configurations		4	7>		N/			
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%		and State and the second	
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		
Flt Permitted					0.974			
Satd. Flow (perm)	0	1804	1769	0	1501	0		
Link Speed (mph)		30	30	_	30	-		
_ink 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 (%)				-				
ane 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			
ink Offset(ft)		0	0		0			
Crosswalk Width(ft)		16	16		16			
Two way Left Turn Lane		A			9.84			
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00		
Turning Speed (mph)	15		Eville	9	15	9		
Sign Control	,,,	Free	Free		Stop			
			1100		Оюр			
ntersection Summary	-	1925		100		14000		8 84
	ther							
Control Type: Unsignalized								
ntersection Capacity Utilizat	ion 42.59	%		IC	U Level	of Service	A	
Analysis Period (min) 15								

(14.2) - (02.2)	0.00	unius:	100	-	C. Record	170046
Intersection	0.3			1000		
				mistawara.		THE REAL PROPERTY.
No. Company Company	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्भ	₽		M	
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
	ree	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
Mvmt Flow	2	533	669	8	10	9
Major/Minor Ma	ajor1	(295)(5)	Major2	1000	Minor2	1 1810
	677	0	-		1210	673
Stage 1	-	-		Ĭ	673	-
Stage 2					537	
Critical Hdwy	4.12				6.42	6.34
Critical Hdwy Stg 1	4.12	-				0.07
	-					100
Critical Hdwy Stg 2						3.426
	.218				202	435
	915			-		
Stage 1	-	•				
Stage 2	-	- 4	-	•	586	-
Platoon blocked, %		(*)	-			***
			- 14		201	435
Mov Cap-2 Maneuver	-					
Stage 1	-				505	
Stage 2					586	
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		19.4	
HCM LOS	v		3		C	
TION LOC						
Minor Lane/Major Mvmt	t	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		915	- 0-			
HCM Lane V/C Ratio		0.002	-			0.069
HCM Control Delay (s)		8.9	0			
HCM Lane LOS		Α	Α	7		С
HCM 95th %tile Q(veh)		0		22	(1), R#	0.2

	*	-	*	1	•	*	1	†	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			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 (%)		-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			0.984			0.919	
Flt 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 (%)		(UV)		DOM	× 1	E., 17				1150		
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)	Lon	0	ragine	Lon	0	ragine	Loit	0	ragin	LOIC	0	ragire
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	0.00	9	15	1100	9	15	1.02	9	15	0.00	9
Number of Detectors	1	2		1	2		1	2		1	2	True!
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	OI LX	01 2.1		OI EX	O, LA		OI LX	O, LX		OI-EX	OI Ex	
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		OILEX			OILLX			OITEX		-	OITLX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	100
Tum Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		, Cilli	8		Cilli	6		Cilli	2	
Permitted Phases	4			8			6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase					0		0	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	
Total Split (s)	16.0	43.0		27.0	27.0		60.0	60.0		60.0	60.0	
rotal opiit (s)	10.0	43.0		27.0	27.0		00.0	0.00		0.00	0.00	

Page 1

Lane Group	Ø10	0.00
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 Tum 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 7.0	
Minimum Split (s) Total Split (s)	7.0	
rotal Split (S)	1.0	

	1	-	•	1	•	1	4	1	-	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	39.1%	in part	24.5%	24.5%		54.5%	54.5%	84 E.J.	54.5%	54.5%	HOW.
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		Е			С			С			С	
Approach Delay		79.7			21.5			28.3			30.8	
Approach LOS		Е			С			С			С	
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)												
Base Capacity (vph)		666			610			1162			1364	
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		1.09			0.55			0.22			0.31	
Intersection Summary	it of the	4 60		Line II			J. V.	3450	TH V by	VIE	7 m	
Area Type: Cycle Length: 110 Actuated Cycle Length: 67 Natural Cycle: 90	Other .5											

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.09 Intersection Signal Delay: 49.0 Intersection Capacity Utilization 95.6%

Intersection LOS: D ICU Level of Service F

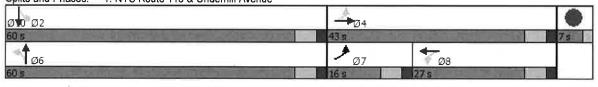
Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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



Synchro 11 Report Page 3

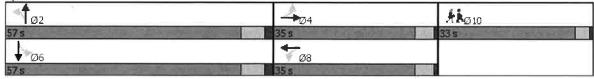
Lane Group	Ø10	
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)	2.0	
All-Red Time (s)	0.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s) Recall Mode	3.0 None	
	Note	
Walk Time (s) Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct 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		
		10
Intersection Summary		

	*	→	*	1	←	*	4	†	1	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			43-			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	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	
Flt 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			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 (%)												
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)		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	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 43		0.0	0.0 43		0.0	0.0		0.0	0.0	
Detector 2 Position(ft) Detector 2 Size(ft)		40			40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Type Detector 2 Channel		CITEX			CITEX							
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	CIIII	4		Cilli	8		CIIII	2		renn	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	Harrie .			E LOS	وأحيزت		المناس	I E RO		remain.	, Jane	
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		35.0	35.0		57.0	57.0		57.0	57.0	

Lane Group	Ø10	100
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (ft)		
Grade (%)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	THE RESERVE OF THE RE	
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		
Tuming 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		13
Detector Phase Switch Phase		
Minimum Initial (s)	1.0	
Minimum Split (s)		
Total Split (s)	33.0	
, 5.c. Sp., (0)		

	*	→	*	1	←	*	4	†	-	-		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%		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			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		15 17	7 50	1916	5 50	10.30	10 11 10	S F TOP	211	4100	1 - 5	3183
	Other											
Cycle Length: 125												
Actuated Cycle Length: 74	.7											
Natural Cycle: 105												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.59												
Intersection Signal Delay: 1		- 27 -			itersection							
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



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?	20	
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)	0	
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 WC Ratio		
Intersection Summary	KAN PUNET	

4: Rochambeau Drive & Underhill Avenue

	-	-	•	←	4	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	5000
Lane Configurations	1>			स	N/		
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	
Frt	0.993				0.916		
Flt Protected				0.995	0.982		
Satd. Flow (prot)	1905	0	0	1798	1816	0	
FIt 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		
Link 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		
Intersection Summary	1884 B 1	5 35		Q JJES	18 0	7 555	Silver !
Area Type: O	ther						
Control Type: Unsignalized							
Intersection Capacity Utilizat	ion 75.9	%		IC	U Level	of Service)
Analysis Period (min) 15							

	M III	8 5 18	(2.5	r of lit	108 508	7000				TO THE SALE AND
0.9										
EBT	EBR	WBL	WBT	NBL	NBR	War.			2500	COUNTY FOR THE STATE OF
₽										
662	36	49	477	14	24					
662	36	49	477	14	24					
0	0	0	0	0	0					
ree	Free	Free	Free	Stop	Stop					
-	None	11/	None	7	None					
-	_	-	-	0	-					
# 0			0	0						
-6	_	-	6	-7	-					
95	95	95	95	95	95					
2	2	2	2	2	5					
697	38	52	502	15	25					
nior1	3.00	Major2	. 20	Minor1	11 Edit		1000		- 64	S. ALESSA SELECTION
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		870		264	480					
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	NBLn1	EBT	EBR	WBL	WBT		1 5 -		SIMI	WHITE SERVICE
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					0					
	0.4			0.2						
	# 0 -6 95 2 697 0	# 0	EBT EBR WBL	## Company Best Bes	EBT EBR WBL WBT NBL	## Company Com	BBT BBR WBL WBT NBL NBR	EBT EBR WBL WBT NBL NBR	## CBR WBL WBT NBL NBR	BBT BBR WBL WBT NBL NBR

	*	→	•	*	-	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	The state of the s
Lane Configurations		4	1→		14		
Traffic Volume (vph)	2	687	479	12	10	8	
Future Volume (vph)	2	687	479	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	
rt of a 200 miles and a			0.997		0.939		
It 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		
Fravel 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 (%)				0.11			The State of the S
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	THE STATE	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	Mi,	Stop		
ntersection Summary	69 E 1	510	The state of		. 1133	100,80	
Control Type: Unsignalized	ther				X Ton		
ntersection Capacity Utilizat Analysis Period (min) 15	tion 47.79	%		IC	CU Level	of Service	e A

Intersection	EUO	ALM.	10	1900	III. NIII.				N. 11	QVIII 5-3		
nt Delay, s/veh	0.3											
The state of the s	EBL		WBT	WBR	SBL	SBR	19/17		250	5187		
ane Configurations		4	₽		N.							
Fraffic 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						
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, %	-	-5	6	-	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	2	747	521	13	11	9						
Major/Minor Ma	jor1	1000	Major2		Minor2	Name of Street		900	90000	V. IIIX	100	THE WORKS
	534	0				528	VAC D			STATISTICS.	101.00	AND DESCRIPTION OF THE PARTY OF
•				0	528	528						
Stage 1	٠			•								
Stage 2	- 40				751	- 0.00						
	4.12			-	6.42	6.22						
Critical Hdwy Stg 1	-			-	5.42	, 4						
Critical Hdwy Stg 2	040			-	5.42							
	218					3.318						
	034			•	183 592	550						
Stage 1	-			-		E A						
Stage 2	•			•	466							
Platoon blocked, %	004	-		-	400	550						
Mov Cap-1 Maneuver 1		- 07*			182	550						
Mov Cap-2 Maneuver	-			-	182							
Stage 1	•	:*			590							
Stage 2	-				466	120						
Approach	EB	C. Co	WB	1785	SB	176		713	5.45		(S)/VS	Hames with
HCM Control Delay, s HCM LOS	0		0		20 C							
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	SBLn1	- C			STA P	and the	
Capacity (veh/h)	15	1034			-	259	75-18					
HCM Lane V/C Ratio		0.002	-	: <u>*</u>		0.076						
HCM Control Delay (s)		8.5	0									
HCM Lane LOS		Α	Ā			C						
HCM 95th %tile Q(veh)		0										

	۶	-	*	1	•	*	1	†	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			43			43-	
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%		- i	4%			3%		-Value	-1%	325
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 Second File		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
FIt Permitted		0.518			0.925			0.639	_		0.952	
Satd. Flow (perm)	0	1044	0	0	1675	0	0	1151	0	0	1634	0
Right Turn on Red		1011	Yes	Ū	1010	Yes		1101	Yes	-	1004	Yes
Satd. Flow (RTOR)		5	E Zulo		3			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	31	48	173	352
Shared Lane Traffic (%)	217	02-T	77	21	200	13	04	100	31	40	173	332
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	
Median Width(ft)	Leit	0	Night	LEIL	0	Night	Leit	0	right	Leit	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			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	0.03	9	1.03	1.00	1.03	1.02	1.02	1.02	15	0.99	9
Number of Detectors	1	2		1	2	3	1	2	9	13	2	9
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 -5		0	-5 -5		0	-5 -5	
Detector 1 Size(ft)	20	40		20	-3 40		20	-5 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	CITEX	CITEX		CITEX	CITEX		CITEX	CITEX	// //	CITEX	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		
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	0.0	
Detector 2 Size(ft)		40			40			43			43	
Detector 2 Type					CI+Ex						40	
Detector 2 Type Detector 2 Channel		CI+Ex			CITEX			CI+Ex			CI+Ex	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
	nm ! = !	0.0		De	0.0		0	0.0		Dem	0.0	
Turn Type	pm+pt	NA 1		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		0	8		^	6			2	
Permitted Phases	4			8			6	_		2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase					N.A.			10.0		5000		
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	

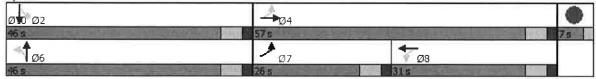
Lane Group	Ø10	1 2 6 92	FIVE S	2/10	U 503-10	20-	ESH(S	from State of the state of
Lane Configurations								
Traffic Volume (vph)								
Future Volume (vph)								
Ideal Flow (vphpl)								
Lane Width (ft)								
Grade (%)								
Lane Util. Factor								
Frt de la								
Flt Protected								
Satd. Flow (prot)								
FIt Permitted								
Satd. Flow (perm)								
Right Tum 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)						700		
Detector 1 Size(ft)								
Detector 1 Type								EVE TO STATE OF
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	1.0							
Minimum Initial (s)	7.0							
Minimum Split (s) Total Split (s)	7.0							
Total Oplit (s)	7.0							

1: NYS Route 118 & Underhill Avenue

	۶	-	*	1	-	4	4	†	1	1	ļ.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.6%	51.8%	1000	28.2%	28.2%	111111	41.8%	41.8%		41.8%	41.8%	Sign in
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		С			D			С			D	
Approach Delay		27.4			43.1			29.1			42.5	
Approach LOS		С			D			С			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)												
Base Capacity (vph)		762			444			490			737	1
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			0.61			0.47			0.78	
Intersection Summary	1000	GENERAL STREET	= 1.3 m	-ne 71	11-01	1000	17.76	1367	8,639	- 1717	To Wall	
	Other	LATIN S		0.0	71.5			XX OJ	7.8			
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:				lr lr	ntersection	n LOS: D						
Intersection Capacity Utiliz	ation 91.7	%		10	CU Level	of Service	e F					
Analysis Period (min) 15												
# 95th percentile volume	exceeds	capacity,	queue m	ay be lor	nger.							
Ougus shows is marine												

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

Queue shown is maximum after two cycles.



Synchro 11 Report

Page 3

Lane Group	Ø10	1
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)		
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)	Note	
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		
Annmach I OS		
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		

2: NYS Route 118 & Allen Avenue/Kear Street

	٠	-	*	6	+	•	1	†	~	. /	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			44	
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%			5%	1,20		2%	, S. 151		2%	ASS.
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			0.949			0.984			0.997	
Flt Protected		0.989			0.979			0.999			0.995	
Satd. Flow (prot)	0	1749	0	0	1912	0	0	1752	0	0	1768	0
Flt Permitted		0.927	_		0.840			0.986			0.925	
Satd. Flow (perm)	0	1639	0	0	1641	0	0	1730	0	0	1644	0
Right Turn on Red			Yes	_		Yes		1,00	Yes		1011	Yes
Satd. Flow (RTOR)		8	S WILL		23			6			1	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)		7.9			8.4		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)	23	64	18	36	15	31	9	314	43	64	519	13
Shared Lane Traffic (%)	20			- 00	10	01		317		07	313	13
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	
Median Width(ft)	Leit	0	Night	LCIL	0	Night	Leit	0	Right	Leit	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			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	1.03	0.00	1.03	1.01	1.00	9	1.01	1.00	
Number of Detectors	1.	2	9	1	2	9	10	1	9	10	1	9
Detector Template	Left	2		Left			Left	- 1		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 -5		0	-5 -5		0	0			0	
Detector 1 Size(ft)	20	-5 40		20	-5 40		20			0		
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	CI+Ex			0		20	0	
Detector 1 Channel	CITEX	CITEX		CITEX	CITEX		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Extend (s) Detector 1 Queue (s)				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	
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		0.0			0.0							
Detector 2 Extend (s)		0.0			0.0					_	0.0404	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6	RIVE S	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	40.0	40.0									- Note	
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 will
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	

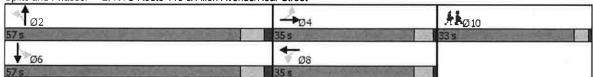
Synchro 11 Report Page 5

Lane Group	Ø10	No. of Part		IT IX	of collections	g E	
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)				(4)			
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	4.0						
Minimum Initial (s)	1.0						
Minimum Split (s) Total Split (s)	33.0 33.0						
Total Split (s)	JJ.0						

2: NYS Route 118 & Allen Avenue/Kear Street

	*	→	*	•	-	*	4	†	1	-	Ţ,	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	28.0%	28.0%	18	28.0%	28.0%	- 1	45.6%	45.6%	18/15	45.6%	45.6%	- 10
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)		10.8			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			Α			Α	
Approach Delay		31.4			24.4			4.9			6.9	
Approach LOS		С			С			Α			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				37	1,100	NJE Z	117,007	125/9	5.58	Sign		830
	Other											
Cycle Length: 125												
Actuated Cycle Length: 69	.8											
Natural Cycle: 105												
Control Type: Semi Act-Ur	ncoord											
Maximum v/c Ratio: 0.48												
Intersection Signal Delay:				- In Ir	ntersection	LOS: A						
Intersection Capacity Utiliz	ation 72.3	%		10	CU Level	of Service	e C					
Control of the Contro												

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



Analysis Period (min) 15

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)		
Recall Mode	None	
Walk Time (s)		
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		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		6
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		NAME OF TAXABLE PARTY.

	*	-	←		1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	HER SHELLING HER WILLIAM
Lane Configurations		4	1>		N/F		
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		
Flt 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	
ane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0		12	116.	
_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	
		Free	Free		Stop		
Sign Control							

Intersection	4.4	- 2	1	VII.		Sec. 100.	12 20 2	100			N. Wash	THE STATE OF	9 3 3
Int Delay, s/veh	1.1												
Movement	EBL	EBT	WBT	WBR	SBL	SBR	el ex	STEELS.					
Lane Configurations		4	₽		M								
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	-	-	2	-	0	-							
Veh in Median Storage	e,# -	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 N	Najor1	389	Major2	- 1	Minor2	2 18	130		1000	8-346	11-121	3000	45-11-20
Conflicting Flow All	678	0	:=:	0	1280	669							
Stage 1	-			-	669								
Stage 2	-				611	-							
Critical Hdwy	4.12	111 2			6.42	6.22							
Critical Hdwv Stg 1	-	- 12		-	5.42	-							
Critical Hdwy Stg 2				-	5.42	0.							
	2.218	(*)		-	3.518	3.318							
Pot Cap-1 Maneuver	914				183	458							
Stage 1	-			-	509	-							
Stage 2					542	- 1							
Platoon blocked, %		-											
Mov Cap-1 Maneuver	914				178	458							
Mov Cap-2 Maneuver	_				178	-							
Stage 1	E . 2	- F.			496								
Stage 2	_		-		542								
Approach	EB	15.8	WB	3 876	SB	JA 103	Cale C			SELLI SE	A SY	B J B	7-37.
HCM Control Delay, s	0.2		0		23.9			8 1 -	7777	11 1		-8-1	
HCM LOS					С								
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBR	SBLn1	B 3 K	198914	2-03/2		79		
Capacity (veh/h)	37.30	914				248	1774	EN				MI	
HCM Lane V/C Ratio		0.017	-			0.233							
HCM Control Delay (s)	9	0	1		23.9							
HCM Lane LOS		A	Ā		72	C							
HCM 95th %tile Q(vel		0.1				0.9							

4: Rochambeau Drive/Site Access & Underhill Avenue

	۶	-	*	1	←	*	4	†	1	-	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)	5	502	6	12	601	5	39	0	24	8	0	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	
Flt 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		1000	0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		100										
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

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 51.0%

Analysis Period (min) 15

ICU Level of Service A

ntersection	Yall	MI S	100	THE	121		S # 1	10 5.0	100	100		1 10	EC.S
nt Delay, s/veh	1.5												
Novement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		4			4			4			4		
raffic 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	
ign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
T Channelized	- 0		None			None	137	-	None			None	
torage Length	-								120	17	-	-	
eh in Median Storage	,# -	0	for a	-	0		1	0	-11		0		
rade, %	-	-6	-	-	6	-	-	-7	-	-	0	-	
eak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	
eavy Vehicles, %	2	8	20	17	4	2	6	2	5	2	2	2	
vmt Flow	5	528	6	13	633	5	41	0	25	8	0	8	
lajor/Minor M	ajor1			Major2	18	- 1	Minor1	n Silve	1000	Minor2	Self	RF-B	Silita
Conflicting Flow All	638	0	0	534	0	0	1207	1205	531	1216	1206	636	
Stage 1	-						541	541		662	662		
Stage 2	-					-	666	664		554	544		
ritical Hdwy	4.12		M	4.27	1074	- 12	5.76	5.12	5.55	7.12	6.52	6.22	
ritical Hdwy Stg 1	_						4 76	4 12	-	6 12	5 52	021	
ritical Hdwy Stg 2		-					4.76	4.12	٠.	6.12	5.52	-	
	2.218	2	-	2.353	:41	-		4.018	3.345	3.518	4.018	3.318	
ot Cap-1 Maneuver	946			962	3+3		251	294	601	158	184	478	
Stage 1	-	-					639	643	-	451	459	9.5	
Stage 2					31		573	593	-6-F	517	519	W.	
Platoon blocked, %													
Nov Cap-1 Maneuver	946	2	VIDE :	962	1 1		241	285	601	148	179	478	
Nov Cap-2 Maneuver	_	-		-	- 2	- 2	241	285		148	179	-	
Stage 1	- 2	-		-			634	638	-	447	449	7.5	
Stage 2	-						551	581	-		515	-	
VA.											500		
Approach	EB	With -	S. 52	WB	Sec.	F 788	NB	TE IN	- 250	SB		A 200	Tarrel
HCM Control Delay, s	0.1			0.2		120	19.6			22.2		N I	1184
HCM LOS							С			С			
Minor Lane/Major Mvm	it i	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		V.OVE.	94 94	66-12V8
Capacity (veh/h)		312	946			962		-	226		JF,	17.	
ICM Lane V/C Ratio		0.213		_	_	0.013	_		0.075				
HCM Control Delay (s)		19.6	8.8	0		8.8	0	-					
		C	Α.	A		Α	Ā	-	_				
HCM Lane LOS													

	۶	→	-	*	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	881 1-85 V. 15 S. (C. 18 S. 2 S. 2 S.)
Lane Configurations		4	1>		W		
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	
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			0.998		0.936		
Flt 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	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	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0	1,113.11	10		
Link Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane					W. B		
Headway Factor	0.97	0.97	1.04	1.04	1.09	1.00	
Turning Speed (mph)	15	w die	STEEL VIEW	9	15	9	
Sign Control		Free	Free	_	Stop		
Intersection Summary	o fills	Sil	200	100.5	1000	100	STATE TO A PERSON AND PARTY.
	ther						
Control Type: Unsignalized							
Intersection Capacity Utilizat	ion 44.29	%		IC	U Level	of Service	e A
Analysis Period (min) 15							

Intersection	100		OI W/		300	1 3 Y	Start Co. Co.	acell des	A PROPERTY.	
nt Delay, s/veh	0.3									
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
ane Configurations		4	₽		N/					
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				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized		None		None	2	None				
Storage Length	್	-	7	-	0	-				
Veh in Median Storage	,# -	0	0	-	0	•				
Grade, %	-	-5	6	-	0	L.			×	
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	fajor1		/lajor2	844	Minor2	1885 E	17 ES	14 36 18 1	N 248 4-195	TAKE THE PERSON NAMED IN
Conflicting Flow All	712	0	-	0	1265	708				
Stage 1	W.	-			708					
Stage 2				_	557	-				
Critical Hdwy	4.12				6.42	6.34				
Critical Howy Stg 1		12		-	5.42	-				
Critical Hdwy Stg 2					5.42	-,02				
	2.218			-		3.426				
Pot Cap-1 Maneuver	888	- 5 -			187	415				
Stage 1	-	-		_	488	_				
Stage 2		-	- 1		574	- 12				
Platoon blocked, %		=								
Mov Cap-1 Maneuver	888				186	415		17997	- ST	
Mov Cap-2 Maneuver	-				1122	1,1,50				
Stage 1		- Congress			487					
Stage 2					574					
Stage 2	-	3			514					
Approach	EB		WB		SB	C 1044	. L. 1791. A			MANAGEMENT OF THE PARTY OF THE
HCM Control Delay, s	0		0	_	20.5		1000			
HCM LOS	U		_ 0		20.5 C					
HCIVI LOS					C					
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WRR	SBLn1	- 128 KGU	III SAL	E. DESIGNATION OF	ichie dell'appear
Capacity (veh/h)		888	LDI		- VVDIX			THE STATE		
HCM Lane V/C Ratio		0.002				0.074				
	1	9.1	0			20.5				
HCM Control Delay (s	1									
HCM Lane LOS	A.	A	Α	•	8 2					
HCM 95th %tile Q(veh	1)	0	-		-	0.2				

	1	-	•	1	-	*	4	†	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			43-			43			43	
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%		WHAT!	4%	5 50		3%		1200	-1%	45.40
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		UII8	0.985	11/11/19		0.916	UST S
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
Flt Permitted	O I HIE	0.523	_		0.870			0.742			0.971	
Satd. Flow (perm)	0	1053	0	0	1564	0	0	1296	0	0	1610	C
Right Turn on Red	-		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4	EW L		5	1		8			107	34200
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 (%)				WIN E				- 4		317734		
Lane Group Flow (vph)	0	757	0	0	346	0	0	261	0	0	452	C
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		0	ragin	LOIL	0	Tagin	LOIC	0	ragin
Link Offset(ft)		0			0			0			Ö	
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	1.07	1.02	0.99	1.04	0.99
Turning Speed (mph)	15	0.00	9	15	.,,,,,	9	15	,,,,,	9	15	1.01	9
Number of Detectors	1	2		1	2	Hiller	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				7,	-,			-,				
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					O, Ex			OI LX			OI, EX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Tum Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		. 5.11.1	8		, will	6		. 51111	2	
Permitted Phases	4			8	74		6	يتسيد		2	11/1/12/12	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase	CHICANO.	2 1 1		100	TO SE					OLD W	L DWI	
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.

