Traffic Study

for

Gateway Canandaigua

Town of Canandaigua, New York

February 2023

Prepared by:

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1.0 INTRODUCTION

The Town of Canandaigua has seen rapid growth, especially in the northern region of Town between the City of Canandaigua and the Town of Farmington. Development along the NYS Route 332 corridor is a primary driver. There have been housing, businesses, and industry that have planted roots. With exciting plans on the horizon, steady growth is expected to continue. With this growth comes increasing volumes of traffic that may have undesired effects on traffic operations, level of service, existing infrastructure, and safety.

As part of this study, focused attention will be paid to the area of Town west of State Route 332, particularly on and around Brickyard Road. There has been recent substantial development of housing and there are more plans for development known to the Town. Additionally, the Town commissioned the Uptown Canandaigua Feasibility Study in 2019 that identified potential opportunities for future development. The Town has since undertaken revisions to its zoning and codes to allow this vision for Uptown Canandaigua to be implemented in a thoughtful manner.

Complimenting the Uptown Study, a Sub-Area Study of the State Route 332 and Route 96 corridors was undertaken in partnership by the Town of Canandaigua, Town of Farmington, and Ontario County in 2021. That Study included observations and recommendations for Route 332 and Brickyard Road. Generally, the study recommends access management to Route 332, designating it a major thoroughfare. It suggests that there could be an opportunity to build a new connector road from Brickyard/Purdy Road to Canandaigua Farmington Town Line Road. That connector road would allow traffic on Brickyard Road to access Route 332 at the signalized intersection of Canandaigua Farmington Town Line Road rather than the uncontrolled intersection with Purdy Road. Concept plans for this proposed connector road date back as early as 2017.

The intersection of Purdy Road with Route 332 is large and awkward to navigate. Purdy Road is stop controlled while Route 332 is free flowing through the intersection. On Route 332 there are two through lanes and a left turn lane each direction with an approximate 35’ center median. Cross traffic turning left from Purdy Road must clear three lanes of traffic then come to a stop in the narrow center median before making the left turn onto Route 332 northbound. This intersection can be acceptable to accommodate low volumes of traffic. The concern is that with the recent developments around Brickyard Road along with substantial plans for future development, traffic volumes are expected to increase.

It is understood that the goal of this Traffic Study is to evaluate existing traffic volumes, imminent developments that are in the works, and future plans for full buildout of the area to determine impacts on the existing transportation infrastructure. A concept for a connector road between Brickyard/Purdy Road and Canandaigua Farmington Town Line Road has been proposed, however, a proper engineering study is needed to determine the actual needs of the corridor. This Study will identify how a connector road could improve traffic operations and levels of service.

2.0 STUDY INTERSECTIONS

This study focuses on the impacts of increases in traffic volumes, especially as it affects Brickyard Road. The concept plan for constructing a connecting road between Purdy Road and Canandaigua Farmington Town Line Road will affect volumes on Route 332 and Brickyard Road as traffic redirects to take the quickest, convenient, and safe route to their destination. To evaluate impacts, this study looked at 8 intersections along the corridor.

As part of this study, eight (8) existing intersections along the corridor were evaluated.

- Location 1 – NY Route 332 & Canandaigua Farmington Town Line Rd (CFTL Rd): This intersection is controlled by a traffic signal. There are left turn lanes on each leg, however only the left turn movements on Rte 332 have a left turn signal and phase.

- Location 2 – NY Route 332 & Purdy Rd: This three-legged intersection is partially stop controlled with a stop sign on Purdy Rd only. The median on Route 332 is approximately 35' wide.

- Location 3 – Brickyard Rd & Yerkes Rd: This is a four-legged intersection with all-way stop control.

- Location 4 – Brickyard Rd & Thomas Rd: This is a four-legged intersection with all-way stop control.

- Location 5 – Brickyard Rd & North St: This three-legged intersection is partially stop controlled with a stop sign on Brickyard Rd only. North Street is also known as County Route 30 and is the dividing line between the Town and City of Canandaigua.

- Location 6 – NY Route 332 & North St: This is a four-legged intersection controlled by a traffic signal.

- Location 7 – NY Route 332 & Thomas Rd: This is a four-legged intersection with a Restricted Crossing U-Turn (RCUT) configuration. Traffic on Rte 332 can make left and right turns onto the side streets, however the side streets can only make right turns onto Rte 332. Traffic must turn right and make a U-turn at the next intersection.

- Location 8 – NY Route 332 & Yerkes Rd: This four-legged intersection is partially stop controlled with a stop sign on Yerkes Rd only. The median on Route 332 is approximately 35' wide.

Figure 1 – Location Map

3.0 FUTURE DEVELOPMENTS ALONG CORRIDOR

As part of this study, traffic impacts due to future developments are being estimated to determine the impact that a proposed connector road between Purdy Rd and Canandaigua Farmington Town Line Rd would have. There are nine future developments that have been identified. Some of them are currently under construction or in the planning phases to begin construction soon. Other developments have been approved for future buildout or are being strategically planned for. The developments analyzed in the study are as follows and their locations identified on the map in Figure 2.

- Development 1 – Canandaigua Country Estates
- Development 2 – Yerkes Rd Housing
- Development 3 – Airport Development
- Development 4 – Canandaigua YMCA
- Development 5 – Artisan Meats
- Development 6 – Uptown Canandaigua Housing
- Development 7 – Pactiv Corporation Expansion
- Development 8 – Monarch Manor Housing (Farmington)
- Development 9 – Housing along the Proposed Connector Road

Each development has additional information about it included in the materials in Appendix B. For each development, the expected number of trips for the AM and PM peak hour were calculated or estimated based on assumptions and available information. Trip distribution for each development is estimated for both the existing roadway configuration and the proposed roadway configuration that includes the connector road.

Developments are separated into two groups. The first group is developments that are expected to be completed before 2025. These are projects that are under construction or expected to be completed soon. The second group is developments that do not have an anticipated start date yet. It is assumed that these projects could be completed within the next twenty years and are included in analysis for a 2045 future date. Traffic volumes for 2025 development in the No-Build and Build conditions are summarized in Figures B-20 and B-21. Traffic volumes for 2045 development in the No-Build and Build conditions are summarized in Figures B-22 and B-23 found in Appendix B.

Figure 2 – Future Developments Map

4.0 TRAFFIC DATA

4.1 Average Annual Daily Traffic on NY Route 332

NYSDOT provides average daily traffic volume on their Traffic Data Viewer website. Within the study area, they have counts on NY Route 332 at a collection point just south of Yerkes Rd that shows the hourly breakdown of traffic volumes on the road. It was collected in May 2018. The northbound and southbound hourly volumes are represented on the graph in Figure 3.

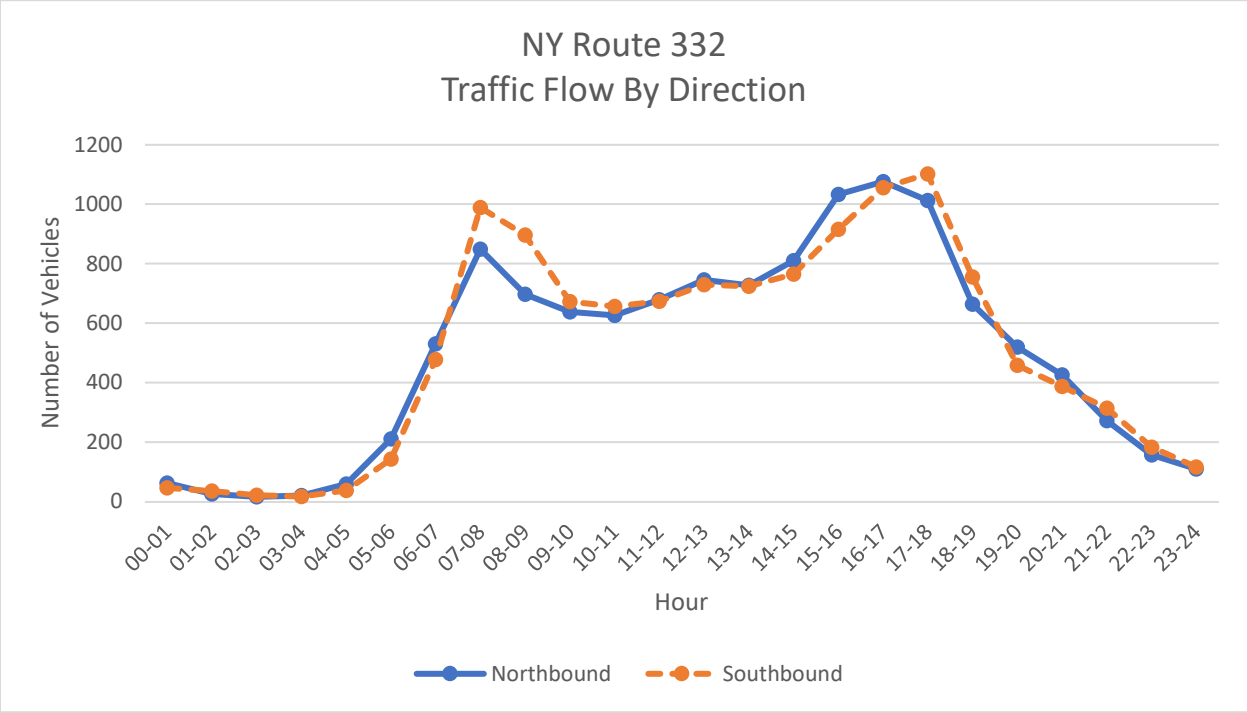

Figure 3 – NY Route 332 Hourly Volumes

Table 1 Existing Traffic Data on NY Route 332				
Direction	**ADT**	**Heavy Veh. (%)**	**Avg. Speed (mph)**	**85th % Speed (mph)**
Northbound	11,971	2.0%	56	62
Southbound	12,173	2.0%	55	62

NY Route 332 AADT = 22,543

This data shows that traffic peaks in the morning between 7 and 8 am while it peaks in the afternoon between 4 and 6 pm. The 85th percentile speed measured on the road is 7mph above the speed limit of 55mph.

4.2 Turning Movement Data at Study Intersections

Traffic data was obtained from Streetlight Data. This company aggregates various location data sources such as GPS from commercial trucks, GPS from mapping companies, and anonymized cell phone location data to establish traffic volumes and routes. They compare this data to physical real-world counts and perform adjustment calculations to establish statistically accurate traffic volumes. This digital location data is captured every hour of every day, year-round. Streetlight Data has data sets that date back to 2017 and is available as recent as spring 2022. Rather than provide a single day of traffic counts, Streetlight Data averages many days of traffic counts together to establish average volumes. The suggested minimum interval length is three weeks, however data accuracy increases when averaged over more time. The best data accuracy results when averaging three months of data together.

Turning movement volumes for each intersection were obtained from the Streetlight Data portal and downloaded. Seasonal volumes were compared to determine when traffic volumes are largest. Differences in seasonal volumes were minimal, however summertime volumes along the corridor tended to be higher than other seasons. Summertime represents the months of June, July, and August. The most recent summertime data available is for summer 2021. Turning movement volumes for each study intersection were downloaded for summer 2021 to be used in the analysis.

Existing summer 2021 turning movement counts are provided in Figure C-1 in Appendix C. If a connector road is constructed, it can be assumed that some portion of the existing traffic would choose to reroute to access NY Route 332 from the signalized intersection. The reconfigured traffic volumes represent the Build condition in Figure C-2.

4.3 Growth Rate

This study has made efforts to estimate all anticipated growth along the Brickyard Rd corridor. As a conservative approach, a growth rate of 0.5% is applied to existing 2021 traffic volumes to estimate background traffic growth.

4.4 Future Volumes

2025 volumes are established by growing the 2021 traffic volumes established for the No-Build and Build conditions in Figures C-1 and C-2 and add the volumes presented in Figures B-20 and B-21.

2045 volumes are established by growing the 2021 traffic volumes established for the No-Build and Build conditions in Figures C-1 and C-2 and add the volumes presented in Figures B-22 and B-23.

5.0 CAPACITY ANALYSIS

Capacity analyses performed in this report are consistent with the most recent version of the Highway Capacity Manual (HCM). The software used to perform the analyses was Synchro 11. The HCM quantifies the traffic flow in terms of levels of service (LOS). There are six levels of service, with LOS A representing the highest capacity with very low levels of delays, and LOS F representing the lowest capacity with high levels of delays associated with congestion. These represent a qualitative measure of operational conditions within a traffic stream, and the perception of conditions by motorists and/or passengers. Levels of service and capacity for signalized intersections are calculated for each lane group (a lane group may be one or more movements), each intersection approach, and the intersection as a whole. The intersection level of service is merely a weighted average of the individual approaches and may not be considered a valid measure of the quality or acceptability of an intersection design since it can conceal poor operating conditions on individual approaches.

Levels of service at unsignalized intersections are only calculated for minor movements since the through movement on the major street is not affected by intersection traffic control. Delay descriptions for each level of service can be seen in the following table. Generally, a LOS of D or better indicates an acceptable level of delay.

Table 2
Levels of Service and Delays

LOS	Signalized Intersections Control Delay (s/veh)	Non-Signalized Intersections Control Delay (s/veh)
A	≤10	≤10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

There are 5 conditions that have been modeled for both AM and PM peak hours.

- Existing conditions
- 2025 No Build
- 2025 Build (with connector road)
- 2045 No Build
- 2045 Build (with connector road)

5.1 Existing Conditions

The Existing condition represents the existing traffic volume and existing road configurating with no connector road. Record plans from traffic signals at the intersections of NY-332 with CFTL Rd and North St were obtained from NYSDOT. The traffic signals have been modeled to reflect existing phase patterns and timings for accuracy.

Each intersection along the corridor identified in Section 2 has been modeled for both AM and PM peak hour volumes. Results of the models are shown in Appendix D, Figures D-1 and D-2 and will be used as a baseline for comparison of future conditions.

During the AM peak hour, the model shows that intersections movements function with acceptable LOS other than left turn movements at the NY Route 332 and North St intersection. At the north end of the corridor with the Purdy Rd and Yerkes Rd intersections, traffic volumes on NY Route 332 are low enough that vehicles can pull out from the side streets with minimal delay.

During the PM peak hour, the model shows that the Purdy Rd and Yerkes Rd legs of their intersections with NY Route 332 suffer significant delays resulting in a failing LOS. Traffic volumes coming off the side streets as well as traffic volumes on NY Route 332 are higher than the AM peak hour and thus experience more delay.

5.2 2025 Future Conditions

The 2025 future condition represents the existing traffic volume with 0.5% growth with impending development traffic volumes added to the road network. Traffic distribution patterns are established for No Build and Build configurations. The No Build configuration analyzes future traffic volumes distributed within the existing road network. The Build configuration analyzes future traffic volumes redistributed to take advantage of the proposed connector road. No changes to existing intersection geometries, signal phasing, or signal timing are made.

No Build Configuration (Figures D-3 and D-4)
The AM and PM peak hour models for the No Build configuration indicate that the traffic from the impending developments will have a noticeable negative impact to LOS. During the AM peak hour, the delay experienced at the Purdy Rd and Yerkes Rd intersections begins to reach unacceptable levels. During the PM peak hour, the LOS at Purdy Rd and Yerkes Rd are so bad that analysis shows traffic would experience delays from 5 to 10 minutes before being able to pull onto NY Route 332. This could cause drivers to take dangerous risks and make unsafe maneuvers out of frustration.

Build Configuration (Figures D-5 and D-6)
Adding a connecting road between Canandaigua Farmington Townline Rd and Purdy Rd provides a pressure relief to delays experienced at the stop-controlled intersections. Assuming that most northbound traffic would opt to avoid long delays at the stop sign and instead continue up to the signalized intersection, LOS and delay significantly improves to acceptable levels for both the AM and PM peak hours. The models show that the additional traffic now approaching

the traffic signal from the eastbound direction only drop the LOS from C to D with an additional 13 seconds of delay in the PM peak hour.

Observations
The analysis shows that the connector road provides a tangible benefit to the community in the near term. Traffic expected from developments that are under construction or planned soon are expected to suffer significant delays at the existing Purdy and Yerkes Rd intersections. Providing an option to avoid these delays by navigating up to the signalized intersection at CFTL Rd will reduce the likelihood of dangerous turning movements. There is nothing stopping traffic from choosing to navigate the Purdy and Yerkes intersections regardless, however the ability to avoid delays will encourage most drivers to choose the alternate route.

The existing traffic signal at the CFTL Rd intersection was modeled with existing phasing and timing within the existing lane configuration. The model also assumed that nearly all northbound traffic from the Purdy and Yerkes Rd intersections would instead choose to navigate to the signal. Results show that peak hour volumes can be supported through the existing signal. The Synchro reports show that the PM peak hour 50th percentile queue length is 100 ft and he 95th percentile queue length is 175 ft. During the worst of peak traffic, the existing 150 ft left turn lane can support the expected volume of left turning vehicles with only occasional backups into the hatched area.

5.2 2045 Future Conditions

The 2045 future condition represents a continuation of the 2025 conditions. Existing background traffic is grown at a 0.5% rate up to the 2045 analysis year. The remaining future developments that are possible for the corridor are added to the road network. Traffic distribution patterns are established for No Build and Build configurations. No changes to existing intersection geometries, signal phasing, or signal timings are made.

No Build Configuration (Figures D-7 and D-8)
The traffic expected from future developments such as Uptown Canandaigua will put a serious strain on the road network. NY Route 332 has the capacity to carry that traffic, however the challenge will be how to get all this traffic from side streets onto NY Route 332. Traffic signals and restricting left turn movements are the most efficient way to get large volumes of traffic onto the main road. In the No Build configuration, the models show that the stop controlled intersections of Purdy Rd and Yerkes Rd become non-functional with severe congestion causing delays that can't even be measured during the PM peak hour.

Build Configuration (Figures D-9 and D-10)
Adding a connecting road between CFTL Rd and Purdy Rd is shown to make a significant difference in traffic operations along the corridor. During the AM peak hour, the model shows that LOS would return to acceptable levels. However during the PM peak hour, the model shows that there would be significant improvement to the Purdy Rd and Yerkes Rd intersections but they still would not be at acceptable levels. Diverting that volume of traffic to the CFTL Rd traffic signal also overwhelms the existing geometry and phasing. The single left turn lane can

not support the volume of left turns that would coming from the connector road. Syncrho reports from the model indicate that queue 50th and 95th percentile queues would exceed 400 ft and likely back up past the intersection with the connector road during heavy peak traffic.

Observations

The analysis shows that the large volume of traffic expected from future developments such as Uptown Canandaigua will begin to strain the system. Stop controlled intersections on NY Route 332 designed to support small volumes of traffic will begin to experience traffic volumes much larger than their through capacity. Congestion and delay become so severe that driver frustration would lead to risky decisions and potentially cause safety problems. The analysis shows that building a connector road provides a benefit to the corridor, however the volumes still exceed the capacity of the existing intersection configurations and signal operations. It is safe to say that changes to intersections on NY Route 332 should be explored in the future to mitigate impacts due to growth.

5.3 2045 Mitigation Condition

The 2045 future condition analysis showed that large traffic volumes from future developments will overwhelm the existing intersection configurations. The connector road will provide an alternative path to access a signalized intersection at the north end of the corridor, however changes to the intersection will be needed to support the large volume of traffic coming and going from the connector road. Results of this analysis are show in Figures D-11 and D-12.

Improvements to the CFTL Rd & NY Route 332 Intersection and Traffic Signal

The analysis shows that the volume of eastbound left turns exceeds the capacity of the existing 150 ft single left turn lane. Since there are two northbound lanes on NY Route 332, it would be possible to add a second left turn lane to the eastbound leg of the intersection. Creating a double left turn lane that is 400’ in length would provide sufficient capacity to store the queuing vehicles waiting to turn. The existing signal has a protected NB/SB left turn phase but it does not provide that for the EB/WB direction. The Synchro model for the mitigation condition tweaks the signal phasing to provide a separate EB/WB protected left turn phase as well as allowing the software to optimize timings. These changes bring the intersection up to acceptable LOS in the high volume PM peak hour.

Improvements to the Purdy Rd and Yerkes Rd intersections with NY Route 332

Future background growth combined with growth from the forecasted developments will add a significant volume of traffic to NY Route 332. This will reduce the number of available gaps on NY Route 332 during peak hours and make it more challenging for traffic to make crossing and left turn maneuvers from stop-controlled side streets. In order to prevent risky and unsafe maneuvers, these intersections can be modified to allow only right turn movements from the side streets while still allowing left turns and U-turns from the main street. The proposed configuration is termed “Restricted Crossing U-Turn” (RCUT). There is already a functional example of this type of intersection at the NY Route 332 and Thomas/Emerson Rd intersection. This same treatment would be suggested for the intersections of Purdy Rd and Yerkes Rd to control access to NY Route 332.

6.0 CRASH HISTORY INVESTIGATION

A crash analysis was performed to identify potential abnormal patterns or clusters of crashes. A crash cluster is an abnormal occurrence of similar crash types which happen at approximately the same location or involve the same geometric feature. A cluster could indicate an issue with said geometric feature that could be modified to mitigate crashes, rather than a random occurrence such as driver inattention or an accident involving an animal. Reportable (non-injury, injury, and fatal injury) type crashes are defined as damage to one person's property in the amount of $1,001 or more. The Non-Reportable type crashes result in property damage of $1,000 or less.

A Freedom of Information Law (FOIL) request was made to NYSDOT to obtain information from the Accident Location Information System (ALIS) database documenting all reported vehicular incidents within the study area on NY Route 332 from Canandaigua Farmington Town Line Rd to Purdy Rd. This is a 0.5 mile length of NY Route 332 including both intersections. Crash data was analyzed for a three-year period from June 2019 to May 2022. All data and calculations can be found in Appendix F.

Table 3
Summary of Crashes

Crash Type	INTERSECTION NY Route 332 & CFTL Rd		CORRIDOR Between CFTL Rd & Purdy Rd		INTERSECTION NY Route 332 & Purdy Rd	
	Quantity	**%**	**Quantity**	**%**	**Quantity**	**%**
Rear End	9	50%	0	-	1	14%
Left Turn	1	6%	0	-	0	-
Right Turn	2	11%	0	-	0	-
Overtake	0	-	1	7%	0	-
Pole/Post	2	11%	0	-	0	-
Other (Vehicle)	2	11%	1	7%	0	-
Animal Collision (excluded from total)	*2*	*11%*	*12*	*86%*	*6*	*86%*
TOTAL Vehicle Collisions	**16**		**2**		**1**	
Crash Rate	0.56 /MEV		0.15 / MVM		0.04 / MEV	
Statewide Average	0.56 /MEV		2.99 /MVM		0.19 /MEV	

The results of this analysis shows that there are a number of crashes at the intersection with NY Route 332 but the calculated crash rate is equal to the statewide average. This analysis shows that reported crash history is not a concern at the intersections.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The analysis shows that existing levels of service at the Purdy Rd and Yerkes Rd intersections are poor. Development along the Brickyard Rd corridor will make this worse. Constructing a connecting road between Canandaigua Farmington Town Line Rd and Purdy Rd would allow a safe and efficient alternate route. Analysis shows that the signalized intersection of Canandaigua Farmington Town Line Rd with NY Route 332 can handle the increase in eastbound traffic with no changes to the geometry, phasing, or signal timings. A connector road would provide an immediate benefit to the corridor and is recommended.

As development continues along Brickyard Rd, analysis shows that further increasing volumes cannot be handled at the signalized intersection under the existing configuration and timing. It would be recommended to pursue upgrades to that intersection and signal. It would require coordination with NYSDOT to make those changes. It would be a good time to pursue changes to the Purdy Rd and Yerkes Rd intersections to eliminate unsafe left turns from the side streets by transitioning them to RCUT configurations.

APPENDIX A

Traffic Data

NYSDOT Traffic Data

Obtained from: https://www.dot.ny.gov/tdv

State Route 332 - Between Canandaigua Farmington Town Line Road and North Street
Exact Recorder Location: 0.21mi S of Yerkes Rd

	2015			2018		
	25-Apr			21-May		
Time of Day	NB	SB	COMB	NB	SB	COMB
12:00 - 1:00	81	55	136	63	47	110
1:00 - 2:00	25	31	56	26	36	62
2:00 - 3:00	22	23	45	17	22	39
3:00 - 4:00	29	19	48	21	18	39
4:00 - 5:00	66	27	93	60	38	98
5:00 - 6:00	192	103	295	211	143	354
6:00 - 7:00	491	445	936	531	478	1009
7:00 - 8:00	877	1053	1930	849	989	1838
8:00 - 9:00	696	925	1621	697	896	1593
9:00 - 10:00	596	700	1296	638	672	1310
10:00 - 11:00	610	643	1253	626	656	1282
11:00 - 12:00	670	654	1324	679	673	1352
12:00 - 1:00	707	670	1377	746	729	1475
1:00 - 2:00	698	681	1379	727	724	1451
2:00 - 3:00	776	758	1534	810	765	1575
3:00 - 4:00	1016	852	1868	1033	916	1949
4:00 - 5:00	1093	1004	2097	1076	1055	2131
5:00 - 6:00	1006	1063	2069	1012	1102	2114
6:00 - 7:00	638	724	1362	664	755	1419
7:00 - 8:00	491	469	960	520	458	978
8:00 - 9:00	403	379	782	426	388	814
9:00 - 10:00	257	288	545	272	314	586
10:00 - 11:00	145	188	333	157	183	340
11:00 - 12:00	93	136	229	110	116	226
	11678	11890	23568	11971	12173	24144

Seasonal Factor =	0.972	Seasonal Factor =	1.071
Axle Factor =	1.00	Axle Factor =	1.00
AADT =	24,247	AADT =	22,543

APPENDIX B

Future Developments

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MEMORANDUM

RE: Canandaigua Gateway Traffic Study
Future Traffic Volume Estimates

This memorandum is intended to summarize trip generation and distributions for future developments identified along the Brickyard Road corridor. There are 9 proposed future development sites in this analysis. Developments are categorized as to whether they're expected to be complete before 2025 or complete before 2045.

Trip Generation

Development #1: Canandaigua Country Estates
Assumed completion prior to 2045

Canandaigua Country Estates is a manufactured home community with approximately 75 housing units. It is estimated that the community could add another 200 units in the future. Peak hour volumes for 200 dwelling units are calculated using the ITE manual for land use 240 – Mobile Home Park.

Peak Hour	Enter	Exit	Total
AM	16	59	75
PM	71	43	114

Development #2: Housing at Corner of Brickyard Rd & Yerkes Rd
Assumed completion prior to 2025

Just east of Brickyard Rd on Yerkes Rd is the Centerpointe Apartments complex. It is estimated that another 100 housing units will be added and are currently under construction. Peak hour volumes for 100 dwelling units are calculated using the ITE manual for land use 220 – Multi Family Housing, Low Rise.

Peak Hour	Enter	Exit	Total
AM	13	41	54
PM	40	24	64

255 Woodcliff Drive
Suite 200
Fairport, NY 14450
cplteam.com
585.454.4570 TEL
585.454.7618 FAX

Development #3: Airport Development
Assumed completion prior to 2045

The Canandaigua Airport at the southwest corner of Brickyard Rd and Thomas Rd is proposing a new terminal. As part of this development, the driveway to the airport is expected to shift from the existing driveway on Brickyard Rd to a new connection point on the western terminus of Thomas Rd. Traffic from the airport expansion is not expected to be significant. A conservative estimate of peak hour volumes is based on engineering judgement. It is assumed there will be a small number of additional employees as well as a few new airport users per hour. In addition to the airport development, it is expected that 24 new housing units will be added to this section of Thomas Rd. Peak hour volumes for 24 dwelling units are calculated using the ITE manual for land use 210 – Single Family Housing, Detached. Peak hour volumes for the airport and housing development are combined.

Peak Hour	Enter	Exit	Total
AM	13	19	32
PM	20	18	38

Development #4: Canandaigua YMCA
Assumed completion prior to 2025

The new Canandaigua YMCA is being constructed at the southeast corner of North St and N Bloomfield Rd. As part of the site plan approval process, the YMCA had a traffic study completed by SRF Associates. That study estimated the expected volume of trips to be generated by the YMCA and what portion of that volume would be expected to be generated from east of the site. The North St westbound traffic (Enter) and North St eastbound (Exit) volumes from that study are presented in the table. It could be assumed that a portion of this new YMCA traffic would use Brickyard Rd as a means of travel to and from the new facility.

Peak Hour	Enter	Exit	Total
AM	52	44	96
PM	56	66	122

Development #5: Artisan Meats
Assumed completion prior to 2025

The Artisan Meats company is expected to double the square footage of their existing building and increase the number of employees from 12 to approximately 20. A conservative estimate of peak hour volumes is based on engineering judgement. The assumption is that 8 additional employees will be arriving in the morning and leaving in the evening as well as a few additional vehicles entering and exiting during the peak hours.

Peak Hour	Enter	Exit	Total
AM	10	6	16
PM	6	10	16

Development #6: Uptown Canandaigua Housing
Assumed completion prior to 2045

As part of the Uptown Canandaigua planning efforts, there are expectations that housing and commercial space will be developed in the area of Thomas and Brickyard Roads. This will be a mix of residential and commercial buildings and uses, with an estimated 300-500 housing units built as part of this development. The ITE provides data for land use 270 – Residential Planned Unit Development. That land use is generally categorized as a large development with a mix of residential units with commercial spaces intermixed which is an appropriate description of the Uptown Canandaigua plan. As a conservative approach, peak hour volumes are calculated based on 500 dwelling units.

Peak Hour	Enter	Exit	Total
AM	71	253	324
PM	234	126	360

Development #7: Pactiv Corporation
Assumed completion prior to 2045

It is anticipated that the Pactiv Corporation will expand at some point in the future. They would be expected to expand the footprint of their current manufacturing and warehousing space as well as increase employment. There are no known active plans, therefore engineering judgement was used to conservatively estimate development. It is estimated that Pactiv currently has approximately 400,000 square feet of manufacturing space and 1 million square feet of warehousing space. It is assumed that Pactiv may expand by 30% - 50%. The ITE codes and descriptions used here were 140 – Manufacturing, at an estimated 150,000 proposed square feet, and 150 – Warehousing, at an estimated 350,000 proposed square feet.

Peak Hour	Enter	Exit	Total
AM	129	38	167
PM	51	130	181

Development #8: Monarch Manor Housing (Farmington)
Phase 2 Development Assumed completion prior to 2025
Phase 3 Development Assumed completion prior to 2045

Monarch Manor, located at the northeast corner of Canandaigua Farmington Town Line Rd and

east of New Michigan Rd, currently has 40 units. The developer is currently in the process of constructing 48 units as part of their phase 2 development. Information provided by the Town of Farmington planner has identified that the development is able to support an additional 70 units as part of phase 3 development if approved sometime in the future. With this information, the appropriate ITE land use is 215 – Single Family Attached Housing. Peak hour volumes are calculated for phase 2 and 3 separately.