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)	
Flt Permitted	
Satd. Flow (perm)	
Right Tum 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	10
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	7.0 7.0
Total Split (s)	1.0

Page 2

1: NYS Route 118 & Underhill Avenue

	Þ	-	*	1	•	*	1	†	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	39.1%	170	24.5%	24.5%		54.5%	54.5%		54.5%	54.5%	13 51
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)		37.3			26.2			20.0			20.0	
Actuated g/C Ratio		0.54			0.38			0.29			0.29	
v/c Ratio		1.19			0.58			0.69			0.84	
Control Delay		122.5			23.5			30.9			31.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		122.5			23.5			30.9			31.8	
LOS		F			С			С			С	
Approach Delay		122.5			23.5			30.9			31.8	
Approach LOS		F			С			С			С	
Queue Length 50th (ft)		~316			112			94			137	
Queue Length 95th (ft)		#720			236			167			242	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)												
Base Capacity (vph)		634			594			1018			1286	
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		1.19			0.58			0.26			0.35	
Intersection Summary	3 7 1	2000	Se [11]	Section in	BOOK	-2-0	The state of	Section 1	70.18	ST ETE	WILL STOP	1000

Intersection Summary

Area Type: Other

Cycle Length: 110 Actuated Cycle Length: 69.4

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

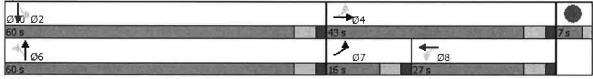
Maximum v/c Ratio: 1.19 Intersection Signal Delay: 67.9 Intersection Capacity Utilization 100.8%

Intersection LOS: E ICU Level of Service G

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
- # 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



Synchro 11 Report Page 3

Lane Group	Ø10	
Total Split (%)	6%	
Maximum Green (s)	5.0	
Yellow Time (s)		
All-Red Time (s)	0.0	
ost Time Adjust (s)		
Total Lost Time (s)		
_ead/Lag		
_ead-Lag Optimize?		
Vehicle Extension (s) Recall Mode	3,0 None	
Recall Mode Walk Time (s)	None	
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 LOS		
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reducts		
Spillback Cap Reductn Storage Cap Reductn		
Reduced v/c Ratio		
Neuroen No Namo	A MALLON COLUMN TO THE COLUMN	

2: NYS Route 118 & Allen Avenue/Kear Street

	۶	-	7	•	•	*	1	†	-	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			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%		, V24	2%	- L.Y.P.	Sid Ka	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	
Flt 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		1,00	Yes		1000	Yes
Satd. Flow (RTOR)		10			19	med gr		- 5			3	أتتفيص
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 (%)					0,	U.U.	10	001	00	20	27	2.0
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)	Leit	0	Ngiit	LCIL	0	Nigire	LEIL	0	Night	LEIL	Leit 0	Rigit
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		10			10			10		100	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	1.03	0.00	9	1.01	1.00	1.01	1.01	1.00	9
Number of Detectors	1	2	3	13	2	3	13	1	9	13	= 0.01	3
Detector Template	Left			Left			Left	THE REAL PROPERTY.	70 10	Left	The state of	
Leading Detector (ft)	20	83		20	83		20	0		20	0	
Trailing Detector (ft)	0	-5		0	-5		0	0		0	0	ALIEN ST
Detector 1 Position(ft)	0	-5 -5		0	-5 -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	CITLX	CITLX		CITEX	CITEX		CITEX	CITEX		CITEX	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		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0			0.0	0.0	
	0.0	43		0.0	43		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					43							
Detector 2 Size(ft)		40										
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel		0.0			0.0							
Detector 2 Extend (s)	D	0.0		D	0.0			314			114	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8		_	2			6	1
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	40.5	40.0		10.0			00.5	20.5				
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	
Total Split (s)	35.0	35.0		35.0	35.0		57.0	57.0		57.0	57.0	

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	THE RESERVE OF THE PARTY OF THE
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)	
Total Split (s)	33.0

2: NYS Route 118 & Allen Avenue/Kear Street

	•	-	\rightarrow	1	•	•	1	†	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%		45.6%	45.6%	Aug
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			Α	
Queue Length 50th (ft)		21			73			131			73	
Queue Length 95th (ft)		53			136			257			146	
Internal Link Dist (ft)		269			289			978			263	
Turn 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		-FG 2-31	F1 F4	Same.	100	550	900	UFFE	160171	513,000	SILE S	-53

Intersection Summary

Area Type:

Cycle Length: 125

Actuated Cycle Length: 75.2 Natural Cycle: 105

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.61 Intersection Signal Delay: 13.0

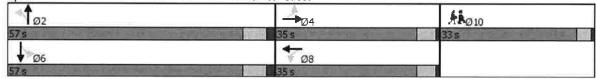
Intersection Capacity Utilization 62.3%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

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

Other



ane Group	Ø10	200
Total Split (%)	26%	
Maximum Green (s)	29.0	
Yellow Time (s)		
All-Red Time (s)	1.0	
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)		
Recall Mode	None 8.0	
Walk Time (s) 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		
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		

	→	-	←		-	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1>		K/		
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		
Flt 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		30		
_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	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	
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							
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	1750		300	180	0150	70-2	alve by/and the artists
Area Type: O	ther						
Control Type: Unsignalized							
ntersection Capacity Utiliza	tion 71.7	%		IC	ULevel	of Service C	

1.3	100							
1.3								
BL	EBT	WBT	WBR	SBL	SBR	10000	Part S	
1.		1>						
			36	26				
			36	26				
0	0	0	0				100	
ree	Free	Free	Free	Stop	Stop			
	None	-	None		None			
-	-	-	-		•			
# -			-		-			
-			-		(1 4)			
34	771	596	40	29	24	2.4		
ort		Mainr		dinor2	-70 Bu		III = 0 1 1	
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947				134	491			
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Ŀ				424				
***			- 11.2					
	2013		T 58			-00 PM	000, 0	CONTRACTOR NAME AND ADDRESS OF THE PARTY.
0.4		0		29.3 D				
83	EBL	EBT	WBT	WBR	SBLn1	E BATTON	So III'	1.65.829. TUD. P. A. SUI O'ENE
110	947				201			
		-						
	8.9	0		FUL	29.3			
	A							
					1			
	31 31 0 ree - - 90 2 34 001 336 - - - - - - - - - - - - - - - - - -	31 694 31	# 1	\$\begin{array}{c c c c c c c c c c c c c c c c c c c	31 694 536 36 26 31 694 536 36 26 0 0 0 0 0 0 0 ree Free Free Free Stop - None - None - O - None - O O 5 5 - O 90 90 90 90 90 2 2 2 2 2 2 2 34 771 596 40 29 or1 Major2 Minor2 336 0 - O 1455 616 839 .12 6.42 5.42	31 694 536 36 26 22 31 694 536 36 26 22 0 0 0 0 0 0 0 0 0 ree Free Free Free Stop Stop - None - None - None 0 5 5 - 0 - 90 90 90 90 90 90 90 2 2 2 2 2 2 2 2 34 771 596 40 29 24 or1 Major2 Minor2 336 0 - 0 1455 616 616 - 839 - - 12 6.42 6.22 5.42 - - 5.42 - - 5.42 - 5.42 - 5.42 - 5.42 - 5.42 - 5.42 - 5.42 - 5.42 - 5.42 - 218 5.42 - 218 247 247	31 694 536 36 26 22 31 694 536 36 26 22 0 0 0 0 0 0 0 0 ree Free Free Free Stop Stop - None - None - None - 0 - 0 - 0 - 0 - 5 5 - 0 - 0 90 90 90 90 90 90 2 2 2 2 2 2 2 34 771 596 40 29 24 or1 Major2 Minor2 336 0 - 0 1455 616 616 - 83912 6.42 6.22 5.4212 6.42 6.22 5.42218 3.518 3.318 .347 134 491 539218 3.518 3.318 .347 143 491 539347 134 491 505347 134 491 424347 134 491 424347 134 491 201 0.036 0.265 8.9 0 - 29.3 A A - D	31 694 536 36 26 22 31 694 536 36 26 22 0 0 0 0 0 0 0 0 ree Free Free Free Stop Stop - None - None - None 0 5 5 - 0 - 90 90 90 90 90 90 2 2 2 2 2 2 2 2 34 771 596 40 29 24 or1 Major2 Minor2 336 0 - 0 1455 616 616 839 12 - 6.42 6.22 5.42 5.42 5.42 5.42 143 491 143 491 134 491 134 491 134 491 134 491 424 424 424 424 424 424

4: Rochambeau Drive/Site Access & Underhill Avenue

	۶	→	*	1	•	*	4	†	-	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4			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	Raddi		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	3		0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Tum Lane												X
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	A	Free			Free			Stop			Stop	
Intersection Summary	N. 251	1.053	9 Jul	WEST	80 E.	HEAR	E. (1)	75 B 14	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	4.891	81 - 8	nifvel
	ther											
Control Type: Unsignalized Intersection Capacity Utiliza Analysis Period (min) 15	tion 66.6	%		IC	CU Level	of Servic	e C					

Synchro 11 Report Page 11

ntersection	200	200	00103	196	1213	-0-0	V2 3	Circ	FED		55.50	A101	COLUMN DESCRIPTION OF THE PARTY
nt Delay, s/veh	1.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SHEET WINES TO SEE
ane Configurations		4			4			4			4		
Traffic Vol, veh/h	10	693	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	0	0	A STATE OF THE PARTY OF THE PAR
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized			None			None	3 16		None		Action 1	None	
Storage Length	_	-	-		_	-	-	-	-	-	-	-	
/eh in Median Storage	e, # -	0	nue o	17	0			0	1	Ш.	0		
Grade, %	-	-6		-	6	-		-7			0	-	
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	and the second
Heavy Vehicles, %	2	2	2	2	2	2	2	2	5	2	2	2	
Mvmt Flow	11	729	38	52	525	11	15	0	25	7	0	16	
Major/Minor N	fajor1		N	Major2	THE ST		Minor1	211		Minor2	6 115		S. M. Brandson
Conflicting Flow All	536	0	0	767	0	0	1413	1410	748	1418	1424	531	
Stage 1				11			770	770	-	635	635		
Stage 2							643	640	2	783	789	-	
Critical Hdwy	4.12		11 -	4.12	190		5.72	5.12	5.55	7.12	6.52	6.22	
Critical Hdwy Stg 1	-						4.72	4.12	-		5.52		
Critical Hdwy Stg 2	ш.					. 14	4.72	4.12	-	6.12	5.52		
	2.218			2.218		_	3.518		3.345	3.518		3.318	
Pot Cap-1 Maneuver				847		24	200	239	471	114	136	548	
Stage 1	1002		2	011			531	553	- 1		472	0.0	
Stage 2		90 179		on or	10		593	603	- 200		402	0.0	
Platoon blocked, %			900000				000	000		001	402		
Mov Cap-1 Maneuver	1032			847			179	214	471	99	122	548	
	1032		distant.	041		AND S	179	214	4/1		122	340	
Mov Cap-2 Maneuver		5.			5	2	521	542		458	430		
Stage 1	-						525	550	-		394		
Stage 2							525	UCG	7/51	359	394		
Annroach	EB	1000		WB	-	personal liverage	NB	100000	delin	SB	10000		
Approach HCM Control Delay, s		-		0.8			19.2			22.9			
HCM LOS	0.1			0.0			19.2 C			22.3 C			
HOIVI LOS							Ü						
Minor Lane/Major Mvr	nt t	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	(F80 f)	1 111		o di Soni
Capacity (veh/h)		294	1032		-	847							
HCM Lane V/C Ratio		0.136	0.01			0.061			0.103				
HCM Control Delay (s	1	19.2	8.5	0		9.5	0		22.9				
TOW CONTROL Delay (S	1	19.2 C	0.5 A	A		9.5 A	A						
HCM Lane LOS													

	≯	-	←	*	1	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1>		N/F		
Traffic Volume (vph)	2	729	508	12	10	8	
Future Volume (vph)	2	729	508	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	792	552	13	11	9	
Shared Lane Traffic (%)						100	
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	
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		
ntersection Summary	DEC.	, -39 S	(4) 8	eligy,	232 10	St Se St	A THE STATE OF THE
	ther	, 65	111000	VE G	1545	PIG. F	

Intersection	0.0	10 -1	LOW H		0.0			4 7 7 7 7 7		5010-0	-0.0		
int Delay, s/veh	0.3												
Movement	EBL	EBT	WBT	WBR	SBL	SBR		15.3			d des		
Lane Configurations		4	₽		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	0							
Sign Control	Free	Free	Free	Free	Stop	Stop							
RT Channelized	-	None		None		None							
Storage Length	-	-	-	-	0	-							
Veh in Median Storage	9,# -	0	0		0								
Grade, %	-	-5	6	-	0	-							
Peak Hour Factor	92	92	92	92	92	92							
Heavy Vehicles, %	2	2	2	2	2	2							
Mvmt Flow	2	792	552	13	11	9							
Major/Minor N	fajor1	1	Major2	A LEW	Minor2	In Is	LA TRA	W.1812	(Agr)	S 5 10 2		3. 1897.0	Į.
Conflicting Flow All	565	0		0	1355	559							
Stage 1					559	- 43							
Stage 2	_			-	796	-							
Critical Hdwy	4.12				6.42	6.22							
Critical Hdwy Stg 1		(4)		-	5.42								
Critical Hdwy Stg 2					5.42								
	2.218				3.518	3.318							
Pot Cap-1 Maneuver	1007		V		165	529							
Stage 1	-				572	-							
Stage 2	-				444	- 4							
Platoon blocked, %													
Mov Cap-1 Maneuver	1007				164	529							
Mov Cap-2 Maneuver	1007				164	020							
Stage 1	1017				570								
Stage 2					7.007						MAN .		
Staye Z	- 7				777								
A CHENNICAL	me	-	14/5		00					-			
Approach	EB 0		WB 0		21.6	031	DESTINATION OF THE PARTY OF THE	1000	CONTRACTOR OF THE PARTY OF				
HCM Control Delay, s	U		U		21.0 C								
HCM LOS					U								
Minor Lanciblain - M.	nt	EBL	COT	WDT	WBR	CDI nd	90 000		71.5		5-1000		100
Minor Lane/Major Mvr	iit:	1007	EBT	-	-1		- 7	a warmen block			2 1 2		-
Capacity (veh/h)				110.00	-	0.083							
HCM Lane V/C Ratio	v	0.002	-										
HCM Control Delay (s)	8.6	0	•	-								
HCM Lane LOS		A	Α		-	_							
HCM 95th %tile Q(veh	1)	0	-	-		0.3							

,	١	→	*	1	+	•	4	†	~	1	ļ.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			43			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			0.985			0.916	
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
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)		0			0			0	a light		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	1000
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	Cl+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 27 1										E III
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Tum Type	pm+pt	NA		Perm	NA NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6		. 3,	2	
Permitted Phases	4			8	a vi		6	170		2	v	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase	J- 184			11/200	301		N. W.	SUR IV				
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	

Synchro 11 Report Page 1

Job# 20006297A - R.H.

Lane Group	1010 - 101 -
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Width (ft)	
Grade (%)	
Lane Util. Factor	
Frt and the second second	
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)	
Tum Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0 7.0
Minimum Split (s)	7.0
Total Split (s)	1.0

Synchro 11 Report Page 2

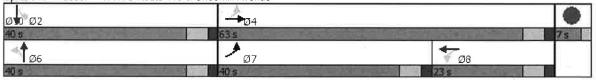
	•	\rightarrow	*	1	4	*	1	†	1	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	36.4%	57.3%	1200	20.9%	20.9%	-1	36.4%	36.4%	AT HE	36.4%	36.4%	
Maximum Green (s)	34.0	57.0		17.0	17.0		34.0	34.0		34.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	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		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)		57.3			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			0.76			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		Е			С			D			D	
Queue Length 50th (ft)		~354			139			142			222	376
Queue Length 95th (ft)		#814			238			235			#358	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)					7.7							
Base Capacity (vph)		717			753			427			621	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0		to the	0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		1.06		47	0.46			0.61			0.73	
Intersection Summary	5	L Britis		H2 -1/2			Sec. 11					
	Other											
Cycle Length: 110												
Actuated Cycle Length: 96	.7											
Natural Cycle: 130												
Control Type: Actuated-Un	coordinate	ed										
Maximum v/c Ratio: 1.06												
Intersection Signal Delay:				- I	ntersectio	n LOS: E)					
Intersection Capacity Utiliz	ation 100.	8%		10	CU Level	of Service	e G					
Analysis Period (min) 15												
 Volume exceeds capac 	city, queue	is theore	tically in	finite.								

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

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queue shown is maximum after two cycles.



Synchro 11 Report Page 3

Job# 20006297A - R.H.

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		
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	CERTIFICATION OF	



Traffic Impact Study **Appendix E | Accident Data**

TABLE A

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	N (AGAINST OTI	FAILURE TO YIELD RIGHT OF WAY
ROUTE 118/SAW MILL RIVER ROAD	AT INT, W/ UNDERHILL AVE	118 87011037	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	N (AGAINST OTI	
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	RN (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 & I	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		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	1	2-1	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	1-1	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		₹N (AGAINST OT	
UNDERHILL AVE	AT INT, W/ FRENCH HILL RD		09/05/18	05:35pm	STOP SIGN	PDO & I	2-1	DAYLIGHT	DRY		RN (AGAINST OT	
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	I NOT ENTERED	NOT ENTERED	
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 IMPROPER
UNDERHILL AVE	AT INT, W/ FRENCH HILL RD		10/18/16	01:50pm	NONE	PDO	2-0	DAYLIGHT	DRY	CLEAR	RN (AGAINST OT	
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		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

AT INTERSECTION WITH [Route] 118

1/5/2016 Tue 17:02 PM

Persons Killed: 0 Accident Class: PROPERTY DAMAGE Persons Injured: 0 Police Agency: YORKTOWN TOWN PD

Extent of Injuries:

Case: 2016-36068501 Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: RIGHT ANGLE

Traffic Control: TRAFFIC SIGNAL Road Char.: STRAIGHT/ GRADE

Weather: CLEAR Light Condition: DARK-ROAD LIGHTED

Road Surface Condition: DRY Loc, of Ped/Bicycle: NOT APPLICABLE

Action of 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 Pre-Accd Action: GOING STRAIGHT AHEAD

School Bus Involved: OTHER

Apparent Factors: NOT ENTERED, 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 STRAIGHT AHEAD Apparent Factors: NOT ENTERED, UNSAFE SPEED

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011039 Street: SAW MILL RIVER RD

AT INTERSECTION WITH ALLAN AVE

2/27/2016

Sat 14:00 PM Persons Killed: 0 Accident Class: PROPERTY DAMAGE AND INJURY

Persons Injured: 2

Extent of Injuries: BC

Police Agency: SUFFOLK CO PD YAPHANK Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL

Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: RIGHT ANGLE

Road Surface Condition: WET

Road Char.: STRAIGHT AND LEVEL

Weather: RAIN Light Condition: DAYLIGHT

Loca of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP

Num of Occupants: 6

Registered Weight: 4235 Driver's Age: 67

State of Registration: NY

Direction of Travel: WEST

Public Property Damage: OTHER

Sex: M Citation Issued: Y School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, FAILURE 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 STRAIGHT AHEAD

Apparent Factors: NOT ENTERED, NOT ENTERED

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

AT INTERSECTION WITH [Route] 118

3/14/2016

Mon 00:00 AM Persons Killed: 0 Persons Injured: 0

Extent of Injuries:

Case: 2016-36155970

Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE Police Agency:

Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Road Surface Condition: WET

Road Chari: STRAIGHT/ GRADE

Weather: CLOUDY Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:2

OTHER

Registered Weight:

State of Registration: -3

Num of Occupants: 1

Driver's Age: 38

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 ENTERED, NOT ENTERED

Veh:1

CAR/VAN/PICKUP Registered Weight: 4584

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

State of Registration: NY

Pre-Aced Action: SLOWED OR STOPPING

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: [Route] 118

AT INTERSECTION WITH UNDERHILL AVE

5/21/2016 Sat 11:20 AM Persons Killed: 0

Persons Injured: 0

Extent of Injuries: Police Agency: Case: 2016-36316333 Num of Veh: 2

Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: TRAFFIC SIGNAL Weather: CLOUDY

Manner of Collision: UNKNOWN

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL

Light Condition: DAYLIGHT

Loc, of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:1

CAR/VAN/PICKUP

Registered Weight: 3345

State of Registration: NY

Num of Occupants: 2

Driver's Age: 32

Sex: F Citation Issued: N

Direction of Travel: SOUTH-WEST

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: 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: OTHER

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011039 Street: [Route] 118

AT INTERSECTION WITH ALLAN AVE

11/11/2016 Fri 15:36 PM

Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C

Case: 2016-36484530

Accident Class: PROPERTY DAMAGE AND INJURY Type Of Accident: COLLISION WITH MOTOR VEHICLE Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL

Manner of Collision: UNKNOWN Road Surface Condition: DRY Road Char : STRAIGHT AND LEVEL

Weather: CLEAR Light Condition: DAYLIGHT

Loc, of Ped/Bicycle: NOT APPLICABLE

Action of Ped/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 STRAIGHT AHEAD

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, NOT ENTERED

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: OTHER

School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: TURNING IMPROPER, NOT ENTERED

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: STATE HWY 118

AT INTERSECTION WITH UNDERHILL AVE

12/5/2016 Mon 18:10 PM

Persons Killed: 0 Accident Class: PROPERTY DAMAGE AND INJURY

Persons Injured: 4

Extent of Injuries: CCCC Police Agency: TARRYTOWN VILLAGE PD

Case: 2016-36525240 Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: TRAFFIC SIGNAL Weather: CLOUDY

Manner of Collision: REAR END Road Surface Condition: DRY Road Char,: STRAIGHT AND LEVEL

Light Condition: DARK-ROAD UNLIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Sex: F

Veh:1

CAR/VAN/PICKUP Num of Occupants: 2 Registered Weight: 3310 Driver's Age: 54

State of Registration: NY

Direction of Travel: SOUTH

Public Property Damage: OTHER

Citation Issued: N School Bus Involved: OTHER Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: DRIVER INATTENTION, NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP Registered Weight: 3640

State of Registration: NY

Num of Occupants: 2

Driver's Age: 58

Sex: M

Citation Issued: N

Direction of Travel: SOUTH

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011039 Street: SAW MILL RIVER RD

AT INTERSECTION WITH Kear St

12/16/2016

Fri 21:10 PM Persons Killed: 0 Persons Injured: 0

Extent of Injuries:

Case: 2016-36561778

Accident Class: PROPERTY DAMAGE

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Police Agency: YORKTOWN TOWN PD

Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL

Manner of Collision: RIGHT TURN (WITH OTHER CAR) Road Surface Condition: DRY

Road Char :: STRAIGHT AND LEVEL

Weather: CLEAR Light Condition: DARK-ROAD LIGHTED

Loc, of Ped/Bicycle: NOT APPLICABLE

Action of 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-WEST

Public Property Damage: OTHER

Loc. of Ped/Bicycle: PED/BICYCLIST AT INTERSECTION Action of Ped/Bicycle: CROSSING/ NO SIGNAL OR CROSSWALK

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

Veh:1

CAR/VAN/PICKUP

Registered Weight: 4285

State of Registration; NY

Num of Occupants: 2

Driver's Age: 56

Citation Issued: N

Direction of Travel: SOUTH

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011039 Street: SAW MILL RIVER RD

AT INTERSECTION WITH ALLAN AVE

1/18/2017

Wed 18:19 PM

Persons Killed: 0

Persons Injured: 1

Extent of Injuries: A

Sex: M

Case: 2017-36584832

Police Agency: YORKTOWN TOWN PD

Accident Class: PROPERTY DAMAGE AND INJURY Type Of Accident: COLLISION WITH PEDESTRIAN

Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER Road Surface Condition: WET Road Char.: STRAIGHT AND LEVEL

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 School Bus Involved: OTHER

Direction of Travel: NOT APPLICABLE

Pre-Accd Action: NOT APPLICABLE Apparent Factors: NOT APPLICABLE, PEDESTRIAN'S ERROR/CONFUSION

Veh:1

CAR/VAN/PICKUP

Registered Weight: 3030

State of Registration: NY

Num of Occupants: 1

Driver's Age: 69

Sex: M Citation Issued: N

Direction of Travel: SOUTH

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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

AT INTERSECTION WITH [Route] 118

2/21/2017

Tue 16:15 PM Persons Killed: 0 Accident Class: PROPERTY DAMAGE Persons Injured: 0

Extent of Injuries: Police Agency:

Action of Ped/Bicycle: NOT APPLICABLE

Case: 2017-36645999 Num of Veh: 1

Type Of Accident: COLLISION WITH DEER

Manner of Collision: OTHER Road Char.: UNKNOWN Road Surface Condition: UNKNOWN

Weather: UNKNOWN Light Condition: UNKNOWN

Loca of Ped/Bicycle: NOT APPLICABLE

CAR/VAN/PICKUP Num of Occupants: 1 Registered Weight: 4237

State of Registration: NY Citation Issued: N Sex: F

Traffic Control: UNKNOWN

Veh:1

Driver's Age: 62

Direction of Travel: UNKNOWN

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: SLOWED OR STOPPING

Apparent Factors: NOT ENTERED, NOT ENTERED

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011038 Street: SAW MILL RIVER RD

122 Meters North of Underhill Ave

9/24/2017 Sun 16:29 PM

Persons Killed: 0 Accident Class: PROPERTY DAMAGE AND INJURY

Persons Injured: 3

Extent of Injuries: BCC Police Agency: YORKTOWN TOWN PD

Case: 2017-36907054 Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: TRAFFIC SIGNAL

Manner of Collision: UNKNOWN

Weather: CLEAR Light Condition: DAYLIGHT

Road Surface Condition: DRY

Road Char.: STRAIGHT AND LEVEL Loc, of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP

Driver's Age: 33

Registered Weight: 2864

State of Registration: NY

Num of Occupants: 2 Direction of Travel: SOUTH-WEST

Public Property Damage: OTHER

Public Property Damage: OTHER

Citation Issued: N School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

Veh:2

CAR/VAN/PICKUP

Registered Weight: 3830

State of Registration: NY

Num of Occupants: 1

Driver's Age: 61

Sex: M

School Bus Involved: OTHER

Citation Issued: N

Direction of Travel: NORTH-WEST Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011039 Street: SAW MILL RIVER RD AT INTERSECTION WITH ALLAN AVE

10/20/2017

Fri 11:45 AM Persons Killed: 0 Persons Injured: 1

Extent of Injuries: A

Case: 2017-36949337

Accident Class: INJURY Police Agency: YORKTOWN TOWN PD Type Of Accident: COLLISION WITH MOTOR VEHICLE

Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL

Manner of Collision: UNKNOWN

Weather: CLEAR

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Loc of Ped/Bicycle: NOT APPLICABLE

Light Condition: DAYLIGHT Action of Ped/Bicycle: NOT APPLICABLE

CAR/VAN/PICKUP

Registered Weight: 3180

State of Registration: NY

Num of Occupants: 1

Driver's Age: 26

Citation Issued: N

School Bus Involved: OTHER

Direction of Travel: NORTH-WEST Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: OTHER (VEHICLE), NOT APPLICABLE

Veh:2

Veh:1

MOTORCYCLE Num of Occupants: 1 Registered Weight: 498

State of Registration: NY

Sex: M

Driver's Age: 29

Public Property Damage: OTHER

Citation Issued: N

Direction of Travel: NORTH

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: OVERTAKING

Apparent Factors: PASSING OR LANE USAGE IMPROPERLY, TRAFFIC CONTROL DEVICES DISREGARDED

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011039 Street: SAW MILL RIVER RD

AT INTERSECTION WITH KEAR ST

1/8/2018

Mon 18:06 PM

Persons Killed: 0

Persons Injured: ()

Extent of Injuries:

Case: 2018-37102950

Accident Class: PROPERTY DAMAGE Type Of Accident: COLLISION WITH MOTOR VEHICLE

Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Weather: SLEET/HAIL/FREEZING RAIN

Light Condition: DARK-ROAD UNLIGHTED

Road Surface Condition: WET Loc., of Ped/Bicycle: NOT APPLICABLE

Road Char.: STRAIGHT AND LEVEL Action of Ped/Bicycle: NOT APPLICABLE

Veh:1

TRUCK

Registered Weight: 19500 Num of Occupants: 1 Driver's Age: 30 State of Registration: NY Sex: M

Citation Issued: N

Direction of Travel: NORTH

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: UNKNOWN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:2

CAR/VAN/PICKUP

Registered Weight: 3384

State of Registration: NY

Num of Occupants: 1

Driver's Age: 20

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: FOLLOWING TOO CLOSELY, NOT APPLICABLE

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

AT INTERSECTION WITH SAW MILL RIVER RD

1/3/2018 Wed 08:11 AM Persons Killed: 0

Accident Class: PROPERTY DAMAGE

Persons Injured: 0 Police Agency: YORKTOWN TOWN PD

Extent of Injuries:

Case: 2018-37104713 Num of Veh: 3

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER

Weather: CLEAR

Road Surface Condition: DRY

Road Char.: STRAIGHT/ GRADE

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:3 CAR/VAN/PICKUP

Num of Occupants: 1

Registered Weight: 4268 Driver's Age: 38

State of Registration: NY Sex: F Citation Issued: N

Direction of Travel: EAST

Public Property Damage: OTHER

School Bus Involved: OTHER

Light Condition: DAYLIGHT

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1

CAR/VAN/PICKUP

Registered Weight:

State of Registration: CT

Num of Occupants: 2

Driver's Age: 48

Sex: M Citation Issued: N

Direction of Travel: EAST

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, DRIVER INATTENTION

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 APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011039 Street: SAW MILL RIVER RD

AT INTERSECTION WITH ALLAN AVE

1/1/2018

Mon 22:18 PM

Persons Killed: 0

Persons Injured: 1

Extent of Injuries: B

Case: 2018-37116460

Num of Veh: I

Accident Class: PROPERTY DAMAGE AND INJURY Type Of Accident: COLLISION WITH TREE

Police Agency: YONKERS CITY PD

Traffic Control: NONE

Manner of Collision: OTHER

Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL

Weather: CLEAR Light Condition: DARK-ROAD UNLIGHTED

Sex: M

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:1

CAR/VAN/PICKUP

Registered Weight: 4233

State of Registration: NY

Num of Occupants: 1 Direction of Travel: NORTH

Driver's Age: 21 Public Property Damage: OTHER

Citation Issued: N School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FATIGUED/DROWSY, NOT APPLICABLE

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

AT INTERSECTION WITH SAW MILL RIVER RD

1/26/2018

Fri 12:07 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2018-37129498

Accident Class: PROPERTY DAMAGE

Police Agency: YORKTOWN TOWN PD

Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE Manner of Collision: LEFT TURN (AGAINST OTHER CAR)

Traffic Control: TRAFFIC SIGNAL Weather: CLEAR

Road Surface Condition: DRY

Road Char :: STRAIGHT AND LEVEL

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:1

CAR/VAN/PICKUP

Registered Weight: 5308

State of Registration: NY

Num of Occupants: 2

Direction of Travel: WEST

Driver's Age: 43

Public Property Damage: OTHER

Sex: M

Citation Issued: N School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

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: OTHER

School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE

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

AT INTERSECTION WITH [Route] 118

6/22/2018 Fri 08:38 AM Persons Killed: 0 Persons Injured: 0

Extent of Injuries:

Case: 2018-37343983

Accident Class: PROPERTY DAMAGE

Police Agency: YORKTOWN TOWN PD

Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: TRAFFIC SIGNAL Weather: CLOUDY

Manner of Collision: REAR END Road Surface Condition: DRY

Road Char,: STRAIGHT/ GRADE

Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 3605

State of Registration: NY

Num of Occupants: 1

Driver's Age: 27

Sex: M Citation Issued: N

Direction of Travel: WEST

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Aced Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:2

CAR/VAN/PICKUP

Registered Weight: 3147

State of Registration: NY

Num of Occupants: 1

Driver's Age: 55

Citation Issued: N Sex: F

Direction of Travel: WEST

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

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

AT INTERSECTION WITH [Route] 118

9/9/2018 Sun 13:45 PM Persons Killed: 0 Accident Class: PROPERTY DAMAGE Persons Injured: 0 Extent of Injuries: Police Agency: YORKTOWN TOWN PD Case: 2018-37471083

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Num of Veh: 2 Traffic Control: TRAFFIC SIGNAL

Manner of Collision: OTHER

Weather: CLOUDY

Road Surface Condition: DRY

Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT Action of Ped/Bicycle: NOT APPLICABLE

CAR/VAN/PICKUP

Registered Weight: 3513

State of Registration: NY

Veh:2 Num of Occupants: 2

Driver's Age: 84

Sex: F Citation Issued: N

Direction of Travel: SOUTH-EAST

Public Property Damage: OTHER

School Bus Involved: OTHER

Pre-Accd Action: MAKING LEFT TURN

Loca of Ped/Bicycle: NOT APPLICABLE

Apparent Factors: TURNING IMPROPER, 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

School Bus Involved: OTHER

Pre-Accd Action: STOPPED IN TRAFFIC

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: UNDERHILL AVE AT INTERSECTION WITH [Route] 118

Persons Killed: 0

Extent of Injuries:

Case: 2018-37518828

10/7/2018 Sun 04:30 AM

Persons Injured: 0 Accident Class: PROPERTY DAMAGE

Police Agency: YORKTOWN TOWN PD

Num of Veh: 1 Traffic Control: TRAFFIC SIGNAL

Type Of Accident: COLL, W/LIGHT SUPPORT/UTILITY POLE Manner of Collision: OTHER

Road Char.: STRAIGHT/ GRADE

Weather: RAIN

School Bus Involved: OTHER

Road Surface Condition: WET Loc, of Ped/Bicycle: NOT APPLICABLE

Light Condition: DARK-ROAD LIGHTED Action of Ped/Bicycle: NOT 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

Pre-Accd Action: GOING STRAIGHT AHEAD

Apparent Factors: UNSAFE SPEED, PAVEMENT SLIPPERY

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: SAW MILL RIVER RD AT INTERSECTION WITH UNDERHILL AVE 10/30/2018 Tue 06:24 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2018-37558731 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLEAR Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAWN Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Veh:2 CAR/VAN/PICKUP Registered Weight: 3929 State of Registration: NY Num of Occupants: 1 Driver's Age: 38 Citation Issued: N Sex: M Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: MAKING LEFT TURN Apparent Factors: FAILURE TO YIELD RIGHT OF WAY, NOT APPLICABLE 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 STRAIGHT AHEAD Apparent Factors: NOT APPLICABLE, NOT APPLICABLE County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: UNDERHILL AVE AT INTERSECTION WITH SAW MILL RIVER RD 12/14/2018 Fri 16:06 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: B Case: 2018-37645644 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: LEFT TURN (AGAINST OTHER CAR) Weather: CLOUDY Road Surface Condition: WET Road Char:: STRAIGHT/ GRADE Light Condition: DUSK Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Veh:1 CAR/VAN/PICKUP Registered Weight: 3360 State of Registration: NY Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N Direction of Travel: SOUTH-WEST Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: NOT APPLICABLE, NOT APPLICABLE Veh:2 CAR/VAN/PICKUP Registered Weight: 4322 State of Registration: NY Num of Occupants: 2 Driver's Age: 63 Sex: F Citation Issued: N Direction of Travel: NORTH-EAST Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: MAKING LEFT TURN Apparent Factors: NOT APPLICABLE, FAILURE TO YIELD RIGHT OF WAY County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: [Route] 118 AT INTERSECTION WITH UNDERHILL AVE 3/3/2019 Sun 08:30 AM Extent of Injuries: Persons Killed: 0 Persons Injured: 0 Case: 2019-37793596 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: RIGHT ANGLE Weather: CLEAR Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT Loc, of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Veh:2 CAR/VAN/PICKUP Registered Weight: State of Registration: NY Num of Occupants: 1 Driver's Age: 52 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 ENTERED, NOT ENTERED Veh:1 CAR/VAN/PICKUP Registered Weight: 3015 State of Registration: NY Num of Occupants: 1 Driver's Age: 67 Sex: F Citation Issued: N Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: TRAFFIC CONTROL DEVICES DISREGARDED, NOT ENTERED

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: SAW MILL RIVER RD AT INTERSECTION WITH UNDERHILL AVE 6/3/2019 Mon 16:45 PM Extent of Injuries: C Case: 2019-37912565 Persons Killed: 0 Persons Injured: 1 Police Agency: YORKTOWN TOWN PD Accident Class: INJURY Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: REAR END Weather: CLEAR Road Surface Condition: DRY Road Char:: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/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 STRAIGHT AHEAD Apparent Factors: FOLLOWING TOO 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 TRAFFIC Apparent Factors: NOT APPLICABLE, NOT APPLICABLE County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: [Route] 118 AT INTERSECTION WITH UNDERHILL AVE 7/24/2019 Wed 12:45 PM Persons Killed: 0 Case: 2019-37993043 Persons Injured: 0 Extent of Injuries: Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: OVERTAKING Weather: CLEAR Road Surface Condition: DRY Road Char:: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Veh:2 CAR/VAN/PICKUP Registered Weight: 3758 State of Registration: NY Num of Occupants: 1 Driver's Age: 70 Citation Issued: N Sex: F Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: STARTING IN TRAFFIC Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY Veh:1 CAR/VAN/PICKUP Registered Weight: State of Registration: NJ Num of Occupants: 1 Driver's Age: 51 Citation Issued: N Sex: F Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: STOPPED IN TRAFFIC Apparent Factors: NOT APPLICABLE, NOT APPLICABLE County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: [Route] 118 AT INTERSECTION WITH UNDERHILL AVE 9/22/2019 Sun 16:30 PM Persons Killed: 0 Extent of Injuries: Case: 2019-38088324 Persons Injured: 0 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: OTHER Weather: CLEAR Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Veh:2 CAR/VAN/PICKUP Registered Weight: 2697 State of Registration: NY Num of Occupants: 1 Driver's Age: 28 Citation Issued: N Direction of Travel: WEST Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: STOPPED IN TRAFFIC Apparent Factors: NOT APPLICABLE, 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: OTHER School Bus Involved: OTHER Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011039 Street: SAW MILL RIVER RD AT INTERSECTION WITH ALLAN AVE 9/26/2019 Thu 17:55 PM Persons Killed: 0 Persons Injured: 1 Extent of Injuries: C Case: 2019-38092114 Accident Class: PROPERTY DAMAGE AND INJURY Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: OTHER Weather: CLEAR Road Surface Condition: WET Road Char: STRAIGHT AND LEVEL Light Condition: DAYLIGHT Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Veh:1 CAR/VAN/PICKUP Registered Weight: 3475 State of Registration: NY Num of Occupants: 1 Driver's Age: 23 Citation Issued: N Direction of Travel: SOUTH Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: GOING STRAIGHT AHEAD Apparent Factors: NOT APPLICABLE, PASSING OR LANE USAGE IMPROPERLY 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-WEST Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: MAKING LEFT TURN Apparent Factors: NOT APPLICABLE, NOT APPLICABLE County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: UNDERHILL AVE AT INTERSECTION WITH [Route] 118 9/27/2019 Fri 07:35 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38098075 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: REAR END Weather: CLEAR Road Surface Condition: DRY Road Char,: STRAIGHT AT HILLCREST Light Condition: DAYLIGHT Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE Veh ·2 CAR/VAN/PICKUP Registered Weight: 3368 State of Registration: NY Num of Occupants: 1 Driver's Age: 57 Sex: F Citation Issued: N Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER Pre-Accd Action: SLOWED OR STOPPING Apparent Factors: FOLLOWING TOO 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 TRAFFIC Apparent Factors: NOT APPLICABLE, NOT APPLICABLE County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: UNDERHILL AVE AT INTERSECTION WITH [Route] 118 10/18/2019 Fri 15:32 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2019-38130226 Accident Class: PROPERTY DAMAGE Police Agency: YORKTOWN TOWN PD Num of Veh: 2 Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Manner of Collision: HEAD ON Weather: CLEAR Road Surface Condition: DRY Road Char.: STRAIGHT/ GRADE Light Condition: DAYLIGHT Action of Ped/Bicycle: NOT APPLICABLE Loc. of Ped/Bicycle: NOT APPLICABLE CAR/VAN/PICKUP Veh:1 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 STRAIGHT AHEAD Apparent Factors: NOT APPLICABLE, NOT APPLICABLE Veh:2 TRUCK Registered Weight: 54000 State of Registration: NY Num of Occupants: 1 Driver's Age: 53 Sex: M Citation Issued: N Direction of Travel: WEST

Public Property Damage: OTHER

Pre-Accd Action: MAKING LEFT TURN

School Bus Involved: OTHER

Apparent Factors: NOT APPLICABLE, TURNING IMPROPER

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

AT INTERSECTION WITH SAW MILL RIVER RD

11/14/2019 Thu 08:23 AM Persons Killed: 0

Persons Injured: 0 Extent of Injuries: Accident Class: PROPERTY DAMAGE

Police Agency: YORKTOWN TOWN PD

Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: TRAFFIC SIGNAL Weather: CLEAR

Manner of Collision: REAR END

Road Surface Condition: DRY Road Chara: STRAIGHT/ GRADE Light Condition: DAYLIGHT

Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh:2 CAR/VAN/PICKUP

Registered Weight: 3589

State of Registration: NY 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 STOPPING

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

Veh:1 CAR/VAN/PICKUP Registered Weight: 4237

State of Registration: NY

Num of Occupants: 1

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 STOPPING

Apparent Factors: FOLLOWING TOO CLOSELY, NOT APPLICABLE

County: Westchester Muni: Yorktown(T) Ref. Marker: 118 87011037 Street: SAW MILL RIVER RD

AT INTERSECTION WITH UNDERHILL AVE

11/30/2019 Sat 23:02 PM

Persons Killed: 0

Persons Injured: 0

Extent of Injuries:

Case: 2019-38201765

Case: 2019-38171817

Num of Veh: 2

Accident Class: NON-REPORTABLE

Police Agency: YORKTOWN TOWN PD

Num of Veh: 2

Type Of Accident: COLLISION WITH MOTOR VEHICLE

Traffic Control: TRAFFIC SIGNAL

Manner of Collision: REAR END Road Surface Condition: DRY Road Char .: STRAIGHT AND LEVEL

Weather: CLEAR Light Condition: DARK-ROAD LIGHTED

Loc. of Ped/Bicycle: NOT APPLICABLE

Action of Ped/Bicycle: NOT APPLICABLE

Veh:1

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 TRAFFIC

Apparent Factors: NOT APPLICABLE, 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

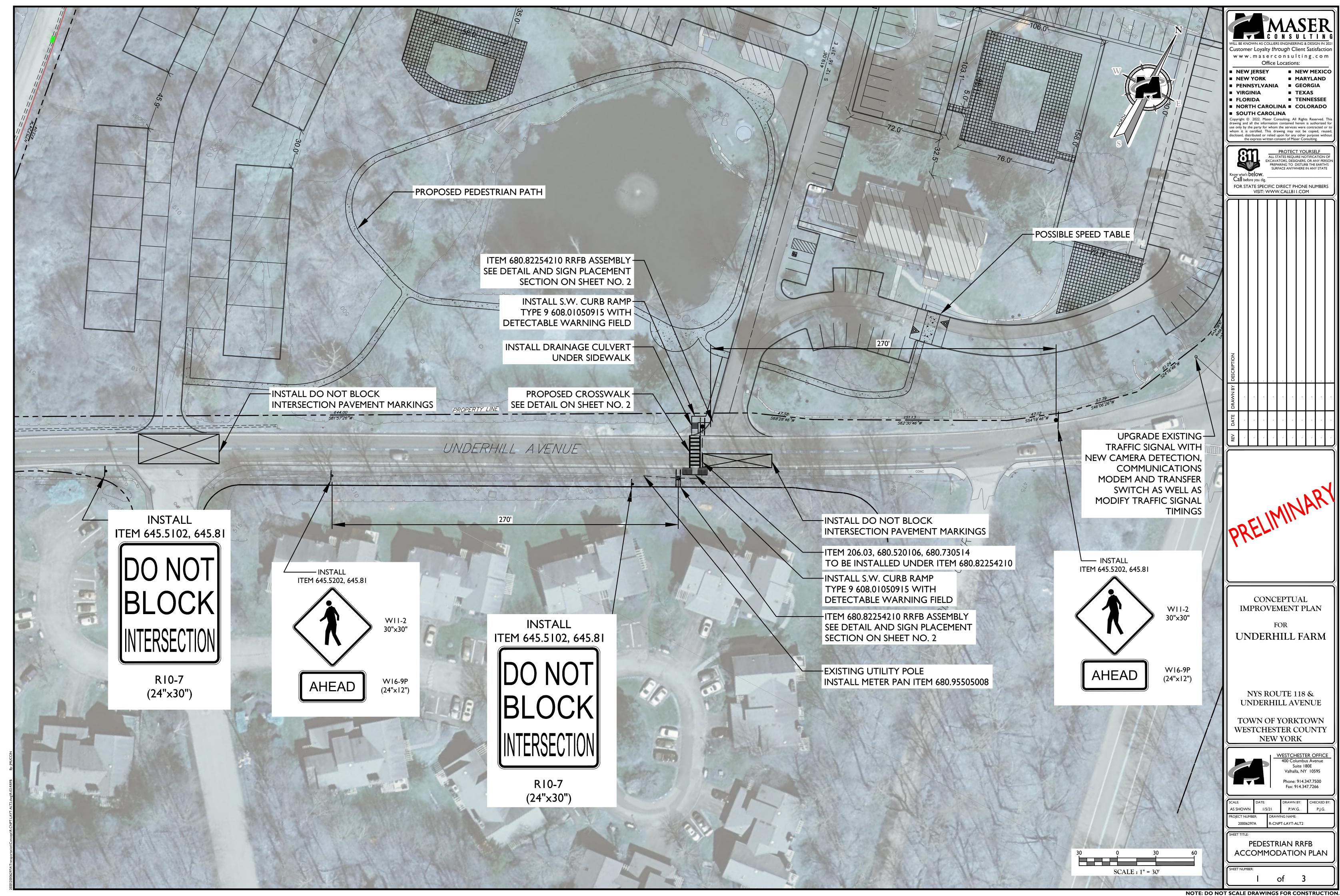
Pre-Accd Action: GOING STRAIGHT AHEAD

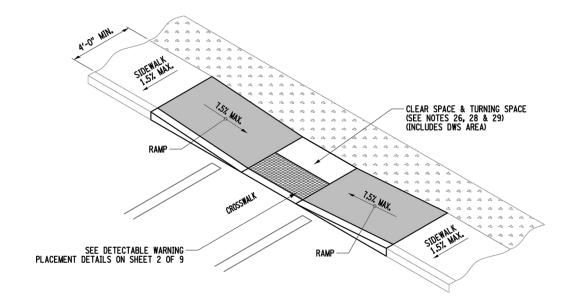
Apparent Factors: NOT APPLICABLE, FOLLOWING TOO CLOSELY



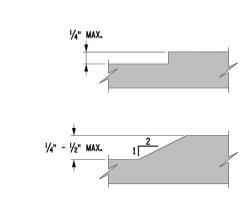
Traffic Impact Study

Appendix F | Proposed Traffic and Pedestrian Improvement Plans

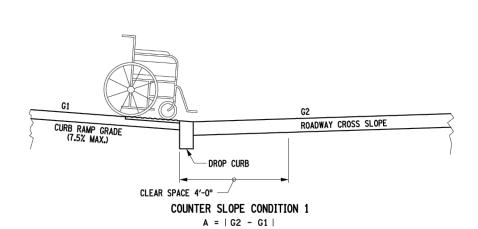




CURB RAMP CONFIGURATION: TYPE 9 MID BLOCK CROSSING OR T - INTERSECTION NOT TO SCALE



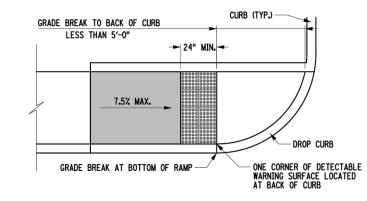
VERTICAL SURFACE DISCONTINUITIES NOT TO SCALE



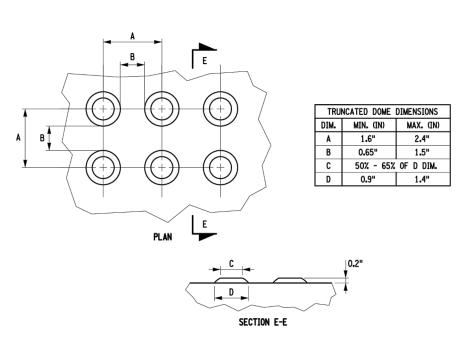
ALGEBRAIC DIFFERENCE BETWEEN ROADWAY CROSS SLOPE AND CURB RAMP GRADE IS LESS THAN 12.5%.

24" MIN. TRANSITION STRIP (MAX. GRADE 4.5%) CLEAR SPACE 4'-0" COUNTER SLOPE CONDITION 2 A = | G2 - G1 |

COUNTER SLOPE CONDITIONS NOT TO SCALE



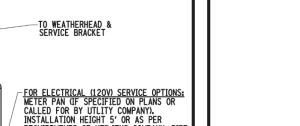
DETECTABLE WARNING FIELD PLACEMENT OPTION 2 NOT TO SCALE



DETECTABLE WARNING DOME DETAIL

NOT TO SCALE





X=4 FOR A FORWARD AND REARWARD FACING (BACK-TO-BACK) ASSEMBLY CONSISTING OF 4 AMBER LED BEACON SIGNAL INDICATIONS (TWO FORWARD FACING AND TWO REARWARD FACING) WITH 2-W11-2 OR S1-1 OR W11-15 CROSSING SIGNS AND 2-W16-7P SUPPLEMENTAL SIGNS (ONE SET OF EACH FACING FORWARD AND REARWARD),

Y IS METHOD OF PROVIDING ELECTRICAL SERVICE WHERE:

1. NOTIFY DIG SAFELY - NEW YORK AT (800) 962-7962 PRIOR TO ANY EXCAVATION.

WIDTH OF SOLAR PANEL AND LED SIGNAL INDICATION ASSEMBLY SHALL NOT EXCEED THE WIDTH OF SIGN PANEL.

WHEN MULTIPLE UNITS ARE USED AT A LOCATION CONTRACTOR SHALL USE DIFFERENT RADIO FREQUENCIES TO AVOID COMMUNICATION ISSUES.

SEE CONTRACT DOCUMENTS FOR THE TYPES(S) AND LOCATION(S) OF PROPOSED RRFB ASSEMBLIES. IN THE ITEM NUMBER:

X INDICATES IF IT IS A FORWARD FACING ASSEMBLY ONLY OR FORWARD AND REARWARD FACING (BACK-TO-BACK) ASSEMBLY WHERE:

X=2 A FORWARD FACING ASSEMBLY CONSISTING OF 2 AMBER LED BEACON INDICATIONS WITH 1-W11-2 OR S1-1 OR W11-15 CROSSING SIGN AND 1-W16-7P SUPPLEMENTAL SIGN.

Y=1 FOR OVERHEAD ELECTRICAL SERVICE Y=2 FOR UNDERGROUND ELECTRICAL SERVICE.

SEE DETAILS ON SHEET FOR ADDITIONAL REQUIREMENTS.

5. CROSSING SIGNS AND SUPPLEMENTAL PLAQUES SHALL UTILIZE FLUORESCENT YELLOW-GREEN TYPE IX SHEETING, SIGN AND PLAQUE SIZES SHALL CONFORM TO HE MUTCD. ALL SIGNS AND PLAQUES SHALL CONFORM TO THE MATERIAL REQUIREMENTS IN SECTION 645 OF THE STANDARD SPECIFICATIONS. WHEN USED IN PAIRS/SET (SUCH AS ON BOTH TERMINUS POINT OF A CROSSWALK) ACTIVATION OF ONE SHALL ACTIVATE THE OTHER(S) IN THE SET/SYSTEM.

POLE PENETRATING MOUNTING DEVICES (RELATING TO LIGHTS, SIGNS, CABINETS, CONDUITS, CLAMPS, BUTTONS, ETC.) SHALL NOT SIGNIFICANTLY DEGRADE THE INTEGRITY OF THE SIGNAL POLE.

8. THE POLE-MOUNTED RADIO NETWORK CONTROLLER CABINET SHALL NOT INTRUDE INTO THE SIDEWALK AREA OR OBSTRUCT THE PEDESTRIAN PUSHBUTTON. THE CABINET SHALL BE MOUNTED ON THE SIDE OF THE POLE AWAY FROM APPROACHING TRAFFIC AT A HEIGHT BETWEEN 3.5-4.5 FROM THE BOTTOM OF THE CABINET TO THE FINISHED GROUND SURFACE. IN UNPAYED AREAS A CONCRETE WORK PAD SHALL BE CONSTRUCTED IN FRONT OF THE CABINET DOOR (AOBE) NOT TO EXCEED 5'X5'X4" DEEP AND SHALL ABUT AND BE FLUSH WITH THE POLE FOUNDATION. THE CABINET SHALL BE OF SUFFICIENT SIZE TO HOUSE ALL REQUIRED EQUIPMENT.

9. ELECTRICAL SERVICE MAY ALSO BE PROVIDED UNDERGROUND AND ENTER THROUGH THE BASE AS SPECIFIED ON THE PLANS, WHERE ELECTRICAL SERVICE IS PROVIDED OVERHEAD, THE POLE HEIGHT SHALL BE AS NECESSARY TO ACHIEVE MINIMUM SERVICE CABLE CLEARANCES AND/OR AVOID CONFLICTS. SEE DETAILS ON SHEET 1 & 2 FOR ADDITIONAL REQUIRMENTS.

SEE NOTES 3.6 & 3.7 ON STANDARD SHEET 680-04 FOR ADDITIONAL GROUNDING REQUIREMENTS.

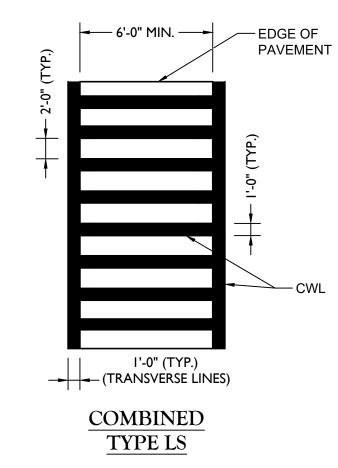
11. THIS ASSEMBLY SHALL INCLUDE A GALVINIZED STEEL POLE WITH AN APPROVED BREAKAWAY TRANSFORMER BASE AND CONCRETE FOUNDATION MEETING ALL THE MATERIAL REQUIREMENTS OF STANDARD SPECIFICATION SECTION 680-2 AND BE SUITABLE TO HANDLE THE STATIC & DYNAMIC LOADING OF THE ASSEMBLY AS PER MANUFACTURER REQUIREMENTS. FOR FOUNDATION REINFORCEMENT, SEE STANDARD SHEET FOR TRAFFIC SIGNAL POLE FOUNDATIONS, CODE J-2.

ALL DIMENSIONS ARE IN ft UNLESS OTHERWISE NOTED NEW YORK STATE OF OPPORTUNITY.

Department of Transportation ITEM 680.8225XY10- RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY

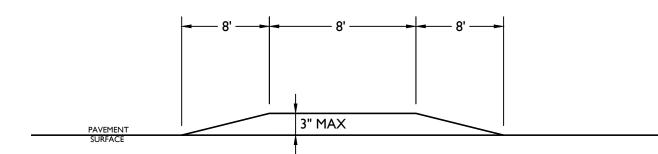
SIDEWALK AND CURB RAMP DETAIL NOTES:

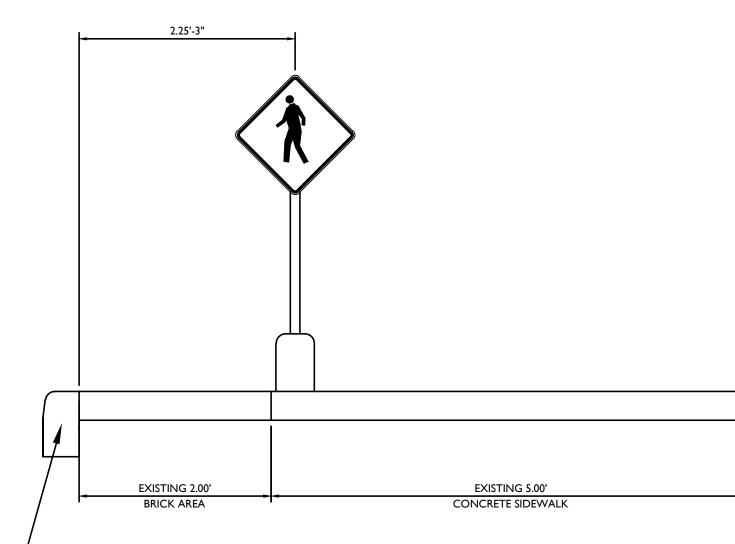
- I. WHERE A CHANGE IN DIRECTION IS REQUIRED TO UTILIZE A CURB RAMP, A TURNING SPACE SHALL BE PROVIDED AT THE BASE OR THE TOP OF CURB RAMP AS APPLICABLE. TURNING SPACES SHALL BE PERMITTED TO OVERLAP CLEAR SPACES.
- 2. TURNING SPACES SHALL NOT BE DESIGNED WITH CROSS SLOPE GREATER THAN 1.5% IN ANY DIRECTION, 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)





NOT TO SCALE

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NOTE: DO NOT SCALE DRAWINGS FOR CONSTRUCTION.

as shown

20006297A

1/5/21

TOWN OF YORKTOWN

WESTCHESTER COUNTY

NEW YORK

Suite 180E

Valhalla, NY 10595

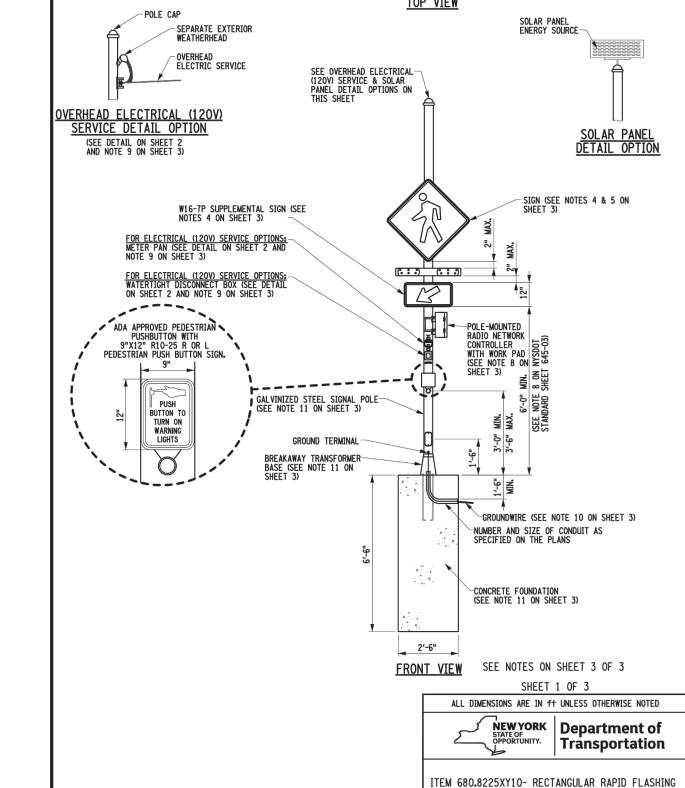
Phone: 914.347.7500

Fax: 914.347.7266

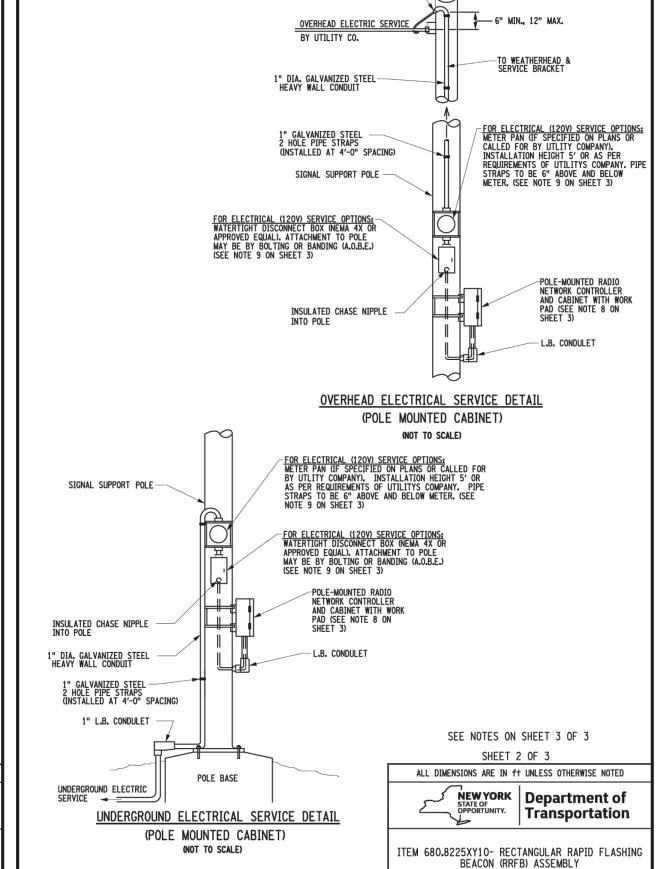
P.W.G.