Peak Hour	Enter	Exit	Total
Phase 2 - AM	6	13	19
Phase 2 - PM	14	11	25
Phase 3 - AM	10	21	31
Phase 3 - PM	22	16	38

Development #9: Proposed Connector Road and New Housing
Assumed completion prior to 2045

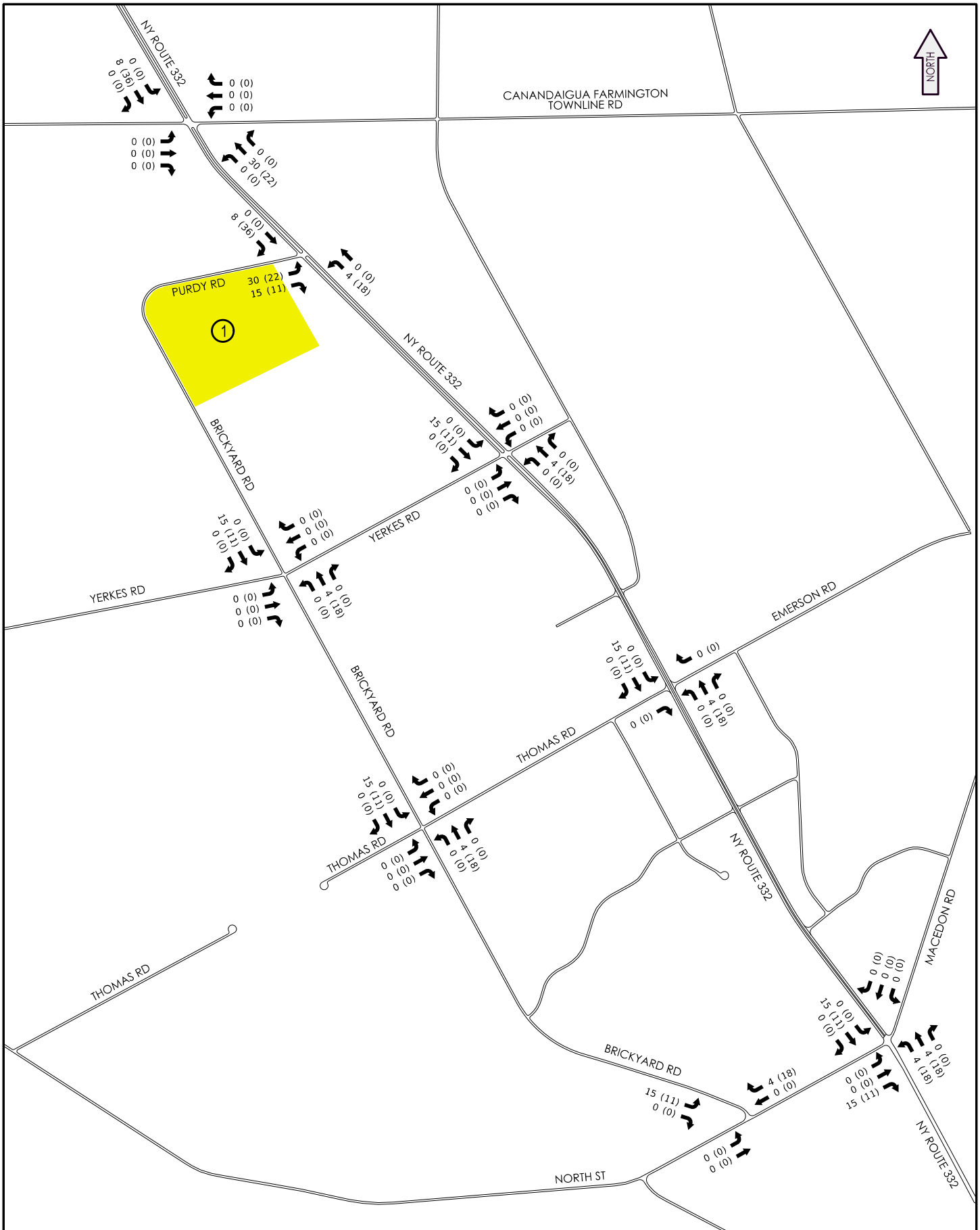
The final development being proposed is a new connector road that would connect Purdy Rd and Canandaigua Farmington Town Line Rd just west of Rochester Rd. It is anticipated that with the addition of this new connecting road, 100 housing units would be built in the area along the new roadway. The ITE land use for estimating peak hour trip volumes is 215 – Single Family Attached Housing.

Peak Hour	Enter	Exit	Total
AM	14	32	46
PM	32	24	56

Trip Distribution

Traffic from future developments is distributed following two scenarios. The No-Build Condition uses the existing road network with no connector road. Since Brickyard Rd does not provide a continuous route from North St to CFTL Rd, it would be expected that vehicles would take the closest path to access Route 332. The Build Condition assumes that the connector road gets built. That would provide an alternative route to access NY Route 332 from the signalized intersection at CFTL Rd. It would be expected that a percentage of traffic would opt to use Brickyard Rd to travel north and south to avoid congestion and delays trying to access NY Route 332 from stop controlled side streets.

Distribution patterns for No-Build and Build Conditions were developed for each development to determine the different impacts. Development 9 is only included in the Build Condition. Developments assumed to be constructed prior to 2025 are added together for analysis. For the 2045 analysis, all development volumes are added together.



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Gateway Canandaigua
Traffic Study

Future Development Plans
1 - Country Estates
No Build (2045 Development)

BY: LAH
DATE: 12/7/2022

Figure B-1

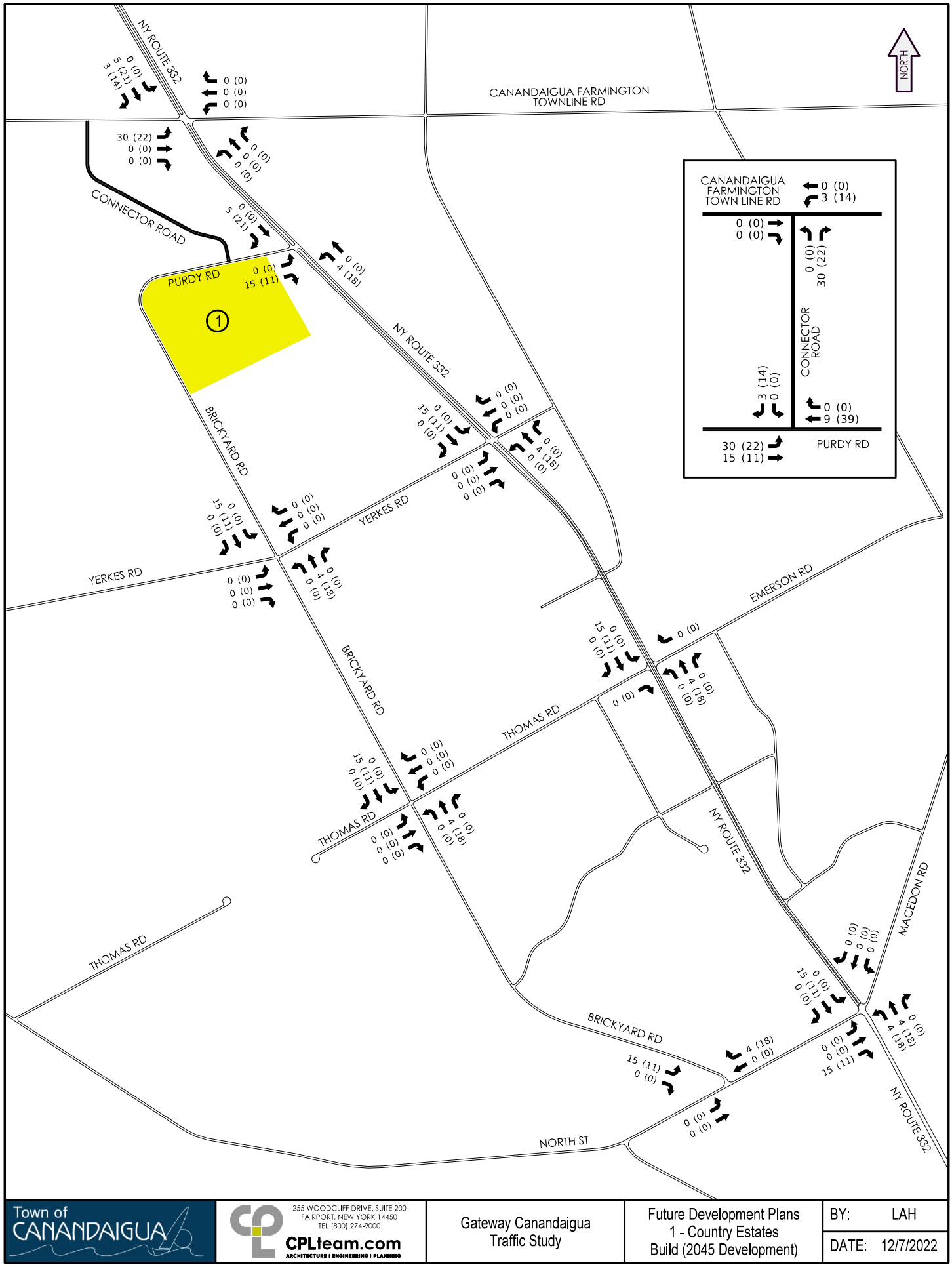

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Figure B-2


NORTH
NY ROUTE 332
CANANDAIGUA FARMINGTON TOWNLINE RD
PURDY RD
BRICKYARD RD
YERKES RD
EMERSON RD
THOMAS RD
MACEDON RD
NORTH ST
2
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Future Development Plans
2 - Yerkes Housing
No Build (2025 Development)
BY: LAH
DATE: 12/7/2022

Figure B-3

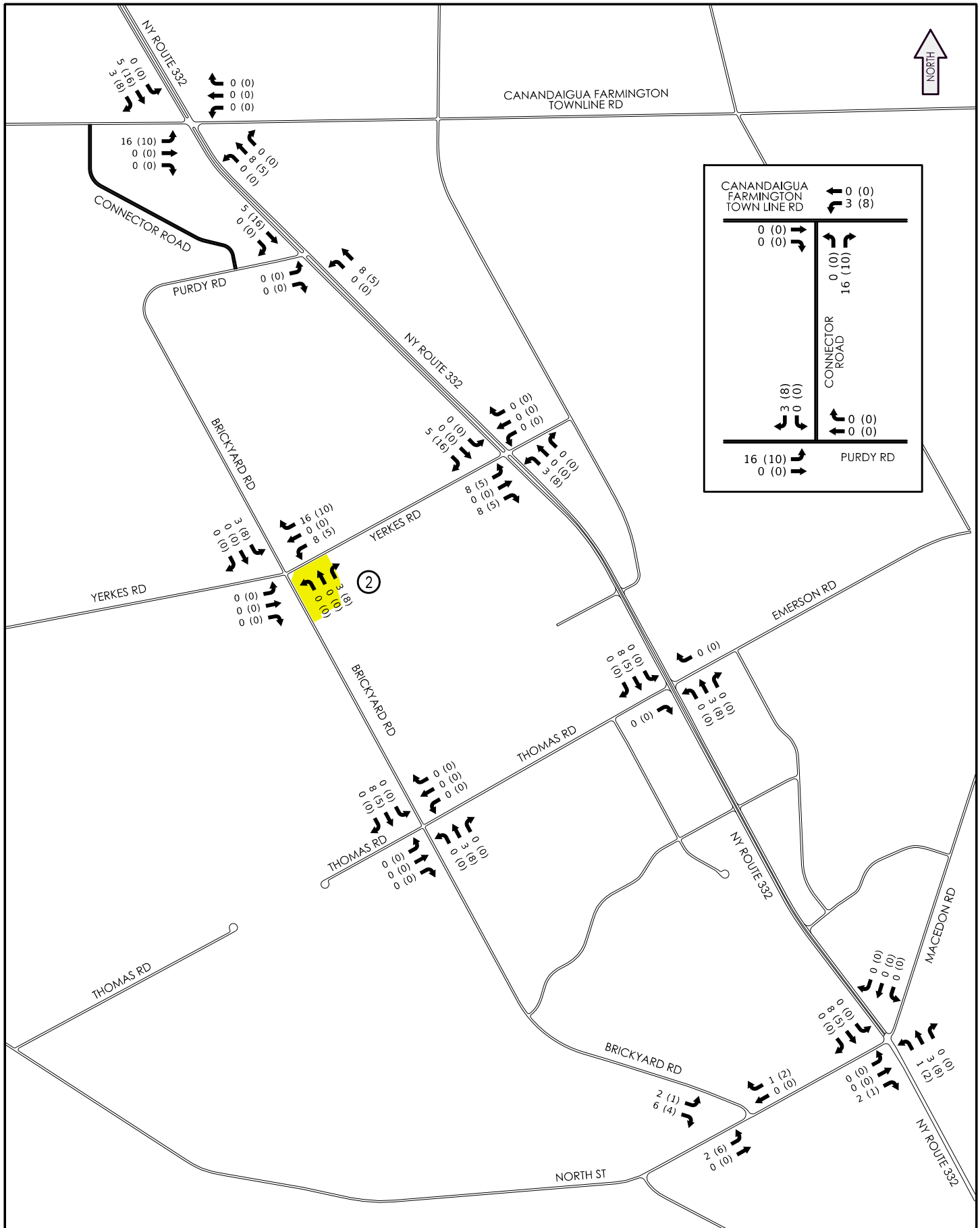

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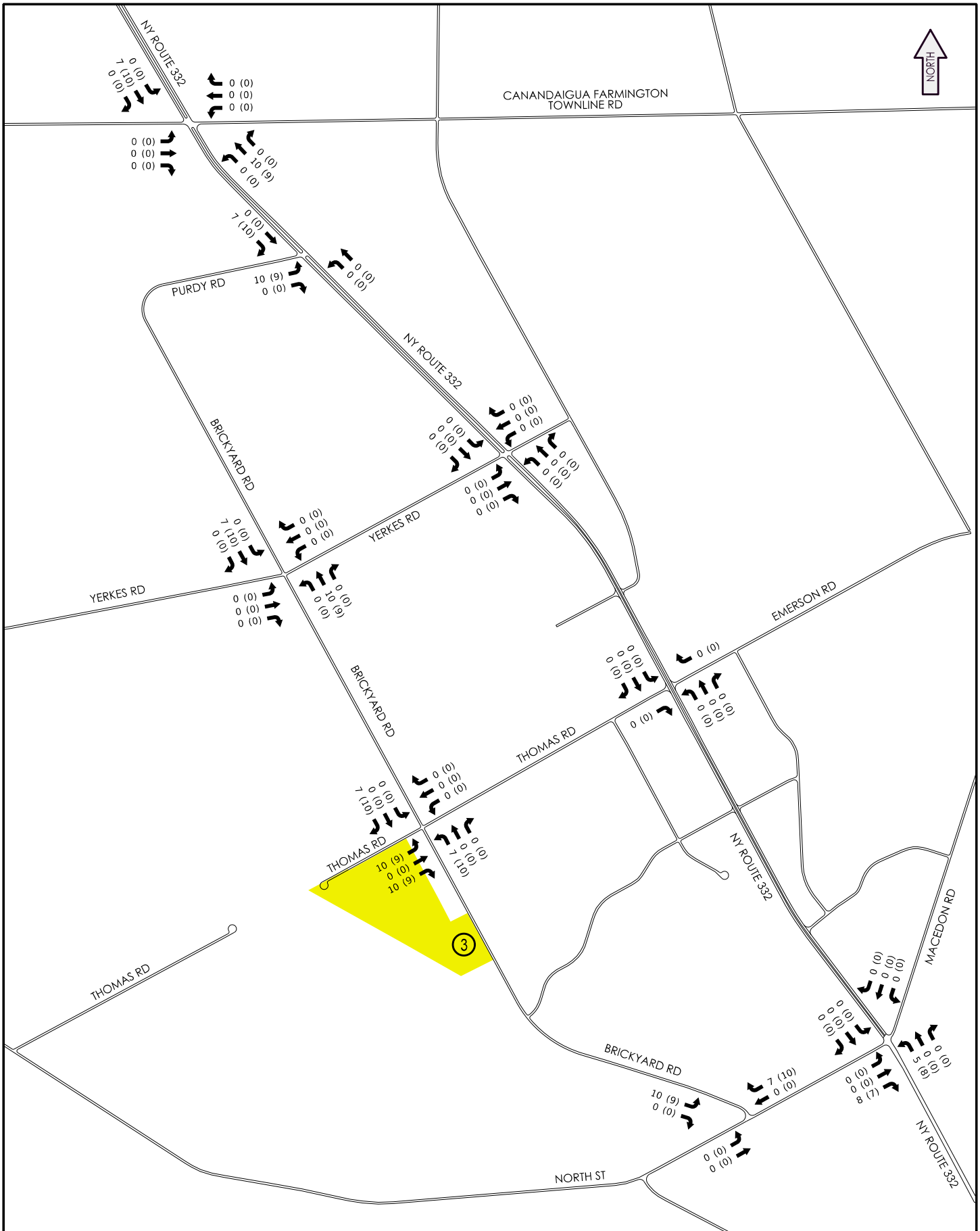
Figure B-4


NORTH
NY ROUTE 332
CANANDAIGUA FARMINGTON TOWNLINE RD
PURDY RD
BRICKYARD RD
YERKES RD
EMERSON RD
THOMAS RD
MACEDON RD
NORTH ST
3
Town of CANANDAIGUA
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Traffic Study
Future Development Plans
3 - Airport/Housing
No Build (2045 Development)
BY: LAH
DATE: 12/7/2022

Figure B-5

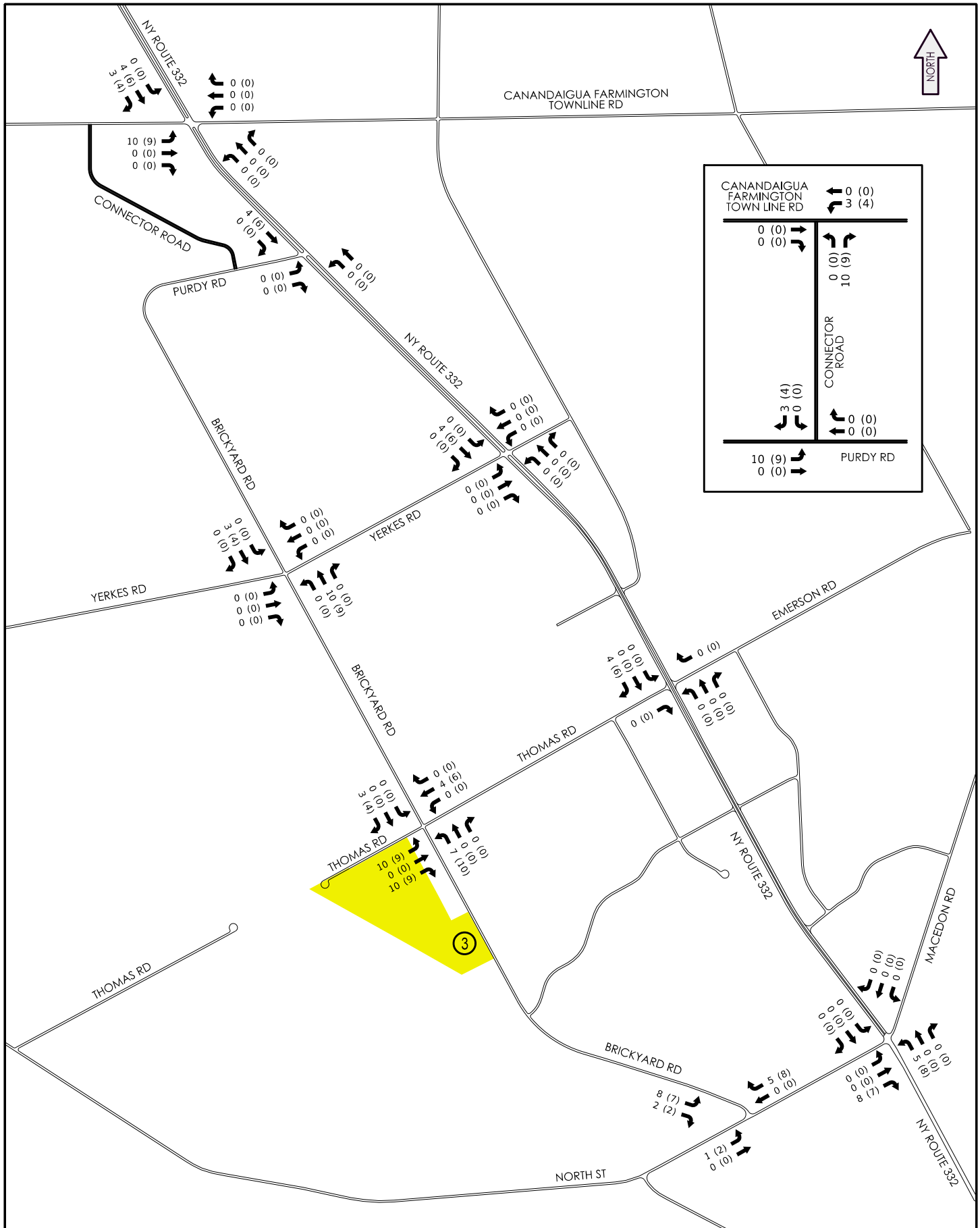

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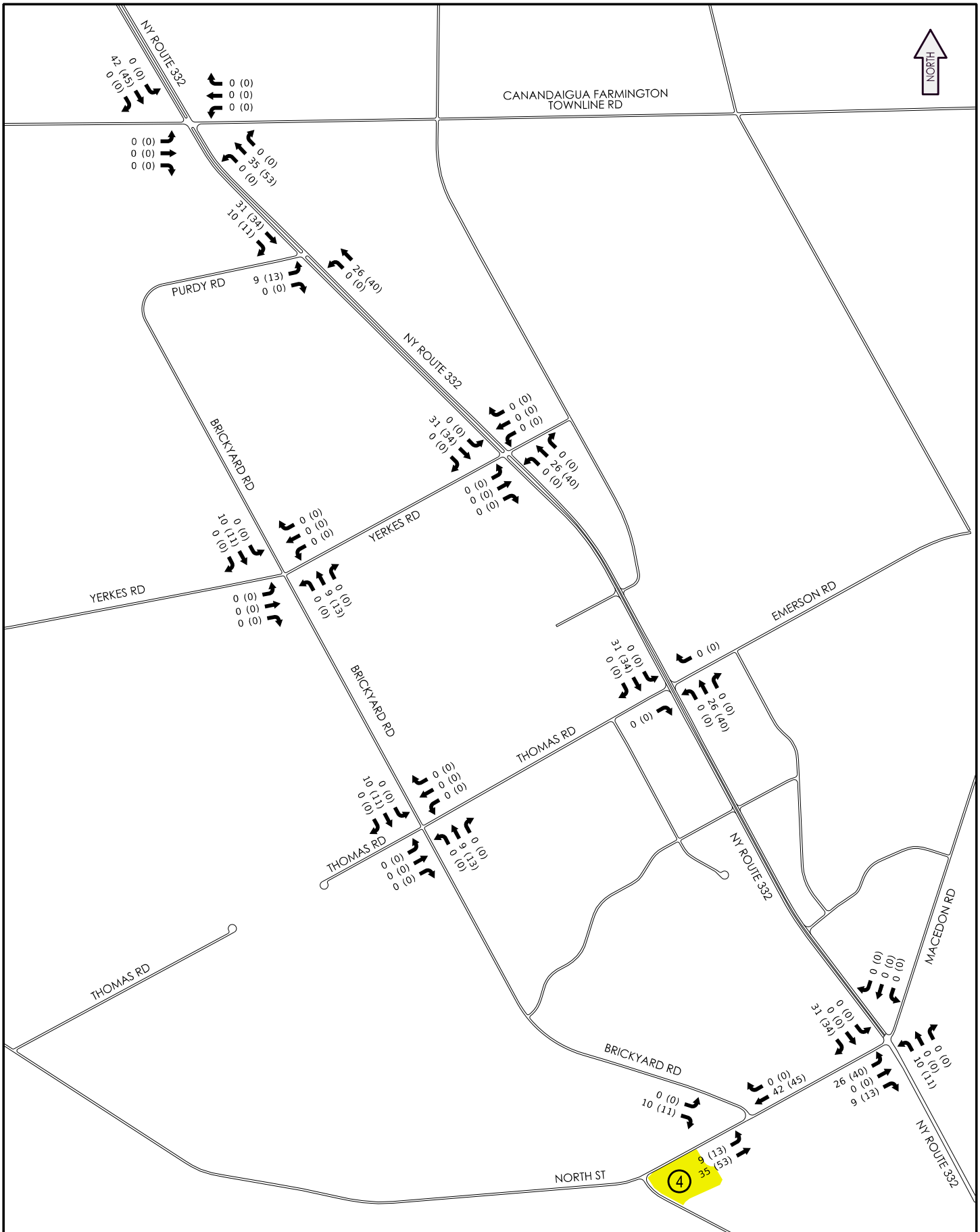
Figure B-6


NORTH
NY ROUTE 332
CANANDAIGUA FARMINGTON TOWNLINE RD
PURDY RD
BRICKYARD RD
YERKES RD
EMERSON RD
THOMAS RD
MACEDON RD
NORTH ST
4
Town of CANANDAIGUA
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Traffic Study
Future Development Plans
4 - YMCA
No Build (2025 Development)
BY: LAH
DATE: 12/7/2022