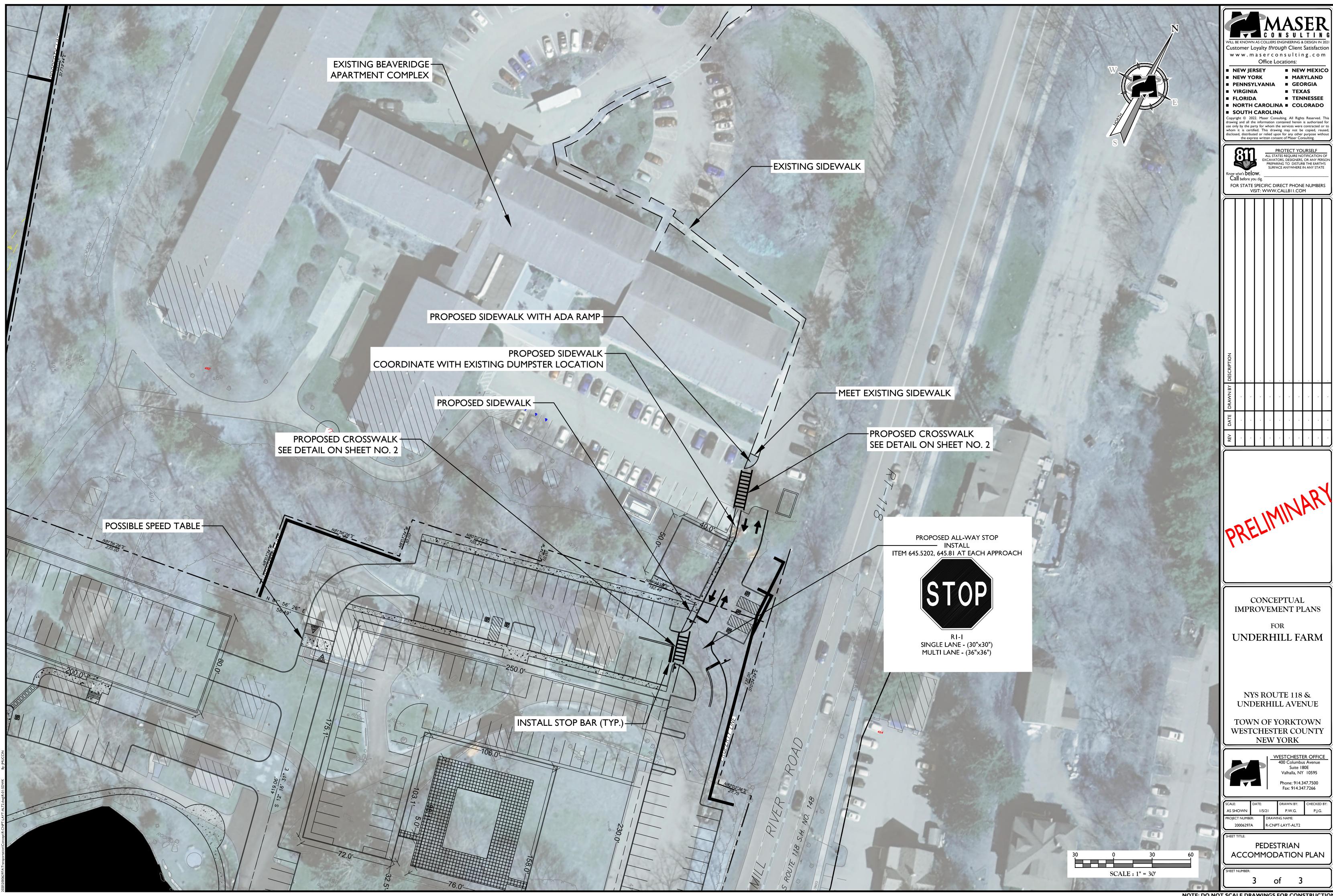
DETAILS

of



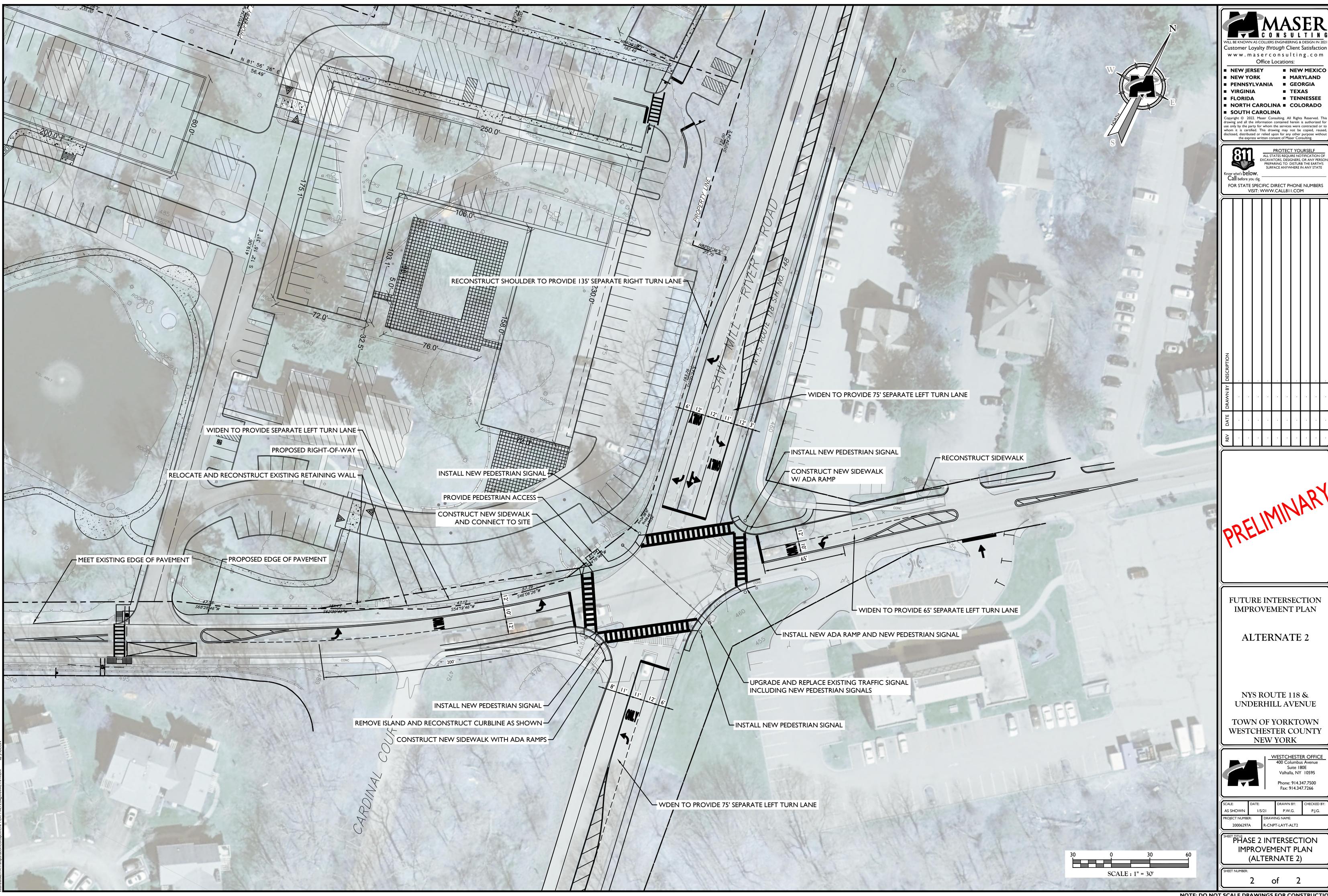
BEACON (RRFB) ASSEMBLY





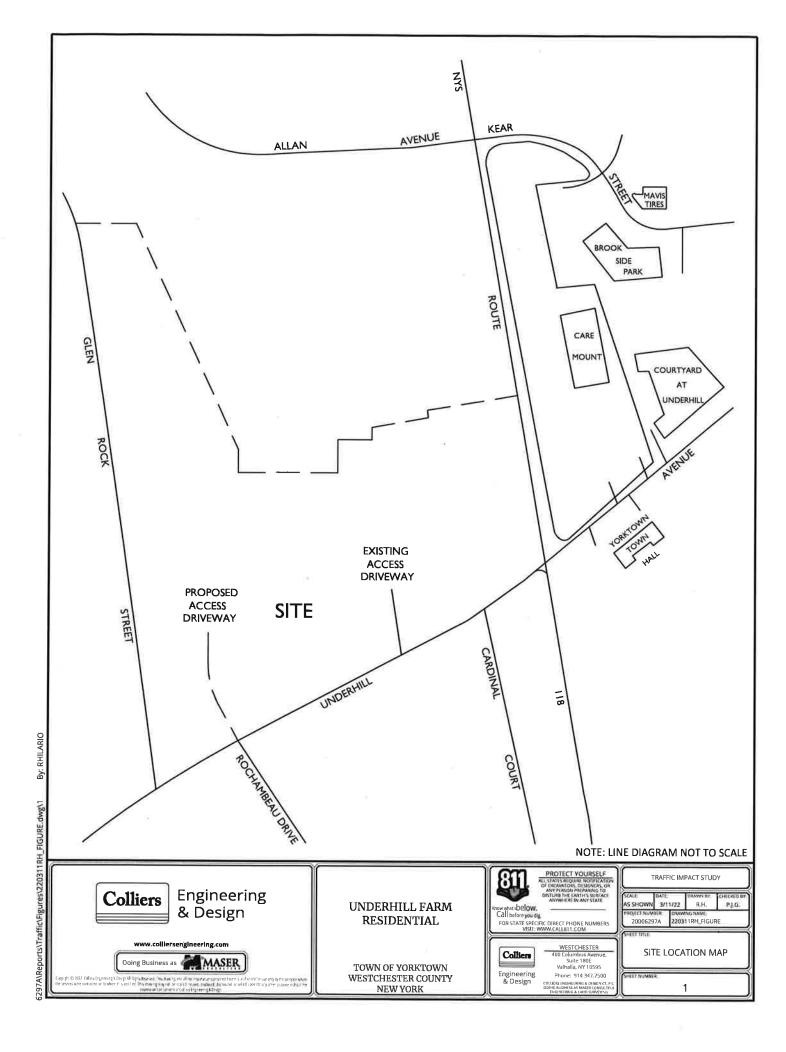


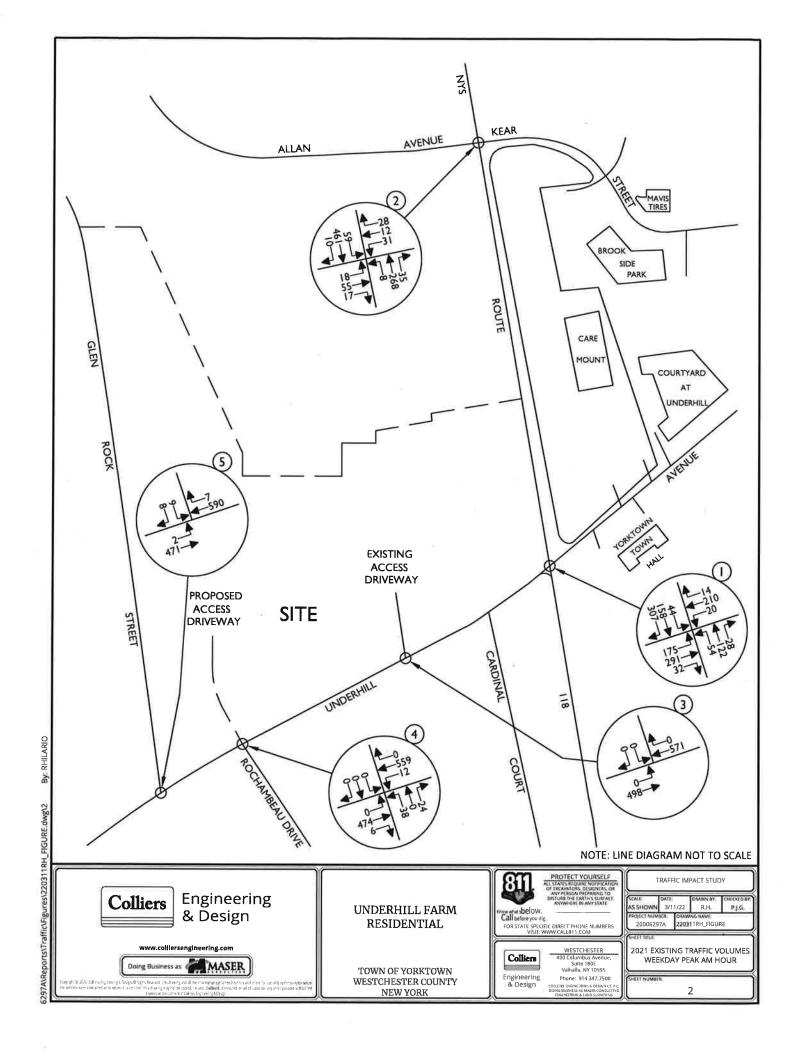


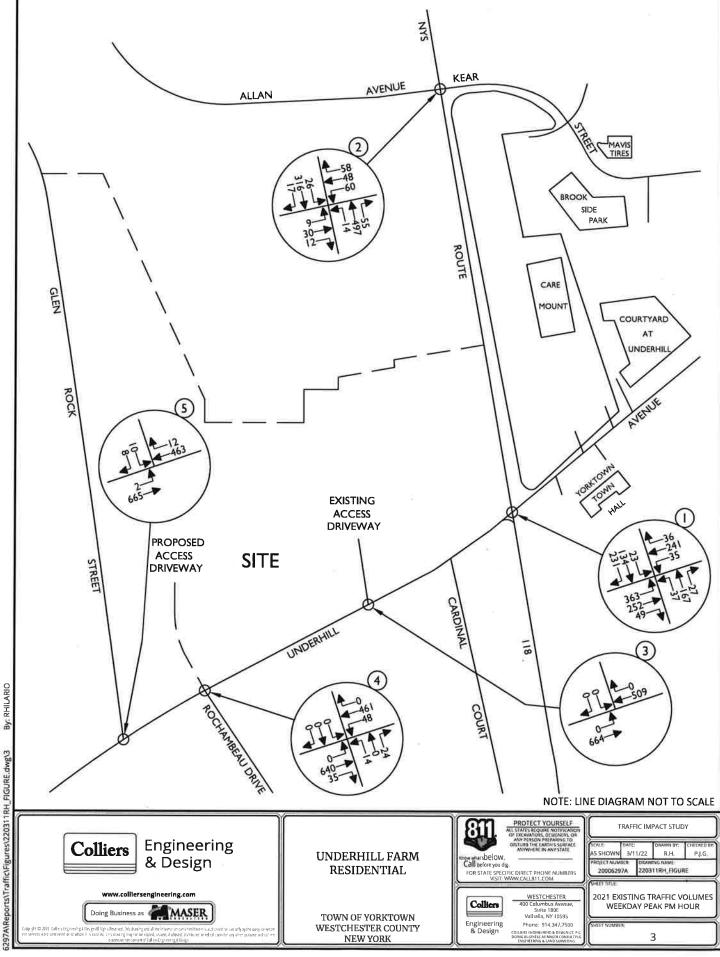


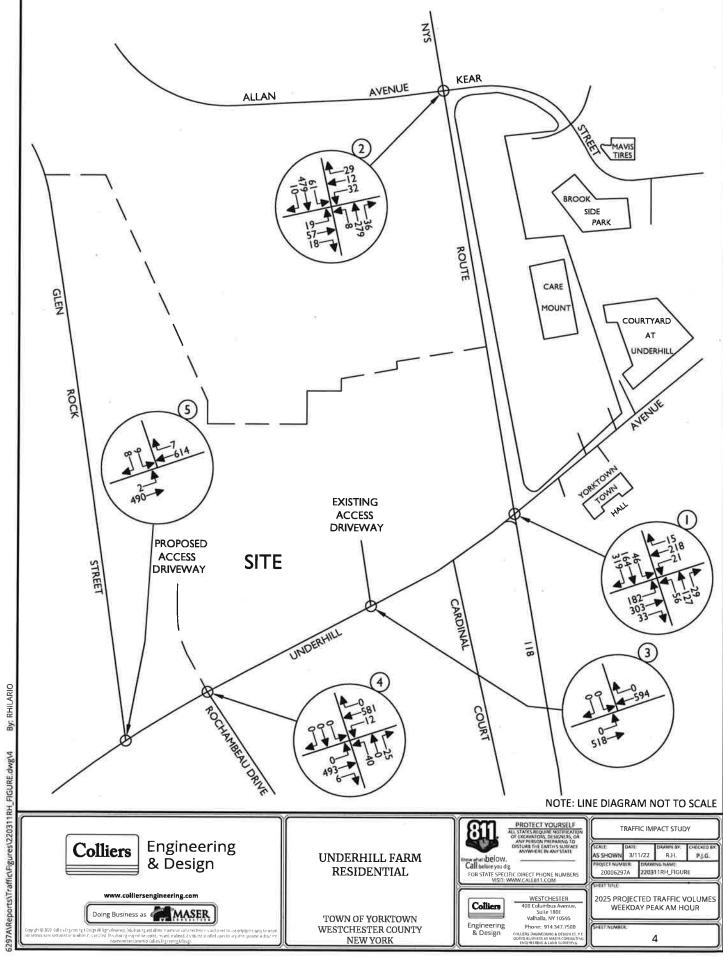


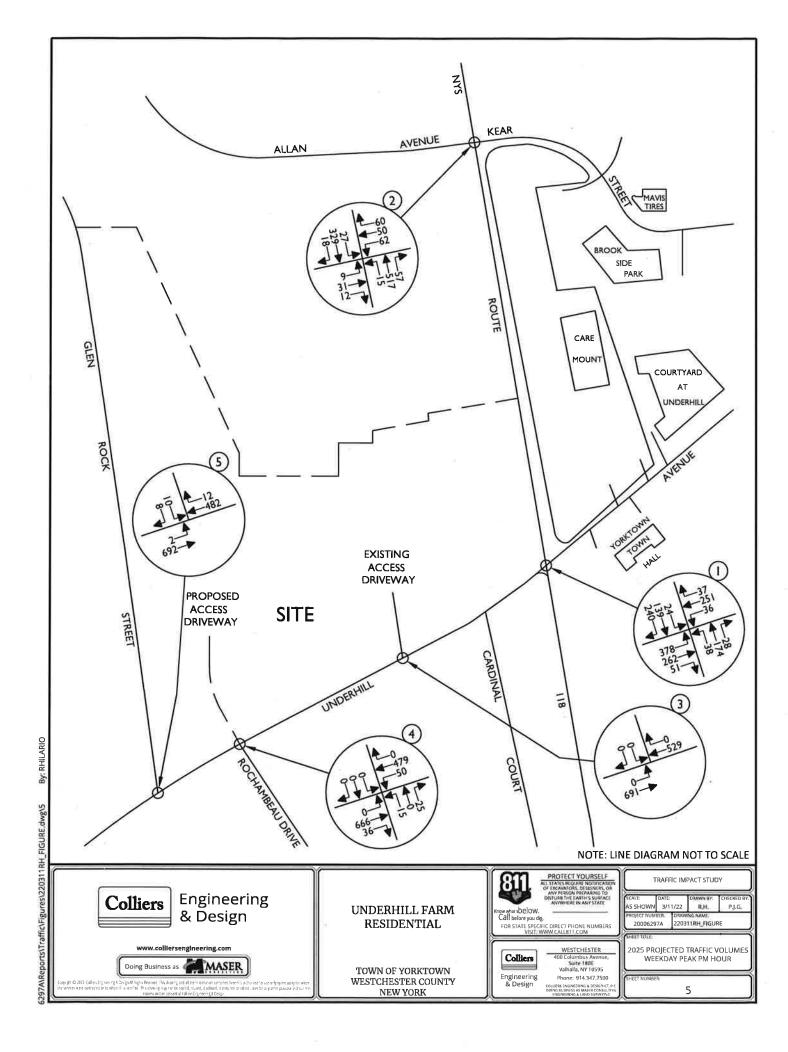
With Potential Other Development Traffic

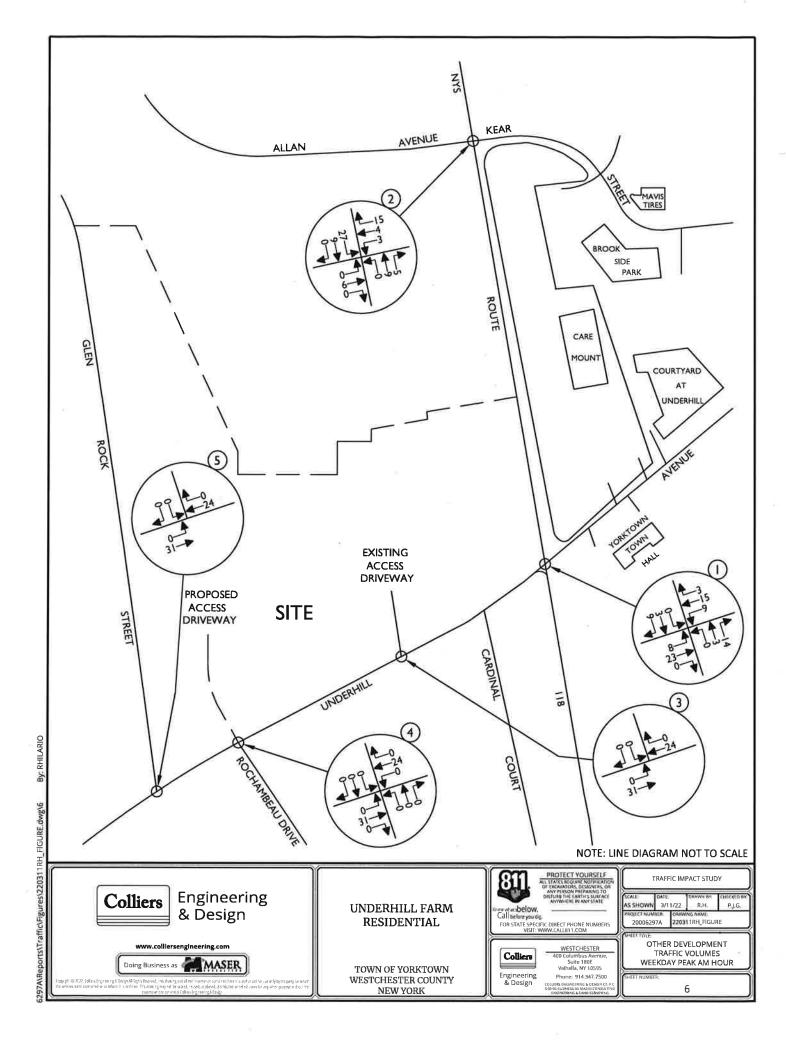


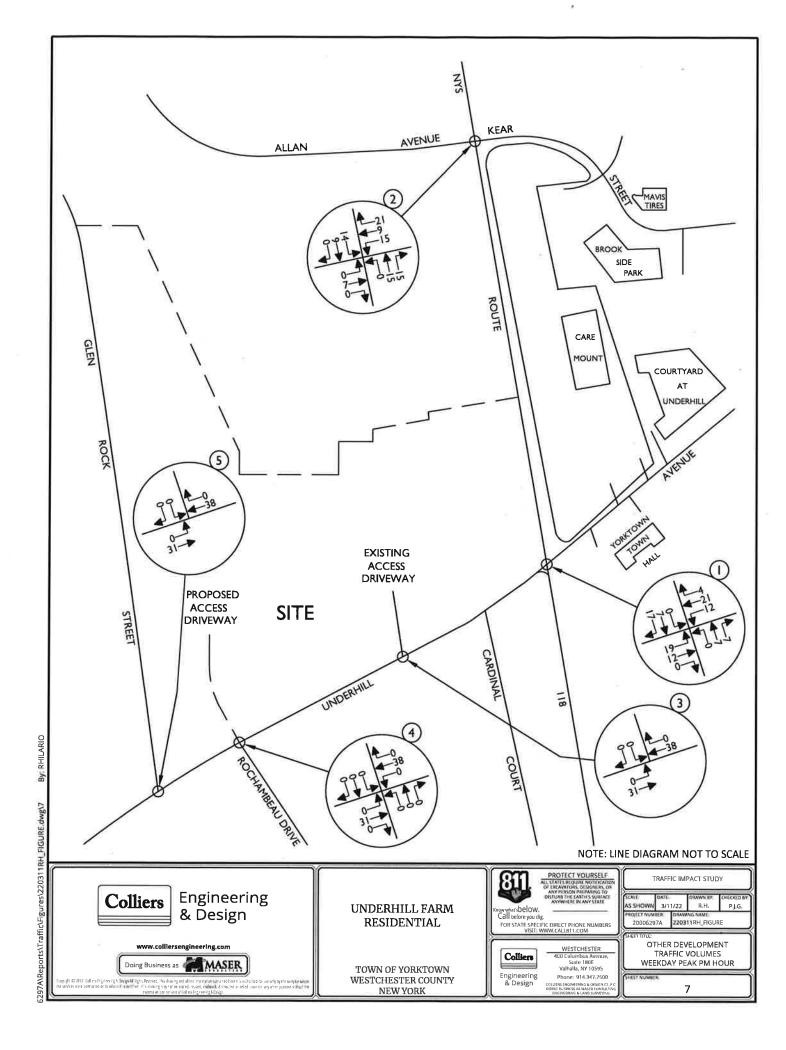


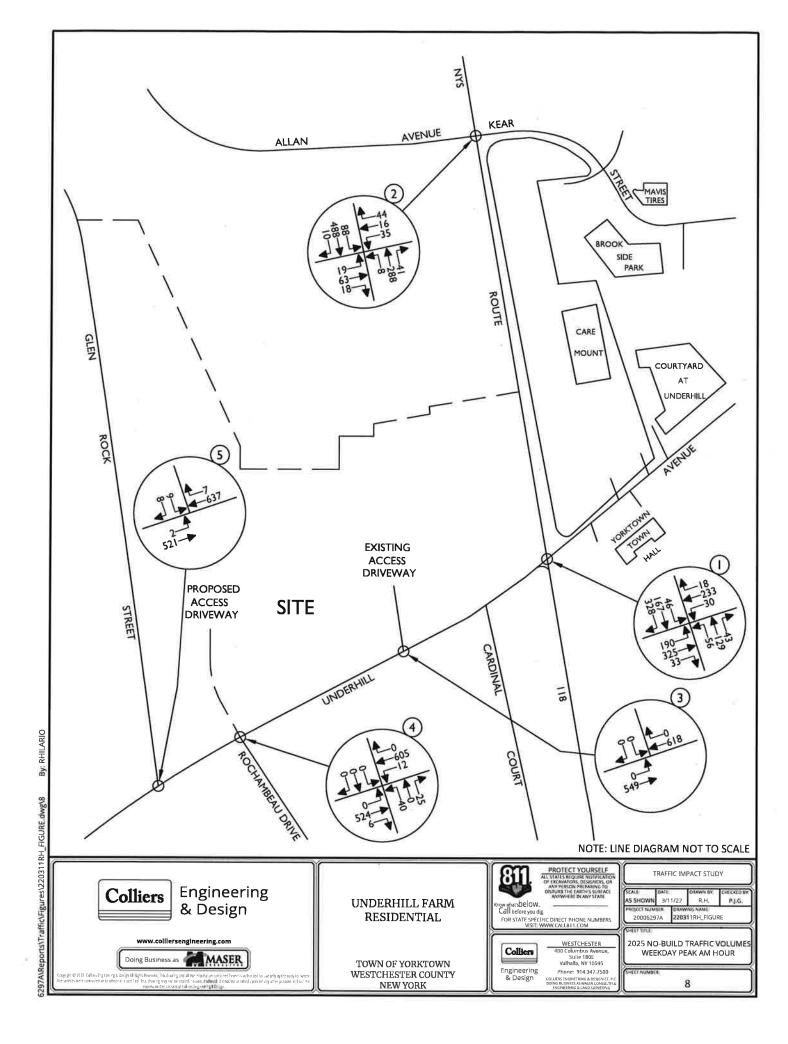


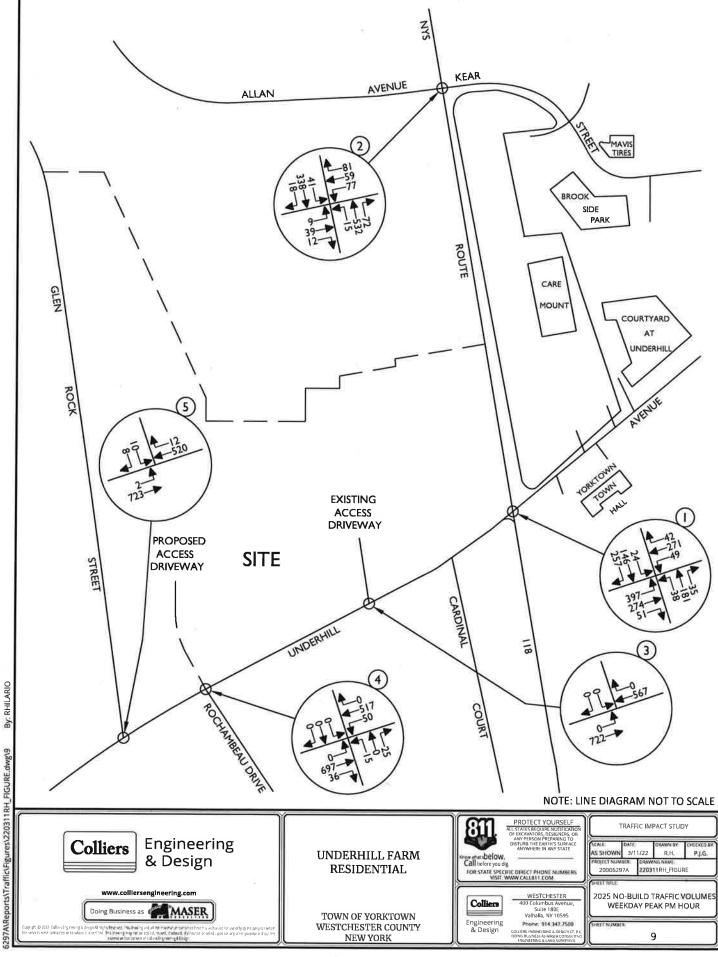


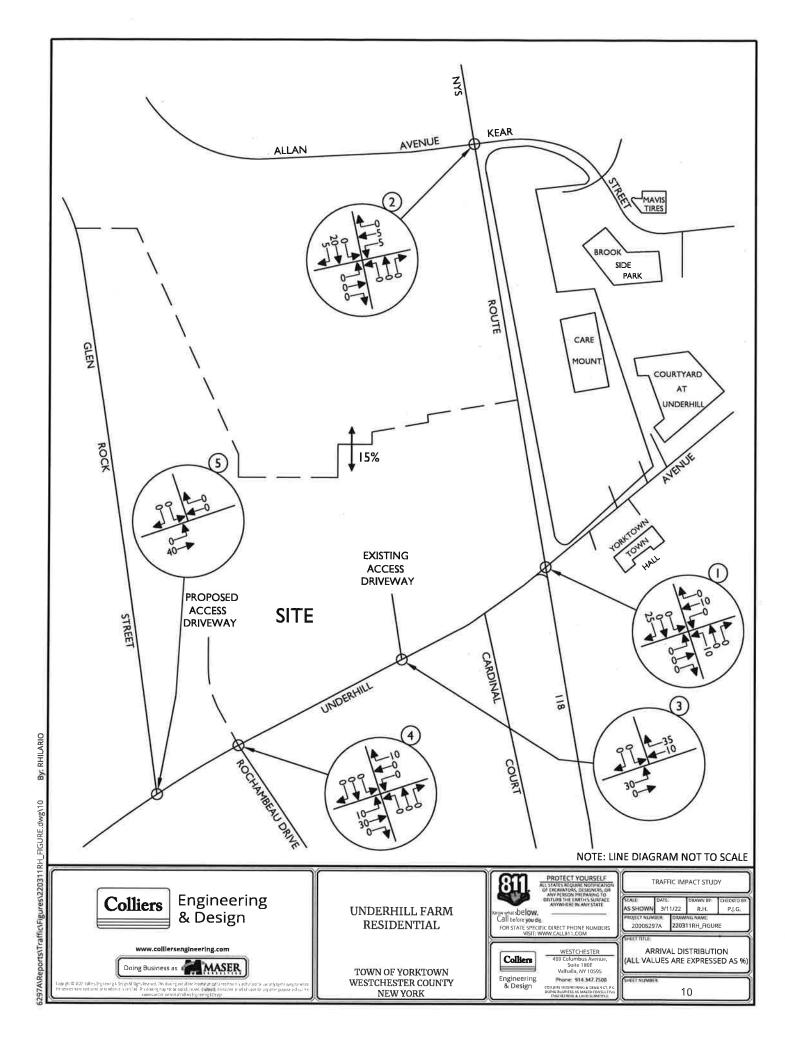


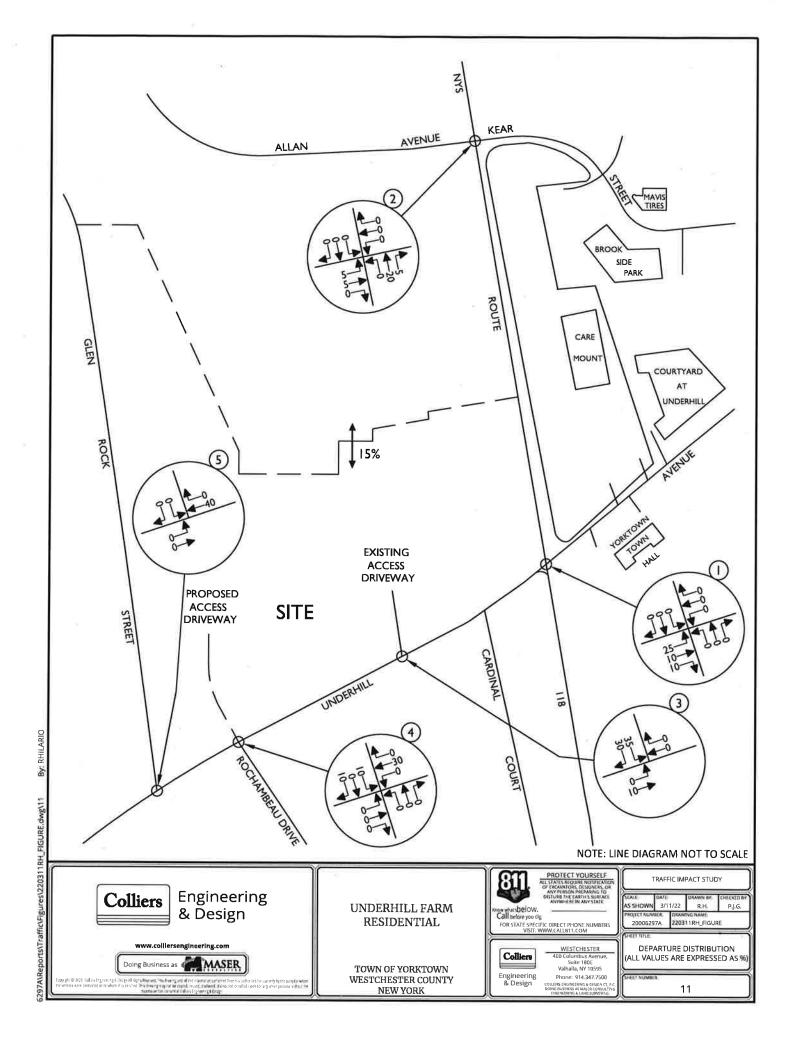


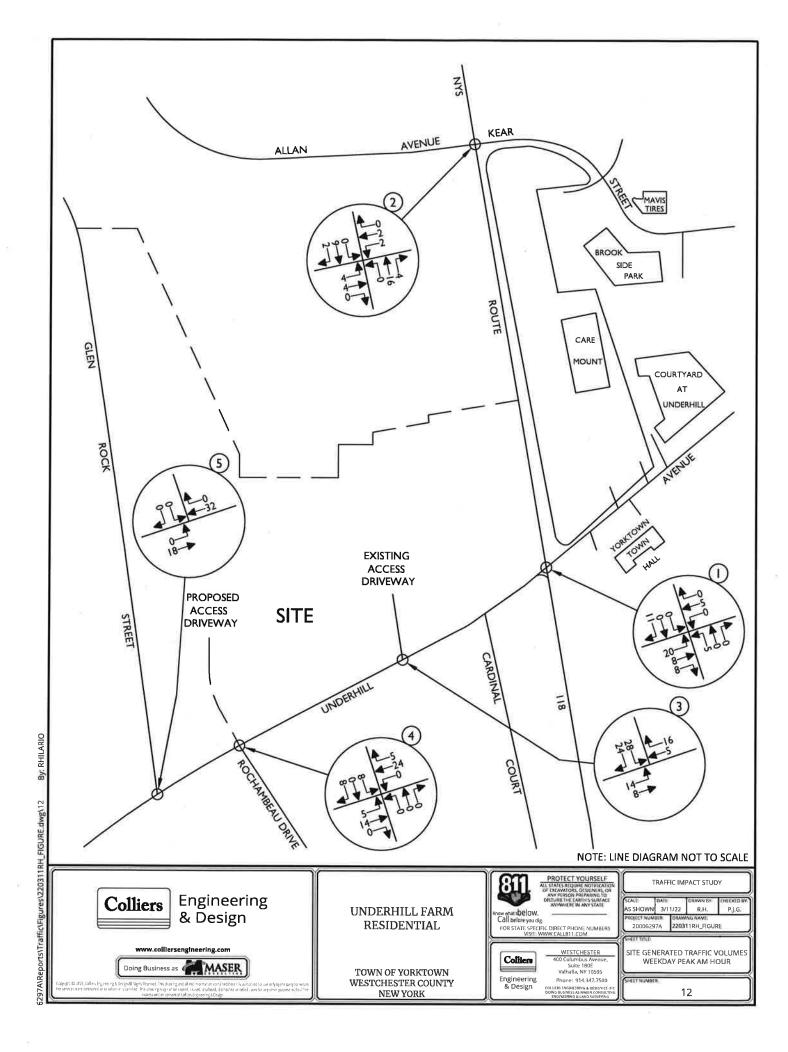


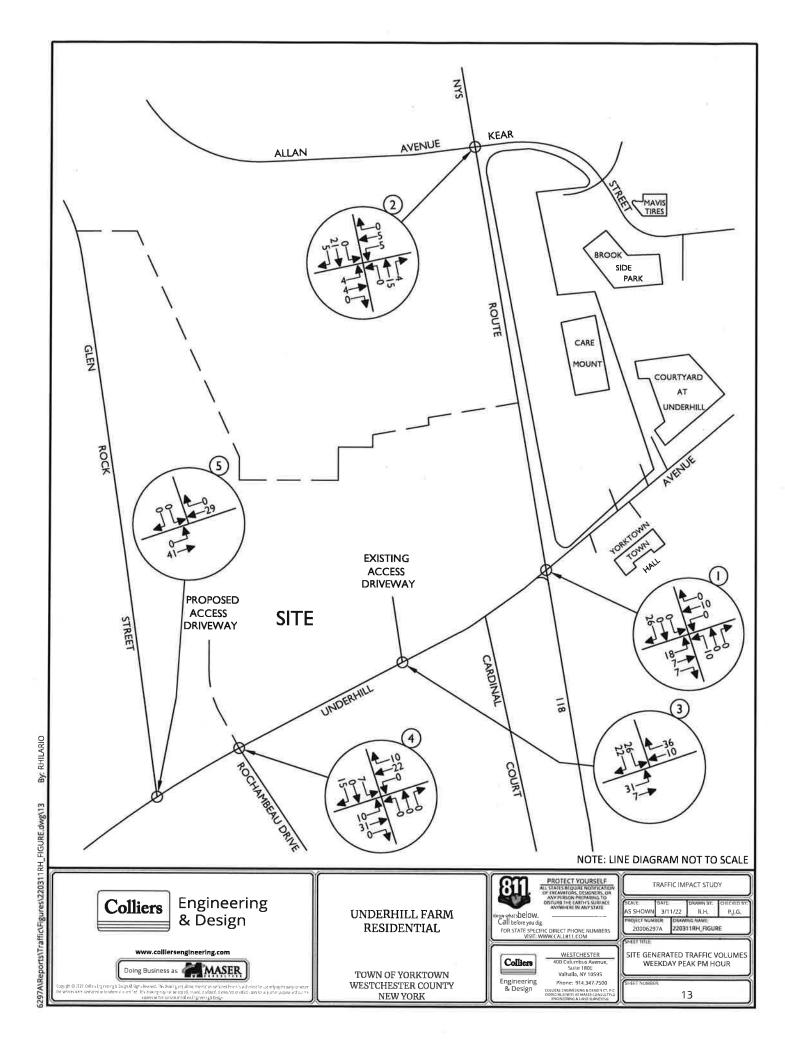


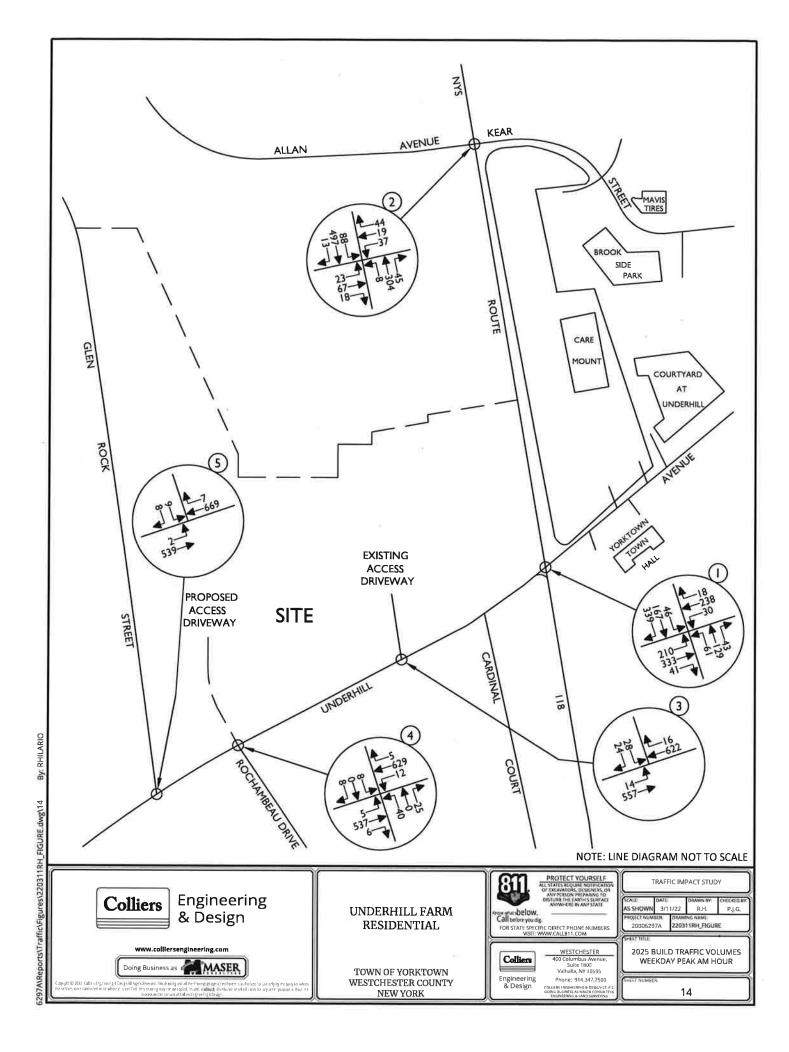












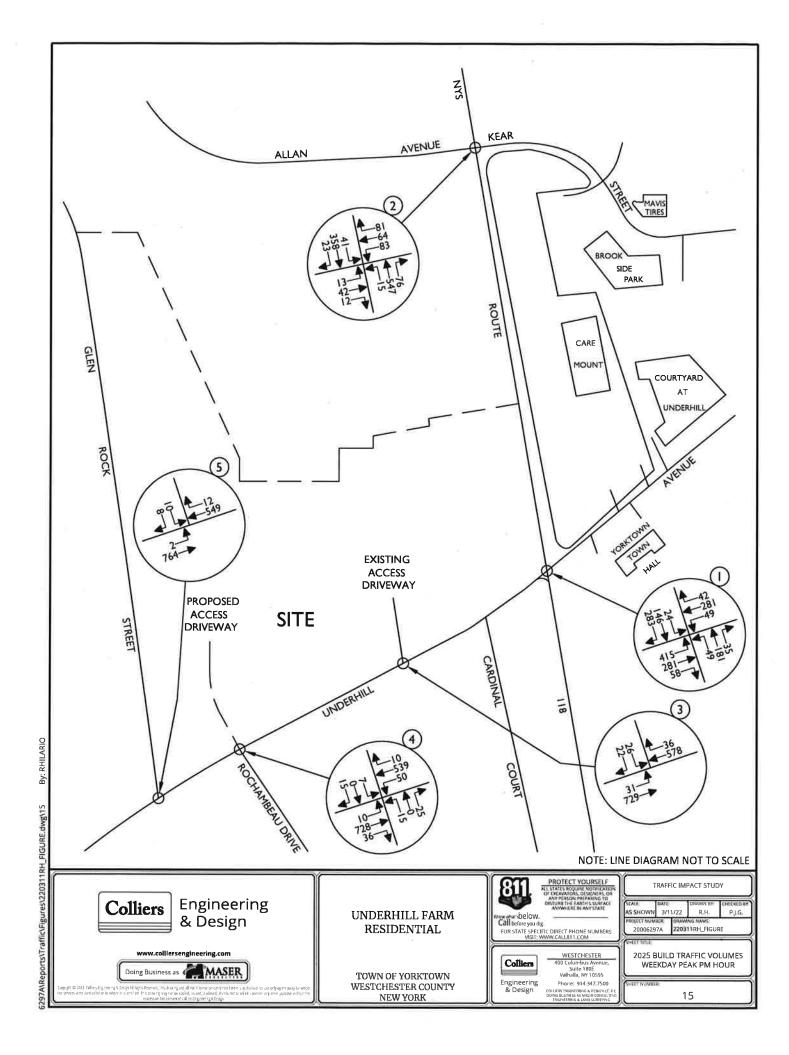


TABLE NO. 2 AM
LEVEL OF SERVICE SUMMARY TABLE

				20:	21 EXISTI	NG	202	25 NO-BL	ILD	2	025 BUIL	.D	CHANGE IN DELAY
			AM	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	NO-BUILD TO BUILD
1	UNDERHILL AVENUE & NYS ROUTE 118	SIGNA	LIZED							-			
	UNDERHILL AVENUE UNDERHILL AVENUE NYS ROUTE 118 NYS ROUTE 118	EB WB NB SB	LTR LTR LTR LTR	0.70 0.71 0.50 0.87	C C D	21.8 44.5 27.0 39.5 32.5	0.80 0.78 0.54 0.89	C D C D	27.5 50.6 28.4 43.0 36.9	0,85 0.75 0,59 0.91	C D C D	31.5 47.5 30.7 46.1 39.0	4.0 -3.1 2.3 3.1 2.1
Ц				- 53		32.3			30.5	Š		39.0	2,1
2	NYS ROUTE 118 & ALLAN AVENUE/ KEAR STREET	SIGNA	LIZED										
	ALLEN AVENUE KEAR STREET	EB WB	LTR LTR	0,38 0,28	C C	30.6 23.1	0,41 0.35	C C	31,4 24,0	0,45 0,39	C C	32,3 25.2	0,9 1.2
	NYS ROUTE 118 NYS ROUTE 118	NB SB OVER	LTR LTR	0.25 0.46	A A	4.6 6.4 9.2	0.28 0.53	A A B	4.9 7.6 10.3	0.32	A A B	5.6 9.1 11.5	0.7 1,5 1,2
3		UNSIGN							10.0			11.0	115
)	UNDERHILL AVENUE & EXISTING SITE ACCESS	EB SB	LT LR	0. 1		(E)	# (E)	- SE	98 980	0,02 0,25	A D	9.1 25.9	5. 21
4	UNDERHILL AVENUE & ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2)	UNSIGN	ALIZED										
	UNDERHILL AVENUE UNDERHILL AVENUE	EB WB	LTR LTR	0.01	A	8.7	0.01	a A	8.9	0.01 0.01	A A	8.9 8,9	- 0.0
	ROCHAMBEAU DRIVE SITE ACCESS	NB SB	LTR LTR	0.16	C	15.3	0.18	C	16.7	0.24	C	21.1 24.1	4.4 =
5	UNDERHILL AVENUE & GLEN ROCK STREET	UNSIGN EB SB	ALIZED LT LR	0.00 0.07	A C	8.9 18.7	0.00 0.08	A C	9.1 20.7	0.00 0.08	A C	9.2 22	0,1 1,3

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

PM V/C LOS DELAY V/C LOS DELAY V/C LOS DELAY V/C LOS DELAY					20	21 EXIST	ING	202	25 NO-BL	IILD	2	025 BUIL	.D	CHANGE IN DELAY
SIGNALIZED NYS ROUTE 118 SIGNALIZED NYS ROUTE 118 SIGNALIZED NYS ROUTE 118 SIGNALIZED NYS ROUTE 118 NYS ROUTE 118 NYS ROUTE 118 NYS ROUTE 118 SIGNALIZED				PM	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	NO-BUILD TO BUILD
UNDERHILLAVENUE WB LTR 0.33 C 20.5 0.66 C 28.0 0.71 F 183.3 UNDERHILLAVENUE WB LTR 0.33 C 20.5 0.66 C 28.0 0.71 C 28.9 NYS ROUTE 118 NS LTR 0.81 C 30.3 0.30 0.30 C 31.4 0.85 C 30.2 NYS ROUTE 118 NS LTR 0.81 C 30.3 0.83 C 31.4 0.85 C 30.2 NYS ROUTE 118 NS LTR 0.81 C 30.3 0.83 C 31.4 0.85 C 32.5 W// TIMING IMPROVEMENTS UNDERHILLAVENUE WB LTR 0.50 C 23.4 NYS ROUTE 118 NS LTR 0.50 C 23.4 NYS ROUTE 118 NS LTR 0.50 C 23.4 NYS ROUTE 118 NS LTR 0.66 B 11.5 UNDERHILLAVENUE WB LTR 0.66 B 11.5 NYS ROUTE 118 NS LTR 0.66 B 11.4 NYS ROUTE 118 NS LTR 0.67 D 44.4 NYS ROUTE 118 NS LTR 0.66 B 11.4 NYS ROUTE 118	T	UNDERHILL AVENUE &	SIGNA	LIZED										
UNDERHILL AVENUE WB LTR 0.53 C 20.5 0.58 C 20.5 0.58 C 20.0 0.71 C 29.9 NYS ROUTE 118 B LTR 0.83 C 20.3 0.73 C 20.0 0.71 C 29.9 NYS ROUTE 118 B LTR 0.81 C 30.3 0.33 0.83 C 31.4 0.85 C 32.5 S 0.70 S C 32.5 NYS ROUTE 118 S LTR 0.81 C 30.3 0.83 C 31.4 0.85 C 32.5 S 0.70 S C 32.5 NYS ROUTE 118 NYS	11	NYS ROUTE 118												
UNDERHILL AVENUE WB LTR 0.83 C 20.5 0.68 C 20.7 0.07 C 29.9 NYS ROUTE 118 NS LTR 0.83 C 20.7 0.07 C 29.9 NYS ROUTE 118 NS LTR 0.81 C 30.3 0.3 0.83 C 31.4 0.85 C 32.5 NYS ROUTE 118 NS LTR 0.81 C 30.3 0.83 C 31.4 0.85 C 32.5 NYS ROUTE 118 NS LTR 0.81 C 30.3 0.83 C 31.4 0.85 C 32.5 NYS ROUTE 119 NS LTR 0.5 C 20.5 E 70.5 - F 93.3 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 119 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 118 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 118 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 118 NS LTR 0.5 C 20.5 C 23.4 NYS ROUTE 118 NS LTR 0.5 C 20.5 C 20.5 C 23.4 NYS ROUTE 118 NS LTR 0.5 C 20.5 C 20.5 C 23.4 NYS ROUTE 118 NS LTR 0.5 C 20.5 C 20.	11	UNDERHILL AVENUE	EB	I TO	1.02	_	59.9	1 22	_	120.0	1 3/	_	1022	52.5
NYS ROUTE 119 NB LTR 0.83 C 28.7 0.64 C 27.6 0.69 C 30.2 NYS ROUTE 119 NYS ROUTE 119 NB LTR 0.85 LTR 0.81 C 30.3 0.83 C 31.4 0.85 C 32.5 NYS ROUTE 119 NB LTR 0.85 LTR 0.81 C 30.3 0.83 C 31.4 0.85 C 32.5 NYS ROUTE 119 NB LTR 0.5 NYS ROUTE 118 NB LTR 0.5 NA NYS ROUTE 1	11													52.5
NYS ROUTE 118 SB LTR 0,81 C 30.3 0,83 C 31.4 0,85 C 32.5 OVERALL W/ TIMING IMPROVEMENTS LUNDERHILL AVENUE BB LTR	11				100			- 8		. 2			3.0	3.9
OVERALL D 40.0 E 70.5 F 92.3	11				1 *.1									2,6
W/ TIMING IMPROVEMENTS	11	N13 ROOTE 116			10.20		3 1			1.8	100		7.83	1.1
UNDERHILL AVENUE EB LTR	11		OVL	VALL	ੈ	"	40.0	15		70.5	:51	-	93.3	22,8
UNDERHILL AVENUE WB LTR	11	W/ TIMING IMPROVEMENTS												
NYS ROUTE 118 NB LTR	11	UNDERHILL AVENUE	EB	LTR	2	- 0	- 2	- 2	-	126	1.17	F	115,4	-15.4
NYS ROUTE 118 NB LTR	11	UNDERHILL AVENUE	WB	LTR		-			- 12	543	0.56	С	23.4	-2.6
W/ TURNING LANES ON UNDERHILL AVENUE EB L - - - -	11	NYS ROUTE 118	NB	LTR	*	- 2	- 2		14		0.77	D	45_9	18.3
W/ TURNING LANES ON UNDERHILL AVENUE EB L - - - -	1 1	NYS ROUTE 118	SB	LTR	<u> </u>	2	2	19	-		0.89	D	48.2	16.8
UNDERHILL AVENUE EB L TR 0.66 B 15.9 UNDERHILL AVENUE WB L 0.35 B 13.3 UNDERHILL AVENUE WB L 0.35 B 13.3 UNDERHILL AVENUE BB LT 0.14 B 11.4 NYS ROUTE 118 NB LTR 0.61 D 46.3 NYS ROUTE 118 SB LT 0.67 D 44.4 NYS ROUTE 118 SB LT 0.47 C 33.5 OVERALL 0.47 C 33.5 W/ TURNING LANES ON ALL APPROACHES UNDERHILL AVENUE EB L 0.88 B 12.2 UNDERHILL AVENUE WB L 0.88 B 12.2 UNDERHILL AVENUE WB L 0.68 B 12.2 UNDERHILL AVENUE WB L 0.66 C 35.0 NYS ROUTE 118 NB L 0.66 C 35.0 NYS ROUTE 118 SB L 0.61 C 32.2 NYS ROUTE 118 SB L 0.12 C 25.4 LT 0.12 C 25.4 LT 0.12 C 25.4 LT 0.12 C 25.4 LT 0.14 C 29.0 OVERALL 0.44 C 29.0 OVERALL 0.44 C 29.0 ALLEN AVENUE/KEAR STREET ALLEN AVENUE EB LTR 0.59 C 33.6 0.68 D 36.3 0.68 D 36.4 NYS ROUTE 118 SB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.34 A 8.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 3 UNDERHILL AVENUE & B LTR 0.34 A 8.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 4 UNDERHILL AVENUE & B LTR 0.34 A 8.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 4 OVERHIL 0.00 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE/PROPOSED SITE ACCESS (2) UNDERHILL AVENUE & LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE/PROPOSED SITE ACCESS (2)	1-1		OVER	RALL		*	-		=		3.00	E	70.3	-0.2
TR	Н	W/ TURNING LANES ON UNDERHILL AVENUE												
TR	11	LIND COLUL AN CALLE										_		
UNDERHILL AVENUE WB L R R R R R R R R R R R R R R R R R R R		UNDERHILL AVENUE	EB			- 1		2	1			ı		
TR 0.81 D 46.3 NYS ROUTE 118 NB LTR 0.67 D 44.4 NYS ROUTE 118 SB LT 0.47 C 33.5 OVERALL 0.28 A 2.3 OVERALL 0.28 A 2.3 W/ TURNING LANES ON ALL APPROACHES UNDERHILL AVENUE EB L 0.68 B 14.4 UNDERHILL AVENUE WB L 0.68 B 12.2 UNDERHILL AVENUE WB L 0.68 B 12.2 UNDERHILL AVENUE WB L 0.68 C 35.0 NYS ROUTE 118 NB L 0.76 C 35.0 NYS ROUTE 118 SB L 0.61 C 32.2 NYS ROUTE 118 SB L 0.61 C 32.2 NYS ROUTE 118 SB L 0.61 C 32.2 NYS ROUTE 118 SIGNALIZED ALLAN AVENUE KEAR STREET ALLEN AVENUE BB LTR 0.59 C 33.6 0.68 D 36.3 0.68 D 36.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 15.5 3 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT 0.04 A 9.1 OVERALL 0.04 A 9.1 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT 0.04 A 9.1 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS (2)	11	LINDEDINI AVENUE) AVD						54				100	23
NYS ROUTE 118 NB LTR NYS ROUTE 118 SB LTR R	11	UNDERHILL AVENUE	WB		10				27	1,000			1.21	ŧ:
NYS ROUTE 118 SB LT	П	ANG BOUTE 445	ND											*
R	1.1				-	-	-	-	-	121	9.1		567	5
OVERALL	11	NYS ROUTE 118	SB				*					l .		
W/TURNING LANES ON ALL APPROACHES UNDERHILL AVENUE	11				*	-	-	*	- 2	151	0.28		7.2	=
UNDERHILL AVENUE EB L 0.68 B 14.4 UNDERHILL AVENUE WB L 0.36 B 12.2 NYS ROUTE 118 NB L 0.76 C 35.0 NYS ROUTE 118 NB L 0.61 C 32.2 NYS ROUTE 118 SB L 0.61 C 32.2 NYS ROUTE 118 SB L 0.61 C 32.2 NYS ROUTE 118 & SIGNALIZED ALLAN AVENUE/ KEAR STREET ALLEN AVENUE EB LTR 0.19 C 23.3 0.19 C 23.7 0.22 C 24.7 KEAR STREET WB LTR 0.59 C 33.6 0.68 D 36.3 0.68 D 36.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 NB LTR 0.34 A 6.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 3 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT 0.004 A 9.1 SB LR 0.004 A 9.1 SB LR 0.004 A 9.1 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS (2) UNDERHILL AVENUE & B LTR 0.01 A 8.7 ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR 0.01 A 8.7 ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2)	11		OVER	RALL	5	7	- 2		=	F2.5	20 m	С	24.3	
TR	Н	W/ TURNING LANES ON ALL APPROACHES												
TR	11	UNDERHILL AVENUE	EB	L	20	2	2	· ·	-	5/	0.68	В	14.4	12
UNDERHILL AVENUE WB L TR	11					-					(3)		5.00	
TR	П	UNDERHILL AVENUE	WB											2
NYS ROUTE 118 NB L TR 0.61 C 32.2 NYS ROUTE 118 SB L LT 0.61 C 32.2 NYS ROUTE 118 SB L LT 0.61 C 32.2 NYS ROUTE 118 & LT 0.44 C 29.0 R 0.29 A 2.0 OVERALL 0.29 A 2.0 NYS ROUTE 118 & SIGNALIZED ALLEN AVENUE/ KEAR STREET ALLEN AVENUE EB LTR 0.19 C 23.3 0.19 C 23.7 0.22 C 24.7 KEAR STREET WB LTR 0.59 C 33.6 0.68 D 36.3 0.68 D 36.3 0.68 D 36.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.34 A 6.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 3 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS (2) UNDERHILL AVENUE & UNSIGNALIZED ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE & UNSIGNALIZED UNDERHILL AVENUE & B LTR 0.01 A 8.7 ROCHAMBEAU DRIVE/ NB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	11										53		199	i e
NYS ROUTE 118 SB L 0,61 C 32,2 C 25,4 C 1 C 1 C 1 C 2 C 2 C 2 C 2 C 2 C 2 C 2	11	NYS ROUTE 118	NB		3.5	35 1	0 1		1.5					
NYS ROUTE 118 SB L	11				1									16
LT R 0.44 C 29.0 OVERALL 0.44 C 29.0 OVERALL 0.44 C 29.0 OVERALL	11	NYS ROUTE 118	SB							-	. 90			100
R	ш				20									V#
OVERALL 2 NYS ROUTE 118 & SIGNALIZED ALLAN AVENUE/ KEAR STREET ALLEN AVENUE EB LTR 0.19 C 23.3 0.19 C 23.7 0.22 C 24.7 KEAR STREET WB LTR 0.59 C 33.6 0.68 D 36.3 0.68 D 36.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.34 A 6.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 3 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT 0.04 A 9.1 SB LR 0.04 A 9.1 SB LR 0.01 A 8.7 UNDERHILL AVENUE & UNSIGNALIZED ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	П										- 31			1.50
2 NYS ROUTE 118 & SIGNALIZED ALLAN AVENUE KEAR STREET ALLEN AVENUE EB LTR 0.19 C 23.3 0.19 C 23.7 0.22 C 24.7 KEAR STREET WB LTR 0.59 C 33.6 0.68 D 36.3 0.68 D 36.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.34 A 8.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 3 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT 0.04 A 9.1 SB LR 0.004 A 9.1 SB LR 0.004 A 9.1 UNDERHILL AVENUE & UNSIGNALIZED ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR 0.01 A 8.7 UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	П		OVER		36		- 22							1 245
ALLAN AVENUE/ KEAR STREET ALLEN AVENUE EB LTR 0.19 C 23.3 0.19 C 23.7 0.22 C 24.7 KEAR STREET WB LTR 0.59 C 33.6 0.68 D 36.3 0.68 D 36.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.34 A 6.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 3 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT 0.04 A 9.1 SB LR 0.30 D 33.4 4 UNDERHILL AVENUE & UNSIGNALIZED ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR 0.01 A 8.7 UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9			010114	LIZED		540								
ALLEN AVENUE EB LTR 0.19 C 23.3 0.19 C 23.7 0.22 C 24.7 KEAR STREET WB LTR 0.59 C 33.6 0.68 D 36.3 0.68 D 36.4 NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.34 A 6.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 3 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT 0.04 A 9.1 SB LR 0.30 D 33.4 4 UNDERHILL AVENUE & UNSIGNALIZED ROCHAMBEAU DRIVE/PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR 0.01 A 8.7 UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9			SIGNAL	LIZED										
KEAR STREET WB LTR 0.59 C 33.6 0.68 D 36.3 0.68 D 36.4	ш	9												
NYS ROUTE 118 NB LTR 0.51 A 8.4 0.58 B 10.6 0.60 B 11.4 NYS ROUTE 118 SB LTR 0.34 A 6.6 0.4 A 8.3 0.43 A 8.9 OVERALL - B 12.2 - B 14.8 - B 15.5 3 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT SB LR 0.04 A 9.1 SB LR CCHAMBEAU DRIVE/PROPOSED SITE ACCESS (2) UNDERHILL AVENUE & UNSIGNALIZED ROCHAMBEAU DRIVE/PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR 0.01 A 8.7 UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	ш				.55		- 6	665		2.5			.00	1.0
NYS ROUTE 118 SB LTR	ш				14.5					1.1				0.1
OVERALL - B 12.2 - B 14.8 - B 15.5 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT SB LR 0.04 A 9.1 UNDERHILL AVENUE & UNSIGNALIZED EB LT SB LR 0.01 A 8.7 UNDERHILL AVENUE EB LTR SB LTR	ш													0,8
3 UNDERHILL AVENUE & UNSIGNALIZED EXISTING SITE ACCESS EB LT 0.04 A 9.1 SB LR 0.30 D 33.4 4 UNDERHILL AVENUE & UNSIGNALIZED ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR 0.01 A 8.7 UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	ш	NYS ROUTE 118						0.4			0.43		1727	0.6
EXISTING SITE ACCESS			OVER	KALL	18	В	12.2	*	В	14.8	24	В	15.5	0.7
SB LR 0,30 D 33.4 UNDERHILL AVENUE & UNSIGNALIZED ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR 0.01 A 8.7 UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	3	UNDERHILL AVENUE &	UNSIGN	ALIZED										
4 UNDERHILL AVENUE & UNSIGNALIZED ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	ш	EXISTING SITE ACCESS	EB	LT	285	- 25	*	×		- 2	0.04	Α	9.1	28
ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	ш		SB	LR		- 8	- 5	8	8		0.30	D	33.4	1(5)
ROCHAMBEAU DRIVE/ PROPOSED SITE ACCESS (2) UNDERHILL AVENUE EB LTR UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	14	LINDERHILL AVENUE &	UNSIGNA	AI IZED		_			-	-				
UNDERHILL AVENUE EB LTR 0.01 A 8.7 UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	П		5.1516117											
UNDERHILL AVENUE WB LTR 0.06 A 9.3 0.06 A 9.6 0.06 A 9.7 ROCHAMBEAU DRIVE NB LTR 0.10 C 15.4 0.12 C 16.8 0.16 C 20.9	П				li l									
ROCHAMBEAU DRIVE NB LTR 0,10 C 15.4 0,12 C 16.8 0,16 C 20,9	П						8	* .	-				8,7	2.50
							- 00	0.06		9.6	0.06		9.7	0.1
SITE ACCESS SB LTR - - - - 0.12 D 25.2	П				0.10	С	15.4	0.12	С	16.8	0.16			4.1
		SITE ACCESS	SB	LTR	383		*:	*	8		0.12	D	25.2	∞
5 UNDERHILL AVENUE & UNSIGNALIZED	5	UNDERHILL AVENUE &	UNSIGNA	ALIZED										
GLEN ROCK STREET EB LT 0.00 A 8.4 0.00 A 8.6 0.00 A 8.7					0.00	A	8.4	0.00	Α	8.6	0.00	A	8.7	0,1
SB LR 0.07 C 19.2 0.08 C 21.9 0.09 C 23.6					0.0		72	100		10	1/1		V-1	1.7
	ш	2												