Figure B-7

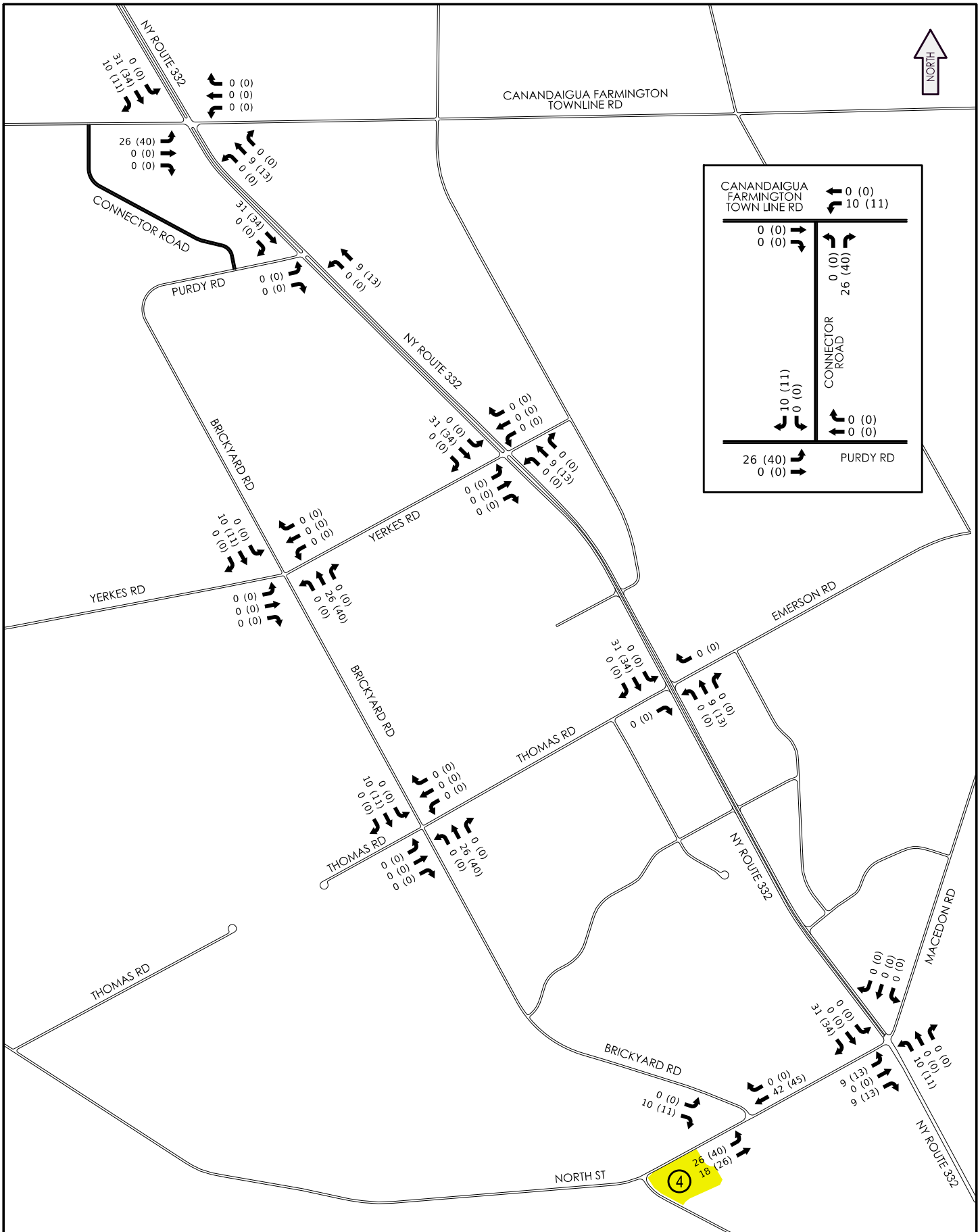

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Figure B-8

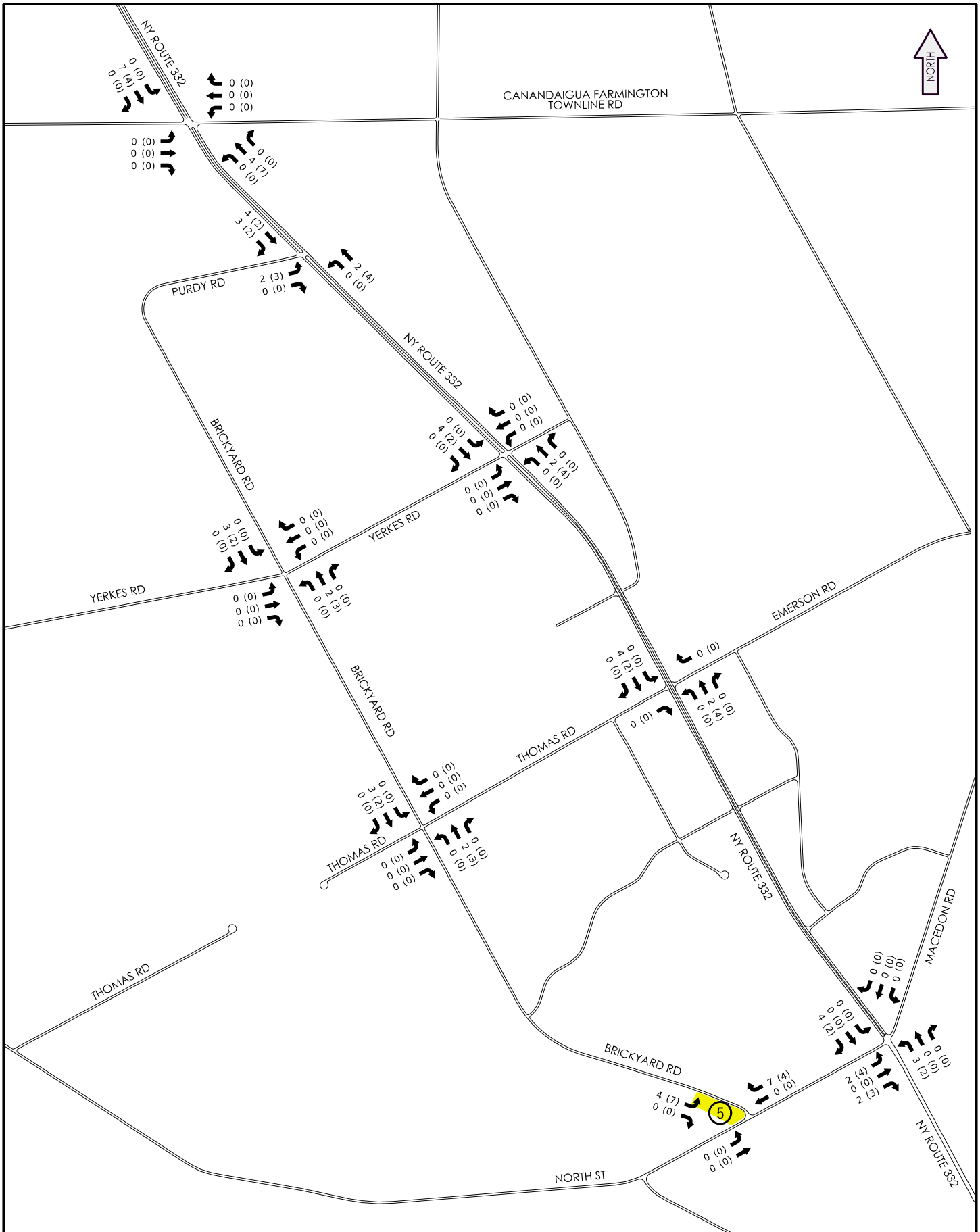

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Figure B-9

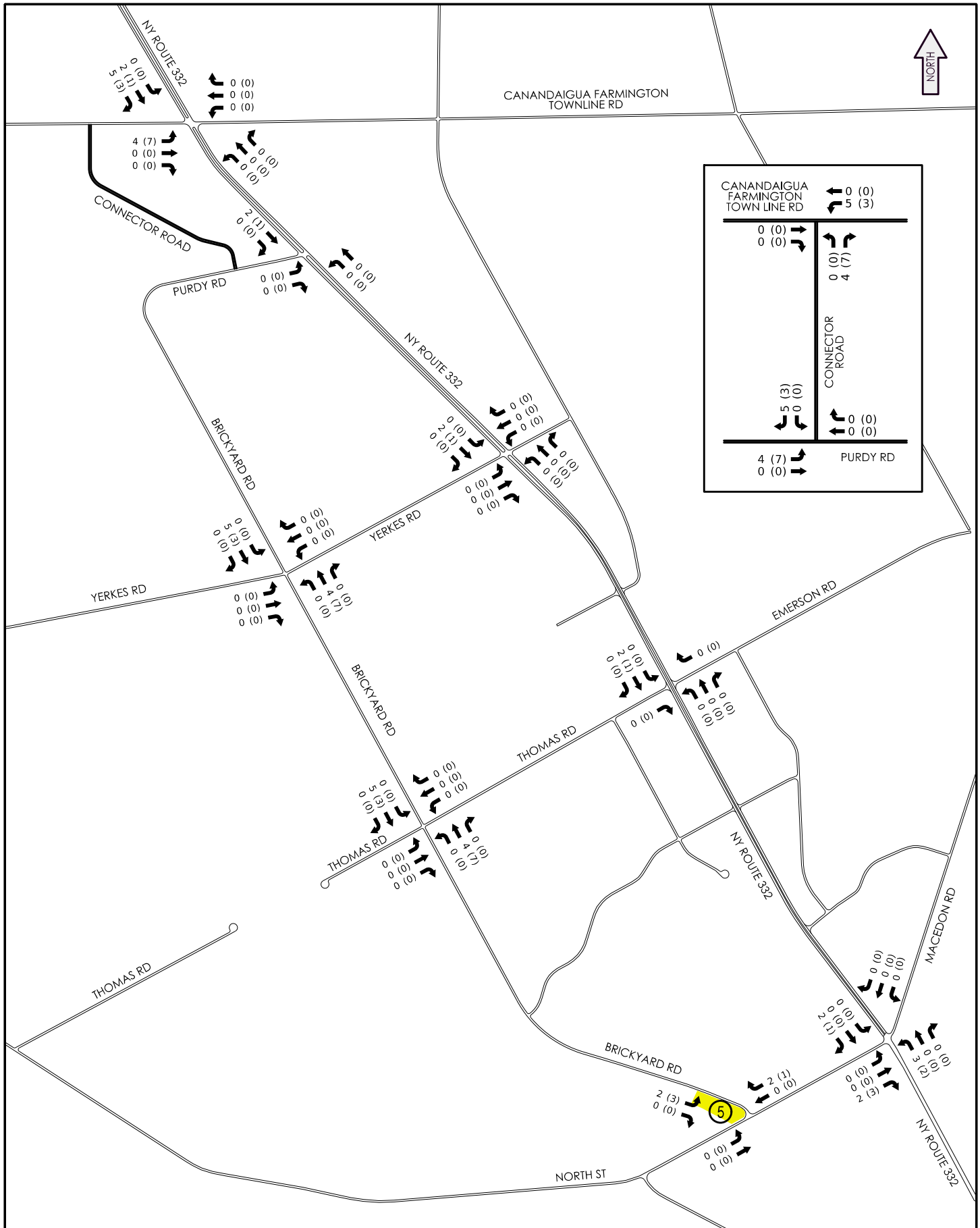

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Figure B-10

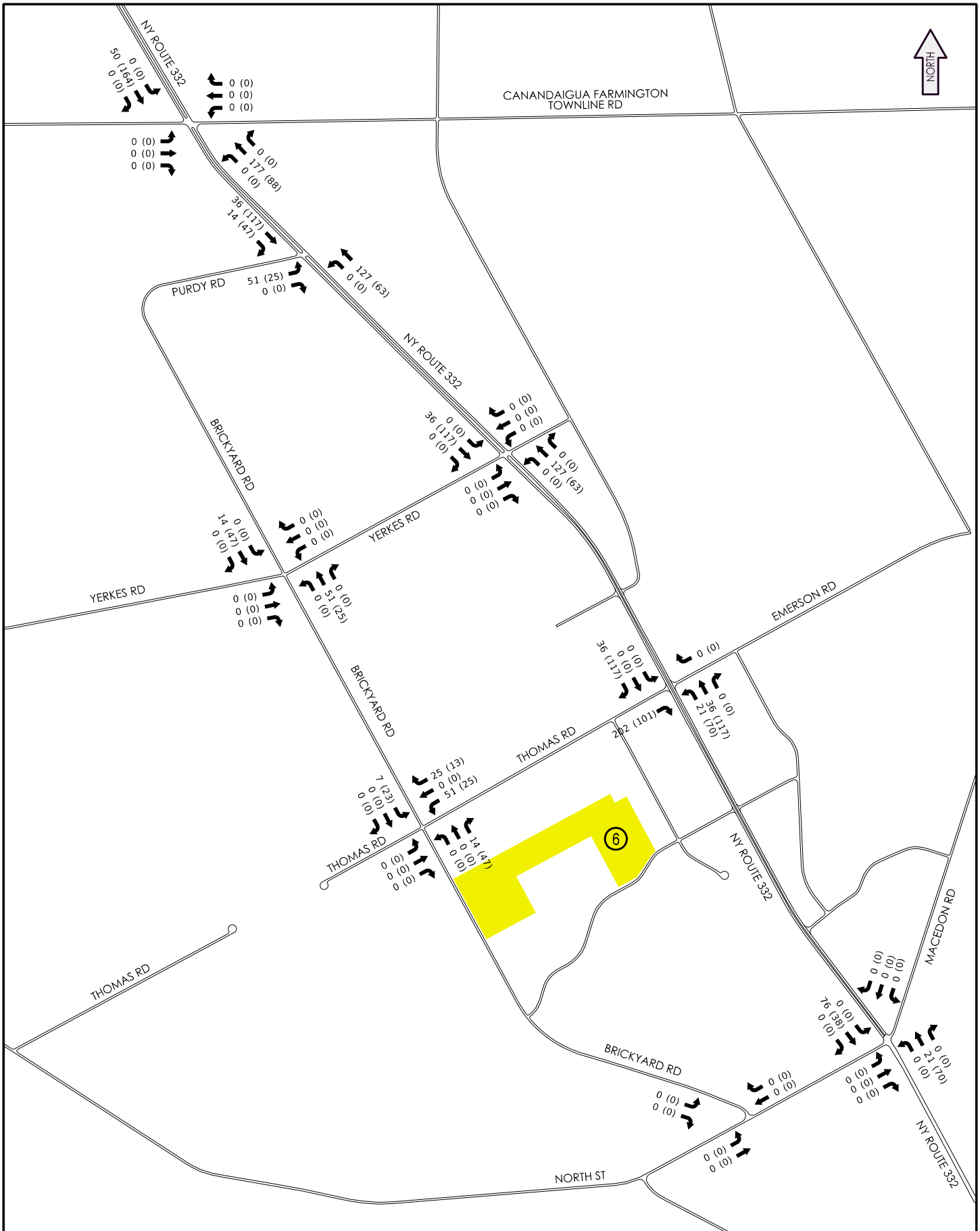

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Figure B-11

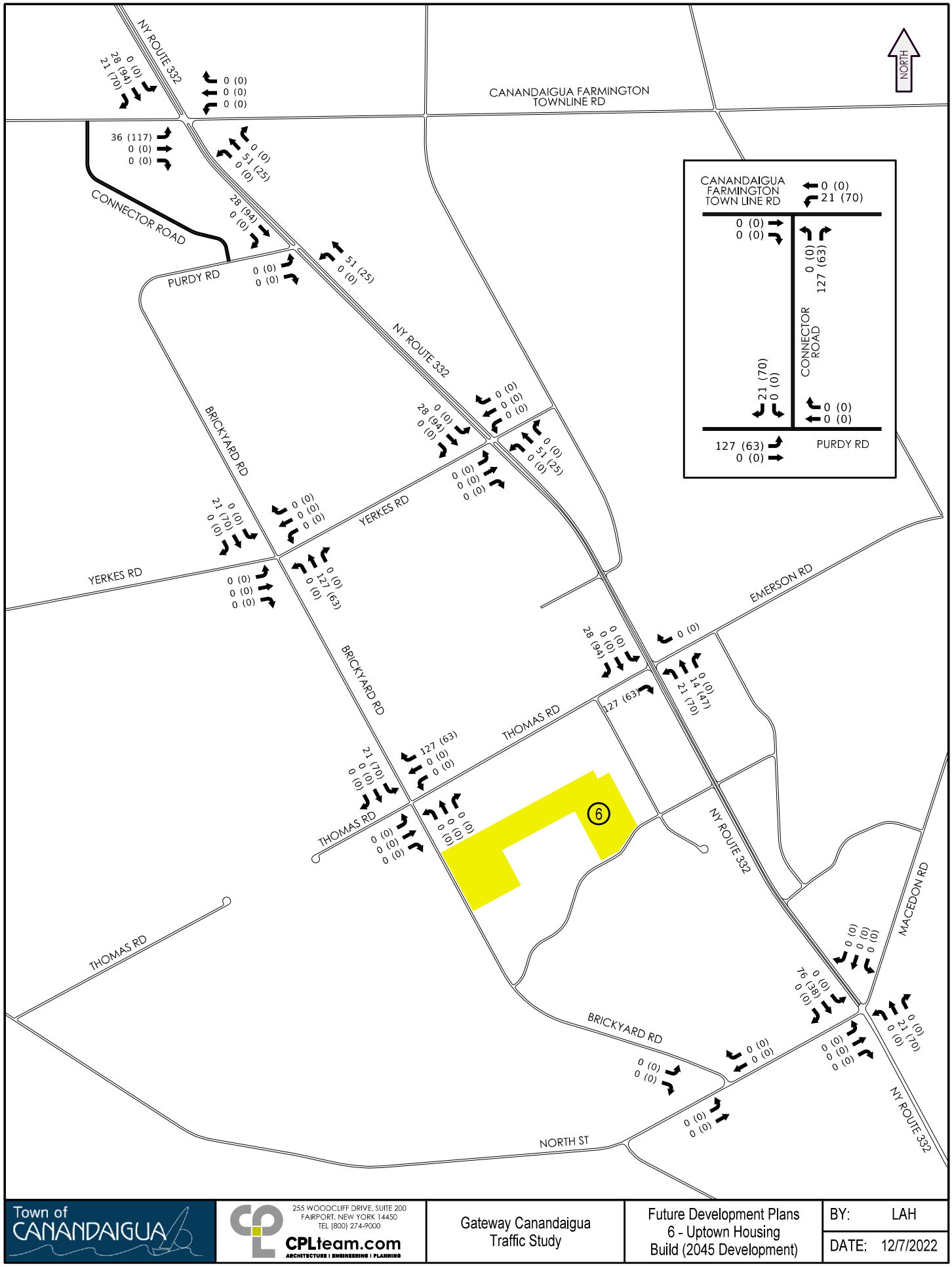

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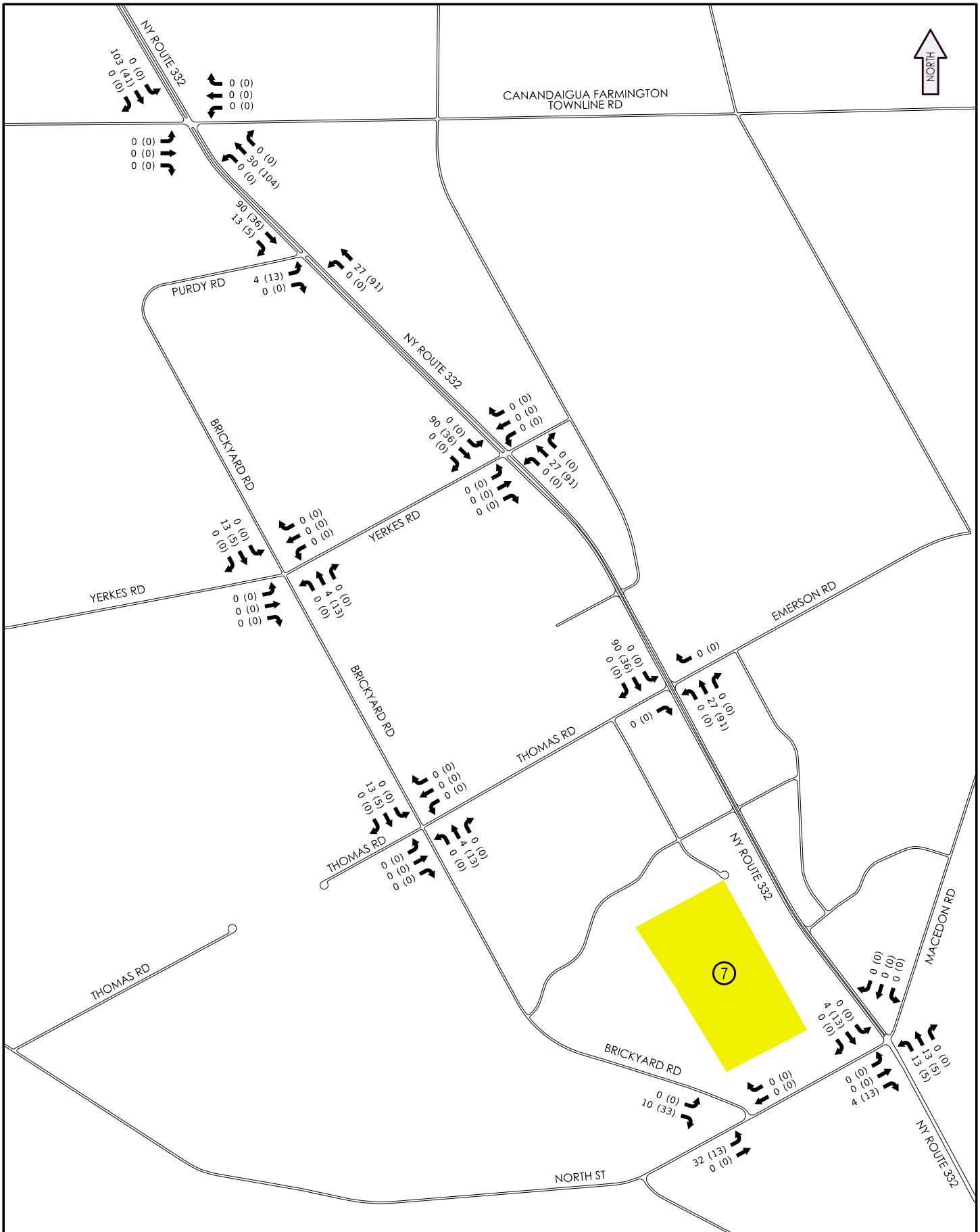
Figure B-12



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Future Development Plans
7 - Pactiv Corp.
No Build (2045 Development)

BY: LAH
DATE: 12/7/2022

Figure B-13

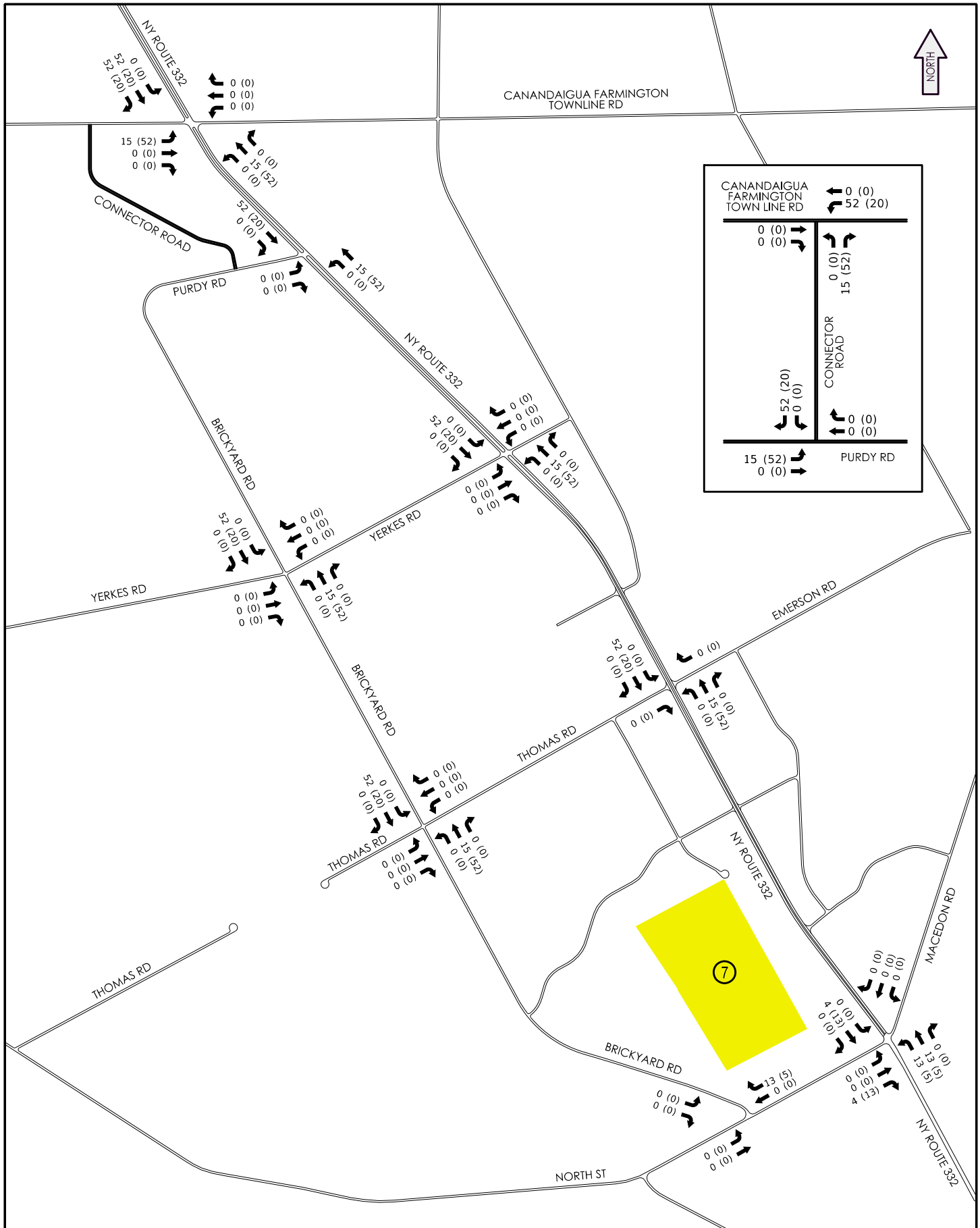

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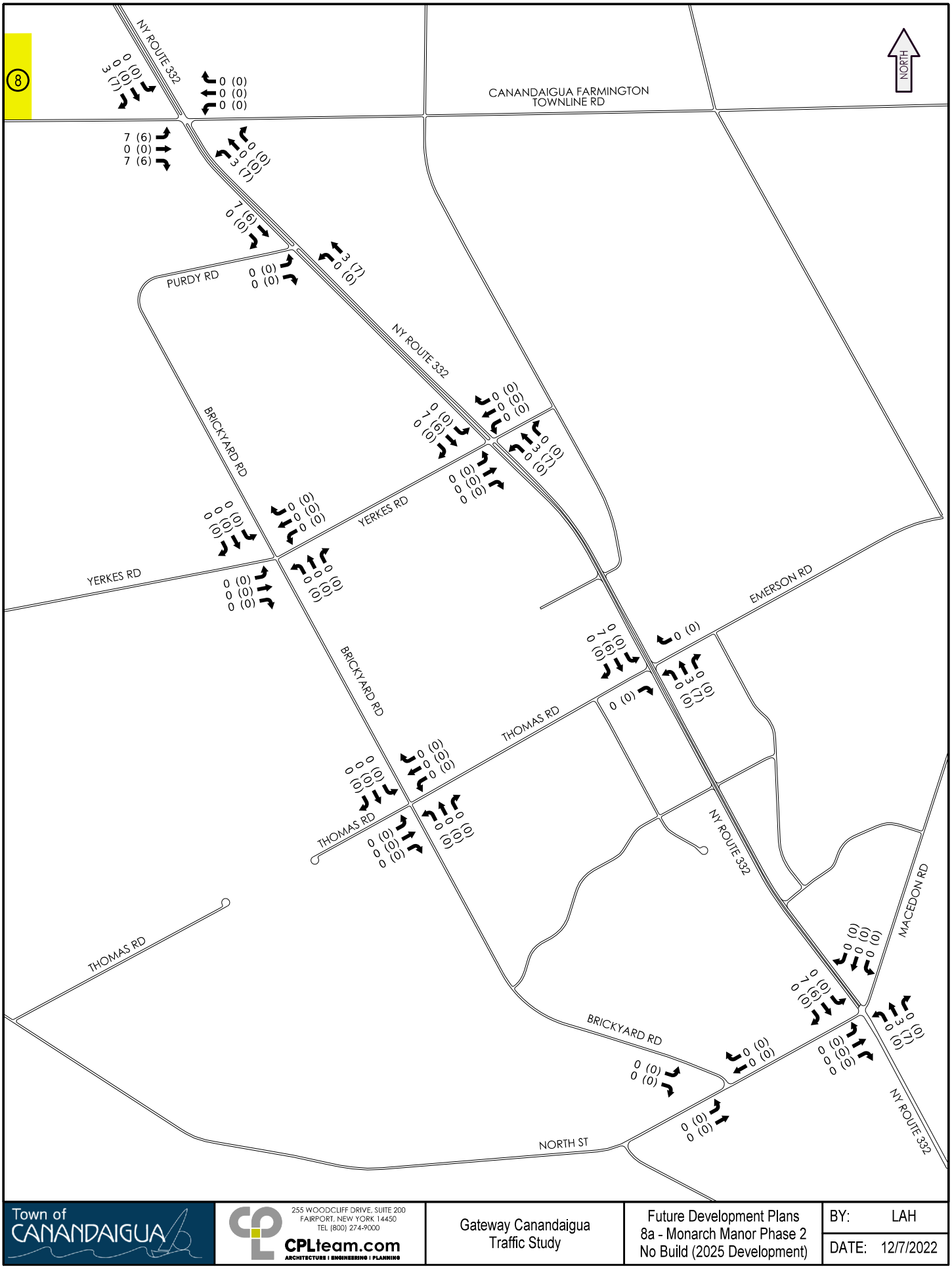
Figure B-14



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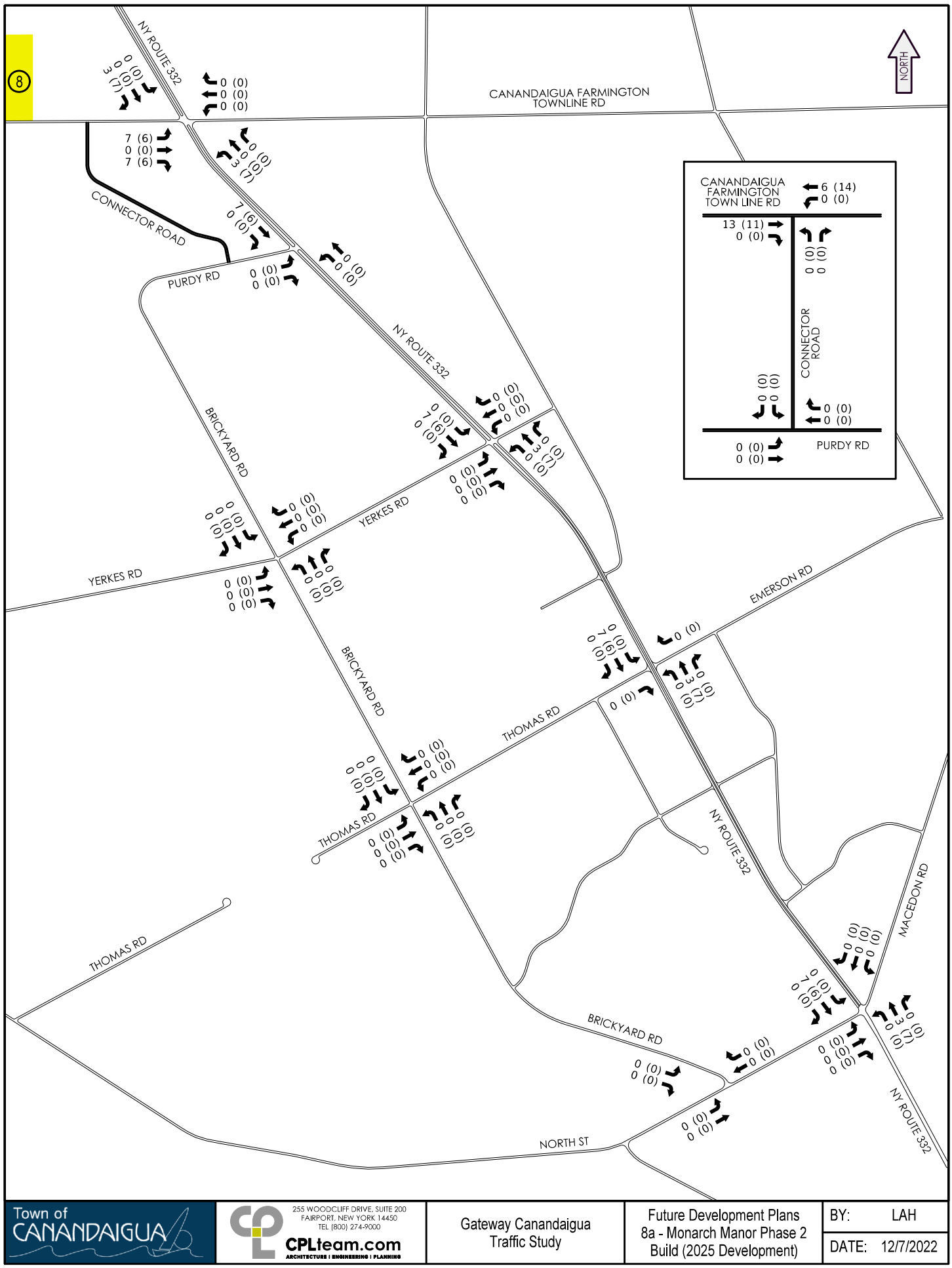
Future Development Plans
8a - Monarch Manor Phase 2
No Build (2025 Development)

BY: LAH
DATE: 12/7/2022

Figure B-15


8
NY ROUTE 332
CANANDAIGUA FARMINGTON TOWNLINE RD
NORTH
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BRICKYARD RD
YERKES RD
EMERSON RD
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MACEDON RD
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PURDY RD
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Future Development Plans
8a - Monarch Manor Phase 2 Build (2025 Development)
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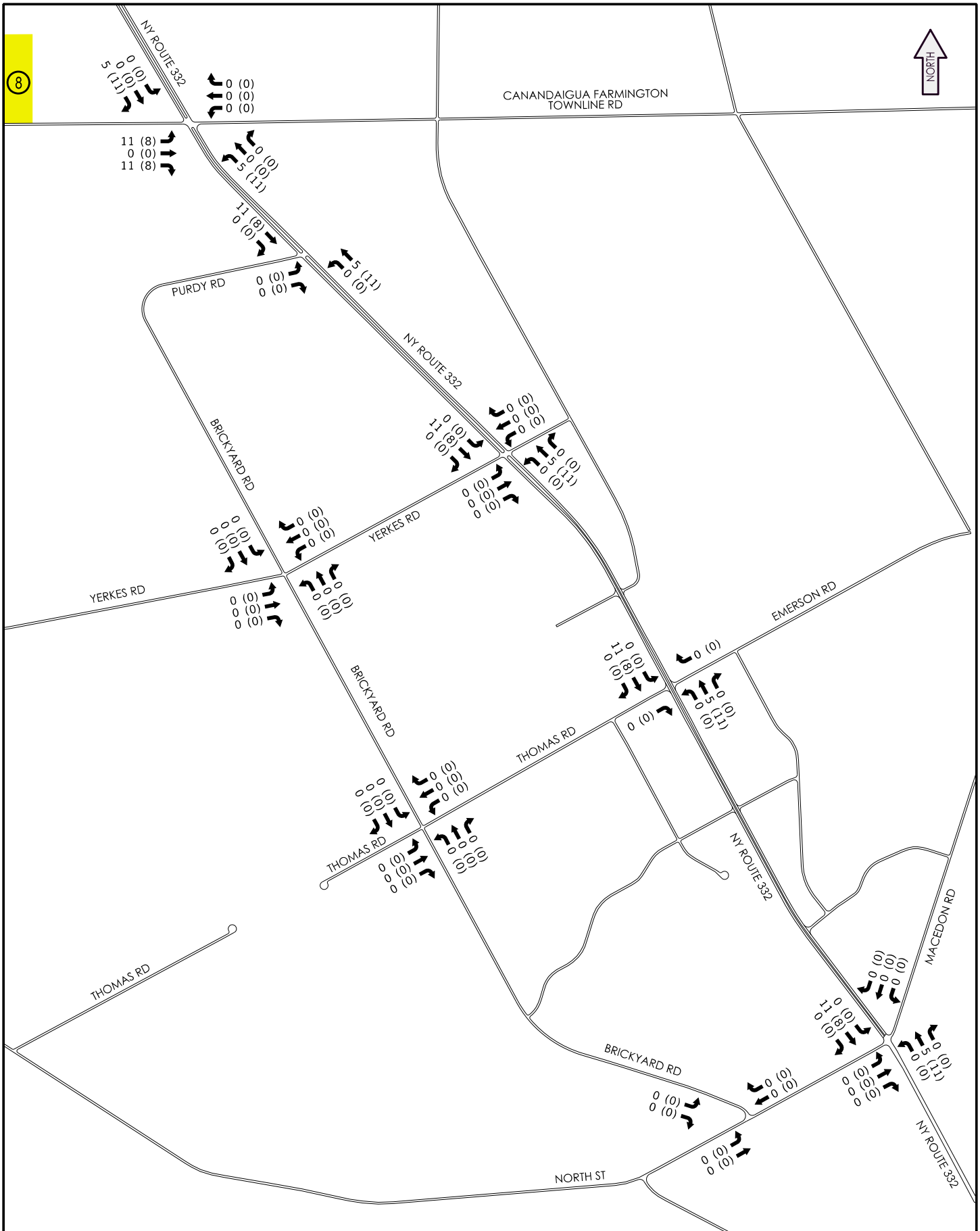
Figure B-16



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Future Development Plans
8b - Monarch Manor Phase 3
No Build (2045 Development)

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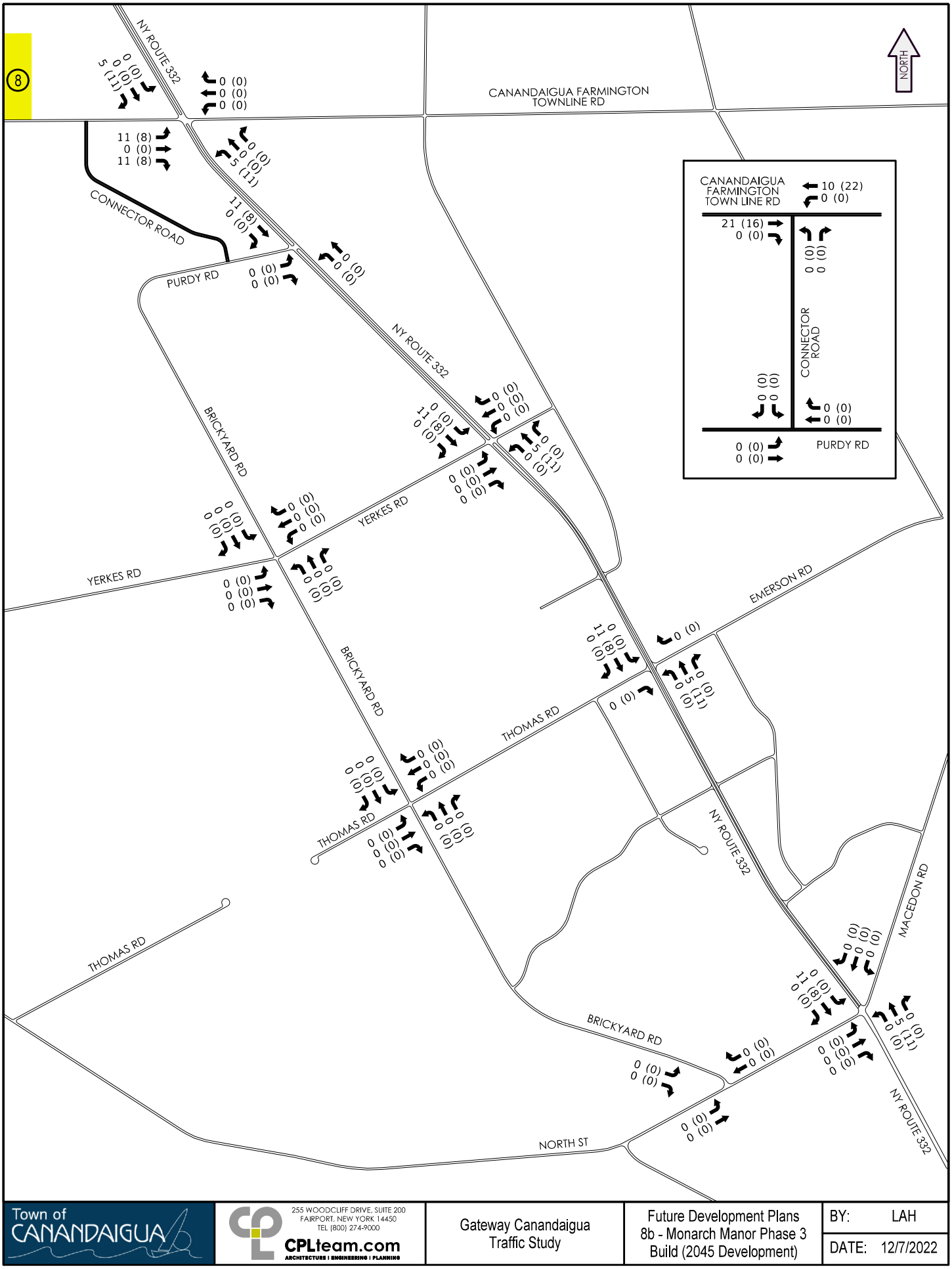
DATE: 12/7/2022

Figure B-17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Future Development Plans
8b - Monarch Manor Phase 3 Build (2045 Development)
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Figure B-18

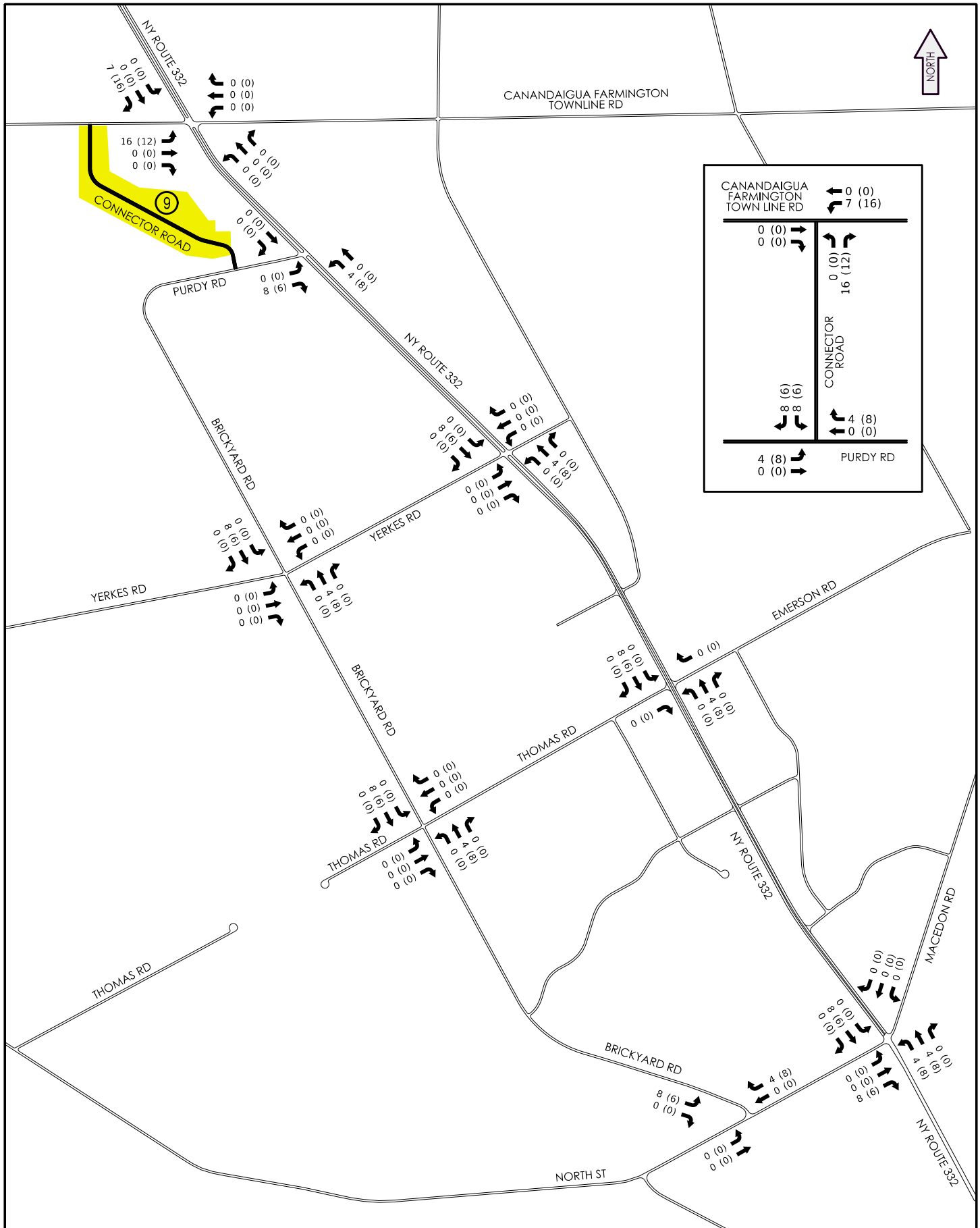

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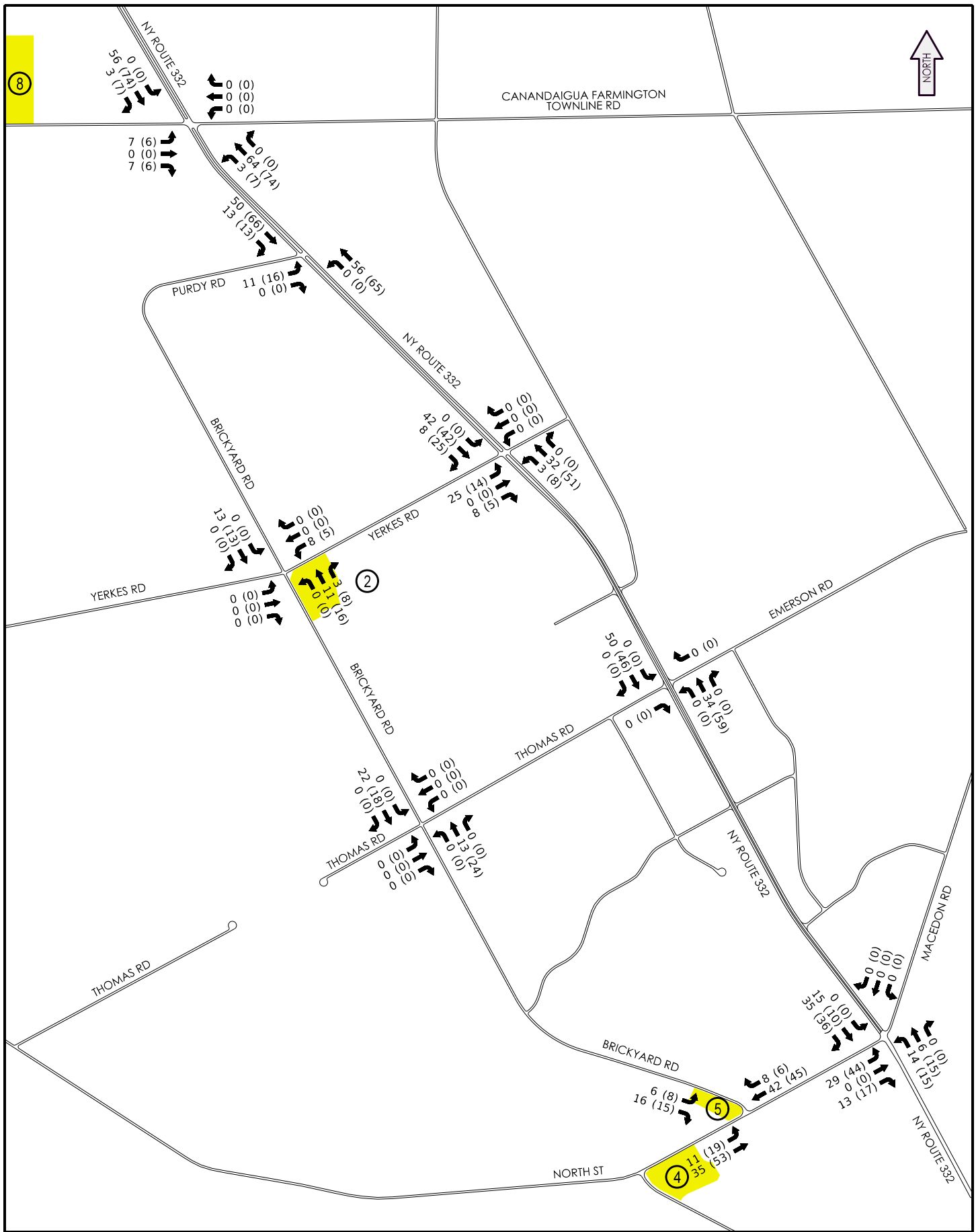
Figure B-19


NORTH
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MACEDON RD
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Town of CANANDAIGUA
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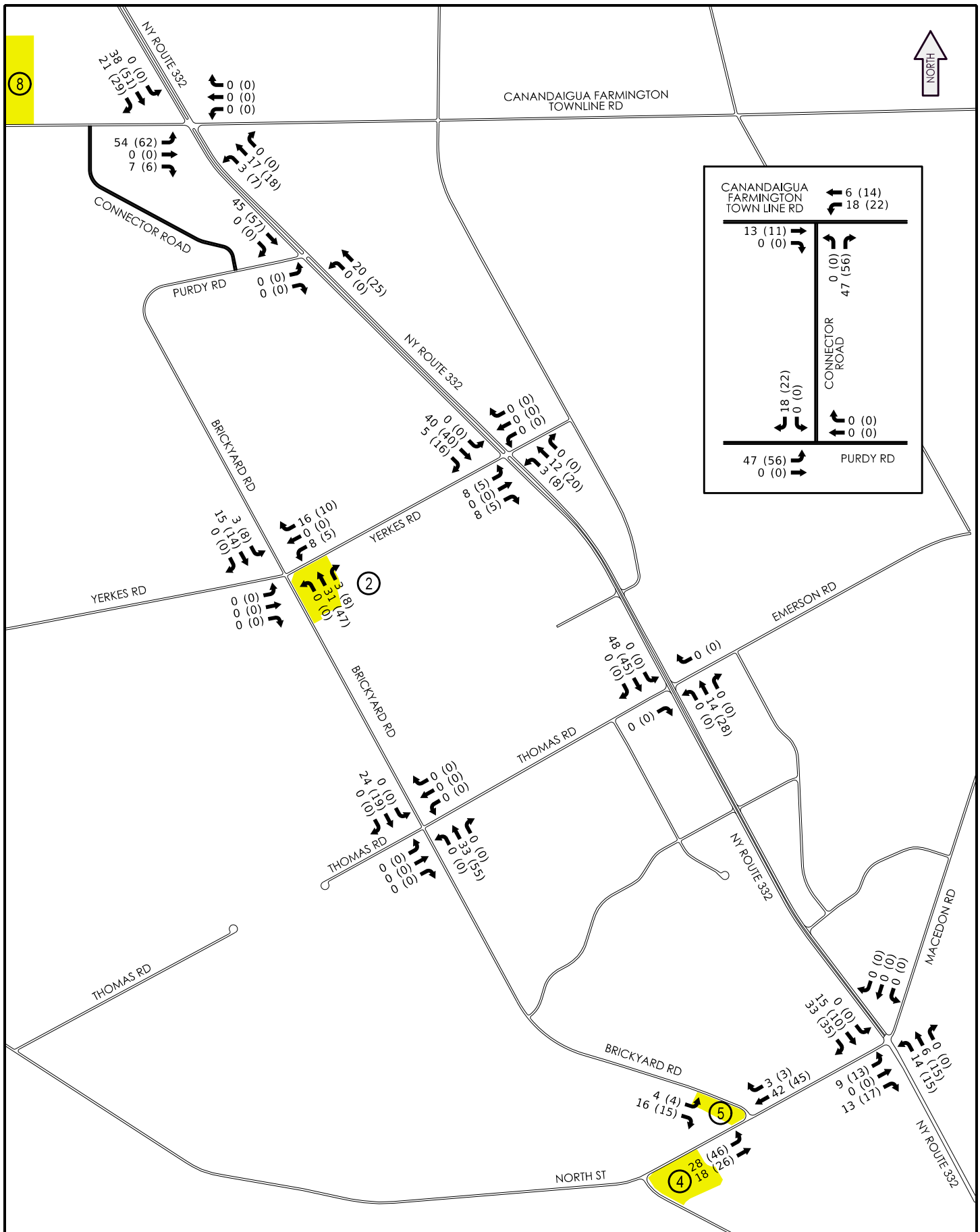
Traffic Study
Future Development Plans
Combined Developments
No Build (2025)
BY: LAH
DATE: 12/7/2022

Figure B-20


NORTH
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PURDY RD
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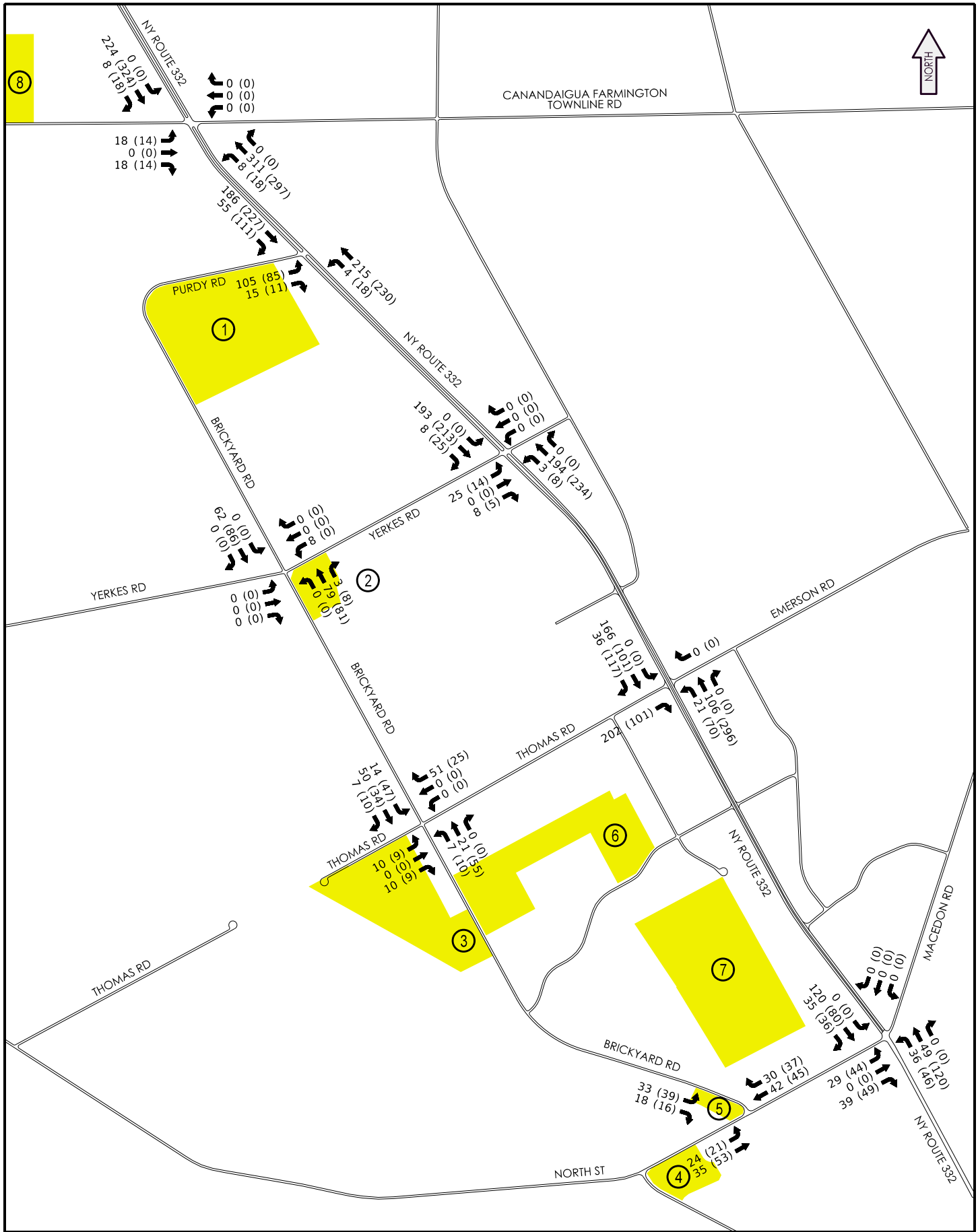
Traffic Study
Future Development Plans
Combined Developments
Build (2025)
BY: LAH
DATE: 12/7/2022

Figure B-21


NORTH
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Traffic Study
Future Development Plans
Combined Developments
No Build (2045)
BY: LAH
DATE: 12/7/2022