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.

	,,	→	*	•	+	•	4	†	~	1	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			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%	12.7	1.05	-1%	2000
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	
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		1000	Yes
Satd. Flow (RTOR)		4			3			12	40 81 9		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	0.94	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 (%)							I ALDE D		- T 2			040
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)		0	, tigint		0	ragin	Lon	0	ragitt	LCIT	0	ragnt
Link Offset(ft)		Ö			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		1	2		1	2	ı	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					C		J	O. L.		OI LX	OITEX	
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	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					OITEX			OITEX			OITEX	
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		, 5,,,,,	8		, oiiii	6		1 VIIII	2	
Permitted Phases	4	100		8	3 7 1		6			2	_	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase		T- PA								-		
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	
				11.0	11.0		10.0	10.0		10.0	10.0	

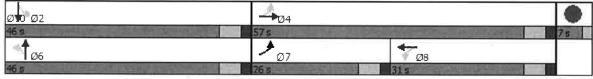
Lane Group	Ø10 11 12 12 12 12 12 12 12 12 12 12 12 12
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
deal Flow (vphpl)	
Lane Width (ft)	
Grade (%) Lane Util. Factor	
Frt	
FIt Protected	
Satd. Flow (prot) Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (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)	
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)	
Total Split (s)	7.0

Maximum Green (s) 20.0 51.0 25.0 25.0 40.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 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 0.0 Lead/Lag Lead Lag Lag Lag Lag Lead-Lag Optimize? Yes Yes <t< th=""><th>NBT 41.8% 40.0 4.0 2.0 0.0 6.0</th><th>NBR</th><th>SBL 41.8% 40.0</th><th>SBT</th><th>SBF</th></t<>	NBT 41.8% 40.0 4.0 2.0 0.0 6.0	NBR	SBL 41.8% 40.0	SBT	SBF
Total Split (%)	41.8% 40.0 4.0 2.0 0.0		41.8%		ODI
Maximum Green (s) 20.0 51.0 25.0 25.0 40.0 Yellow Time (s) 4.0 4.0 4.0 4.0 4.0 All-Red Time (s) 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 0.0 Lead/Lag Lead Lag Lag Lag Lag Lead-Lag Optimize? Yes Yes <t< td=""><td>4.0 2.0 0.0</td><td></td><td></td><td>41.8%</td><td></td></t<>	4.0 2.0 0.0			41.8%	
All-Red Time (s) 2.0 2.0 2.0 2.0 2.0 2.0 Lost Time Adjust (s) 0.0 0.0 Total Lost Time (s) 6.0 6.0 Lead/Lag Lead Lag Lag Lag Lead-Lag Optimize? Yes Yes Yes Yes Vehicle Extension (s) 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Recall Mode Max None None None Min Walk Time (s) 7.0 Flash Dont Walk (s) 12.0 Pedestrian Calls (#/hr) 0 Act Effet Green (s) 49.0 22.7 Actuated g/C Ratio 0.51 0.24 v/c Ratio 0.80 0.78 Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) Base Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Storage Cap Reductn 0 0	4.0 2.0 0.0			40.0	
Lost Time Adjust (s) 0.0 0.0 Total Lost Time (s) 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 Recall Mode Max None None Min Walk Time (s) 7.0 Vone None Min Walk Time (s) 7.0 Vone Vone Vone Min Walk Time (s) 7.0 Vone	2.0 0.0		4.0	4.0	
Total Lost Time (s) 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 Recall Mode Max None None Min Walk Time (s) 7.0 Value Comment None Min Walk Time (s) 7.0 Value Comment None Min Walk Time (s) 7.0 None None Min Act Effect Green (s) 49.0 22.7 Actuated (s) 0.78 Comment Comment 0.0 Comment Comment Comment Comment Comment <td></td> <td></td> <td>2.0</td> <td>2.0</td> <td></td>			2.0	2.0	
Lead/Lag Lead Lag Lag Lead-Lag Optimize? Yes Yes Yes Vehicle Extension (s) 2.0 2.0 2.0 2.0 Recall Mode Max None None Mone Min Walk Time (s) 7.0 None Min Min Walk Time (s) 7.0 None Min Walk Time (s) 7.0 22.7 Actuated (s) Min Walk Time (s) 7.0 0.24 Actuated (s) 0.24 Actuated (s) 0.24 Actuated (s) 0.78 0.24 Actuated (s) 0.78 0.02 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 <td< td=""><td></td><td></td><td></td><td>0.0</td><td></td></td<>				0.0	
Lead-Lag Optimize? Yes Yes Yes Vehicle Extension (s) 2.0 2.0 2.0 2.0 2.0 Recall Mode Max None None Min Walk Time (s) 7.0 None Min Min Walk Time (s) 7.0 None Min Min Walk Time (s) 7.0 22.7 None Min				6.0	
Lead-Lag Optimize? Yes Yes Yes Vehicle Extension (s) 2.0 2.0 2.0 2.0 2.0 Recall Mode Max None None Min Walk Time (s) 7.0 None None Min Flash Dont Walk (s) 12.0 Pedestrian Calls (#/hr) 0 22.7 Act Effct Green (s) 49.0 22.7 Act Effct Green (s) 49.0 22.7 Act Effct Green (s) 49.0 22.7 Act Effct Green (s) A.0 0.24 Act Effct Green (s) A.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 0.0 0.0					
Vehicle Extension (s) 2.0 2.0 2.0 2.0 2.0 Recall Mode Max None None Min Walk Time (s) 7.0 Flash Dont Walk (s) 12.0 Pedestrian Calls (#/hr) 0 22.7 Act Effct Green (s) 49.0 22.7 Actuated g/C Ratio 0.51 0.24 v/c Ratio 0.80 0.78 Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 0 Spillback Cap Reductn 0 0 0					
Walk Time (s) 7.0 Flash Dont Walk (s) 12.0 Pedestrian Calls (#/hr) 0 Act Effct Green (s) 49.0 22.7 Actuated g/C Ratio 0.51 0.24 v/c Ratio 0.80 0.78 Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	2.0		2.0	2.0	
Flash Dont Walk (s) 12.0 Pedestrian Calls (#/hr) 0 Act Effct Green (s) 49.0 22.7 Actuated g/C Ratio 0.51 0.24 v/c Ratio 0.80 0.78 Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 0 Spillback Cap Reductn 0 0 0 Storage Cap Reductn 0 0 0	Min		Min	Min	
Pedestrian Calls (#/hr) 0 Act Effct Green (s) 49.0 22.7 Actuated g/C Ratio 0.51 0.24 v/c Ratio 0.80 0.78 Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0					
Act Effct Green (s) 49.0 22.7 Actuated g/C Ratio 0.51 0.24 v/c Ratio 0.80 0.78 Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0					
Act Effct Green (s) 49.0 22.7 Actuated g/C Ratio 0.51 0.24 v/c Ratio 0.80 0.78 Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0					
v/c Ratio 0.80 0.78 Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	35.1			35.1	
Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) Top 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	0.36			0.36	
Control Delay 27.5 50.6 Queue Delay 0.0 0.0 Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) To a see Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	0.54			0.89	
Total Delay 27.5 50.6 LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	28.4			43.0	
LOS C D Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) Base Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	0.0			0.0	
Approach Delay 27.5 50.6 Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	28.4			43.0	
Approach LOS C D Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) Base Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	С			D	
Queue Length 50th (ft) 257 180 Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 8ase Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	28.4			43.0	
Queue Length 95th (ft) #411 #307 Internal Link Dist (ft) 310 219 Turn Bay Length (ft) *** *** Base Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	С			D	
Internal Link Dist (ft) 310 219 Turn Bay Length (ft) 219 Base Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	114			299	
Turn Bay Length (ft) Base Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	192			#499	
Base Capacity (vph) 759 424 Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	381			978	
Starvation Cap Reductn 0 0 Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0					
Spillback Cap Reductn 0 0 Storage Cap Reductn 0 0	515			732	
Storage Cap Reductn 0 0	0			0	
	0			0	
Reduced v/c Ratio 0.77 0.71	0			0	
	0.47			0.79	
Intersection Summary	53- N	120	REGAL	A STEEL	4,80-
Area Type: Other				YELL	
Cycle Length: 110					
Actuated Cycle Length: 96.2					
Natural Cycle: 90					
Control Type: Actuated-Uncoordinated					
Maximum v/c Ratio: 0.89					

Analysis Period (min) 15
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



Intersection LOS: D

ICU Level of Service F

Synchro 11 Report Page 3

Job# 20006297A - R.H.

Intersection Signal Delay: 36.9

Intersection Capacity Utilization 93.8%

Lane Group	Ø10	To Date
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)		
_ead/Lag		
_ead-Lag Optimize?		
Vehicle Extension (s)		
Recall Mode	None	
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effet Green (s)		
Actuated g/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	그 경기 공사들에 보기 사용을 살아 있다면 나무를 되어 하셨습니다. 남자들에서 다른 것을 하다	700

	٠	→	*	•	+-	4	1	†	~	1	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			43	
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%		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		0.976			0.937			0.983			0.998	17 1
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	111107
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 (%)							340	1 3 5		moli	-om	man Rh
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)		0			0			0	- Mg/II	2011	0	- agiit
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	21	2		1	2		1	1		1	1	40,77
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		4			8		2	2		. 3,	6	
Permitted Phases	4			8	100		2	w i fi		6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase					200		100		a have		. 201	
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	

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)	
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

	Þ	-	7	1	—	*	1	†	1	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	28.0%	28.0%		28.0%	28.0%		45.6%	45.6%		45.6%	45.6%	FIG. N
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		P.	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)		10.8			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		С			С			Α			A	
Approach Delay		31.4			24.0			4.9			7.6	
Approach LOS		С			С			Α			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	the said	1 × 3	105	N ZEL	-4786			5000	100 (B)	35053	Mines !	128
	Other			y III	1 1 1 1	" viii e	Sal Y	187				
Cycle Length: 125												

Actuated Cycle Length: 69.8

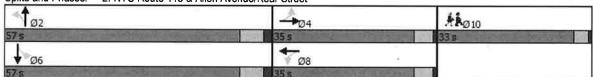
Natural Cycle: 105

Control Type: Semi Act-Uncoord Maximum v/c Ratio: 0.53 Intersection Signal Delay: 10.3 Intersection Capacity Utilization 75.0%

Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 15

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



Lane Group	Ø10 10 10 10 10 10 10 10 10 10 10 10 10 1	
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)		
Recall Mode	None	
Walk Time (s)	8.0 mm der den en e	
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 LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (tt)		
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: Rochambeau Drive & Underhill Avenue

	-	*	1	-	1	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	A DESCRIPTION OF THE PROPERTY
Lane Group EBT EBR WBL WBT NBL NBR							
Traffic Volume (vph)		6	12			25	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	14	12	
	-6%			6%	-7%		
	1.00	1.00	1.00	1.00		1.00	
Frt							
Flt Protected				0.999			
Satd. Flow (prot)	1808	0	0			0	
Satd. Flow (perm)	1808	0	0			0	
	5.0			9.7			
		0.95	0.95			0.95	
Heavy Vehicles (%)							
	552	6	13				
	558	0	0	650	68	0	
	No	No	No	No	No		
ane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	0			0	14		
_ink Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
	0.96	0.96	1.04	1.04	0.88	0.96	
Sign Control	Free			Free	Stop		
ntersection Summary		O LEV		3 18			
\rea Type: O	ther	4					
	tion 51.9	%		IC	U Level	of Servic	e A
Analysis Period (min) 15	- 70	100		- DC		200	

Intersection														
Movement EBT EBR WBL WBT NBL NBR		8 0	5311	191	2W 2	-1/2	1977		AR IN	1000	75	THE	200	BALL S
Lane Configurations	Int Delay, s/veh	1												
Traffic Vol., veh/h 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 0 0 Sign Control Free Free Free Free Stop Stop RT Channelized - None Storage Length 0 0 - Storage Length 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement E	BT	EBR	WBL		NBL	NBR	12 6 11	Fall	N SA	8340	100	19104	- CO
Traffic Vol, veh/h 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 0 0 Sign Control Free Free Free Free Free Stop Stop RT Channelized - None None Storage Length 0 0 - Storage Length 0 0 - Storage Length 6 - 7 - Peak Hour Factor 95 95 95 95 95 95 Heavy Vehicles, % 8 20 17 4 6 5 Mymt Flow 552 6 13 637 42 26 Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 558 0 1218 555 Stage 1 663 - 555 Stage 2 663 - 555 Critical Hdwy Sto 1 4.06 Critical Hdwy Sto 1 4.06 Critical Hdwy Sto 1 4.06 Critical Hdwy Sto 2 64 Stage 1 663 Stage 1 664 Stage 1 664 Critical Hdwy Sto 1 664 Stage 2 664 Stage 1 664 Stage 2 664 Stage 2 664 Stage 1 664 Stage 2 664 Stage 1 664 Stage 2 664 Stage 1 663 St	Lane Configurations	1₃			4	**								
Future Vol, veh/h 524 6 12 605 40 25 Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 Sign Control Free Free Free Free Stop Stop RT Channelized			6	12	605		25							
Sign Control Free Free Free Free Stop Stop RT Channelized None None None None None Storage Length - - 0 0 - Veh in Median Storage, # 0 - - 0 0 - Grade, % - - 6 - - - - Peak Hour Factor 95 95 95 95 95 95 Heavy Vehicles, % 8 20 17 4 6 5 Mymrt Flow 552 6 13 637 42 26 Major/Minor Major Mijor Mijor Mijor Mijor Mijor Conflicting Flow All 0 0 558 0 1218 555 Stage 1 - - - - 663 - Critical How Sta 1 - - - 663 - Critical How Sta 1 -	Future Vol, veh/h	524	6	12	605	40	25							
Sign Control Free Free Free Free Free Stop None Stop RT Channelized None None None Storage Length 0 0 - O - Veh in Median Storage, # 0 6 7 6 7 - O - 0 0 - Peak Hour Factor 95 95 95 95 95 95 95 Heavy Vehicles, % 8 20 17 4 6 5 5 8 20 17 4 6 5 5 Major/Minor Major Minor Conflicting Flow All 0 0 558 0 1218 555 Stage 1 5 555 - Stage 2 663 - Critical Hdwy - 4.27 - 5.06 5.55 Critical Hdwy Sta 1 4.06 - Follow-up Hdwy - 2.353 - 3.554 3.345 Pot Cap-1 Maneuver - 942 - 314 585 Stage 1 664 - Stage 2 665 - Follow-up Hdwy - 2.353 - 3.554 3.345 Pot Cap-1 Maneuver - 942 - 314 585 Stage 1 7 - 654 - Stage 2 664 - Platoon blocked, % 7 - 654 - Mov Cap-2 Maneuver - 942 - 307 585 Mov Cap-2 Maneuver - 942 - 640 -	Conflicting Peds, #/hr	0	0	0	0	0	0							
Storage Length		ree	Free	Free	Free	Stop	Stop							
Veh in Median Storage, # 0 - - 0 0 - - Garde, % - - 6 - - 6 - - 6 - - 6 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - -	RT Channelized	-	None		None	13.5	None							
Grade, % -6 - 6 - 7 - 6 -7 - Peak Hour Factor 95 95 95 95 95 95 95 95 Heavy Vehicles, % 8 20 17 4 6 5 5 Mymt Flow 552 6 13 637 42 26 Mmt Flow Flow All 0 0 558 0 1218 555 Stage 1 555 - 555 Stage 2 663 - Critical Hdwy - 4.27 - 5.06 5.55 Critical Hdwy Sta 1 4.06 - Critical Hdwy Sta 1 4.06 - Flow Hdwy Sta 2 4.06 - Flow Hdwy - 2.353 - 3.554 3.345 Flow Flow Flow Flow Flow Flow Flow Flow	Storage Length	-	-	-			(*)							
Grade, % -6 6 - 7 Peak Hour Factor 95 95 95 95 95 95 95 95 95 Heavy Vehicles, % 8 20 17 4 6 5 5 Mvmt Flow 552 6 13 637 42 26 Mvmt Flow 552 6 13 637 42 26 Mvmt Flow 552 6 13 637 42 26 Mvmt Flow Major/Minor Minor Major/Minor Major/Minor Minor Major/Minor Minor Major/Minor Minor Major/Minor Minor Min		# 0			0	0								
Heavy Vehicles, % 8 20 17 4 6 5		-6	-											
Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 558 0 1218 555 Stage 1 - - - 555 - 555 - - - 563 - - - 663 - - - 663 - - - 663 - - - 663 - - - 663 - - - 663 - - - 663 - - - - 663 -	Peak Hour Factor	95	95	17.7	95									
Major/Minor Major1 Major2 Minor1 Conflicting Flow All 0 0 558 0 1218 555 Stage 1 - - - 555 - Stage 2 - - - 555 - Critical Hdwy Stg 1 - - 4.06 - - - 4.06 -	Heavy Vehicles, %	8	20											
Conflicting Flow All	Mvmt Flow	552	6	13	637	42	26							
Conflicting Flow All														
Conflicting Flow All	Major/Minor Maj	ior1		Major2		Minor1	TA V	TVE COMPA	SHA	State S	120	213	COR N	1000M VIII. 9
Stage 1 555 - Stage 2 663 Critical Hdwy 4.27 - 5.06 5.55 Critical Hdwy Stq 1 4.06 Critical Hdwy Stq 1 4.06 Critical Hdwy Stq 2							555							
Stage 2														
Critical Hdwy Sta 1				8										
Critical Hdwy Stg 1 4.06 Critical Hdwy Stg 2 4.06 Follow-up Hdwy 2.353 - 3.554 3.345 Pot Cap-1 Maneuver - 942 - 314 585 Stage 1 0654 Platoon blocked, % Mov Cap-1 Maneuver - 942 - 307 585 Mov Cap-2 Maneuver - 942 - 307 585 Mov Cap-2 Maneuver 942 - 307 585 Mov Cap-2 Maneuver 640 Stage 1 704				4.27	V 11.		5.55							
Critical Hdwy Stg 2 - - - 4.06 - Follow-up Hdwy - - 2.353 - 3.554 3.345 Pot Cap-1 Maneuver - 942 - 314 585 Stage 1 - - - 664 - Platoon blocked, % - - - - Mov Cap-1 Maneuver - 942 - 307 585 Mov Cap-2 Maneuver - - - 307 - Stage 1 - - - 704 - Stage 2 - - - 640 - Approach EB WB NB HCM Control Delay, s O O O T T T T T T T T T T														
Follow-up Hdwy - 2.353 - 3.554 3.345 Pot Cap-1 Maneuver - 942 - 314 585 Stage 1 704 - Stage 2 654 - Platoon blocked, % Mov Cap-1 Maneuver - 942 - 307 585 Mov Cap-2 Maneuver - 942 - 307 585 Mov Cap-2 Maneuver 704 - Stage 1 704 - Stage 2 640 - Approach EB WB NB HCM Control Delay, s 0 0.2 16.7 HCM LOS C Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT Capacity (veh/h) 376 - 942 - HCM Lane V/C Ratio 0.182 - 0.013 - HCM Control Delay (s) 16.7 - 8.9 0 HCM Lane LOS C - A A		_				4.06	-							
Pot Cap-1 Maneuver - 942 - 314 585 Stage 1 - - - 054 - Platoon blocked, % - - - Mov Cap-1 Maneuver - 942 - 307 585 Mov Cap-2 Maneuver - - - 307 - Stage 1 - - - 704 - Stage 2 - - - 640 - Approach EB WB NB HCM Control Delay, s O 16.7 C Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT Capacity (veh/h) 376 - 942 - 942 - HCM Lane V/C Ratio 0.182 - 0.013 - HCM Control Delay (s) 16.7 - 8.9 0 HCM Lane LOS C - A A HCM Lane LOS C - A A		-		2.353		3.554	3.345							
Stage 1 - - - 704 - Stage 2 - - - 654 - Platoon blocked, % - - - - Mov Cap-1 Maneuver - - 942 - 307 - Mov Cap-2 Maneuver - - - - 704 - Stage 1 - - - 704 - Stage 2 - - - 640 - Approach EB WB NB HCM Control Delay, s O 0.2 16.7 C Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT Capacity (veh/h) 376 - - 942 - - HCM Lane V/C Ratio 0.182 - - 0.013 - - - HCM Control Delay (s) 16.7 - - 8.9 0 0 HCM Lane LOS C - - A A		-	22	942										
Starge 2		-		-		704	-							
Platoon blocked, %		8.				654	-							
Mov Cap-2 Maneuver - - - 307 - Stage 1 - - - 704 - Stage 2 - - - 640 - Approach EB WB NB HCM Control Delay, s 0 0.2 16.7 HCM LOS C Minor Lane/Major Mvmt NBLn1 EBR WBL WBT Capacity (veh/h) 376 - 942 - HCM Lane V/C Ratio 0.182 - 0.013 - HCM Control Delay (s) 16.7 - 8.9 0 HCM Lane LOS C - A A		-												
Mov Cap-2 Maneuver - - - 307 - Stage 1 - - - 704 - Stage 2 - - - 640 - Approach EB WB NB HCM Control Delay, s 0 0.2 16.7 HCM LOS C Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT Capacity (veh/h) 376 - 942 - HCM Lane V/C Ratio 0.182 - 0.013 - HCM Control Delay (s) 16.7 - 8.9 0 HCM Lane LOS C - A A		2	-	942	-	307	585							
Stage 1 640 640 640	Mov Cap-2 Maneuver	-			0.5	307	-							
Approach EB WB NB HCM Control Delay, s 0 0.2 16.7 HCM LOS C Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT Capacity (veh/h) 376 - 942 - HCM Lane V/C Ratio 0.182 - 0.013 - HCM Control Delay (s) 16.7 - 8.9 0 HCM Lane LOS C - A A			14	-		704	-							
HCM Control Delay, s	Stage 2	-		-	-	640	=							
HCM Control Delay, s														
HCM Control Delay, s	Annroach	FB	7	WB	32 11 11	NB	C 1 - 10	C Shrinks	919	AT A STR		-03		S17 451
Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT Capacity (veh/h) 376 - - 942 - HCM Lane V/C Ratio 0.182 - - 0.013 - HCM Control Delay (s) 16.7 - 8.9 0 HCM Lane LOS C - A A														- Sylec
Minor Lane/Major Mvmt NBLn1 EBR WBL WBT Capacity (veh/h) 376 - - 942 - HCM Lane V/C Ratio 0.182 - - 0.013 - HCM Control Delay (s) 16.7 - - 8.9 0 HCM Lane LOS C - - A A														
Capacity (veh/h) 376 - 942 - HCM Lane V/C Ratio 0.182 - 0.013 - HCM Control Delay (s) 16.7 - 8.9 0 HCM Lane LOS C - A A	110111 200											47		
Capacity (veh/h) 376 - 942 - HCM Lane V/C Ratio 0.182 - 0.013 - HCM Control Delay (s) 16.7 - 8.9 0 HCM Lane LOS C - A A	Minor Lane/Major Mumt		VRI n1	FRT	FRR	WRI	WRT	11/2 7/5	F-10 TH	C 10000	ar Island	JIS 3	1 6 6 7	108 a F
HCM Lane V/C Ratio 0.182 0.013 - HCM Control Delay (s) 16.7 8.9 0 HCM Lane LOS C - A A														
HCM Control Delay (s) 16.7 8.9 0 HCM Lane LOS C A A														
HCM Lane LOS C A A														
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FIGURI SOUIT VOLID CE(VOIT) U.1 U -														
	HOW SOUL YOUR CI(VEII)		0.7		•	U	•							