Figure B-22

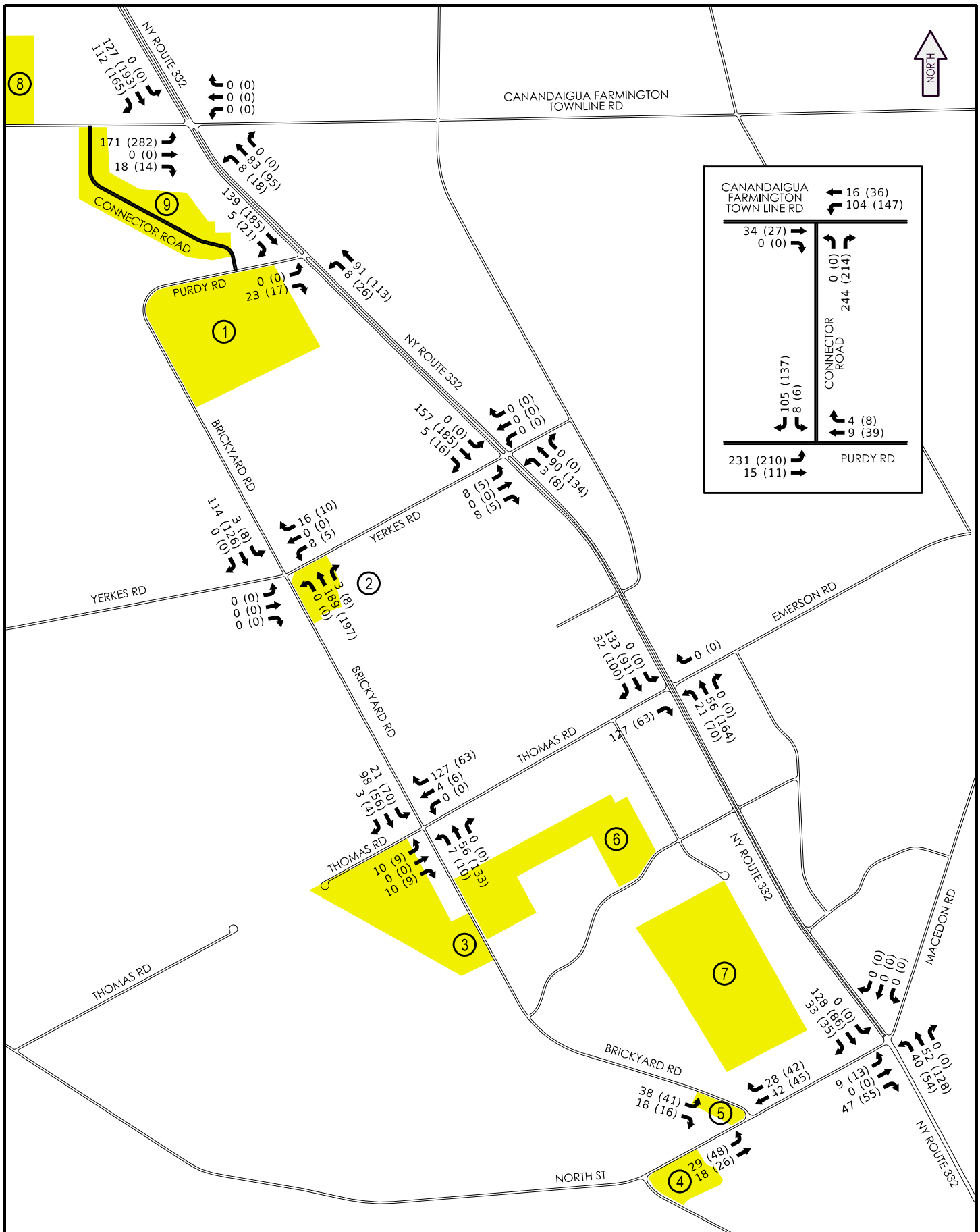

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Figure B-23

APPENDIX C

Traffic Volume Diagrams

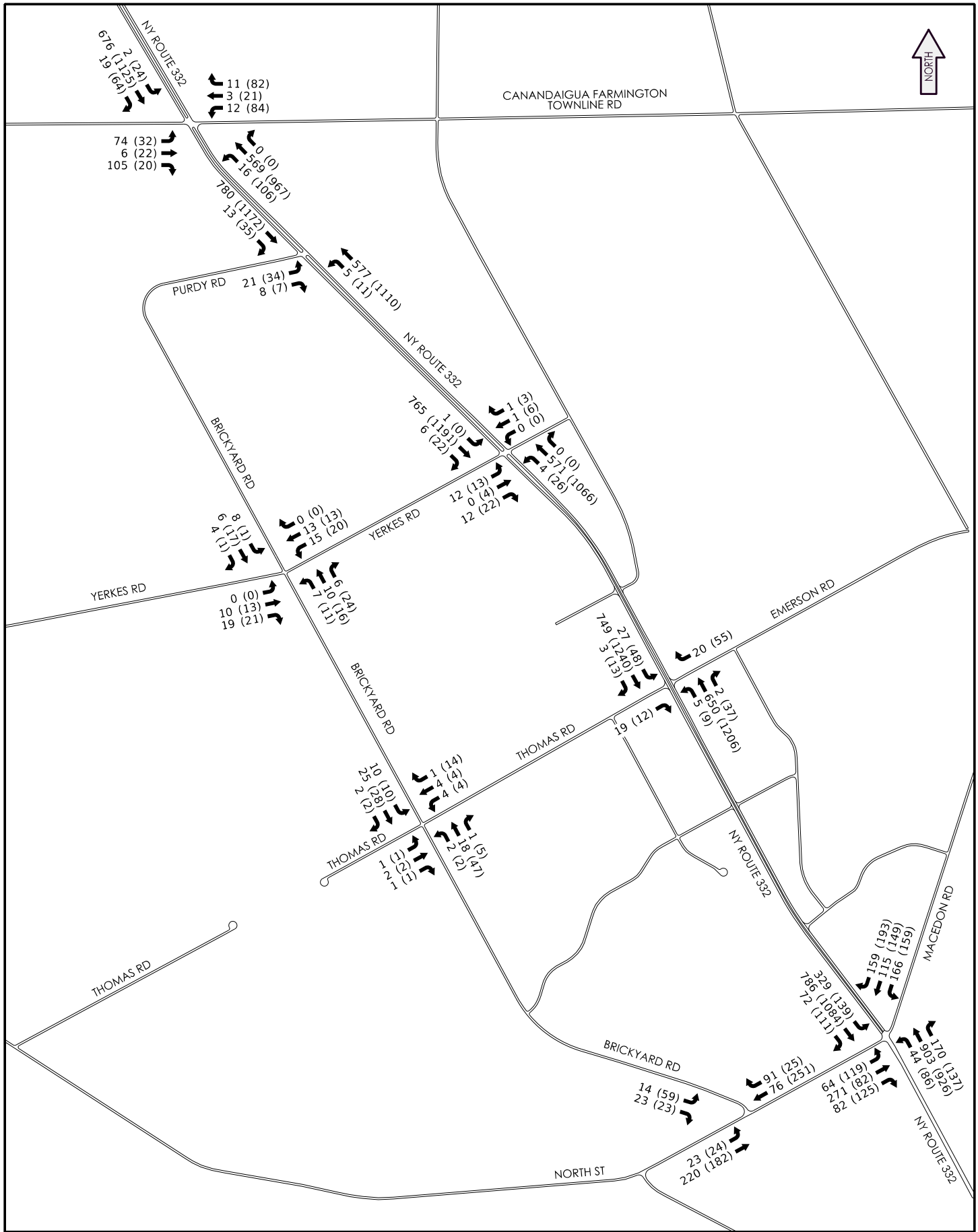

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Figure C-1

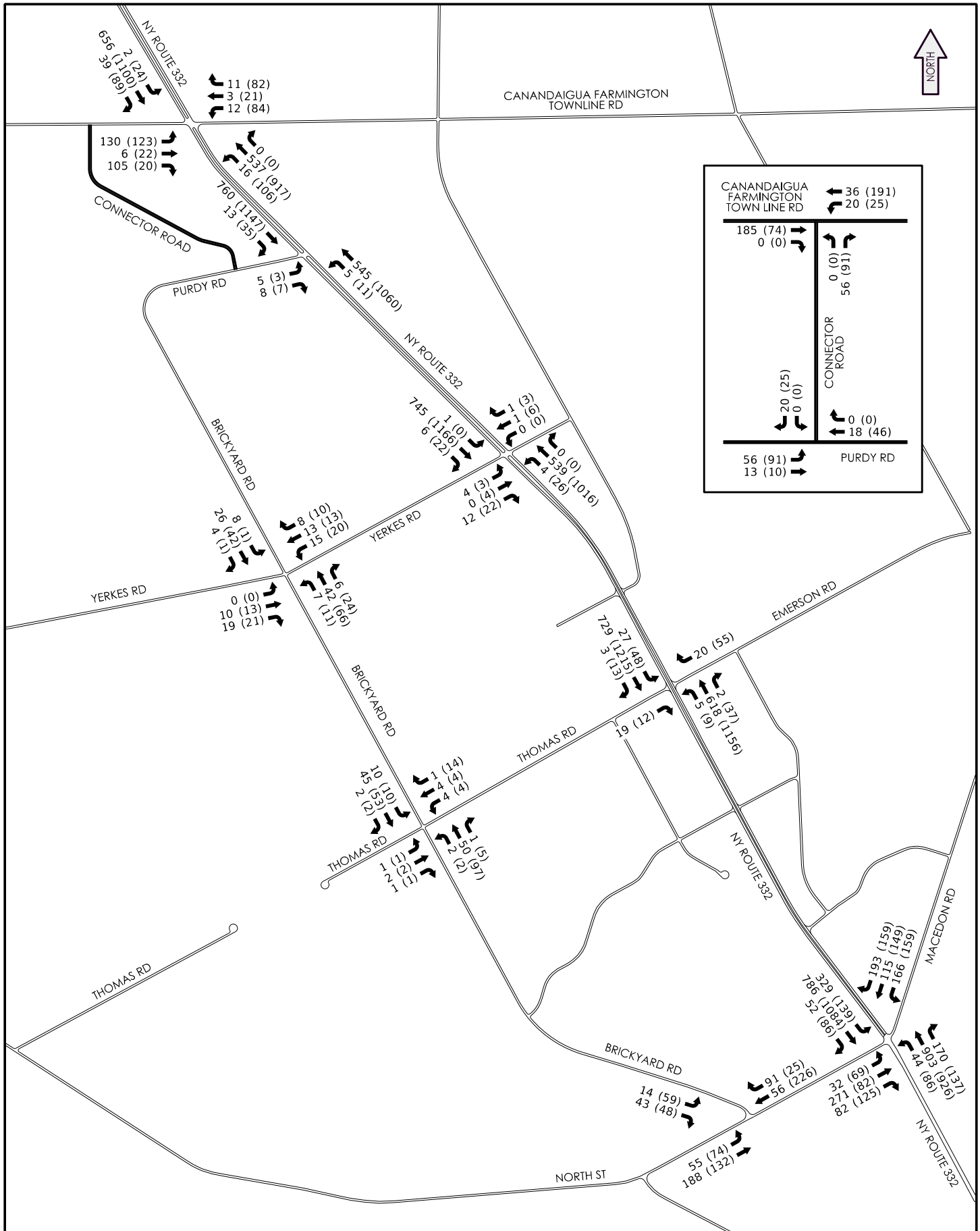

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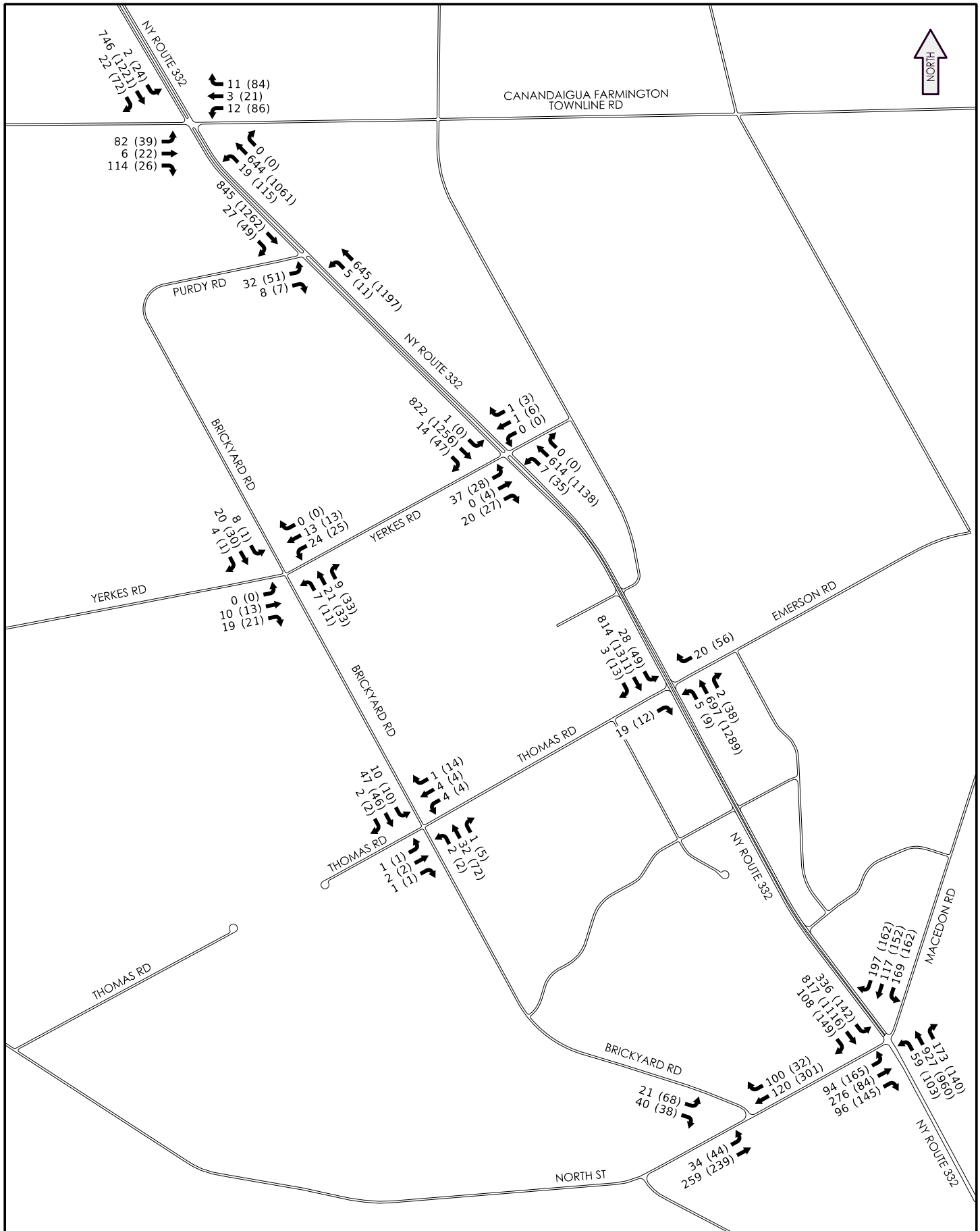
Figure C-2



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TRAFFIC VOLUMES
No Build (2025)

AM (PM)
BY: DJH
DATE: 12/30/2022

Figure C-3

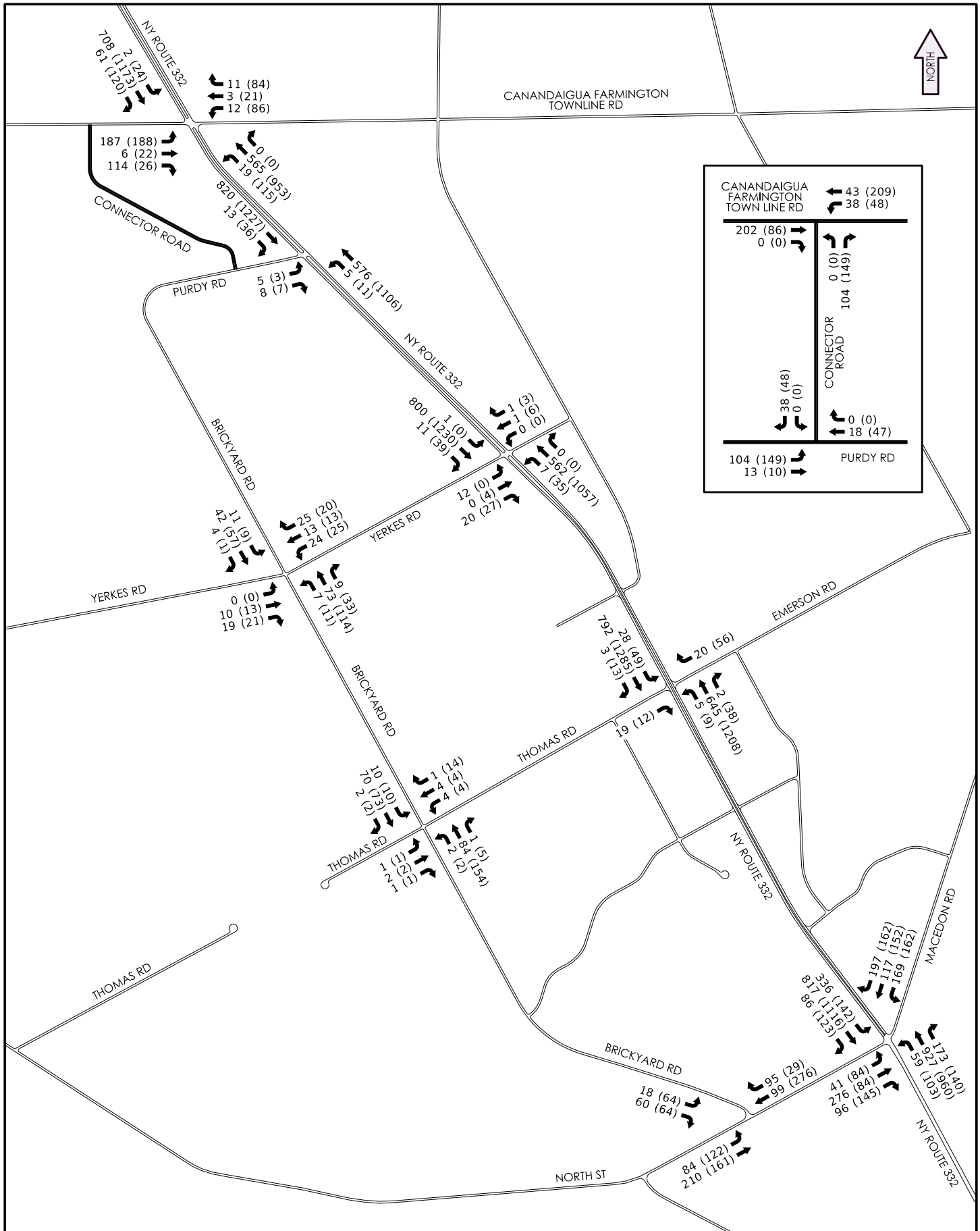

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Figure C-4

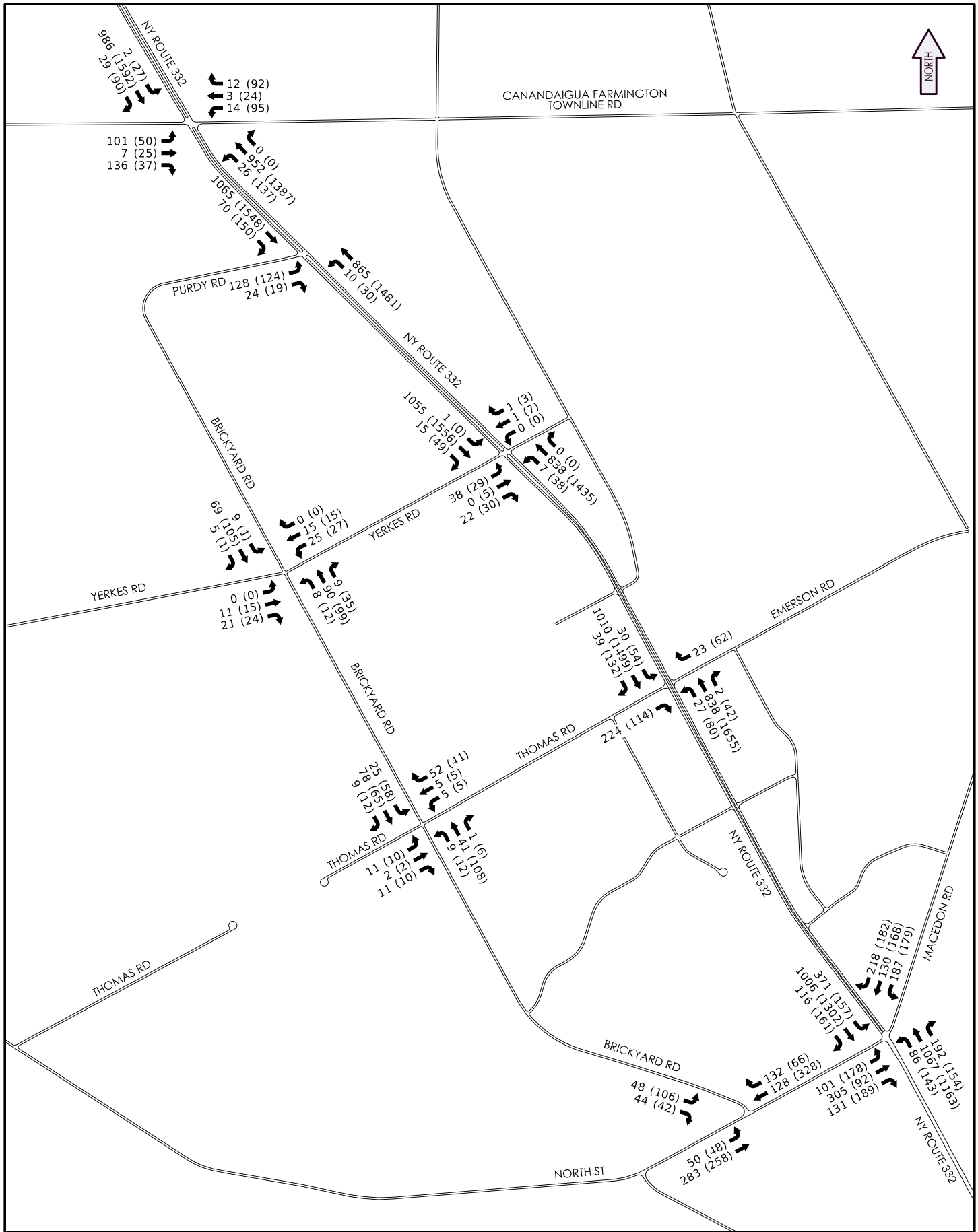

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Figure C-5

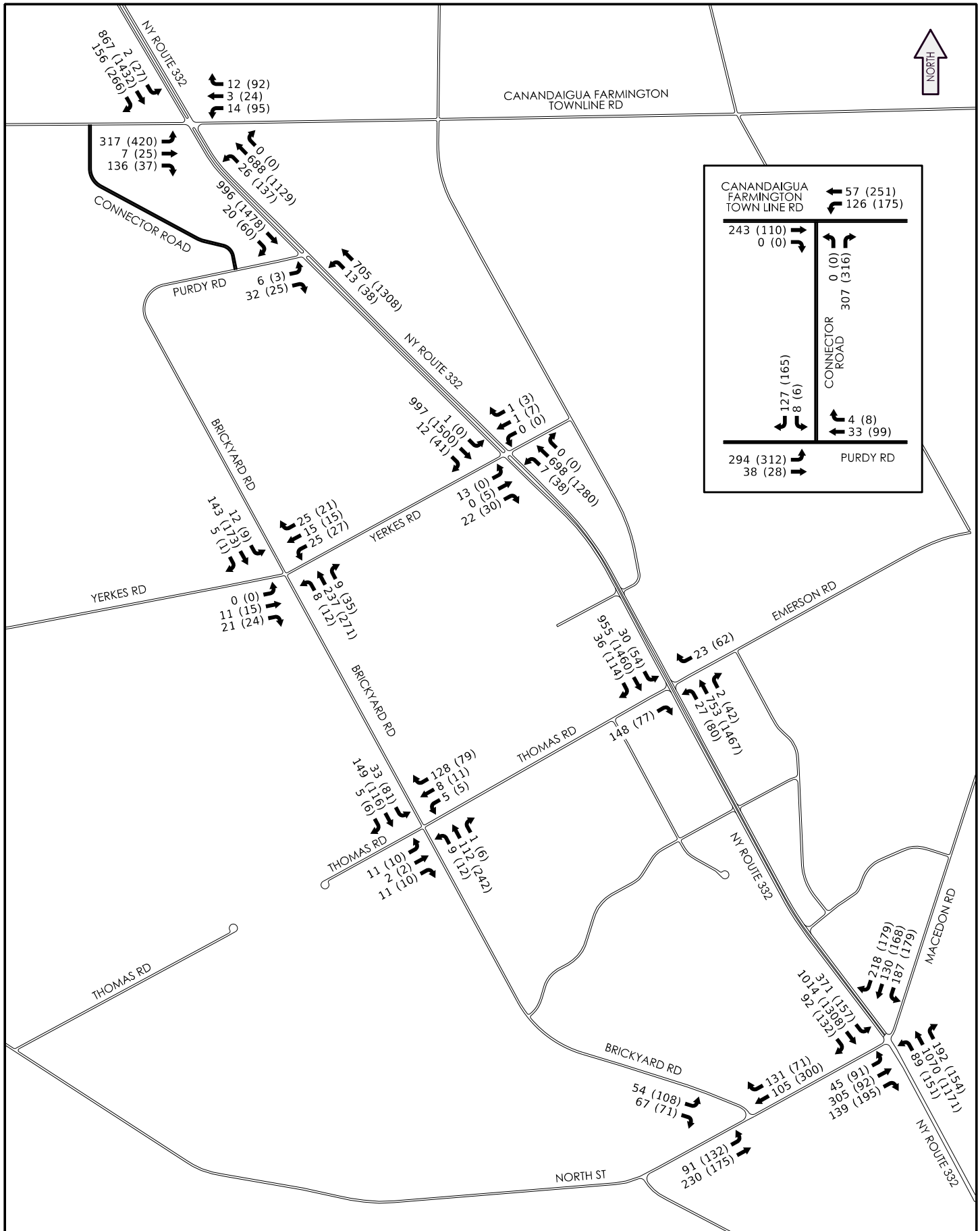

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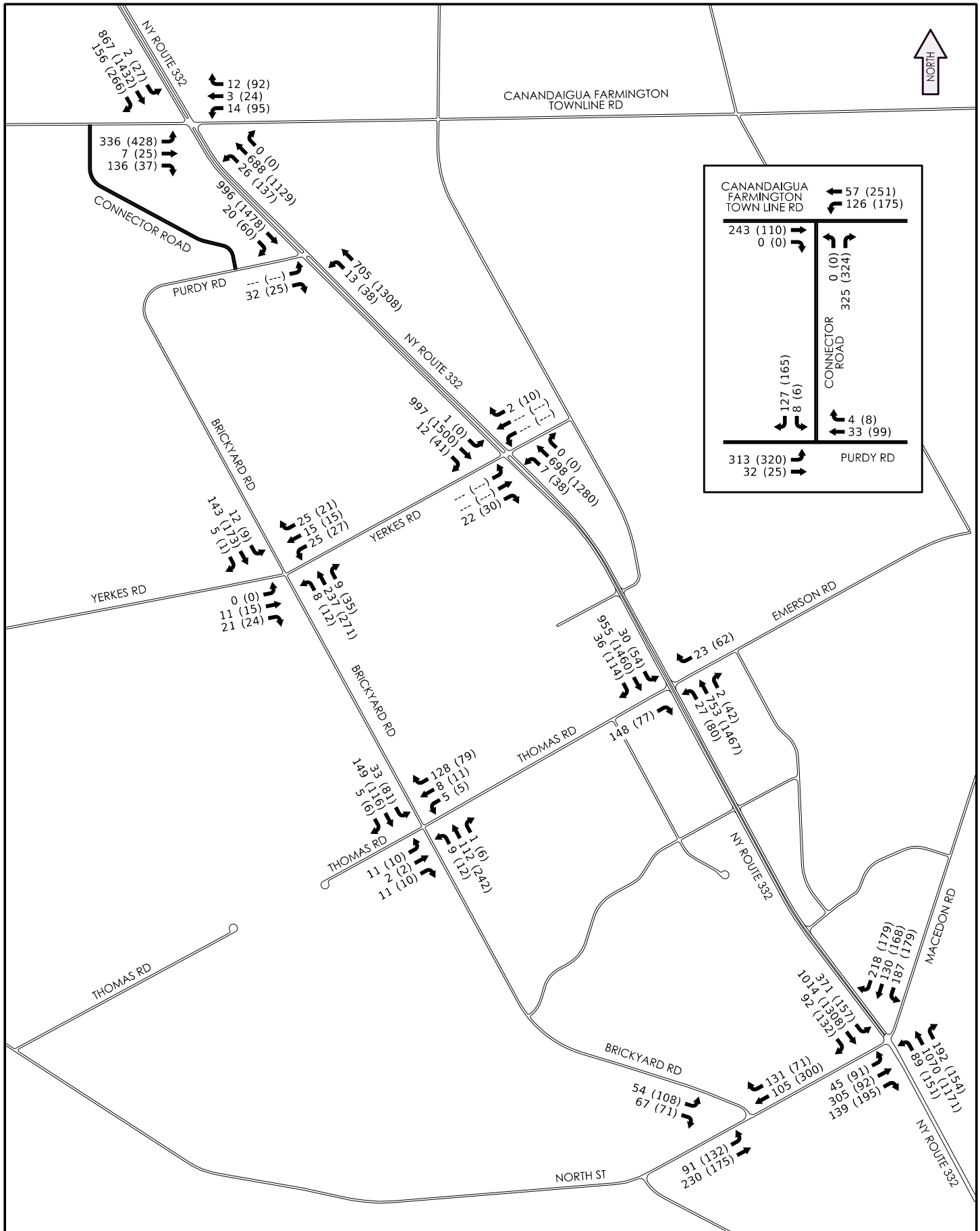
Figure C-6



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TRAFFIC VOLUMES
Build - Mitigation (2045)

AM (PM)
BY: DJH
DATE: 12/30/2022

Figure C-7

APPENDIX D

Level of Service Diagrams

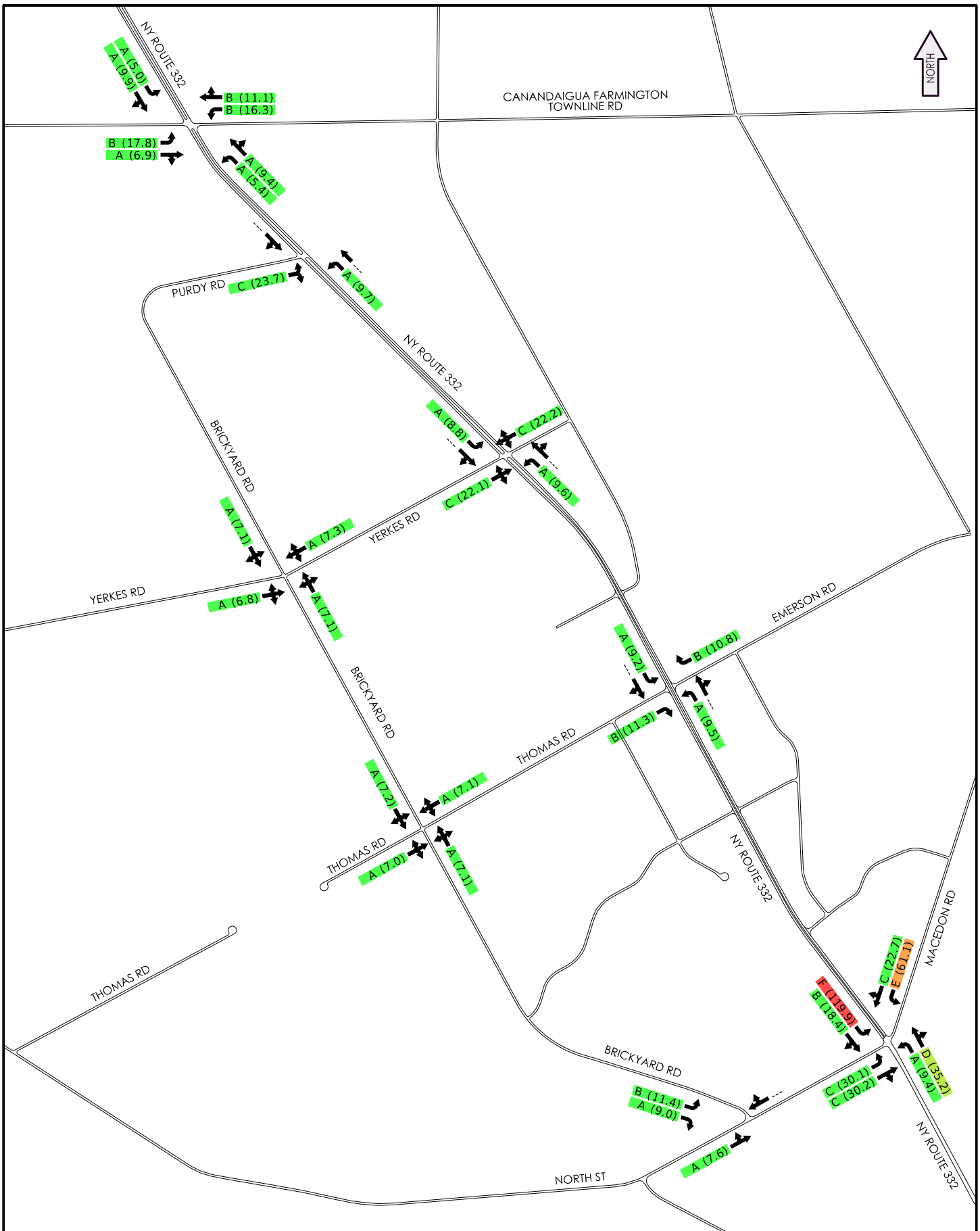

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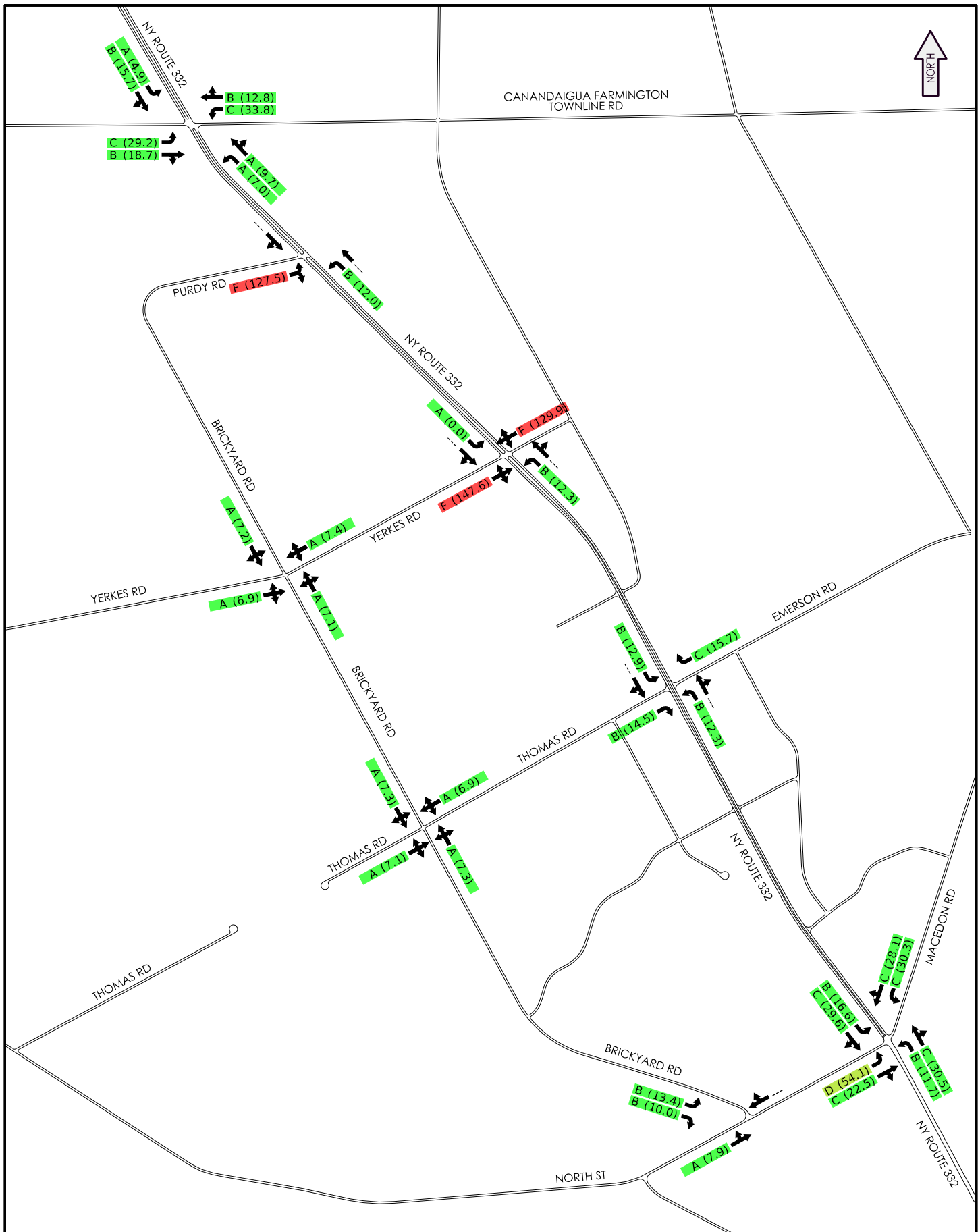
Figure D-1



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Gateway Canandaigua Traffic Study

LOS DIAGRAMS
Existing Condition
(2021) PM Peak Hour

LOS (Delay in sec.)
BY: DJH
DATE: 1/20/2023

Figure D-2

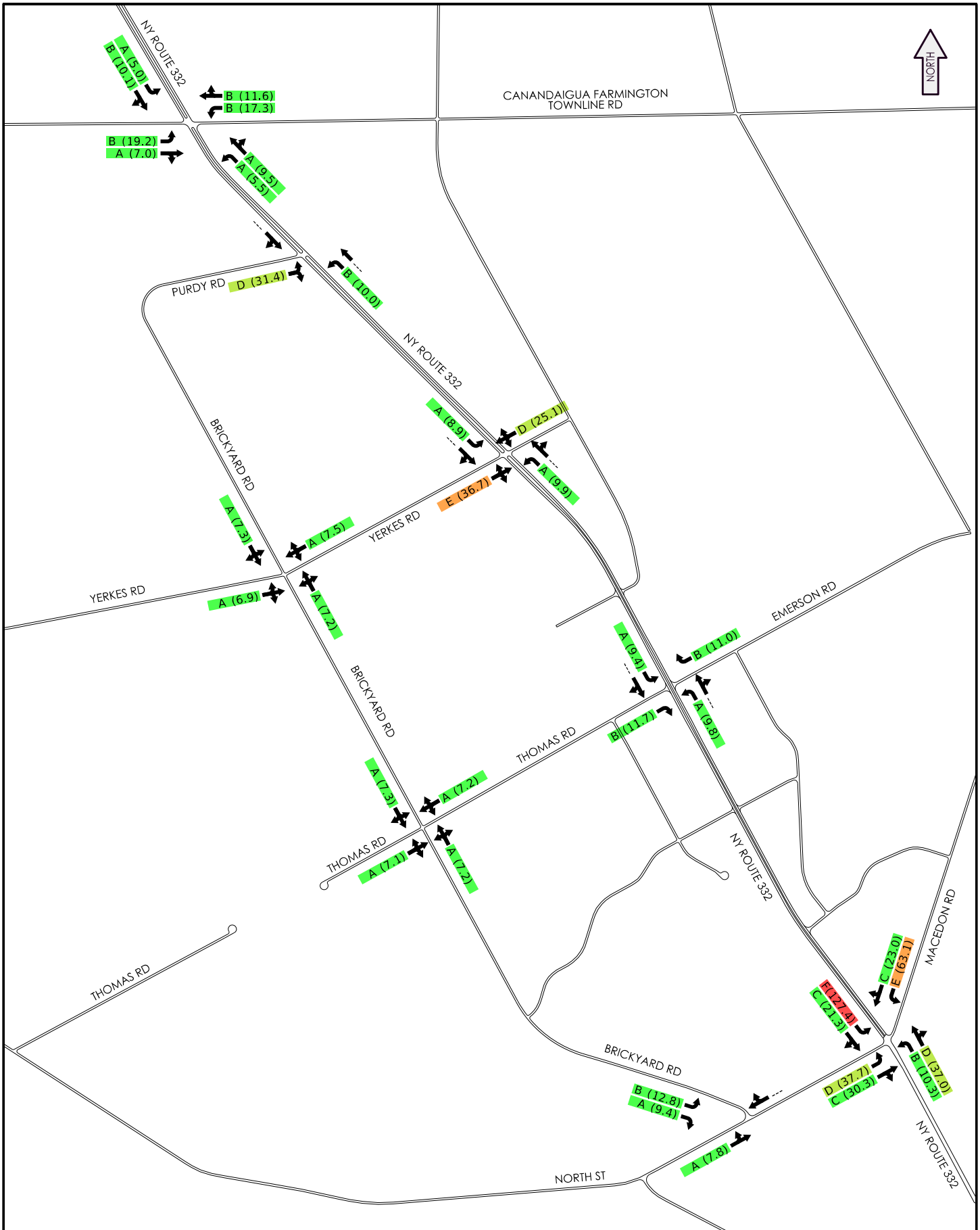

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Figure D-3

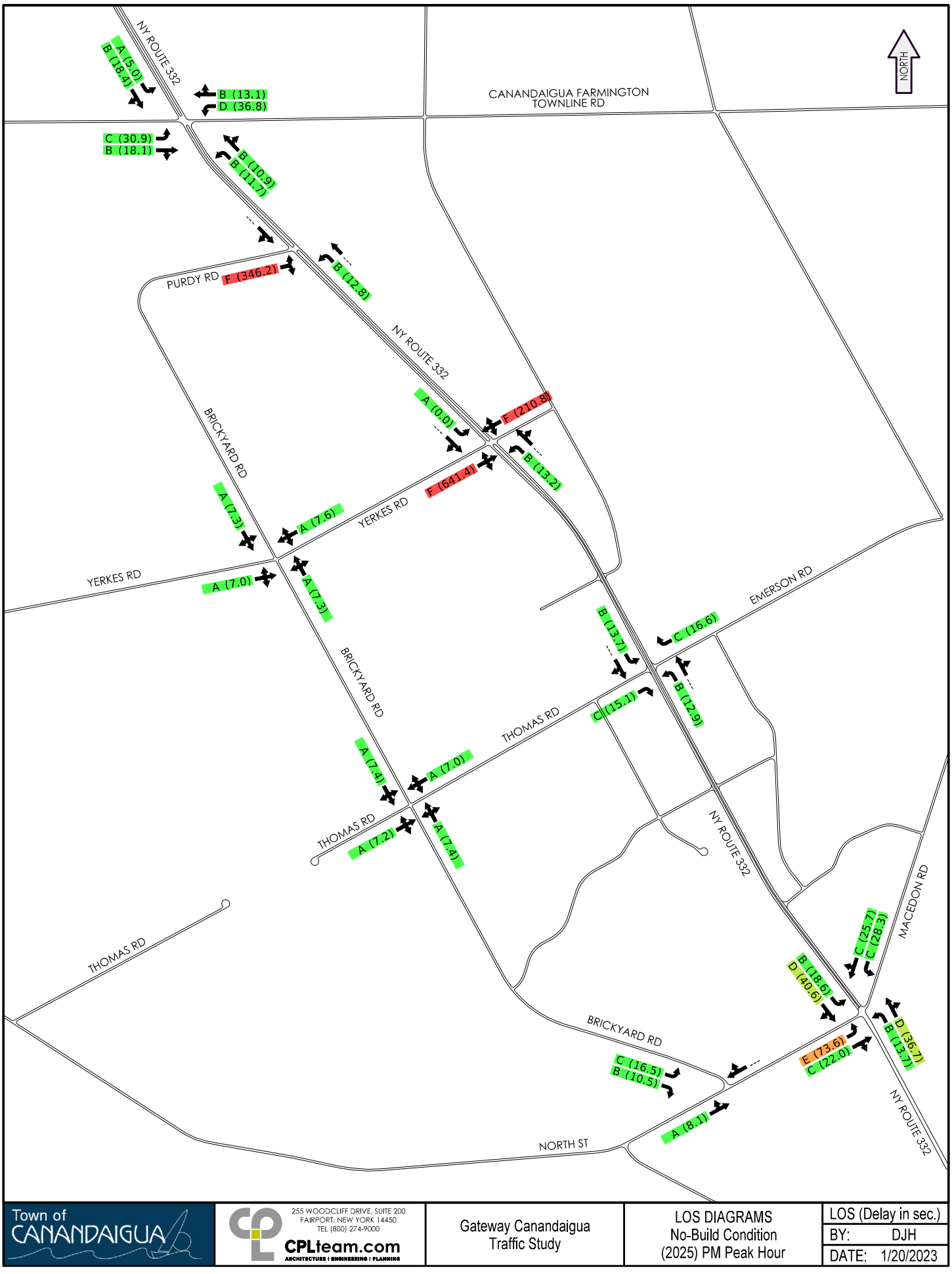

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Figure D-4

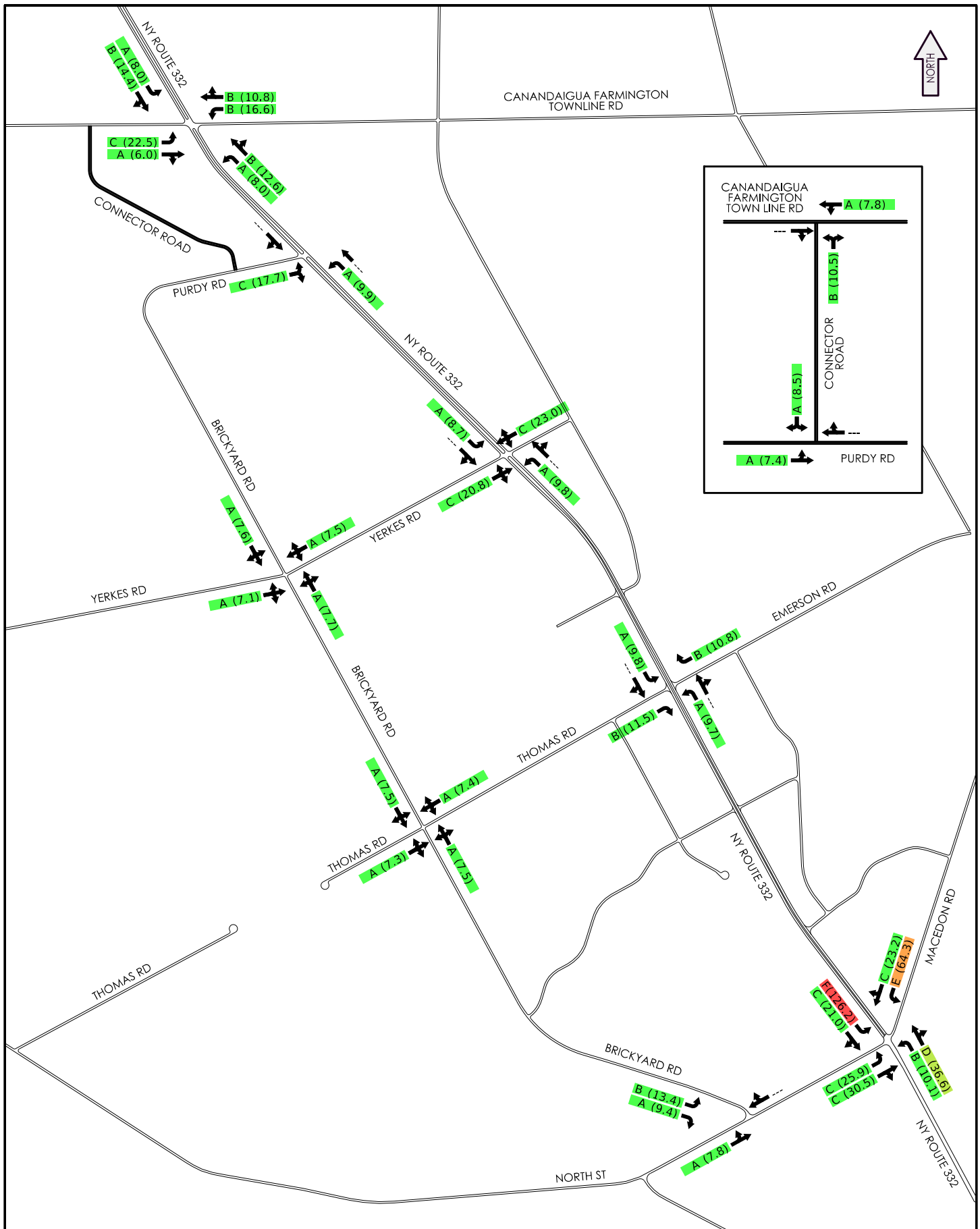

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Figure D-5

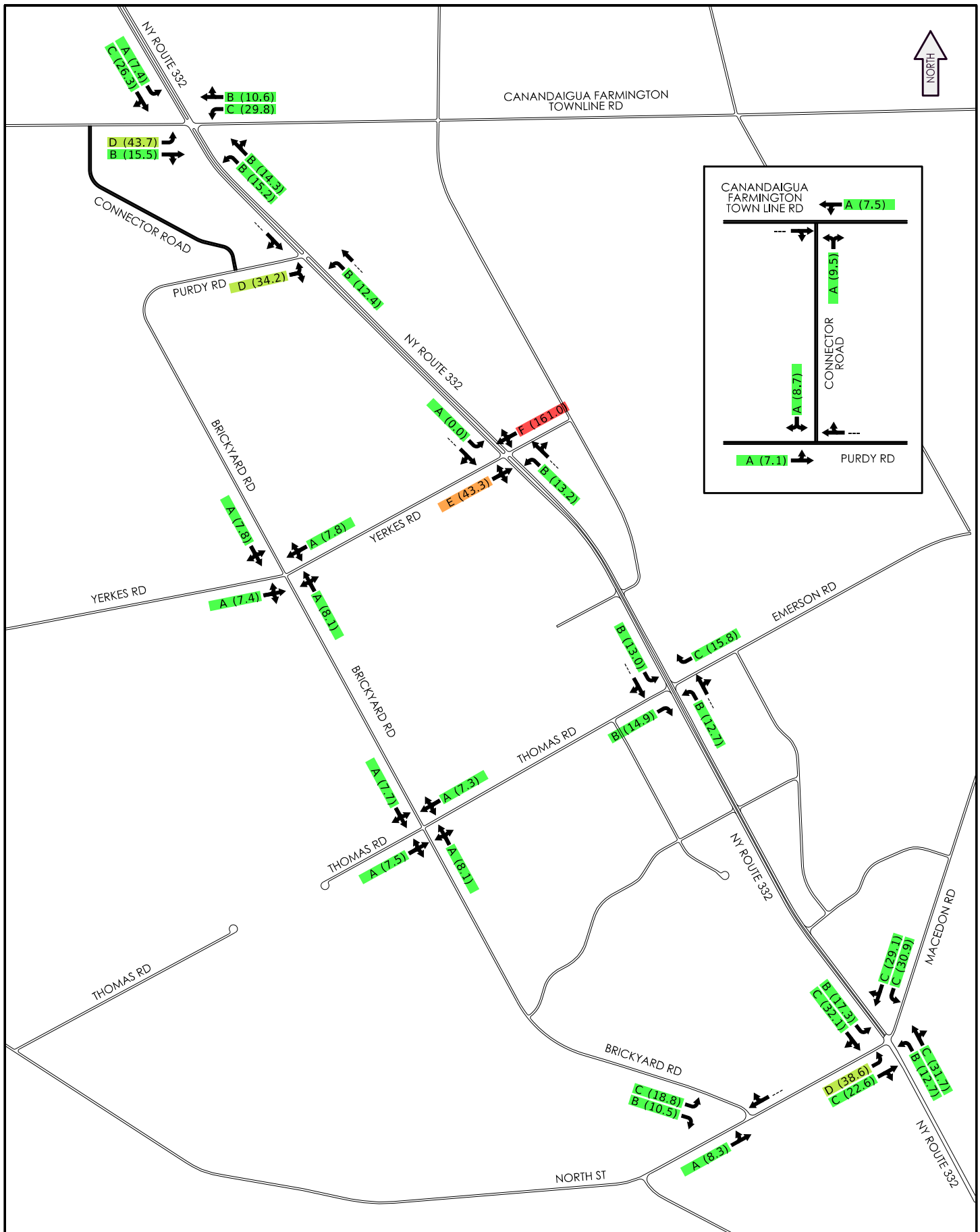

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Figure D-6

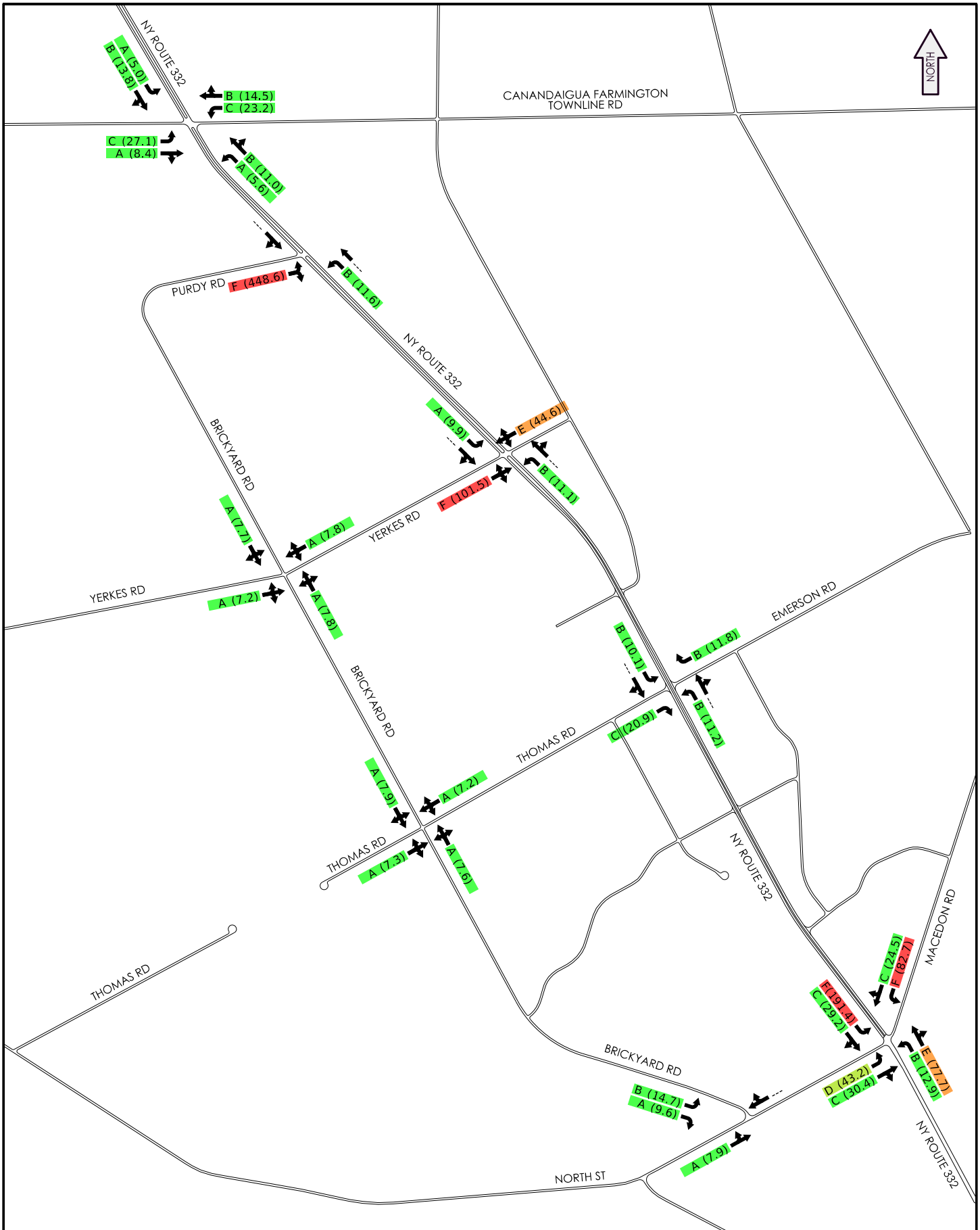

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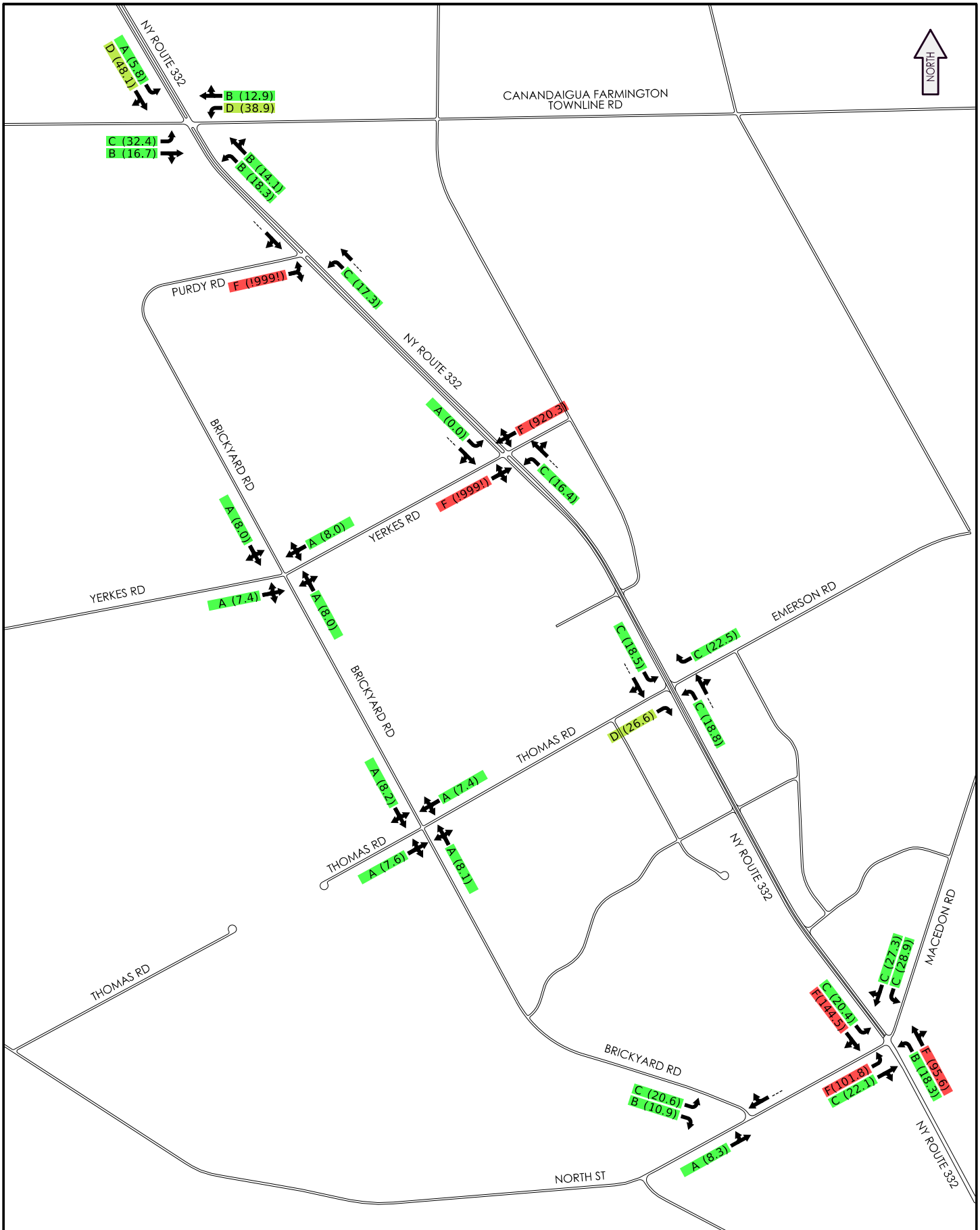
Figure D-7



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Gateway Canandaigua
Traffic Study