	. 1	→	•	*	-	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1>		W		
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	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		
Flt 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	573	700	8	10	9	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	575	708	0	19	0	miles in the sile of the state of the same
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		E EX		71.5			
	ther						
Control Type: Unsignalized							
ntersection Capacity Utilizat	tion 44.09	%		IC	CU Level	of Service	A
Analysis Period (min) 15							

ntersection	Do &	1935 0	W/A	11-11-11	100	335	- 100		HATE STATE	THE ASIL	45.23	177 141	-	7.0
nt Delay, s/veh	0.3													
	EBL	EBT	WBT	WBR	SBL	SBR	3500	800				138	3/63	100
ane Configurations		सी	1>		A.									
Fraffic 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								
Sign Control I	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	-								
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		Major2	18-18	Minor2	1 24	2.3	10	26	1.000		100	85 Ja	De Pour
Conflicting Flow All	708	0			1281	704								
Stage 1	1.				704	2								
Stage 2	_				577	- 2								
	4.12				6.42	6.34								
Critical Hdwy Stg 1	-				5.42	-								
Critical Hdwy Stg 2	-		-	-	5.42	155								
	.218				3.518	3.426			v.					
Pot Cap-1 Maneuver	891				183	417								
Stage 1	-	8			490	S888								
Stage 2	-				562	- 10								
Platoon blocked, %					002									
	891				182	417								
Mov Cap-1 Maneuver	-				182	717								
Stage 1		VV IB			489									
Stage 2	-				562									
Stage 2	œ.				302									
Approach	EB	0011751	WB		SB	100			1100	8 44	G- Vaga	1000	1031	vi (rijeshe
HCM Control Delay, s	0		0		20.7	17.7								11 11
HCM LOS					С									
Minor Lane/Major Mvm	t	EBL	EBT			SBLn1	- SILIPE	- 1	11105	2 Outupe		10,000	Jan.	
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		Α	Α	-		C								
HCM 95th %tile Q(veh)		0				0.2								

	•	-	*	•	•	*	1	†	1	-	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			43-	
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	
Flt 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 (%)				or to a	INT. LE				- 12.5			10
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	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	, EAL	0	1		0	, again	6 0	0	rugiii		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	137.0	1	2	1551	1	2		1	2	Pio X
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								eg dyn r				
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Tum Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			6			2	
Permitted Phases	4	***		8	170		6			2	THE EX	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase	10.71	(4.000)			11 14		100					
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	

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)	
Turn Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	
Total Split (s)	7.0

1: NYS Route 118 & Underhill Avenue

	•	-	*	1	•	1	4	†	/	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	39.1%	1300	24.5%	24.5%		54.5%	54.5%	See To	54.5%	54.5%	167
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 64
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

Area Type:

Cycle Length: 110

Actuated Cycle Length: 68.9

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.22 Intersection Signal Delay: 70.5

Intersection Capacity Utilization 101.4%

Intersection LOS: E ICU Level of Service G

Analysis Period (min) 15 Volume exceeds capacity, queue is theoretically infinite.

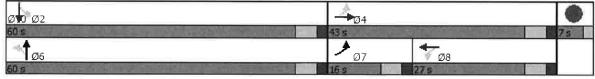
Other

Queue shown is maximum after two cycles.

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



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?	20	
Vehicle Extension (s) Recall Mode	3.0 None	
	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)		
Tum Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn Spillback Cap Reductn		
Storage Cap Reductin		
Reduced v/c Ratio		
Intersection Summary	THE RESERVE OF THE PARTY OF THE	

	1	-	7	•	←	1	4	†	. /	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			44	
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		1.3.	0.994	Vo. Mill
Flt Protected		0.993			0.983			0.999			0.995	
Satd. Flow (prot)	0	1747	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			Yes
Satd. Flow (RTOR)		10	AT LE		23	Cha (6			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	41	13	81	62	85	16	560	76	43	356	19
Shared Lane Traffic (%)	4 1	201		J PO NU				000	NO.		000	
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	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	Leit	0	ragiit	Leit	0	ragnt	Leit	0	Night	Leit	Leit	Night
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	1.01	1.00	9	1.01	1.00	9
Number of Detectors	1	2		1	2	3	13	1	9	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		Cl+Ex	CI+Ex	
Detector 1 Channel	CITEX	OITEX		CITEX	CITEX		CITEX	CITEX		CITEX	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							
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	
		40			40							
Detector 2 Size(ft)												
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel		0.0			0.0							HOUSE.
Detector 2 Extend (s)	D	0.0		D	0.0		ъ.	414		-		
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8	-		2			6	10 1724	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase							P-Valle	XILE		15,44	V (2 34)	
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	

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 Tum 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)	
Tum Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	33.0 33.0
Total Split (s)	JU.U

2: NYS Route 118 & Allen Avenue/Kear Street

	۶	-	•	•		*	4	†	1	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	28.0%	28.0%	800	28.0%	28.0%		45.6%	45.6%	N. VIII	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)		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		С			D			В			Α	
Approach Delay		23.7			36.3			10.6			8.3	
Approach LOS		С			D			В			Α	
Queue Length 50th (ft)		21			91			147		10.19	80	
Queue Length 95th (ft)		52			161			292			164	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)												
Base Capacity (vph)		663			670			1132			1039	
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			0.34			0.58			0.40	
Intersection Summary	81555	n min	493	17. 50	H W H	5 3 3	724	1000	1507		y 1/2	3 15
	Other											9/1
Cycle Length: 125	_											
Actuated Cycle Length: 76	.7											
Natural Cycle: 105												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.68												
ntersection Signal Delay:	14.8			lr	ntersection	n LOS: E	3					
A	-L' - 00 7	n/		14	2111	. 0	_					

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

Intersection Capacity Utilization 68.7%

Analysis Period (min) 15

↑ ø2	♣ 04	#\$ø10
57 s	35 s	33 s
№ Ø6	▼ Ø8	
57 s	35 s	

ICU Level of Service C

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?	0.0	
Vehicle Extension (s)	3.0 None	
Recall Mode	8.0	
Walk Time (s) Flash Dont Walk (s)	21.0	
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		4
Reduced v/c Ratio		
Intersection Summary		

	-	-	•	♣	4	-	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	300
Lane Configurations	1>			4	¥		
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%		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	0.993				0.916		
Flt Protected				0.996	0.981		
Satd. Flow (prot)	1905	0	0	1800	1815	0	
Flt 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		(S) (S)	3000	S. M.	S SE		
Area Type: O	ther						
Control Type: Unsignalized							
Intersection Capacity Utilizat	tion 78.7	%		IC	U Level	of Service I)
Analysis Period (min) 15		الجناحا			- 20		

Int Delay, s/veh	8.0										
	EBT	FBR	WBL	WBT	NBL	NBR	90 M 9	1000	19604	1354	1 - 108 - 18 Maril
Lane Configurations	1			सी	W						
Traffic Vol. veh/h	697	36	50	517	15	25					
	697	36	50	517	15	25					
Conflicting Peds, #/hr	0	0	0	0	0	Ō					
	ree	Free	Free	Free	Stop	Stop					
RT Channelized				None	-						
Storage Length	-	(*)		-	0	-					
Veh in Median Storage,	# 0	98.	-	0	0	- I AVE					
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					
Mataultinan Ma	dad		Punink		Minor1		And the second	M. Control	THE SECOND		
	ijor1 0	0	Major2 772	0		753			200		
Conflicting Flow All		U	112	-	753	700					
Stage 1 Stage 2				-	650						
Critical Hdwy			4.12	-	5.02	5.55					
Critical Howy Stg 1			4.12		4.02	0.00					
Critical Hdwy Stg 2					4.02	- 35					
Follow-up Hdwy			2.218		3.518						
Pot Cap-1 Maneuver			843		266	469					
Stage 1	-	-	010		624	-					
Stage 2			-		669	100					
Platoon blocked, %											
Mov Cap-1 Maneuver	11,2		843	-	242	469					
Mov Cap-2 Maneuver	1.7	-	-		242						
Stage 1	- 12	- 2			624	11/11/2					
Stage 2		-	:-		609	-					
Market and Article											
Approach	EB	250	WB	Ey	NB	1 1	977 3	V rétyrit	7		
HCM Control Delay, s HCM LOS	0		0.8		16.8 C						
Minor Lane/Major Mvm		NBLn1	EBT	EBR	WBL	WBT	(Carry	A) Seas			
Capacity (veh/h)		347	- 4		843				14,4	- 77	100
HCM Lane V/C Ratio		0.121			0.062	-					
HCM Control Delay (s)		16.8			9.6	0					
HCM Lane LOS		С			Α						
HCM 95th %tile Q(veh)		0.4	-	- 0-	0.2						

	<i>></i>	→	←	*	-	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	100 (b) 100 (c) 100 (b) 100 (c)
Lane Configurations		4	1 >		***		
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 See See See See See See See See See Se			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	THE RESERVE THE PARTY OF THE PA
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	
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		
ntersection Summary		41 80		1000	No.	1000199	
Area Type: O Control Type: Unsignalized Intersection Capacity Utiliza	ther	%		IC	CU Level	of Service A	
Analysis Period (min) 15		-					

Intersection		BANK		200	301,3	GB [3]	6364	dy is i	100			Test in
Int Delay, s/veh	0.3											
Movement	EBL	EBT	WBT	WBR	SBL	SBR	DAY OF BRUTE	19 Y 3	PAGE 14			
Lane Configurations		4	1>		74							
Traffic 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	17	None						
Storage Length	-			-	0	-						
Veh in Median Storage	.# -	0	0	TW.	0	100						
Crade, %	_	-5	6	-	0							
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mymt Flow	2	786	565	13	11	9						
	_											
Major/Minor M	ajor1		Major2		Minor2	10 40	F90 -	Pinin:	1000		227 1141 13	743
Conflicting Flow All	578	0	najorz.		1362							
Stage 1	3/0	U	77.5		572							
Stage 2	•	-			790							
	4.12		-		6.42							
Critical Hdwy	4.12				5.42	0.22						
Critical Hdwy Stg 1		3.00	9.5		5.42							
Critical Hdwy Stg 2	-	100	100		3.518							
	2.218	-	-									
Pot Cap-1 Maneuver	996	2.00	-	-	163	520						
Stage 1	-	190	-		565							
Stage 2		1.0			447							
Platoon blocked, %		:::	U.S.									
Mov Cap-1 Maneuver	996	1.05										
Mov Cap-2 Maneuver			02		200							
Stage 1	•	- 2			563							
Stage 2	-	2.6			447							
Approach	EB	Mic	WB		SB			S. Bief	11/04	84 - 3		
HCM Control Delay, s	0		0		21.9							
HCM LOS					С							
Minor Lane/Major Mvm	nt	EBL	EBT		WBR		70.00		19/3/3	JF)1- 8	By Park	8320
Capacity (veh/h)		996										
HCM Lane V/C Ratio		0.002	-		-	0.084						
HCM Control Delay (s)		8.6	0									
HCM Lane LOS		Α	Α		-	-						
HCM 95th %tile Q(veh	W.	0				0.3						

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			44			4			43-	
Traffic Volume (vph)	210	333	41	30	238	18	61	129	43	46	167	339
Future Volume (vph)	210	333	41	30	238	18	61	129	43	46	167	339
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 San Control		0.990			0.992			0.975			0.917	
Flt Protected		0.982			0.995			0.987			0.996	
Satd. Flow (prot)	0	1980	0	0	1802	0	0	1766	0	0	1710	0
Fit Permitted		0.521			0.887			0.635			0.952	
Satd. Flow (perm)	0	1050	0	0	1606	0	0	1136	0	0		0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			3			12			82	15/2/
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)	223	354	44	32	253	19	65	137	46	49	178	361
Shared Lane Traffic (%)	000	A COL	100		Z U Z				0 11 5	1000		
Lane Group Flow (vph)	0	621	0	0	304	0	0	248	0	0	588	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	ragine	Lone	0	rugiit	Lon	0	ragiic	LOIL	0	ragin
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								10			- 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	0.00	9	15	1,00	9	15	1102	9	15	0.00	9
Number of Detectors	1	2	-18 16	1	2		1	2	H	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	OI LA	OI LX		OI! LX	OI LX		OI LX	OI LX		OI.LX	OI. LX	
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		OITEX			OIILX			CITEX			CITLX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Tum Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		I CIIII	8		1 CIIII	6		Feiiii	2	
Permitted Phases	4			8	0		6	0		2		
Detector Phase	7	4		8	8			6			2	
Switch Phase		4		0	0		6	6		2	2	
	E 0	ΕO		E O	ΕO		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	

Synchro 11 Report

Page 1

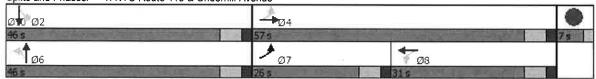
Lane Group	Ø10
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
_ane Width (ft)	
Grade (%)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel 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)	7.0 - 10 10 10 10 10 10 10 10 10 10 10 10 10
Total Split (s)	1.U

1: NYS Route 118 & Underhill Avenue

	۶	\rightarrow	7	•	-	1	1	1	1	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.6%	51.8%	P - 33	28.2%	28.2%	5. 34	41.8%	41.8%	1915	41.8%	41.8%	1207
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	. 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	
Internal 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	
Intersection Summary	V v i	19100	X XVIII	315		M.M.L	The 1	3080	A COLOR	11 407	THE REAL PROPERTY.	
Area Type:	Other	1		100		To All					V X	
Cycle Length: 110												
Actuated Cycle Length: 99	.1											
Natural Cycle: 90												
Control Type: Actuated-Un	coordinate	ed										
Maximum v/c Ratio: 0.91												
Intersection Signal Delay: 3	39.0			lr tr	ntersection	LOS: D						
Intersection Capacity Utiliz		%			CU Level		e F					
Analysis Period (min) 15							100					
# 95th percentile volume	exceeds	capacity.	queue m	ay be lor	nger.							
0	F1 1				J .							

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

Queue shown is maximum after two cycles.



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Lane Group	Ø10	THE PURPLE HEREINGLICH OF THE WORK OF REPORT OF REPORT OF THE PROPERTY OF THE
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?	AMAN	
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		

	۶	-	*	•	+	4	1	†	-	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			44			44	
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%			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		, Ale	0.940		1931 1	0.983			0.997	
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			0.853			0.985			0.885	
Satd. Flow (perm)	0	1644	0	0	1650	0	0	1726	0	0	1573	0
Right Turn on Red		1011	Yes		1000	Yes	v	1120	Yes	0	1070	Yes
Satd. Flow (RTOR)		8	103		30	163		7	163		Herri	163
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		349			369			1058			343	
Travel Time (s)		7.9			8.4							
Peak Hour Factor	0.94		0.94	0.94		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)	24	71	19	39	20	47	9	323	48	94	529	14
Shared Lane Traffic (%)		444	-		400				VI I	The same	1 Southern	9 54
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	. 4	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)	0.0	43		0.0	43		0.0	0.0		0.0	0.0	
Detector 2 Size(ft)		40			40							
Detector 2 Type		Cl+Ex			CI+Ex							
Detector 2 Channel		OILL			CITEX							
Detector 2 Extend (s)		0.0			0.0							
Turn Type	Perm	NA		Dom			Dom	NIA		Потто	NIA	
Protected Phases	reilli	NA 4		Perm	NA 8		Perm	NA		Perm	NA	
Permitted Phases	- A	4			0			2			6	
	4	4		8			2	The state of		6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	40.0	40.0		II III				25.5		magaris		
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	

Lane Group	(Ø10. 10 kg) - 17 kg - 18 kg -
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)	
Total Split (s)	33.0

	۶	-	•	•	←	4	4	†	1	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	28.0%	28.0%	711.37	28.0%	28.0%	1000	45.6%	45.6%	190	45.6%	45.6%	JB A
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)		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			0.39			0.32			0.59	
Control Delay		32.3			25.2			5.6			9.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		32.3			25.2			5.6			9.1	
LOS		C			C			A.O			A	
Approach Delay		32.3			25.2			5.6			9.1	
Approach LOS		C			C			Α.			A	
Queue Length 50th (ft)		44			31			53			119	W.T
Queue Length 95th (ft)		91			74			105			239	
Internal Link Dist (ft)		269			289			978			263	
Turn Bay Length (ft)					200			0.0			200	
Base Capacity (vph)		680			696			1184			1078	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		Ö			Ö			ő			0	
Storage Cap Reductn		0			Ö			0			0	
Reduced v/c Ratio		0.17			0.15			0.32			0.59	
Intersection Summary	No. of		100	332	11 2 3 3	100	- HO - V			200	100	STATE.
	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					ntersection							
Intersection Capacity Utiliz	ation 76.6	%		10	CU Level	of Service	e D					
Analysis Period (min) 15												
Splits and Phases: 2: N	/S Route	118 & Alle	en Avenu	ie/Kear S	Street							
↑ ↑ Ø2				- -	A-04				Ak _{Ø10}			

√ Ø8

Lane Group	Ø10	5
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		
Intersection Summary		-

	*	-	4	1	-	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	1→		*//		
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	THE REPORT OF THE PARTY OF THE
Frt			0.997		0.937		
Flt 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		WINDOWS AND STREET
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	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		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		Free	Free		Stop	Vale.	
Intersection Summary		88.8	ELS.				
Area Type: O Control Type: Unsignalized Intersection Capacity Utilizat Analysis Period (min) 15	ther tion 50.6	%		IC	CU Level	of Service A	

ntersection	100		S. Villago	-	200 600	SE IL	40.00	- SII -	1000	-	11/2	Trans.	101111	
nt Delay, s/veh	1.2													
Movement	EBL	EBT	WBT	WBR	SBL	SBR		185	857	288	Party Lan	10/1/19		
ane Configurations		4	₽		M									
Traffic Vol, veh/h	14	557	622	16	28	24				1				
Future Vol, veh/h	14	557	622	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	-	_	-	-	0	-								
Veh in Median Storage	e,# -	0	0	8 10	0	-								
Grade, %	· -	-5	5	-	0	-								
Peak Hour Factor	90	90	90	90	90	90								
Heavy Vehicles, %	2	8	4	2	2	2								
Mymt Flow	16	619	691	18	31	27								
		J.0			•									
Major/Minor N	Najor1	1	Major2	200	Minor2	E IN	75.7		elia.	Dusa.	SALVIE .	7	HOE.	4500
Conflicting Flow All	709	0	-	0	1351	700								
Stage 1		-			700									
Stage 2	_		-	940										
Critical Hdwy	4.12	-	1		6.42	6.22								
Critical Hdwy Stg 1	-		-		5.42	-								
Critical Hdwy Stg 2		-			5.42							74.1		
	2.218	25	12	-	3.518									
Pot Cap-1 Maneuver	890				166	439								
Stage 1	-		-	-	493									
Stage 2					519									
Platoon blocked, %					010									
Mov Cap-1 Maneuver	200				162	439								
					162	409								
Mov Cap-2 Maneuver			v 0.		480									
Stage 1						-								
Stage 2		(4)	:-		519	:#X								
			VAID		00		Merson			-	and the same			
Approach	0.2		WB 0	100	SB 25.9		COLUMN TO SERVICE	- 774		70 8	ALT D			200
HCM Control Delay, s	0.2		U											
HCM LOS					D									
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WRR	SBI n1	886		33.80	130 30	70881	2155.0	Bloom	25
Capacity (veh/h)		890	1-101	1101	WDIX	229								7.07
HCM Lane V/C Ratio		0.017		-		0.252								
HCM Control Delay (s	Y.	9.1	0	-		25.9								
HCM Control Delay (s HCM Lane LOS	1	9.1 A	A			_								
			А			1								
HCM 95th %tile Q(vel	1)	0.1	-	12	3.5	1								

4: Rochambeau Drive/Site Access & Underhill Avenue

	1	-	-	1	4 —	•	4	- 🕇	-	~	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			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%			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	
Flt Protected					0.999			0.970			0.976	2
Satd. Flow (prot)	0	1809	0	0	1765	0	0	1826	0	0	1694	0
Flt Permitted					0.999			0.970			0.976	
Satd. Flow (perm)	0	1809	0	0	1765	0	0	1826	0	0	1694	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		220			425	- (1)		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	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	0.96	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	7/15	9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary	91818	ULA LIEU	33/11	200	EXT.	19:50	18 8	201	av. 3			

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 52.8%

Analysis Period (min) 15

ICU Level of Service A

Intersection	1930	24	100	100	785			THE .	5.15	3	MANIT.		
nt Delay, s/veh	1.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	THE REPORT OF
ane 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	1	10,1	None			None	
Storage Length	-	-	-		:							:€0	
Veh in Median Storage	e,# -	0		· .	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	565	6	13	662	5	42	0	26	8	0	8	
	_												
Major/Minor N	/ajor1	081	N 1	/lajor2	1716		Minor1		13/18	Minor2	100	a Lorent	
Conflicting Flow All	667	0	0	571	0	0	1273	1271	568	1282	1272	665	
Stage 1	W	- 4					578	578	-	691	691	(4)	
Stage 2			:40			-	695	693		591	581		
Critical Hdwy	4.12			4.27	181.		5.76	5.12	5:55	7.12	6.52	6.22	
Critical Hdwy Stg 1	-					-	4.76	4.12		6.12	5.52		
Critical Hdwy Stg 2							4.76	4.12		6.12	5.52		
Follow-up Hdwy	2.218			2.353			3.554	4.018	3.345			3.318	
Pot Cap-1 Maneuver	923	-		931		7.	232	275	577	142	168	460	
Stage 1	-	-	-	-		-	619	627	_	435	446	340	
Stage 2		40.					558	582		493	500	96	
Platoon blocked, %							000				-		
Mov Cap-1 Maneuver	923	50	r-U	931		100	222	267	577	132	163	460	
Mov Cap-2 Maneuver				-			222	267		132	163	-	
Stage 1						The state of the s	614	622		432	436		
Stage 2	_				0,2		536	569	_		496	-	
Staye Z		-				EACH.	550	303		401	730		
Approach	EB	1 30	N SI	WB	9) [=	200	NB	9.85	32.3	SB	W. 42		
HCM Control Delay, s	0.1			0.2			21.1		-	24.1			
HCM LOS							С			С			
Minor Lane/Major Mvr	mt	NBLn1	EBL	EBT	EBR	WBL	WBT	WRR	SBLn1	0.83	- Luy-	100	17 - 5 Classica and
Capacity (veh/h)		291	923	LUI	LUIT	931	1101	11010	205			-	
			0.006	•		0.014		0-	0.082				
HCM Cantrol Dalay (a				-				-					
HCM Control Delay (s)	21.1	8.9	0		8.9	0						
HCM Lane LOS		C	A	Α		A	Α		C				
HCM 95th %tile Q(vel	n)	0.9	0	-	-	0	-		0.3				

	*	-	•	*	-	4	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	The state of the s
Lane Configurations		4	^		¥		
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		
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		T's L	9	15	9	
Sign Control		Free	Free		Stop		
Intersection Summary	1000	37 18 1	Page 1	585			
	ther						
Control Type: Unsignalized Intersection Capacity Utilizat Analysis Period (min) 15	tion 45.69	%		IC	CU Level	of Service	ed S. Mearn and S. E. Worn (G. St. S. Tilder B. A Describer (G. S.

ntersection		0.012	ci (n. 39	STEED ST	THE PERSON		ALC: YES	12 Ye	OF ST	TOTAL	F111 1	W.D.	William St.
nt Delay, s/veh	0.3												
Movement I	EBL	EBT	WBT	WBR	SBL	SBR	To :- 1	A ST HIS	1981 (2	1000	- N M.	8 JE 3	LIOUT LA
ane Configurations		स	₽		A								
raffic Vot, veh/h	2	539	669	7	9	8.							
uture Vol, veh/h	2	539	669	7	9	8							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control F	ree	Free	Free	Free	Stop	Stop							
RT Channelized	- 1	None		None	TN-	None							
Storage Length	-		-		0	-							
/eh in Median Storage,	# -	0	0		0								
Grade, %	-	-5	6	-	0	-							
Peak Hour Factor	91	91	91	91	91	91							
leavy Vehicles, %	2	8	4	2	2	14							
Vivmt Flow	2	592	735	8	10	9							
Major/Minor Ma	ijor1	1	Major2		Minor2	1-11	SUBC.	STORES.		T SECTION	700	N. Ay	F-15/0/500
	743	0		0	1335	739							
Stage 1	-		-		739								
Stage 2	_	-	32	_	596	_							
	4.12				6.42	6.34							
Critical Hdwy Stg 1	_	-		-	5.42	_							
Critical Hdwy Stg 2	-			10	5.42	U. 04							
	.218			-	3.518	3.426							
Pot Cap-1 Maneuver	864	1 2			169	398							
Stage 1		-	:=	_	472	-							
Stage 2		- 4			550								
Platoon blocked, %													
	864				168	398							
Mov Cap-2 Maneuver	_	-			168	(2)							
Stage 1	120		74	12	471	0.51							
Stage 2	-	-			550	141							
Approach	EB	22.19	WB		SB	0	al age	W BA	ST IN	-35 37	80 S. C.	19300	colo di s
HCM Control Delay, s	0	10	0		22				11.0		1 -		. 64
HCM LOS			_		С								
Minor Lane/Major Mvmt	MUR	EBL	EBT	WBT	WBR	SBLn1	1572	as de	100				1 - 18 - 1
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	Ã			C							
HCM 95th %tile Q(veh)		0	. ,			0.3							

	۶	→	\rightarrow	•	+	*	4	†	~	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			44			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%			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			0.985			0.982			0.916	
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		0.494			0.826			0.752			0.970	
Satd. Flow (perm)	0	996	- 0	0	1485	0	0	1310	0	0	1608	0
Right Turn on Red			Yes			Yes			Yes			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	7.00		0			0	1000-FT
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		w 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	27		CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel											i var	
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	2.50		6			2	da la	
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase	77.271	118.50		IV. Fr	8 19		671-	er i		VEL .		
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	

Lane Group	Ø10 - Andrew (1984)
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)	
Tum Type	
Protected Phases	10
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	
Total Split (s)	7.0

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3	۶	-	*	1	•	*	1	†	~	1	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	14.5%	39.1%		24.5%	24.5%		54.5%	54.5%	10/2	54.5%	54.5%	41200
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)		37.3			26.2			21.5			21.5	
Actuated g/C Ratio		0.53			0.37			0.30			0.30	
v/c Ratio		1.34			0.71			0.69			0.85	
Control Delay		183.3			29.9			30.2			32.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		183.3			29.9			30.2			32.5	
LOS		F			С			С			С	
Approach Delay		183.3			29.9			30.2			32.5	
Approach LOS		F			С			С			С	
Queue Length 50th (ft)		~415			140			102			151	
Queue Length 95th (ft)		#804			#332			178			260	
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)												
Base Capacity (vph)		594			552			1008			1259	
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		1.34			0.71			0.28			0.38	
Intersection Summany	21 9 E L	DESCRIPTION OF THE PERSON OF T	100	A.J. 523	1086	-	35-045	i di mata	2011/19	1000	150745	-

Intersection Summary

Area Type: Other

Cycle Length: 110
Actuated Cycle Length: 71
Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.34 Intersection Signal Delay: 93.3 Intersection Capacity Utilization 106.3%