LOS DIAGRAMS
No-Build Condition
(2045) PM Peak Hour

LOS (Delay in sec.)
BY: DJH
DATE: 1/20/2023

Figure D-8

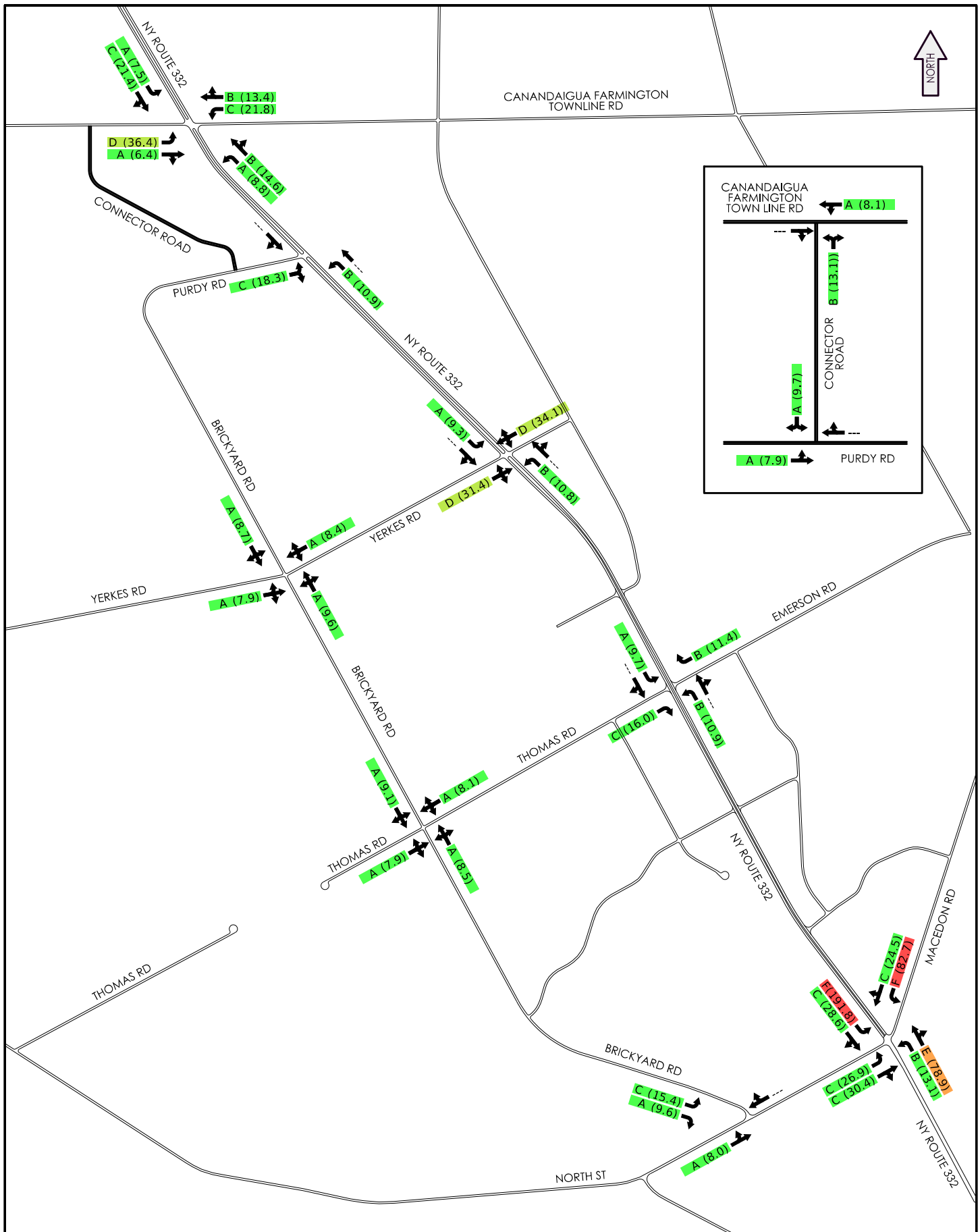

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Figure D-9

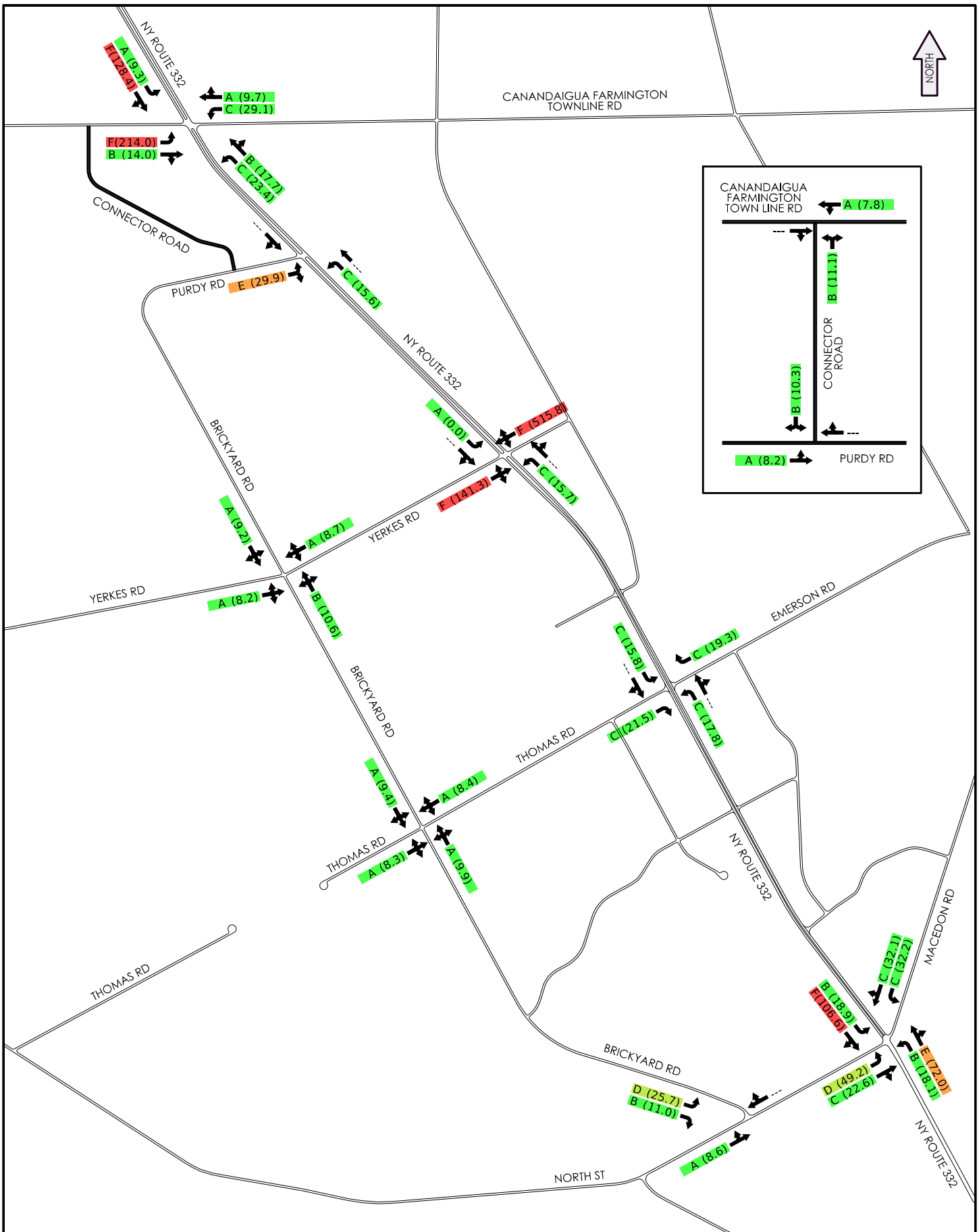

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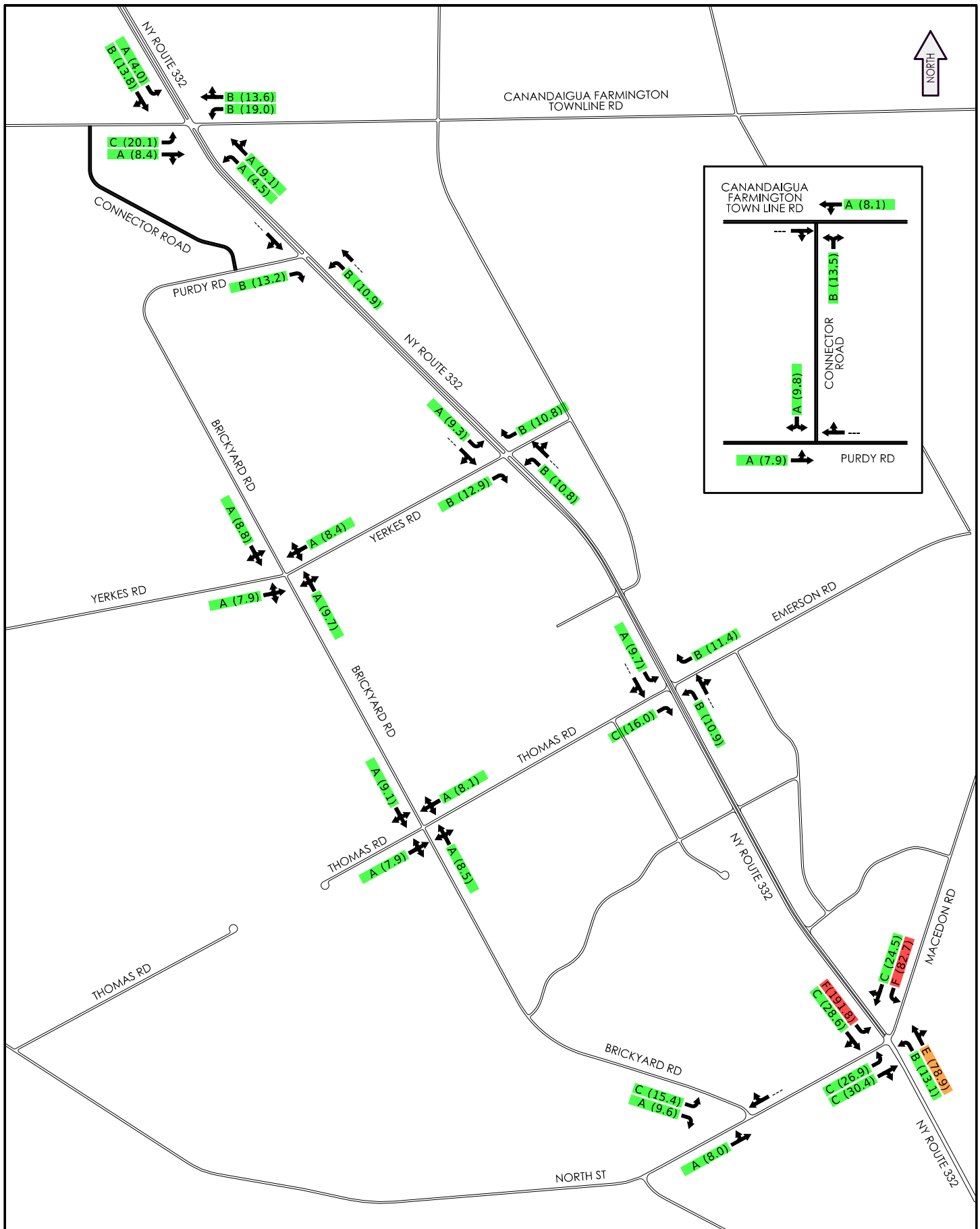
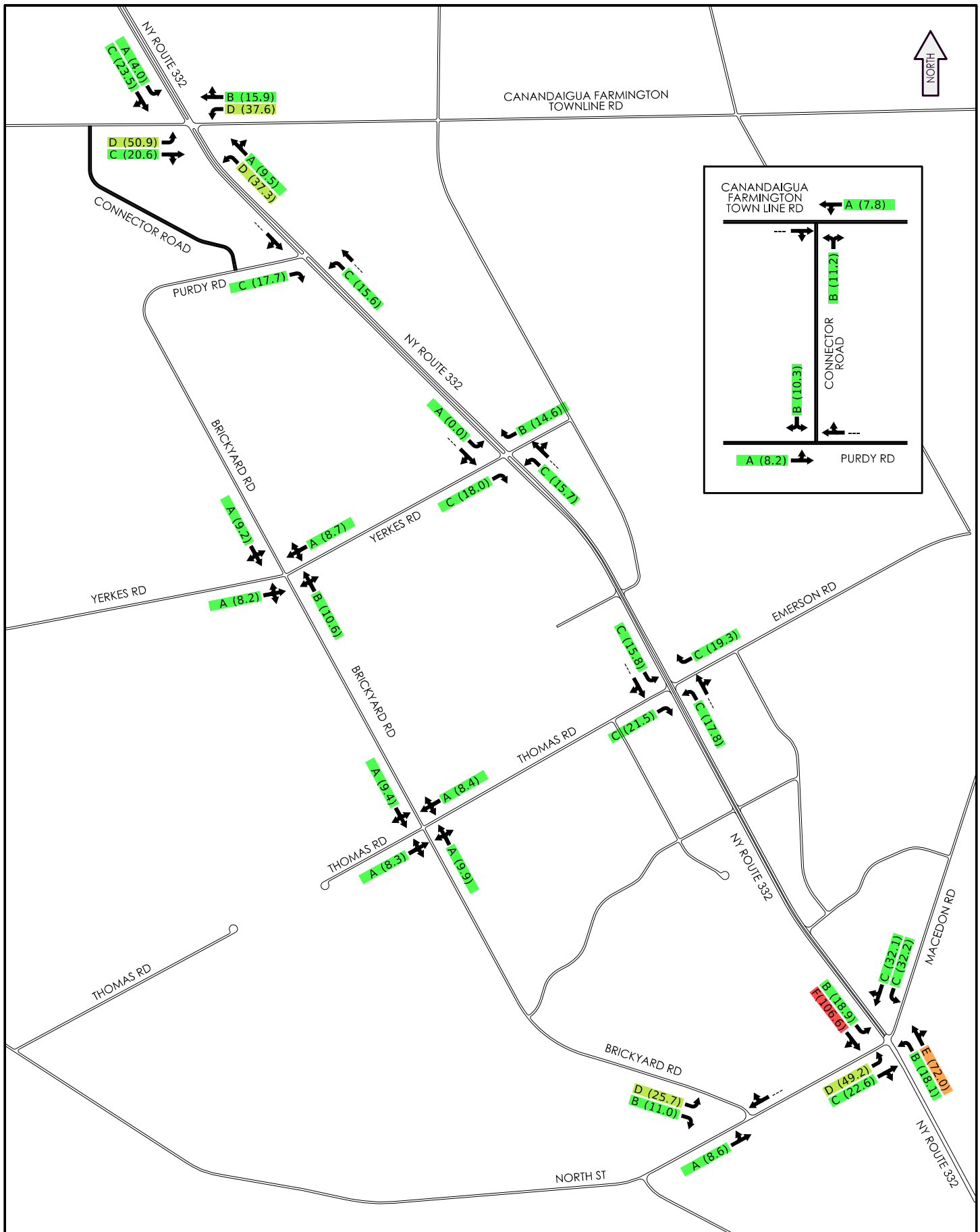
Figure D-10



Town of CANANDAIGUA	255 WOODCLIFF DRIVE, SUITE 200 FAIRPORT, NEW YORK 14450 TEL (800) 274-9000 CPLteam.com ARCHITECTURE | ENGINEERING | PLANNING	Gateway Canandaigua Traffic Study	LOS DIAGRAMS Build Condition with Mitigation (2045) AM Peak Hour	LOS (Delay in sec.) BY: DJH DATE: 1/20/2023

Figure D-11

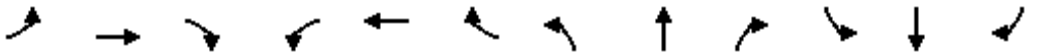


Town of CANANDAIGUA	255 WOODCLIFF DRIVE, SUITE 200 FAIRPORT, NEW YORK 14450 TEL (800) 274-9000 CPLteam.com ARCHITECTURE | ENGINEERING | PLANNING	Gateway Canandaigua Traffic Study	LOS DIAGRAMS Build Condition with Mitigation (2045) PM Peak Hour	LOS (Delay in sec.) BY: DJH DATE: 1/20/2023

Figure D-12

APPENDIX E

Synchro Reports

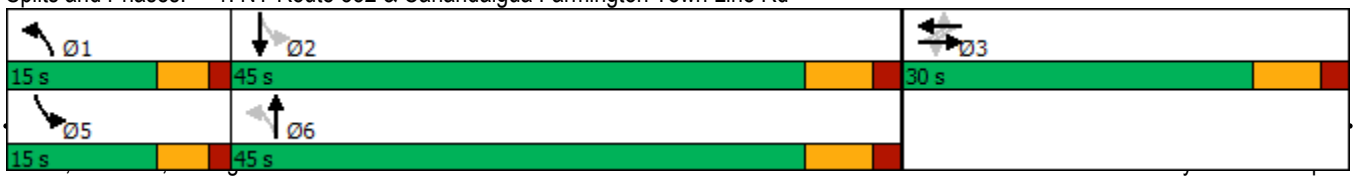


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	6	105	12	3	11	16	569	0	2	676	19
Future Volume (vph)	74	6	105	12	3	11	16	569	0	2	676	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.859			0.880						0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1600	0	1770	1639	0	1770	3539	0	1770	3525	0
Flt Permitted	0.748			0.679			0.348			0.418		
Satd. Flow (perm)	1393	1600	0	1265	1639	0	648	3539	0	779	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114			12						4	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	80	7	114	13	3	12	17	618	0	2	735	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	121	0	13	15	0	17	618	0	2	756	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	9.3	9.3		9.3	9.3		21.7	20.9		21.6	20.9	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.54	0.52		0.54	0.52	
v/c Ratio	0.25	0.26		0.04	0.04		0.03	0.34		0.00	0.41	
Control Delay	17.8	6.9		16.3	11.1		5.4	9.4		5.0	10.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	6.9		16.3	11.1		5.4	9.4		5.0	10.0	
LOS	B	A		B	B		A	A		A	A	
Approach Delay		11.2			13.5			9.3			9.9	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	12	1		2	1		2	41		0	52	
Queue Length 95th (ft)	58	38		16	14		8	122		2	153	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	861	1033		782	1018		653	3226		690	3214	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.09	0.12		0.02	0.01		0.03	0.19		0.00	0.24	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 40.1			
Natural Cycle: 45			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 40.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	21	8	780	13	5	577
Future Vol, veh/h	21	8	780	13	5	577
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	9	848	14	5	627

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1179	431	0	0	862	0
Stage 1	855	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	183	573	-	-	776	-
Stage 1	377	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	182	573	-	-	776	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	23.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	776	-	224	-	-
HCM Lane V/C Ratio	0.007	-	0.141	-	-
HCM Control Delay (s)	9.7	-	23.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	19	15	13	0	7	10	6	8	6	4
Future Vol, veh/h	0	10	19	15	13	0	7	10	6	8	6	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	21	16	14	0	8	11	7	9	7	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.8	7.3	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	0%	54%	44%
Vol Thru, %	43%	34%	46%	33%
Vol Right, %	26%	66%	0%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	29	28	18
LT Vol	7	0	15	8
Through Vol	10	10	13	6
RT Vol	6	19	0	4
Lane Flow Rate	25	32	30	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.032	0.035	0.022
Departure Headway (Hd)	3.96	3.64	4.141	4.016
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	903	982	865	890
Service Time	1.988	1.668	2.166	2.044
HCM Lane V/C Ratio	0.028	0.033	0.035	0.022
HCM Control Delay	7.1	6.8	7.3	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	4	4	1	2	18	1	10	25	2
Future Vol, veh/h	1	2	1	4	4	1	2	18	1	10	25	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	4	4	1	2	20	1	11	27	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.1	7.1	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	25%	44%	27%
Vol Thru, %	86%	50%	44%	68%
Vol Right, %	5%	25%	11%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	4	9	37
LT Vol	2	1	4	10
Through Vol	18	2	4	25
RT Vol	1	1	1	2
Lane Flow Rate	23	4	10	40
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.005	0.011	0.045
Departure Headway (Hd)	3.98	3.951	4.069	3.998
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	902	905	879	899
Service Time	1.994	1.98	2.097	2.008
HCM Lane V/C Ratio	0.025	0.004	0.011	0.044
HCM Control Delay	7.1	7	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

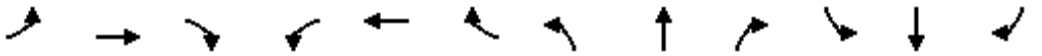
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	220	76	91	14	23
Future Vol, veh/h	23	220	76	91	14	23
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	239	83	99	15	25

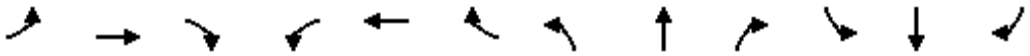
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	182	0	-	0	422	133
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1393	-	-	-	588	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1393	-	-	-	576	916
Mov Cap-2 Maneuver	-	-	-	-	576	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	760	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1393	-	-	-	576	916
HCM Lane V/C Ratio	0.018	-	-	-	0.026	0.027
HCM Control Delay (s)	7.6	0	-	-	11.4	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	271	82	166	115	193	44	903	170	329	786	72
Future Volume (vph)	64	271	82	166	115	193	44	903	170	329	786	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.906			0.976			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1688	0	1770	3454	0	1770	3493	0
Flt Permitted	0.367			0.436			0.268			0.112		
Satd. Flow (perm)	684	1863	1583	812	1688	0	499	3454	0	209	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		107			30			13	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	295	89	180	125	210	48	982	185	358	854	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	295	89	180	335	0	48	1167	0	358	932	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



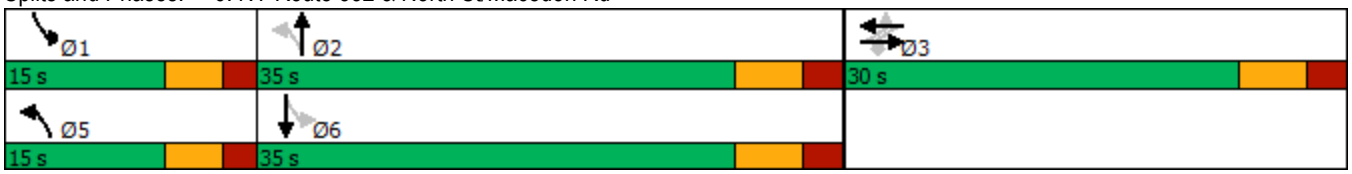
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		10.5	24.5		10.5	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	19.9	19.9	19.9	19.9	19.9		35.3	27.8		42.2	35.8	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.47	0.37		0.56	0.47	
v/c Ratio	0.39	0.60	0.18	0.85	0.64		0.14	0.91		1.15	0.56	
Control Delay	30.1	30.2	3.0	61.1	22.7		9.4	35.2		119.9	18.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.1	30.2	3.0	61.1	22.7		9.4	35.2		119.9	18.4	
LOS	C	C	A	E	C		A	D		F	B	
Approach Delay		24.8			36.1			34.1			46.6	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	27	123	0	81	94		10	285		~177	193	
Queue Length 95th (ft)	65	200	19	#186	179		24	#421		#345	268	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	213	581	578	253	600		412	1325		312	1652	
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	
Reduced v/c Ratio	0.33	0.51	0.15	0.71	0.56		0.12	0.88		1.15	0.56	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 75.9			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 37.8		Intersection LOS: D	
Intersection Capacity Utilization 92.9%		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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	19	0	0	20	5	650	2	27	749	3
Future Vol, veh/h	0	0	19	0	0	20	5	650	2	27	749	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	22	5	707	2	29	814	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	409	-	-	355	817	0	0	709	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	592	0	0	641	807	-	-	886	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	592	-	-	641	807	-	-	886	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	10.8	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	807	-	-	592	641	886	-	-
HCM Lane V/C Ratio	0.007	-	-	0.035	0.034	0.033	-	-
HCM Control Delay (s)	9.5	-	-	11.3	10.8	9.2	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

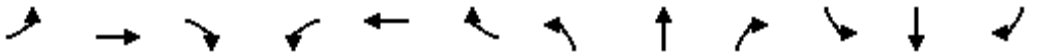
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	12	0	12	0	1	1	1	765	6	4	571	0
Future Vol, veh/h	12	0	12	0	1	1	1	765	6	4	571	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	13	0	1	1	1	832	7	4	621	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1157	1467	420	1047	1470	311	621	0	0	839	0	0
Stage 1	838	838	-	629	629	-	-	-	-	-	-	-
Stage 2	319	629	-	418	841	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	151	127	582	182	126	685	956	-	-	791	-	-
Stage 1	327	380	-	437	474	-	-	-	-	-	-	-
Stage 2	667	474	-	583	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	149	126	582	177	125	685	956	-	-	791	-	-
Mov Cap-2 Maneuver	149	126	-	177	125	-	-	-	-	-	-	-
Stage 1	327	380	-	437	472	-	-	-	-	-	-	-
Stage 2	661	472	-	569	379	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	22.1	22.2	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	791	-	-	237	211	956	-	-
HCM Lane V/C Ratio	0.005	-	-	0.11	0.01	0.001	-	-
HCM Control Delay (s)	9.6	-	-	22.1	22.2	8.8	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

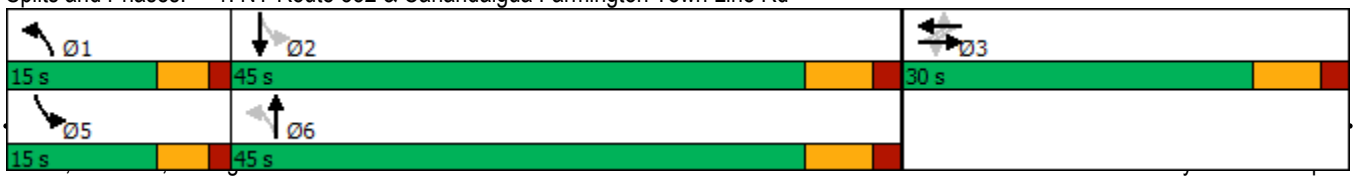


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	22	20	84	21	82	106	967	0	24	1125	64
Future Volume (vph)	32	22	20	84	21	82	106	967	0	24	1125	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.928			0.881						0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1729	0	1770	1641	0	1770	3539	0	1770	3511	0
Flt Permitted	0.685			0.727			0.130			0.253		
Satd. Flow (perm)	1276	1729	0	1354	1641	0	242	3539	0	471	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			89						8	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	24	22	91	23	89	115	1051	0	26	1223	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	46	0	91	112	0	115	1051	0	26	1293	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	11.1	11.1		11.1	11.1		46.4	44.0		42.4	38.5	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.71	0.67		0.64	0.59	
v/c Ratio	0.16	0.15		0.40	0.32		0.33	0.44		0.06	0.63	
Control Delay	29.2	18.7		33.8	12.8		7.0	9.7		4.9	15.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.2	18.7		33.8	12.8		7.0	9.7		4.9	15.7	
LOS	C	B		C	B		A	A		A	B	
Approach Delay		23.2			22.2			9.5			15.4	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	13	9		36	9		14	94		3	217	
Queue Length 95th (ft)	40	38		85	52		36	248		12	368	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	486	672		515	680		419	2340		534	2194	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.07		0.18	0.16		0.27	0.45		0.05	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 65.8			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 13.7		Intersection LOS: B	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	34	7	1172	35	11	1110
Future Vol, veh/h	34	7	1172	35	11	1110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	8	1274	38	12	1207

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1921	656	0	0	1312	0
Stage 1	1293	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	59	408	-	-	523	-
Stage 1	221	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	58	408	-	-	523	-
Mov Cap-2 Maneuver	58	-	-	-	-	-
Stage 1	221	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	127.5	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	523	-	68	-	-
HCM Lane V/C Ratio	0.023	-	0.655	-	-
HCM Control Delay (s)	12	-	127.5	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	2.9	-	-

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	13	21	20	13	0	11	16	24	1	17	1
Future Vol, veh/h	0	13	21	20	13	0	11	16	24	1	17	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	23	22	14	0	12	17	26	1	18	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.4	7.1	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	0%	61%	5%
Vol Thru, %	31%	38%	39%	89%
Vol Right, %	47%	62%	0%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	34	33	19
LT Vol	11	0	20	1
Through Vol	16	13	13	17
RT Vol	24	21	0	1
Lane Flow Rate	55	37	36	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.059	0.038	0.042	0.023
Departure Headway (Hd)	3.837	3.721	4.215	4.082
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	931	958	848	874
Service Time	1.87	1.759	2.248	2.12
HCM Lane V/C Ratio	0.059	0.039	0.042	0.024
HCM Control Delay	7.1	6.9	7.4	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	4	4	14	2	47	5	10	28	2
Future Vol, veh/h	1	2	1	4	4	14	2	47	5	10	28	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	4	4	15	2	51	5	11	30	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	6.9	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	25%	18%	25%
Vol Thru, %	87%	50%	18%	70%
Vol Right, %	9%	25%	64%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	4	22	40
LT Vol	2	1	4	10
Through Vol	47	2	4	28
RT Vol	5	1	14	2
Lane Flow Rate	59	4	24	43
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.005	0.025	0.049
Departure Headway (Hd)	3.968	4.029	3.768	4.047
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	904	883	944	886
Service Time	1.986	2.077	1.814	2.068
HCM Lane V/C Ratio	0.065	0.005	0.025	0.049
HCM Control Delay	7.3	7.1	6.9	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0.1	0.2

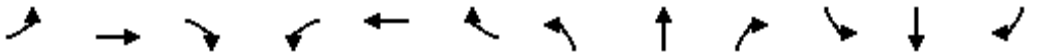
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	182	251	25	59	23
Future Vol, veh/h	24	182	251	25	59	23
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	198	273	27	64	25

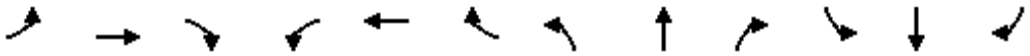
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	300	0	-	0	537	287
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	250	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1261	-	-	-	505	752
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1261	-	-	-	493	752
Mov Cap-2 Maneuver	-	-	-	-	493	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1261	-	-	-	493	752
HCM Lane V/C Ratio	0.021	-	-	-	0.13	0.033
HCM Control Delay (s)	7.9	0	-	-	13.4	10
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.1



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	82	125	159	149	159	86	926	137	139	1084	111
Future Volume (vph)	119	82	125	159	149	159	86	926	137	139	1084	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.923			0.981			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1719	0	1770	3472	0	1770	3490	0
Flt Permitted	0.368			0.699			0.138			0.129		
Satd. Flow (perm)	685	1863	1583	1302	1719	0	257	3472	0	240	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136		68			23			15	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	129	89	136	173	162	173	93	1007	149	151	1178	121
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	89	136	173	335	0	93	1156	0	151	1299	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		

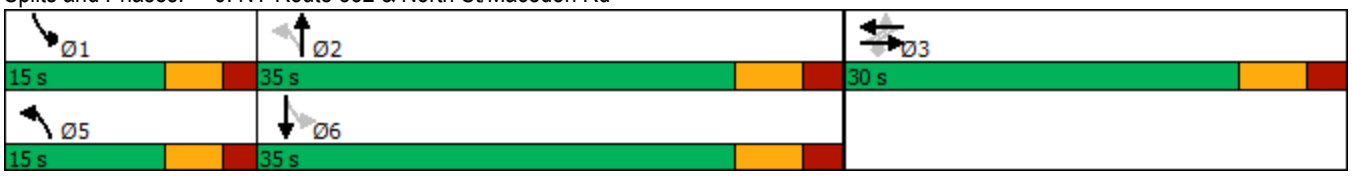


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	10.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		11.0	24.5		11.0	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	18.1	18.1	18.1	18.1	18.1		35.9	27.5		38.7	31.1	
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25		0.50	0.38		0.53	0.43	
v/c Ratio	0.76	0.19	0.27	0.53	0.70		0.33	0.87		0.51	0.86	
Control Delay	54.1	22.5	5.9	30.3	28.1		11.7	30.5		16.6	29.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	54.1	22.5	5.9	30.3	28.1		11.7	30.5		16.6	29.6	
LOS	D	C	A	C	C		B	C		B	C	
Approach Delay		27.7			28.8			29.1			28.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	55	32	0	69	111		18	257		31	301	
Queue Length 95th (ft)	#136	67	39	129	199		41	#415		78	#500	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	225	614	613	429	611		336	1401		334	1506	
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	
Reduced v/c Ratio	0.57	0.14	0.22	0.40	0.55		0.28	0.83		0.45	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 72.5
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 28.6 Intersection LOS: C
Intersection Capacity Utilization 83.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	0	0	55	9	1206	37	48	1240	13
Future Vol, veh/h	0	0	12	0	0	55	9	1206	37	48	1240	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	60	10	1311	40	52	1348	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	681	-	-	676	1362	0	0	1351	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	393	0	0	396	501	-	-	505	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	393	-	-	396	501	-	-	505	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.5	15.7	0.1	0.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	501	-	-	393	396	505	-	-
HCM Lane V/C Ratio	0.02	-	-	0.033	0.151	0.103	-	-
HCM Control Delay (s)	12.3	-	-	14.5	15.7	12.9	-	-
HCM Lane LOS	B	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.3	-	-

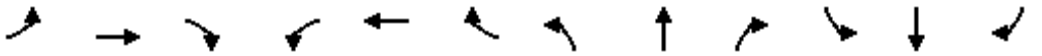
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	13	4	22	0	6	3	0	1191	22	26	1066	0
Future Vol, veh/h	13	4	22	0	6	3	0	1191	22	26	1066	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	4	24	0	7	3	0	1295	24	28	1159	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1946	2522	660	1865	2534	580	1159	0	0	1319	0	0
Stage 1	1307	1307	-	1215	1215	-	-	-	-	-	-	-
Stage 2	639	1215	-	650	1319	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	39	27	406	45	27	458	599	-	-	520	-	-
Stage 1	169	228	-	192	252	-	-	-	-	-	-	-
Stage 2	431	252	-	424	225	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	26	406	35	26	458	599	-	-	520	-	-
Mov Cap-2 Maneuver	30	26	-	35	26	-	-	-	-	-	-	-
Stage 1	169	228	-	192	238	-	-	-	-	-	-	-
Stage 2	394	238	-	391	225	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	147.6	129.9	0	0.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	520	-	-	61	38	599	-	-
HCM Lane V/C Ratio	0.054	-	-	0.695	0.257	-	-	-
HCM Control Delay (s)	12.3	-	-	147.6	129.9	0	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3	0.8	0	-	-

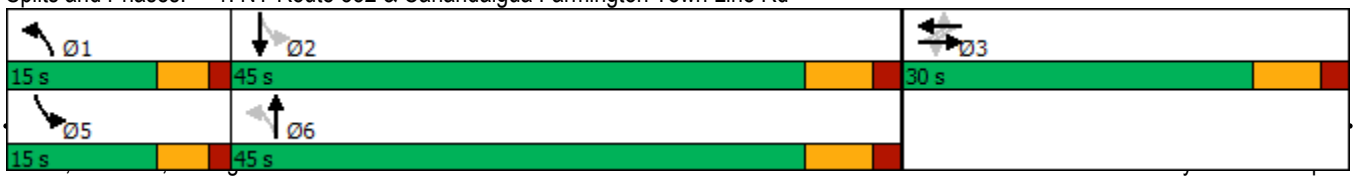


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	6	105	12	3	11	16	537	0	2	656	39
Future Volume (vph)	130	6	105	12	3	11	16	537	0	2	656	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.859			0.880						0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1600	0	1770	1639	0	1770	3539	0	1770	3511	0
Flt Permitted	0.748			0.679			0.326			0.432		
Satd. Flow (perm)	1393	1600	0	1265	1639	0	607	3539	0	805	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		114			12						8	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	7	114	13	3	12	17	584	0	2	713	42
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	121	0	13	15	0	17	584	0	2	755	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	11.3	11.3		11.3	11.3		22.1	19.7		22.0	19.6	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.48	0.43		0.48	0.42	
v/c Ratio	0.42	0.25		0.04	0.04		0.04	0.39		0.00	0.51	
Control Delay	20.0	6.4		15.9	10.6		6.7	11.1		6.5	12.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.0	6.4		15.9	10.6		6.7	11.1		6.5	12.2	
LOS	B	A		B	B		A	B		A	B	
Approach Delay		13.7			13.1			11.0			12.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	23	1		2	1		2	42		0	57	
Queue Length 95th (ft)	96	38		16	14		10	132		3	176	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	751	915		682	889		564	2994		614	2972	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.19	0.13		0.02	0.02		0.03	0.20		0.00	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 46.2			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 44.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	5	8	760	13	5	545
Future Vol, veh/h	5	8	760	13	5	545
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	9	826	14	5	592

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1139	420	0	0	840	0
Stage 1	833	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	195	582	-	-	791	-
Stage 1	387	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	194	582	-	-	791	-
Mov Cap-2 Maneuver	194	-	-	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	16.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	791	-	329	-	-
HCM Lane V/C Ratio	0.007	-	0.043	-	-
HCM Control Delay (s)	9.6	-	16.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	19	15	13	8	7	42	6	8	26	4
Future Vol, veh/h	0	10	19	15	13	8	7	42	6	8	26	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	21	16	14	9	8	46	7	9	28	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.3	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	0%	42%	21%
Vol Thru, %	76%	34%	36%	68%
Vol Right, %	11%	66%	22%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	29	36	38
LT Vol	7	0	15	8
Through Vol	42	10	13	26
RT Vol	6	19	8	4
Lane Flow Rate	60	32	39	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.067	0.033	0.044	0.047
Departure Headway (Hd)	4.049	3.746	4.083	4.081
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	882	948	871	874
Service Time	2.085	1.8	2.134	2.121
HCM Lane V/C Ratio	0.068	0.034	0.045	0.047
HCM Control Delay	7.4	6.9	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	4	4	1	2	50	1	10	45	2
Future Vol, veh/h	1	2	1	4	4	1	2	50	1	10	45	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	4	4	1	2	54	1	11	49	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.3	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	25%	44%	18%
Vol Thru, %	94%	50%	44%	79%
Vol Right, %	2%	25%	11%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	4	9	57
LT Vol	2	1	4	10
Through Vol	50	2	4	45
RT Vol	1	1	1	2
Lane Flow Rate	58	4	10	62
Geometry Grp	1	1	1	1
Degree of Util (X)	0.064	0.005	0.011	0.069
Departure Headway (Hd)	4.002	4.048	4.166	4.016
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	896	878	854	893
Service Time	2.019	2.101	2.218	2.033
HCM Lane V/C Ratio	0.065	0.005	0.012	0.069
HCM Control Delay	7.3	7.1	7.3	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0	0	0.2

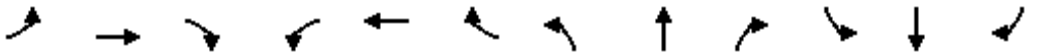
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	188	56	91	14	43
Future Vol, veh/h	55	188	56	91	14	43
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	204	61	99	15	47

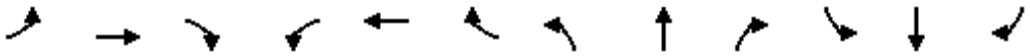
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	435	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1419	-	-	-	578	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	733	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1419	-	-	-	550	942
Mov Cap-2 Maneuver	-	-	-	-	550	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	733	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1419	-	-	-	550	942
HCM Lane V/C Ratio	0.042	-	-	-	0.028	0.05
HCM Control Delay (s)	7.6	0	-	-	11.7	9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	271	82	166	115	193	44	903	170	329	786	52
Future Volume (vph)	32	271	82	166	115	193	44	903	170	329	786	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.906			0.976			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1688	0	1770	3454	0	1770	3507	0
Flt Permitted	0.367			0.436			0.279			0.112		
Satd. Flow (perm)	684	1863	1583	812	1688	0	520	3454	0	209	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		107			30			9	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	295	89	180	125	210	48	982	185	358	854	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	295	89	180	335	0	48	1167	0	358	911	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