Intersection LOS: F
ICU Level of Service G

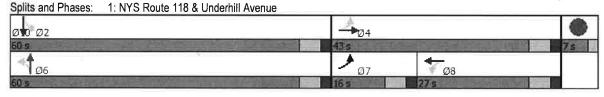
Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

an toother



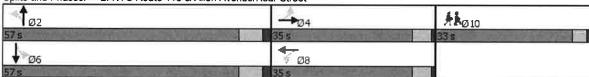
Synchro 11 Report Page 3

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)	
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 LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft)	
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)	
Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Vehicle Extension (s) Recall Mode 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)	
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)	
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)	
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)	
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)	
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)	
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)	
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)	
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)	
Act Effct Green (s) Actuated g/C Ratio v/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)	
Actuated g/C Ratio v/c Ratio V/c Ratio Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Queue Length 50th (ft) Internal Link Dist (ft)	
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)	
Control Delay Queue Delay Total Delay LOS Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft)	
Queue Delay Total Delay LOS Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft)	
Total Delay LOS Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft)	
LOS Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft)	
Approach Delay Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft)	
Approach LOS Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft)	
Queue Length 50th (ft) Queue Length 95th (ft) Internal Link Dist (ft)	
Queue Length 95th (ft) Internal Link Dist (ft)	
Internal Link Dist (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

	•	-	•	•	←	*	•	†	1	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			43-			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%	4	403341	2%			2%	10000
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	1000	0.975	15000		0.952			0.984		0.17	0.993	100
Flt Protected		0.990			0.982			0.999			0.995	
Satd. Flow (prot)	0	1747	0	0	1924	0	0	1752	0	0	1761	- 0
Flt Permitted	_	0.923			0.865			0.987			0.900	-
Satd. Flow (perm)	0	1629	0	0	1695	0	0	1731	0	0	1593	3 6 0
Right Turn on Red			Yes		1000	Yes	-		Yes		1000	Yes
Satd. Flow (RTOR)		8			21	, 00		6	- 100		3	Salues
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 (%)			10	07	0,	00	10	370	00	70	311	24
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)	Len	0	Ngiit	Leit	Leit	Ngiit	Leit	0	Night	Leit	0	Right
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)	- 1216	16			16			16			16	
Two way Left Turn Lane		10			10			10			iU	
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	1.03	0.00	9	1.01	1.00	9	1.01	1,00	9
Number of Detectors	1	2		1	2	3	1	1	9	1	- 40	9
Detector Template	Left			Left			Left			Left	30.00	
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 -5		0	-5 -5		0	0		0	0	
Detector 1 Size(ft)	20	-5 40		20	-5 40		20	0		20	0	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex		
Detector 1 Channel	CITEX	CITEX		CITEX	CITEX		CITEX	CITEX		CITEX	CI+Ex	
Detector 1 Extend (s)	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	
Detector 1 Queue (s)	0.0			0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s) Detector 2 Position(ft)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0,0	
		43 40			43							
Detector 2 Size(ft)					40							
Detector 2 Type		CI+Ex			CI+Ex							
Detector 2 Channel		0.0			0.0							
Detector 2 Extend (s)		0.0		_	0.0							
Tum Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	24	4			8			2			6	
Permitted Phases	4			8	FW 18		2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase	S VOIC			8 UL 4						N		
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	

Lane Group	Ø10		Man Jack	HIND BEING	512 (F B) (S)
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)		2410 DG 160			
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)				THE DATE OF	
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	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				

	*	→	*	•	←	*	4	1	-	-		1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Total Split (%)	28.0%	28.0%	198	28.0%	28.0%		45.6%	45.6%		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			Α	
Approach Delay		24.7			36.4			11.4			8.9	
Approach LOS		С			D			В			Α	
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		0			0			0			0	
Reduced v/c Ratio		0.11			0.36			0.60			0.43	
Intersection Summary	74-3 AV	Wall F	18 53	COL -		VALUE -	19318	THE	- 3-24	9/50		111.2
	Other											
Cycle Length: 125												
Actuated Cycle Length: 77.	.4								W. 72			
Natural Cycle: 105												
Control Type: Semi Act-Un	coord											
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 1					tersection	-						
Intersection Capacity Utiliza	ation 70.8	%		10	CU Level	of Servic	e C					
Analysis Period (min) 15												
Splits and Phases: 2: N	S Route	118 & Alla	ιη Δυρη	ıe/Kear 9	Stroot							
A LIGHT HOUSES. Z. 141	O NOUIC	. 10 a Alle	ACIIL	JOHNSON C	/11 C C C							



Lane Group	91 Ø10 7 1 1 6 1 7 7 9 9 1 1 1 2 2 2 2 3 3 1 1 1 1 1 1 2 2 3 3 1 1 1 1
Total Split (%)	26%
Maximum Green (s)	29.0
Yellow Time (s)	
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)	
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 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	

	, <u> </u>	→	←	*	-	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	VIVE A THE PARTY AND STREET TO A SECOND
Lane Configurations		4	₽		W		
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	
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	- VALUE	
Satd. Flow (perm)	0	1905	1802	0	1702	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	
Adj. Flow (vph)	34	810	642	40	29	24	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	844	682	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		
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		
Intersection Summary	200	O TONE	H_170	124	1 Stale	MARKET NO.	
	ther						
Control Type: Unsignalized							
ntersection Capacity Utilizat	ion 73.5°	%		IC	U Level	of Service D	

												- 3
ntersection		199	1900	1000		N 20		0.31 100		4/200	200	1000
nt Delay, s/veh	1.3											
Movement	EBL	EBT	WBT	WBR	SBL	SBR	1 - 6 - 6 E - 8			St. Pres	N 149	Fatte
Lane Configurations		4	1>		M			- 9				
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						
	Free	Free	Free	Free	Stop	Stop						
RT Channelized		None		None		None						
Storage Length	-	-	-	-	0	-						
Veh 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 M	ajor1		Major2	38.50	Minor2			1 1 1 X	No. of the last	Simular)	to do	2181
Conflicting Flow All	682	0	ilajoiz.		1540	662						
Stage 1	002	-			662	-						
Stage 2					878	_						
Critical Hdwy	4.12				6.42	6.22						
Critical Hdwy Stg 1	4.12					0.22						
Critical Hdwy Stg 2			_		5.42	=3, U	- 07					
	2.218		- 17		3.518							
Pot Cap-1 Maneuver	911				127	462						
Stage 1	-		- 13		513	-102						
Stage 2					400							
Platoon blocked, %												
Mov Cap-1 Maneuver	011	100-17			118	462						
Mov Cap-7 Maneuver	311											
Stage 1					478							
Stage 2					406							
Jiaye 2					100							
Approach	EB	Dec	WB	0.0	SB		FORES BOOK		140 000	n (* 1 - 1)		21 15
HCM Control Delay, s	0.4		0		33.4				1 8 8			
HCM LOS	0.4		U		D.4							
					má							
Minor Lane/Major Mvm	nt	EBL	EBT	WBT	WBR	SBLn1	Ulippi Apple	To notice	tala:			
Capacity (veh/h)		911						1 1 7		-		
HCM Lane V/C Ratio		0.038	(),			0.298						
HCM Control Delay (s)		9.1	0			33.4						
HCM Lane LOS		Α.1	A			D.4						
HCM 95th %tile Q(veh	A	0.1	^			1.2						
HOW SOUL WILLE CI(VEI)	7	0.1	_	•	-	1.2						

4: Rochambeau Drive/Site Access & Underhill Avenue

	*	-	*	1	←	*	4	†	1	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			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%	
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			0.916			0.906	
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			30			30	
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 (%)												
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)		0			0			0	3	_,,,,	0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											1 150	
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	El Pari	9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:

Other

Control Type: Unsignalized

Intersection Capacity Utilization 69.6%

ICU Level of Service C

Analysis Period (min) 15

ntersection	4 4	010		-	- 40			- 20		100	-		The State of	
nt Delay, s/veh	1.4													
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
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 F	ree	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop		
RT Channelized	-		None			None	٠.		None			None		
Storage Length	-	9*0			1.00	25	100		٠		0.70	100		
/eh in Median Storage,	# -	0			0			0			0			
Grade, %	-	-6	-		G		-	-7	-		0	l-		
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95		
Heavy Vehicles, %	2	2	2	2	2	2	2	2	5	2	2	2	3	
Mvmt Flow	11	766	38	53	567	11	16	0	26	7	0	16		
	jor1			Major2	100		Minor1	1937		Minor2	4.00	Secretary)	THE PARTY NAMED IN	120 100
Conflicting Flow All	578	0	0	804	0	0	1494	1491	785	1499	1505	573		
Stage 1				1			807	807	_ D.	679	679			
Stage 2	-				-	-	687	684	-	820	826	-		
Critical Hdwy	4.12			4.12	Fi-	- 12	5.72	5.12	5.55	7.12	6.52	6.22		
Critical Hdwy Stg 1	-			/.5	-	-	4.72	4.12	-	6.12	5,52	-		
Critical Hdwy Stg 2						72	4.72	4.12	-	6.12	5,52			
	.218	12	-	2.218	2	2	3.518	4.018	3.345	3.518	4.018	3.318		
Pot Cap-1 Maneuver	996	0.34		820			181	221	452	101	121	519		
Stage 1	-	-					514	540	-	441	451	-		
Stage 2			-	38.5			571	586		369	387			
Platoon blocked, %			7.5			- 2								
Mov Cap-1 Maneuver	996		WE .	820		1.5	160	196	452	87	107	519		
Mov Cap-2 Maneuver	-	1/2				2	160	196	4	87	107	-		
Stage 1	-	24					504	529		432	408	100		
Stage 2	-		-		+		501	530		341	379			
				3		100	111					S 20 11	2050 1050	
Approach	EB		77.72	WB	THE		NB	374	313	SB	BOWL	TUT THE P		DOING!
HCM Control Delay, s	0.1			0.8			20.9			25.2				
HCM LOS							С			D				
Minor Lane/Major Mvm		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	HES	PE AT	S STORY		Telan
Capacity (veh/h)		268	996	1			-	-	201				A 15 - 15 -	this:
HCM Lane V/C Ratio			0.011	-				-						
HCM Control Delay (s)		20.9	8.7	0		9.7	0	- 1						
HCM Lane LOS		C		_		A	A	_	D					
HCM 95th %tile Q(veh)		0.5				0.2	,,		0.4					

	≯	-	←	*	-	1	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	UNTERNITORING THE REAL VIEW
Lane Configurations		4	1>		W		
Traffic Volume (vph)	2	764	549	12	10	8	
-uture Volume (vph)	2	764	549	12	10	8	
deal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
_ane Width (ft)	12	12	12	12	10	12	
Grade (%)		-5%	6%	1,25	0%	7 1914	
_ane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
rt .			0.997		0.939	. V	
Flt 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		
Fravel Time (s)		6.0	5.0		8.9		94
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	
ane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(ft)		0	0	2010	10	1000	Market Control of the State of
ink Offset(ft)		0	0		0		
Crosswalk Width(ft)		16	16		16		
Two way Left Turn Lane							
	0.97	0.97	1.04	1.04	1.09	1.00	
leadway Factor				9	15	9	
leadway Factor Turning Speed (mph)	15						
	15	Free	Free		Stop		

Λ 2													
0.3													
BL	EBT		WBR	SBL	SBR		De la reco			TETES			118
2		549	12	10									
	764	549	12	10									
0	.0	0	0	0	0								
ree	Free	Free	Free	Stop	Stop								
-	None	VIII -	None	- Y	None								
-	-	-	-	0	-								
# -	0	0		0									
-	-5	6	-	0	-								
92	92	92	92	92	92								
2	2	2	2	2	2								
2	830	597	13	11	9								
jor1	- BA	Major2	1	Minor2	SENES	To be	750	7 350	BUT.	120	378	19	- 37
610	0		0	1438	604								
			11	604	(2)								
-		0.5	-	834	-								
1.12	1 2			6.42	6.22								
-	4	-	-	5.42	-								
-	72			5.42									
218			-	3.518	3.318								
				147	498								
			-	546	_								
= .				426									
	-												
969				146	498								
-					ntog: ≠:								
	FU.5		JW .										
-					-								
EB	15.31	WB	-11-17	SB	e i Triè	4.48	/ inta	M 37 -	- 1	×668	50,10	a a Ru	
0			0-1	23.6	16.1	LANG		18					ř.
				С									
200	EBL	EBT	WBT	WBR	SBLn1	GLIFT	-Syntaxin	227		2600	4 2	£ 144	200
			_					, 600			777		-
		_											
	Ô				0.3								
	2 0 6 ree	2 764 2 764 0 0 Free Free None - None5 92 92 2 830	# - 0 0 0 0 Free Free Free Free Free Free F	BL EBT WBT WBR 2 764 549 12 2 764 549 12 0 0 0 0 0 Free Free Free Free Free - None - None 5 6 92 92 92 92 2 2 2 2 2 830 597 13 O	BL EBT WBT WBR SBL 2 764 549 12 10 0 0 0 0 0 0 Free Free Free Free Free Stop - None - None 0 # - 0 0 - 05 6 - 0 92 92 92 92 92 2 2 2 2 2 2 2 830 597 13 11 O	BL EBT WBT WBR SBL SBR	EBL EBT WBT WBR SBL SBR 2 764 549 12 10 8 0 0 0 0 0 0 0 0 Free Free Free Free Stop Stop - None - None - None 05 6 - 0 - 92 92 92 92 92 92 2 2 2 2 2 2 2 2 830 597 13 11 9 Ijor1 Major2 Minor2 610 0 - 0 1438 604 604 834 - 4.12 6.42 6.22 5.42	EBL EBT WBT WBR SBL SBR	EBL EBT WBT WBR SBL SBR 2 764 549 12 10 8 2 764 549 12 10 8 0 0 0 0 0 0 0 0 6ree Free Free Free Stop Stop - None - None - None 05 6 - 0 - 92 92 92 92 92 92 2 2 2 2 2 2 2 2 830 597 13 11 9 Orl Major2 Minor2 604 834 - 604 834 - 5.42 5.42 - 426 - 426 - 426 - 426 -	## BBL BBT WBT WBR SBL SBR 1	EBL EBT WBT WBR SBL SBR 2 764 549 12 10 8 2 764 549 12 10 8 0 0 0 0 0 0 0 0 Free Free Free Free Stop Stop - None - None - None 0 # - 0 0 - 0 - 05 6 - 0 - 0 - 92 92 92 92 92 92 92 2 2 2 2 2 2 2 2 830 597 13 11 9 jort Major2 Minor2	EBL EBT WBT WBR SBL SBR 1	## Page 1

	۶	-	*	•	←	*	1	†	1	1	Į.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			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%			4%		0 1 3 10	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			0.985			0.982			0.916	
Flt 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			0.831			0.694			0.973	
Satd. Flow (perm)	0	1083	0	0	1494	0	0	1209	0	0	1613	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			5			7			79	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		390			299			461			1058	1 71
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 (%)			7 74		× vedi			طأنوا		Lot	SCAUGO	84400
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		3/2	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	347 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	Si .
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel										J	0. 2.	
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					TYPE II			U. LA			OI LX	
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		. 31117	8			6		. 31111	2	
Permitted Phases	4	70.		8	Service .		6			2		
Detector Phase	7	4		8	8		6	6		2	2	
Switch Phase		10.00		, i	0		EL SE	. X		11.000		100
Minimum Initial (s)	5.0	5.0		5.0	5.0		10.0	10.0		10.0	10.0	
		22.0		22.0	22.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	11.0	2211										

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	A SECURE OF THE PROPERTY OF TH
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	10
Protected Phases Permitted Phases	
Detector Phases	
Switch Phase	
Minimum Initial (s)	1.0
Minimum Split (s)	1.0 1.0 1.8 c. 19.0 2 2 50 m/s c. 17.0 c. 2 1.0 1.2 2 2 1.0 1.2 2 1.0 1.2 2 1.0 1.2 2 1.0 1.2 2 1.0 1.2 2 1.0 1.2 2 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
Total Split (s)	7.0
Total Opiit (3)	1 iv

	*	-	*	1	4	*	4	†	1	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	36.4%	57.3%	1125	20.9%	20.9%	Acres de	36.4%	36.4%		36.4%	36.4%	150
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	1-8-1	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			С			D			D	
Approach Delay		115.4			23.4			45.9			48.2	2007
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	
Tum 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			0			0			0	
Reduced v/c Ratio		1.17			0.56			0.66			0.78	Law (

Intersection Summary

Area Type:

Cycle Length: 110

Actuated Cycle Length: 98.3

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.17 Intersection Signal Delay: 70.3

Intersection Capacity Utilization 106.3%

Intersection LOS: E
ICU Level of Service G

Analysis Period (min) 15

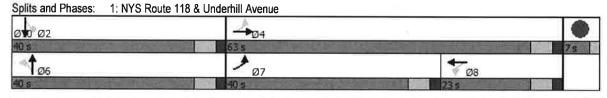
Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

Other

95th percentile volume exceeds capacity, queue may be longer.

20. 9211

Queue shown is maximum after two cycles.



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?	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)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		CONTRACTOR STATE OF THE PARTY O
interaction outlinary		

	۶	i : →	*	•	3 4 -	*	4	†	1	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ĵ.		7	- ↑			4			4	7
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%			4%			3%			-1%	S
Storage Length (ft)	200		0	0		0	0		0	0		200
Storage Lanes	1		0	1		0	0		0	0		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			0.981			0.982				0.850
Fit Protected	0.950			0.950				0.991			0.993	
Satd. Flow (prot)	1693	1860	0	1619	1791	0	0	1786	0	0	1859	1591
Flt Permitted	0.265			0.548		FIE Y		0.896	57121		0.902	83,391
Satd. Flow (perm)	472	1860	0	934	1791	0	0	1614	0	0	1689	1591
Right Turn on Red			Yes			Yes	No. 531		Yes	of the last	50h_1-4	Yes
Satd. Flow (RTOR)		13			7			7				265
Link Speed (mph)		30			30			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 (%)	101	200	01	32	230	- 11	52	191	31	20	104	230
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		Left	Left	
Median Width(ft)	Leit	10	Rigiit	Leit	10	Right	Leit	- O	Right	Leit		Right
Link Offset(ft)		0			0			0			0	2 5 16
Crosswalk Width(ft)		16			16			16			16	
		10			10			10			10	
Two way Left Turn Lane	1.06	0.97	0.97	1.12	1.03	1.03	1.02	1.02	1.02	0.00	0.00	0.00
Headway Factor		0.97	0.97		1.03			1.02		0.99	0.99	0.99
Turning Speed (mph)	15	2	9	15	2	9	15	2	9	15	2	9
Number of Detectors	2	2		2	2		1	2		1	2	2
Detector Template	00	00		00	00		Left	00	May 1	Left	00	00
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 40		-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		Cl+Ex	CI+Ex	CI+Ex
Detector 1 Channel	1070000	The next							5013			
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
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		War II	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		JA T	6			2	7
Permitted Phases	4			8			6			2		2
Detector Phase	7	4		3	8		6	6		2	2	7
Switch Phase												

Synchro 10 Report

Page 1

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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	10.5	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	6.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
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)		5.0			5.0							
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
Actuated g/C Ratio	0.61	0.54		0.35	0.23			0.22			0.22	0.61
v/c Ratio	0.66	0.35		0.14	0.81			0.76			0.47	0.28
Control Delay	15.9	13.3		11.4	46.3		(4	44.4			33.5	2.3
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	15.9	13.3		11.4	46.3			44.4			33.5	2.3
LOS	В	В		В	D			D			C	-
Approach Delay		14.7			41.7			44.4			14.0	
Approach LOS		В			D			D			В	
Queue Length 50th (ft)	94	98		8	151			124			76	6
Queue Length 95th (ft)	258	210		28	315			259			166	4
Internal Link Dist (ft)		310			219			381			978	
Turn Bay Length (ft)	200											200
Base Capacity (vph)	800	1313		480	726			676			703	1222
Starvation Cap Reductn	0	0		0	0			0			0	(
Spillback Cap Reductn	Ō	0		0	0			0			0	(
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	0.2
Intersection Summary				10.3		ML AND	and the	RELIVE A	9 - 5 - 5	5/2/5		
Area Type:	Other											
Cycle Length: 110												
Actuated Cycle Length: 79 Natural Cycle: 60).7											
Control Type: Actuated-Ur	coordinat	ed										
Maximum v/c Ratio: 0.81												
Intersection Signal Delay:	24.3				ntersection	n LOS:	С					
Intersection Capacity Utiliz		7%			CU Level							
Analysis Period (min) 15												

Splits and Phases: 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	ሻ	1→		ሻ	1>		*	1>		7	र्स	7
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%	1000		3%			-1%	
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
Flt Protected	0.950			0.950			0.950			0.950	0.999	
Satd. Flow (prot)	1693	1860	0	1619	1791	0	1685	1791	0	1633	1777	1591
Flt Permitted	0.292	5 1 2		0.548		200	0.652	arritati	-10.0	0.523	0.992	JAN
Satd. Flow (perm)	520	1860	0	934	1791	0	1156	1791	0	899	1764	1591
Right Tum on Red			Yes	N.E.	400	Yes		193	Yes	Mallio		Yes
Satd. Flow (RTOR)		12			7			10				298
Link Speed (mph)		30			30			40			40	Jeninet
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 (%)	101	200	01	OZ.	200		OZ.	101	0,	10%	104	200
Lane Group Flow (vph)	437	357	0	52	340	0	52	228	0	22	157	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)	LOIL	10	ragiit	LCIT	10	ragin	Leit	11	Night	LCIU	11	Night
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					10		200	0			10	1 11 12 1
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)	1.00	0,57	9	15	1.00	9	1.07	1.02	9	15	0.33	9
Number of Detectors	2	2		2	2	J	2	2	J	2	2	2
Detector Template				200	I COLOR		598					
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	-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		
Detector 1 Channel	OIILX	OITEX		OITEX	OITEX		CITEX	CITEX		CITEX	CITEX	CITEX
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
	40	40		40	40		40	40		40	40	
Detector 2 Size(ft)												40
Detector 2 Type Detector 2 Channel	CI+Ex	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	0.0
Detector 2 Extend (s)		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		6	6		2	2	7
Switch Phase												

Synchro 10 Report

Page 1

Minimum Initial (s) 5.0 Minimum Split (s) 11.0 Total Split (s) 25.0 Total Split (%) 22.7% 48 Maximum Green (s) 19.0 Yeiiow Time (s) 4.0 All-Red Time (s) 2.0 Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min N Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B	5.0 22.0 53.0 8.2% 47.0 4.0 2.0 0.0 6.0 Lag Yes 2.0 None	EBR	4.0 8.0 11.0 10.0% 7.0 3.5 0.5 0.0 4.0 Lead	5.0 22.0 39.0 35.5% 33.0 4.0 2.0 0.0 6.0	WBR	NBL 10.0 16.0 46.0 41.8% 40.0 4.0 2.0 0.0	NBT 10.0 16.0 46.0 41.8% 40.0 4.0 2.0 0.0	NBR	10.0 16.0 46.0 41.8% 40.0 4.0 2.0	10.0 16.0 46.0 41.8% 40.0 4.0 2.0	5.0 11.0 25.0 22.7% 19.0 4.0 2.0
Minimum Initial (s) 5.0 Minimum Split (s) 11.0 Total Split (s) 25.0 Total Split (%) 22.7% 48 Maximum Green (s) 19.0 Yeiiow Time (s) 4.0 All-Red Time (s) 2.0 Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min M Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio V/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS B Approach LOS	22.0 53.0 8.2% 47.0 4.0 2.0 0.0 6.0 Lag Yes 2.0		8.0 11.0 10.0% 7.0 3.5 0.5 0.0 4.0	22.0 39.0 35.5% 33.0 4.0 2.0 0.0		16.0 46.0 41.8% 40.0 4.0 2.0	16.0 46.0 41.8% 40.0 4.0 2.0		16.0 46.0 41.8% 40.0 4.0 2.0	16.0 46.0 41.8% 40.0 4.0	11.0 25.0 22.7% 19.0 4.0
Minimum Split (s) 11.0 Total Split (s) 25.0 Total Split (%) 22.7% 48 Maximum Green (s) 19.0 Yeilow Time (s) 4.0 All-Red Time (s) 2.0 Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min N Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	53.0 8.2% 47.0 4.0 2.0 0.0 6.0 Lag Yes 2.0		11.0 10.0% 7.0 3.5 0.5 0.0 4.0	39.0 35.5% 33.0 4.0 2.0 0.0		46.0 41.8% 40.0 4.0 2.0	46.0 41.8% 40.0 4.0 2.0		46.0 41.8% 40.0 4.0 2.0	46.0 41.8% 40.0 4.0	25.0 22.7% 19.0 4.0
Total Split (%) 22.7% 48 Maximum Green (s) 19.0 Yeiiow Time (s) 4.0 All-Red Time (s) 2.0 Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min N Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	8.2% 47.0 4.0 2.0 0.0 6.0 Lag Yes 2.0		10.0% 7.0 3.5 0.5 0.0 4.0	35.5% 33.0 4.0 2.0 0.0		41.8% 40.0 4.0 2.0	41.8% 40.0 4.0 2.0		41.8% 40.0 4.0 2.0	41.8% 40.0 4.0	22.7% 19.0 4.0
Total Split (%) 22.7% 48 Maximum Green (s) 19.0 Yeiiow Time (s) 4.0 All-Red Time (s) 2.0 Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min N Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 14.4 LOS Approach Delay Approach LOS	47.0 4.0 2.0 0.0 6.0 Lag Yes 2.0		7.0 3.5 0.5 0.0 4.0	33.0 4.0 2.0 0.0		40.0 4.0 2.0	40.0 4.0 2.0		40.0 4.0 2.0	40.0	19.0 4.0
Maximum Green (s) 19.0 Yeliow Time (s) 4.0 All-Red Time (s) 2.0 Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min Walk Time (s) Min Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	4.0 2.0 0.0 6.0 Lag Yes 2.0		3.5 0.5 0.0 4.0	4.0 2.0 0.0		4.0 2.0	4.0 2.0		4.0 2.0	4.0	4.0
All-Red Time (s) 2.0 Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min N Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	2.0 0.0 6.0 Lag Yes 2.0		0.5 0.0 4.0	2.0		2.0	2.0		2.0		
Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min N Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	0.0 6.0 Lag Yes 2.0		0.0 4.0	0.0						2.0	20
Lost Time Adjust (s) 0.0 Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Act Effct Green (s) 42.0 Act Lated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 14.4 LOS B Approach Delay Approach LOS	6.0 Lag Yes 2.0		4.0			0.0	0.0				2.0
Total Lost Time (s) 6.0 Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min N Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	Lag Yes 2.0			6.0		0.0	0.0		0.0	0.0	0.0
Lead/Lag Lead Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min M Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	Yes 2.0		Lead			6.0	6.0		6.0	6.0	6.0
Lead-Lag Optimize? Yes Vehicle Extension (s) 2.0 Recall Mode Min Malk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	Yes 2.0			Lag							Lead
Vehicle Extension (s) Recall Mode Walk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) Actuated g/C Ratio V/c Ratio 0.62 V/c Ratio 0.68 Control Delay 14.4 Queue Delay Total Delav LOS B Approach Delay Approach LOS			Yes	Yes							Yes
Recall Mode Min Min Malk Time (s) Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	Mone		3.0	2.0		2.0	2.0		2.0	2.0	2.0
Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	10110		None	None		Min	Min		Min	Min	Min
Flash Dont Walk (s) Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	5.0			5.0							
Pedestrian Calls (#/hr) Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	11.0			11.0							
Act Effct Green (s) 42.0 Actuated g/C Ratio 0.62 v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	3			3							
v/c Ratio 0.68 Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	36.1		25.4	16.9		13.9	13.9		13.9	13.9	38.9
Control Delay 14.4 Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	0.53		0.37	0.25		0.20	0.20		0.20	0.20	0.57
Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	0.36		0.13	0.76		0.22	0.61		0.12	0.44	0.29
Queue Delay 0.0 Total Delav 14.4 LOS B Approach Delay Approach LOS	12.2		8.2	35.0		26.7	32.2		25.4	29.0	2.0
LOS B Approach Delay Approach LOS	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Approach Delay Approach LOS	12.2		8.2	35.0		26.7	32.2		25.4	29.0	2.0
Approach Delay Approach LOS	В		Α	С		С	С		C	C	Α
Approach LOS	13.4			31.4			31.2			12.0	
	В			C			C			В	
	87		6	126		18	83		8	60	0
Queue Length 95th (ft) #224	177		22	230		52	168		29	129	34
Internal Link Dist (ft)	310			219			381			978	
Turn Bay Length (ft) 200											200
	1315		430	891		694	1079		540	1059	1046
Starvation Cap Reductn 0	0		0	0		0	0		0	0	0
Spillback Cap Reductn 0	0		0	0		0	0		0	0	0
Storage Cap Reductn 0	0		0	0		0	0		0	0	0
	0.27		0.12	0.38		0.07	0.21		0.04	0.15	0.28
Intersection Summary			38074		1	51.8	100	S "M	150 19	4	Mary 1
Area Type: Other											

Cycle Length: 110 Actuated Cycle Length: 68.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.76 Intersection Signal Delay: 19.3

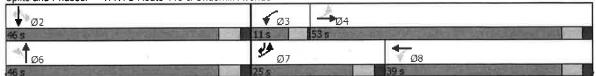
Intersection Capacity Utilization 80.3%

Intersection LOS: B ICU Level of Service D

Analysis Period (min) 15

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



Synchro 10 Report



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