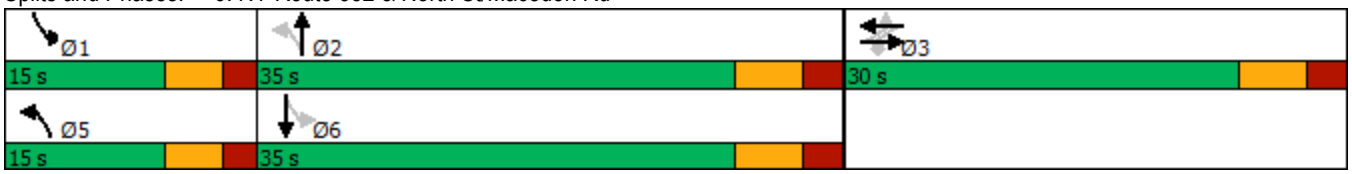
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		10.5	24.5		10.5	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	19.9	19.9	19.9	19.9	19.9		35.3	27.8		42.2	35.8	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.47	0.37		0.56	0.47	
v/c Ratio	0.20	0.60	0.18	0.85	0.64		0.14	0.91		1.15	0.55	
Control Delay	24.5	30.2	3.0	61.1	22.7		9.4	35.2		119.9	18.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.5	30.2	3.0	61.1	22.7		9.4	35.2		119.9	18.2	
LOS	C	C	A	E	C		A	D		F	B	
Approach Delay		23.9			36.1			34.1			46.9	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	13	123	0	81	94		10	285		~177	188	
Queue Length 95th (ft)	36	200	19	#186	179		24	#421		#345	261	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	213	581	578	253	600		420	1325		312	1657	
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	
Reduced v/c Ratio	0.16	0.51	0.15	0.71	0.56		0.11	0.88		1.15	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 75.9			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 37.9		Intersection LOS: D	
Intersection Capacity Utilization 92.9%		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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	19	0	0	20	5	618	2	27	729	3
Future Vol, veh/h	0	0	19	0	0	20	5	618	2	27	729	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	22	5	672	2	29	792	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	398	-	-	337	795	0	0	674	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	601	0	0	659	822	-	-	913	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	601	-	-	659	822	-	-	913	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	10.6	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	822	-	-	601	659	913	-	-
HCM Lane V/C Ratio	0.007	-	-	0.034	0.033	0.032	-	-
HCM Control Delay (s)	9.4	-	-	11.2	10.6	9.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	4	0	12	0	1	1	1	745	6	4	539	0
Future Vol, veh/h	4	0	12	0	1	1	1	745	6	4	539	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	13	0	1	1	1	810	7	4	586	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1118	1410	409	1001	1413	293	586	0	0	817	0	0
Stage 1	816	816	-	594	594	-	-	-	-	-	-	-
Stage 2	302	594	-	407	819	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	162	137	592	197	137	703	985	-	-	807	-	-
Stage 1	337	389	-	458	491	-	-	-	-	-	-	-
Stage 2	682	491	-	592	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	160	136	592	192	136	703	985	-	-	807	-	-
Mov Cap-2 Maneuver	160	136	-	192	136	-	-	-	-	-	-	-
Stage 1	337	389	-	458	489	-	-	-	-	-	-	-
Stage 2	676	489	-	578	388	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	15.7	20.9	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	807	-	-	353	228	985	-	-
HCM Lane V/C Ratio	0.005	-	-	0.049	0.01	0.001	-	-
HCM Control Delay (s)	9.5	-	-	15.7	20.9	8.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	0	20	36	0	56
Future Vol, veh/h	185	0	20	36	0	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	201	0	22	39	0	61

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	201	0	284	201
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	83	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1371	-	706	840
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	940	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1371	-	695	840
Mov Cap-2 Maneuver	-	-	-	-	695	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	840	-	-	1371	-
HCM Lane V/C Ratio	0.072	-	-	0.016	-
HCM Control Delay (s)	9.6	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

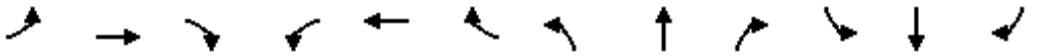
Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	13	18	0	0	20
Future Vol, veh/h	56	13	18	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	14	20	0	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	156	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1596	-	-	-	835	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1596	-	-	-	802	1058
Mov Cap-2 Maneuver	-	-	-	-	802	-
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s	6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1596	-	-	-	1058
HCM Lane V/C Ratio	0.038	-	-	-	0.021
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

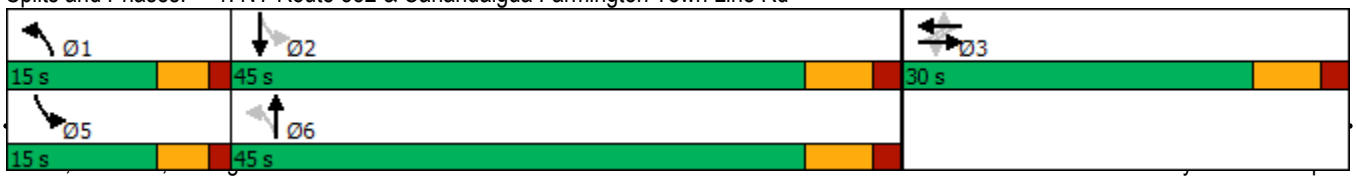


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	22	20	84	21	82	106	917	0	24	1100	89
Future Volume (vph)	123	22	20	84	21	82	106	917	0	24	1100	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.928			0.881						0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1729	0	1770	1641	0	1770	3539	0	1770	3500	0
Flt Permitted	0.685			0.727			0.107			0.257		
Satd. Flow (perm)	1276	1729	0	1354	1641	0	199	3539	0	479	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			89						12	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	134	24	22	91	23	89	115	997	0	26	1196	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	134	46	0	91	112	0	115	997	0	26	1293	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	13.6	13.6		13.6	13.6		44.4	39.8		40.4	34.1	
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.63	0.56		0.57	0.48	
v/c Ratio	0.55	0.13		0.35	0.29		0.39	0.50		0.07	0.76	
Control Delay	37.5	17.6		31.3	11.6		10.3	12.2		6.1	20.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.5	17.6		31.3	11.6		10.3	12.2		6.1	20.4	
LOS	D	B		C	B		B	B		A	C	
Approach Delay		32.4			20.4			12.0			20.2	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)	57	9		37	9		16	103		3	241	
Queue Length 95th (ft)	118	37		83	51		48	265		14	415	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	443	614		470	628		358	2173		482	1997	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.07		0.19	0.18		0.32	0.46		0.05	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 70.9			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 67.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	3	7	1147	35	11	1060
Future Vol, veh/h	3	7	1147	35	11	1060
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	8	1247	38	12	1152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1866	643	0	0	1285	0
Stage 1	1266	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	64	416	-	-	536	-
Stage 1	229	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	63	416	-	-	536	-
Mov Cap-2 Maneuver	63	-	-	-	-	-
Stage 1	229	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	30	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	536	-	155	-	-
HCM Lane V/C Ratio	0.022	-	0.07	-	-
HCM Control Delay (s)	11.9	-	30	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	13	21	20	13	10	11	66	24	1	42	1
Future Vol, veh/h	0	13	21	20	13	10	11	66	24	1	42	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	23	22	14	11	12	72	26	1	46	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.5	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	0%	47%	2%
Vol Thru, %	65%	38%	30%	95%
Vol Right, %	24%	62%	23%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	34	43	44
LT Vol	11	0	20	1
Through Vol	66	13	13	42
RT Vol	24	21	10	1
Lane Flow Rate	110	37	47	48
Geometry Grp	1	1	1	1
Degree of Util (X)	0.122	0.04	0.054	0.055
Departure Headway (Hd)	3.996	3.874	4.191	4.156
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	911	845	855
Service Time	2.044	1.954	2.266	2.215
HCM Lane V/C Ratio	0.123	0.041	0.056	0.056
HCM Control Delay	7.6	7.1	7.5	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	4	4	14	2	97	5	10	53	2
Future Vol, veh/h	1	2	1	4	4	14	2	97	5	10	53	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	4	4	15	2	105	5	11	58	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.1	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	25%	18%	15%
Vol Thru, %	93%	50%	18%	82%
Vol Right, %	5%	25%	64%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	4	22	65
LT Vol	2	1	4	10
Through Vol	97	2	4	53
RT Vol	5	1	14	2
Lane Flow Rate	113	4	24	71
Geometry Grp	1	1	1	1
Degree of Util (X)	0.126	0.005	0.026	0.08
Departure Headway (Hd)	4.011	4.168	3.906	4.08
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	846	903	876
Service Time	2.037	2.255	1.989	2.114
HCM Lane V/C Ratio	0.127	0.005	0.027	0.081
HCM Control Delay	7.6	7.3	7.1	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0	0.1	0.3

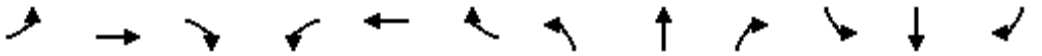
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	132	226	25	59	48
Future Vol, veh/h	74	132	226	25	59	48
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	143	246	27	64	52

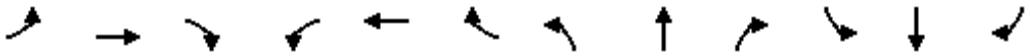
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	273	0	-	0	563	260
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	303	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1290	-	-	-	487	779
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	749	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1290	-	-	-	454	779
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	749	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1290	-	-	-	454	779
HCM Lane V/C Ratio	0.062	-	-	-	0.141	0.067
HCM Control Delay (s)	8	0	-	-	14.2	10
HCM Lane LOS	A	A	-	-	B	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	82	125	159	149	159	86	926	137	139	1084	86
Future Volume (vph)	69	82	125	159	149	159	86	926	137	139	1084	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.923			0.981			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1719	0	1770	3472	0	1770	3500	0
Flt Permitted	0.363			0.699			0.138			0.129		
Satd. Flow (perm)	676	1863	1583	1302	1719	0	257	3472	0	240	3500	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136		68			23			11	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	89	136	173	162	173	93	1007	149	151	1178	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	89	136	173	335	0	93	1156	0	151	1271	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		

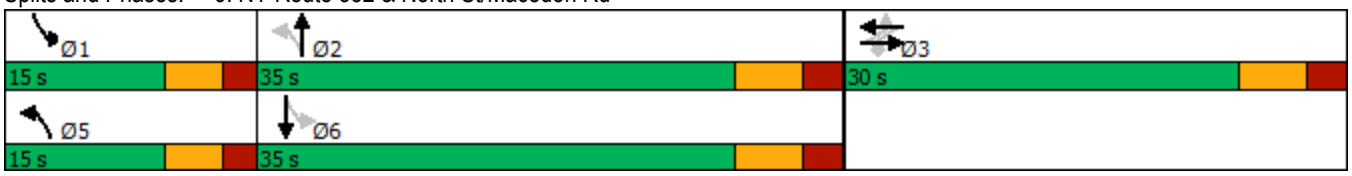


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	10.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		11.0	24.5		11.0	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	17.7	17.7	17.7	17.7	17.7		35.9	27.5		38.7	31.1	
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25		0.50	0.38		0.54	0.43	
v/c Ratio	0.45	0.19	0.28	0.54	0.71		0.33	0.86		0.50	0.84	
Control Delay	32.9	22.6	5.9	30.7	28.6		11.6	29.9		16.5	28.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.9	22.6	5.9	30.7	28.6		11.6	29.9		16.5	28.0	
LOS	C	C	A	C	C		B	C		B	C	
Approach Delay		17.6			29.3			28.6			26.8	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	29	32	0	68	110		18	251		30	284	
Queue Length 95th (ft)	70	67	39	129	199		41	#415		78	#484	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	224	617	615	431	615		338	1409		336	1515	
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	
Reduced v/c Ratio	0.33	0.14	0.22	0.40	0.54		0.28	0.82		0.45	0.84	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 72.1
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 27.0 Intersection LOS: C
Intersection Capacity Utilization 81.1% 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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	0	0	55	9	1156	37	48	1215	13
Future Vol, veh/h	0	0	12	0	0	55	9	1156	37	48	1215	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	60	10	1257	40	52	1321	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	668	-	-	649	1335	0	0	1297	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	401	0	0	412	513	-	-	530	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	401	-	-	412	513	-	-	530	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	15.2	0.1	0.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	513	-	-	401	412	530	-	-
HCM Lane V/C Ratio	0.019	-	-	0.033	0.145	0.098	-	-
HCM Control Delay (s)	12.2	-	-	14.3	15.2	12.5	-	-
HCM Lane LOS	B	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.3	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	0	4	22	0	6	3	0	1166	22	26	1016	0
Future Vol, veh/h	0	4	22	0	6	3	0	1166	22	26	1016	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	24	0	7	3	0	1267	24	28	1104	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1891	2439	646	1796	2451	552	1104	0	0	1291	0	0
Stage 1	1279	1279	-	1160	1160	-	-	-	-	-	-	-
Stage 2	612	1160	-	636	1291	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	43	31	414	50	31	477	628	-	-	533	-	-
Stage 1	176	235	-	208	268	-	-	-	-	-	-	-
Stage 2	447	268	-	433	232	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	29	414	40	29	477	628	-	-	533	-	-
Mov Cap-2 Maneuver	34	29	-	40	29	-	-	-	-	-	-	-
Stage 1	176	235	-	208	254	-	-	-	-	-	-	-
Stage 2	410	254	-	400	232	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	38.3	115	0	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	533	-	-	136	42	628	-	-
HCM Lane V/C Ratio	0.053	-	-	0.208	0.233	-	-	-
HCM Control Delay (s)	12.1	-	-	38.3	115	0	-	-
HCM Lane LOS	B	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.7	0.8	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	0	25	191	0	91
Future Vol, veh/h	74	0	25	191	0	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	0	27	208	0	99

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	80	0	342	80
Stage 1	-	-	-	-	80	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1518	-	654	980
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1518	-	641	980
Mov Cap-2 Maneuver	-	-	-	-	641	-
Stage 1	-	-	-	-	943	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	980	-	-	1518	-
HCM Lane V/C Ratio	0.101	-	-	0.018	-
HCM Control Delay (s)	9.1	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

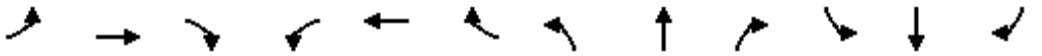
Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	10	46	0	0	25
Future Vol, veh/h	91	10	46	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	11	50	0	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	259	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1557	-	-	-	730	1018
Stage 1	-	-	-	-	972	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1557	-	-	-	683	1018
Mov Cap-2 Maneuver	-	-	-	-	683	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	826	-

Approach	EB	WB	SB
HCM Control Delay, s	6.7	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1557	-	-	-	1018
HCM Lane V/C Ratio	0.064	-	-	-	0.027
HCM Control Delay (s)	7.5	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

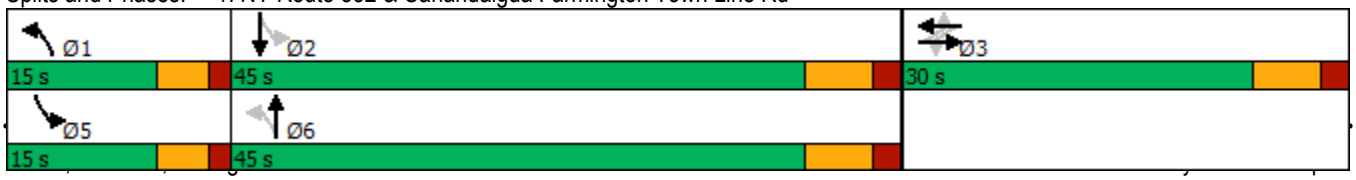


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	6	114	12	3	11	19	644	0	2	746	22
Future Volume (vph)	82	6	114	12	3	11	19	644	0	2	746	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.858			0.880						0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1639	0	1770	3539	0	1770	3525	0
Flt Permitted	0.748			0.673			0.305			0.380		
Satd. Flow (perm)	1393	1598	0	1254	1639	0	568	3539	0	708	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		124			12						4	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	7	124	13	3	12	21	700	0	2	811	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	131	0	13	15	0	21	700	0	2	835	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	9.7	9.7		9.7	9.7		23.6	22.8		23.5	22.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.56	0.54		0.55	0.54	
v/c Ratio	0.28	0.28		0.05	0.04		0.04	0.37		0.00	0.44	
Control Delay	19.2	7.0		17.3	11.6		5.5	9.5		5.0	10.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.2	7.0		17.3	11.6		5.5	9.5		5.0	10.1	
LOS	B	A		B	B		A	A		A	B	
Approach Delay		11.9			14.2			9.4			10.1	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	15	1		2	1		2	48		0	60	
Queue Length 95th (ft)	67	41		17	14		9	143		2	177	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	820	992		738	970		623	3155		667	3143	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.13		0.02	0.02		0.03	0.22		0.00	0.27	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 42.4			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 10.1		Intersection LOS: B	
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	32	8	845	27	5	645
Future Vol, veh/h	32	8	845	27	5	645
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	9	918	29	5	701

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1294	474	0	0	947	0
Stage 1	933	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	154	537	-	-	721	-
Stage 1	343	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	153	537	-	-	721	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	31.4	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	721	-	179	-	-
HCM Lane V/C Ratio	0.008	-	0.243	-	-
HCM Control Delay (s)	10	-	31.4	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	19	24	13	0	7	21	9	8	20	4
Future Vol, veh/h	0	10	19	24	13	0	7	21	9	8	20	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	21	26	14	0	8	23	10	9	22	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	7.5	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	0%	65%	25%
Vol Thru, %	57%	34%	35%	62%
Vol Right, %	24%	66%	0%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	29	37	32
LT Vol	7	0	24	8
Through Vol	21	10	13	20
RT Vol	9	19	0	4
Lane Flow Rate	40	32	40	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.032	0.047	0.039
Departure Headway (Hd)	3.977	3.702	4.219	4.065
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	898	962	847	878
Service Time	2.013	1.743	2.253	2.101
HCM Lane V/C Ratio	0.045	0.033	0.047	0.04
HCM Control Delay	7.2	6.9	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	4	4	1	2	32	1	10	47	2
Future Vol, veh/h	1	2	1	4	4	1	2	32	1	10	47	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	4	4	1	2	35	1	11	51	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.2	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	25%	44%	17%
Vol Thru, %	91%	50%	44%	80%
Vol Right, %	3%	25%	11%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	4	9	59
LT Vol	2	1	4	10
Through Vol	32	2	4	47
RT Vol	1	1	1	2
Lane Flow Rate	38	4	10	64
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.005	0.011	0.071
Departure Headway (Hd)	4.002	4.019	4.137	4.002
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	896	886	861	898
Service Time	2.019	2.063	2.18	2.014
HCM Lane V/C Ratio	0.042	0.005	0.012	0.071
HCM Control Delay	7.2	7.1	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.2

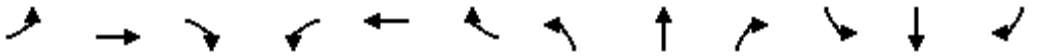
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	259	120	100	21	40
Future Vol, veh/h	34	259	120	100	21	40
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	282	130	109	23	43

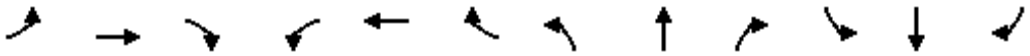
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	239	0	-	0	541	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	356	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1328	-	-	-	502	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1328	-	-	-	485	857
Mov Cap-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1328	-	-	-	485	857
HCM Lane V/C Ratio	0.028	-	-	-	0.047	0.051
HCM Control Delay (s)	7.8	0	-	-	12.8	9.4
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	276	96	169	117	197	59	927	173	336	817	108
Future Volume (vph)	94	276	96	169	117	197	59	927	173	336	817	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.906			0.976			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1688	0	1770	3454	0	1770	3479	0
Flt Permitted	0.365			0.434			0.209			0.119		
Satd. Flow (perm)	680	1863	1583	808	1688	0	389	3454	0	222	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		107			30			20	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	102	300	104	184	127	214	64	1008	188	365	888	117
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	300	104	184	341	0	64	1196	0	365	1005	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



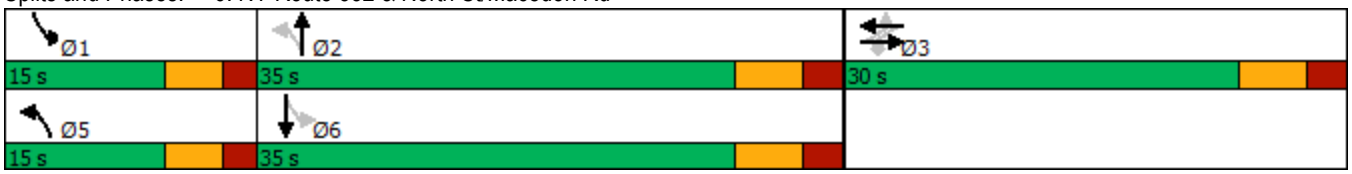
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		10.5	24.5		10.5	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	20.4	20.4	20.4	20.4	20.4		36.3	28.5		42.1	33.7	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.47	0.37		0.55	0.44	
v/c Ratio	0.57	0.61	0.20	0.86	0.65		0.21	0.92		1.17	0.65	
Control Delay	37.7	30.3	4.4	63.1	23.0		10.3	37.0		127.4	21.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.7	30.3	4.4	63.1	23.0		10.3	37.0		127.4	21.3	
LOS	D	C	A	E	C		B	D		F	C	
Approach Delay		26.5			37.1			35.6			49.6	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	42	126	0	84	97		14	295		~179	216	
Queue Length 95th (ft)	94	203	26	#193	184		30	#438		#350	298	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	208	570	570	247	591		368	1302		313	1535	
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	
Reduced v/c Ratio	0.49	0.53	0.18	0.74	0.58		0.17	0.92		1.17	0.65	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 77			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 39.8		Intersection LOS: D	
Intersection Capacity Utilization 94.5%		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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	19	0	0	20	5	697	2	28	814	3
Future Vol, veh/h	0	0	19	0	0	20	5	697	2	28	814	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	22	5	758	2	30	885	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	444	-	-	380	888	0	0	760	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	561	0	0	618	758	-	-	848	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	561	-	-	618	758	-	-	848	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	11	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	758	-	-	561	618	848	-	-
HCM Lane V/C Ratio	0.007	-	-	0.037	0.035	0.036	-	-
HCM Control Delay (s)	9.8	-	-	11.7	11	9.4	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

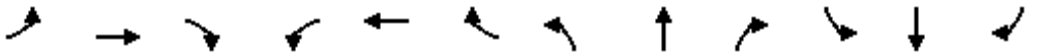
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	37	0	20	0	1	1	1	822	14	7	614	0
Future Vol, veh/h	37	0	20	0	1	1	1	822	14	7	614	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	0	22	0	1	1	1	893	15	8	667	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1253	1586	454	1132	1593	334	667	0	0	908	0	0
Stage 1	903	903	-	683	683	-	-	-	-	-	-	-
Stage 2	350	683	-	449	910	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	129	107	553	158	106	662	919	-	-	745	-	-
Stage 1	299	354	-	405	447	-	-	-	-	-	-	-
Stage 2	639	447	-	559	352	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	127	106	553	150	105	662	919	-	-	745	-	-
Mov Cap-2 Maneuver	127	106	-	150	105	-	-	-	-	-	-	-
Stage 1	299	354	-	405	442	-	-	-	-	-	-	-
Stage 2	630	442	-	536	352	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	36.7	25.1	0	0.1
HCM LOS	E	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	745	-	-	174	181	919	-	-
HCM Lane V/C Ratio	0.01	-	-	0.356	0.012	0.001	-	-
HCM Control Delay (s)	9.9	-	-	36.7	25.1	8.9	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0	0	-	-

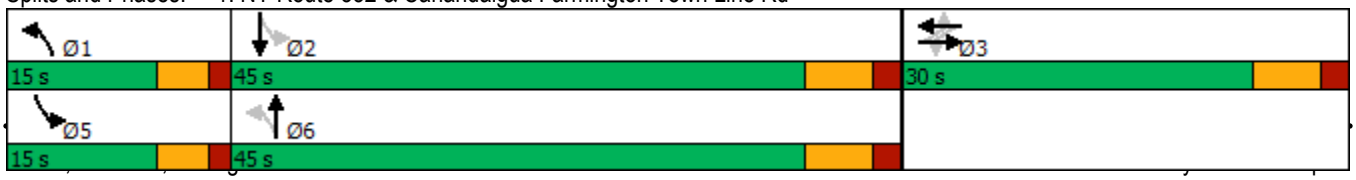


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	22	26	86	21	84	115	1061	0	24	1221	72
Future Volume (vph)	39	22	26	86	21	84	115	1061	0	24	1221	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.919			0.880						0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1712	0	1770	1639	0	1770	3539	0	1770	3511	0
Flt Permitted	0.684			0.723			0.097			0.212		
Satd. Flow (perm)	1274	1712	0	1347	1639	0	181	3539	0	395	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			91						8	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	24	28	93	23	91	125	1153	0	26	1327	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	52	0	93	114	0	125	1153	0	26	1405	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	11.0	11.0		11.0	11.0		49.1	44.4		44.8	38.5	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.68	0.61		0.62	0.53	
v/c Ratio	0.22	0.18		0.46	0.35		0.44	0.53		0.07	0.75	
Control Delay	30.9	18.1		36.8	13.1		11.7	10.9		5.0	18.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.9	18.1		36.8	13.1		11.7	10.9		5.0	18.4	
LOS	C	B		D	B		B	B		A	B	
Approach Delay		23.8			23.7			11.0			18.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	17	10		40	9		15	108		3	251	
Queue Length 95th (ft)	46	40		86	52		55	286		12	426	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	416	578		440	596		344	2162		451	1922	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.09		0.21	0.19		0.36	0.53		0.06	0.73	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 72.6			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 15.7		Intersection LOS: B	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	51	7	1262	49	11	1197
Future Vol, veh/h	51	7	1262	49	11	1197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	55	8	1372	53	12	1301

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2074	713	0	0	1425	0
Stage 1	1399	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 46	374	-	-	473	-
Stage 1	194	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 45	374	-	-	473	-
Mov Cap-2 Maneuver	~ 45	-	-	-	-	-
Stage 1	194	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	$ 346.2	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	473	-	50	-	-
HCM Lane V/C Ratio	0.025	-	1.261	-	-
HCM Control Delay (s)	12.8	-	$ 346.2	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5.7	-	-

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

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	13	21	25	13	0	11	33	33	1	30	1
Future Vol, veh/h	0	13	21	25	13	0	11	33	33	1	30	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	23	27	14	0	12	36	36	1	33	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.6	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	0%	66%	3%
Vol Thru, %	43%	38%	34%	94%
Vol Right, %	43%	62%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	34	38	32
LT Vol	11	0	25	1
Through Vol	33	13	13	30
RT Vol	33	21	0	1
Lane Flow Rate	84	37	41	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.09	0.039	0.049	0.04
Departure Headway (Hd)	3.868	3.799	4.299	4.122
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	921	934	828	864
Service Time	1.911	1.859	2.353	2.171
HCM Lane V/C Ratio	0.091	0.04	0.05	0.041
HCM Control Delay	7.3	7	7.6	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	4	4	14	2	72	5	10	46	2
Future Vol, veh/h	1	2	1	4	4	14	2	72	5	10	46	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	4	4	15	2	78	5	11	50	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7	7.4	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	25%	18%	17%
Vol Thru, %	91%	50%	18%	79%
Vol Right, %	6%	25%	64%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	4	22	58
LT Vol	2	1	4	10
Through Vol	72	2	4	46
RT Vol	5	1	14	2
Lane Flow Rate	86	4	24	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.005	0.026	0.071
Departure Headway (Hd)	3.997	4.108	3.847	4.061
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	896	862	920	881
Service Time	2.022	2.178	1.913	2.089
HCM Lane V/C Ratio	0.096	0.005	0.026	0.072
HCM Control Delay	7.4	7.2	7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.1	0.2

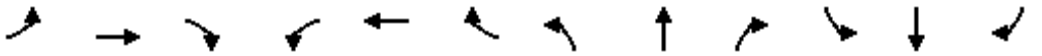
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	239	301	32	68	38
Future Vol, veh/h	44	239	301	32	68	38
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	260	327	35	74	41

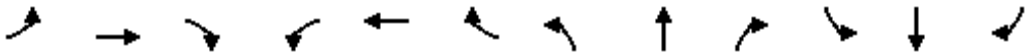
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	362	0	-	0	701	345
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	356	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1197	-	-	-	405	698
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1197	-	-	-	386	698
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	709	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1197	-	-	-	386	698
HCM Lane V/C Ratio	0.04	-	-	-	0.191	0.059
HCM Control Delay (s)	8.1	0	-	-	16.5	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	84	145	162	152	162	103	960	140	142	1116	149
Future Volume (vph)	165	84	145	162	152	162	103	960	140	142	1116	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.923			0.981			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1719	0	1770	3472	0	1770	3476	0
Flt Permitted	0.381			0.698			0.134			0.126		
Satd. Flow (perm)	710	1863	1583	1300	1719	0	250	3472	0	235	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		68			22			20	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	91	158	176	165	176	112	1043	152	154	1213	162
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	91	158	176	341	0	112	1195	0	154	1375	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



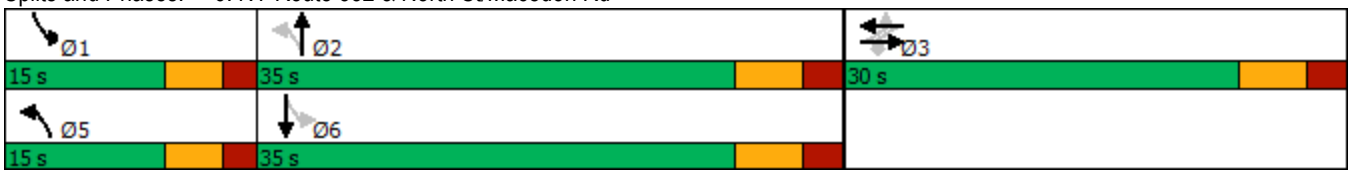
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	10.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		11.0	24.5		11.0	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	21.4	21.4	21.4	21.4	21.4		37.2	28.4		39.5	31.7	
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28		0.48	0.37		0.51	0.41	
v/c Ratio	0.90	0.17	0.28	0.48	0.65		0.41	0.92		0.54	0.95	
Control Delay	73.6	22.0	5.4	28.3	25.7		13.7	36.7		18.6	40.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	73.6	22.0	5.4	28.3	25.7		13.7	36.7		18.6	40.6	
LOS	E	C	A	C	C		B	D		B	D	
Approach Delay		37.5			26.6			34.7			38.3	
Approach LOS		D			C			C			D	
Queue Length 50th (ft)	83	33	0	70	114		24	292		35	~395	
Queue Length 95th (ft)	#200	68	41	131	204		48	#438		81	#546	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	218	573	596	399	575		315	1308		313	1444	
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	
Reduced v/c Ratio	0.82	0.16	0.27	0.44	0.59		0.36	0.91		0.49	0.95	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 35.4		Intersection LOS: D	
Intersection Capacity Utilization 89.2%		ICU Level of Service E	
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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	0	0	56	9	1289	38	49	1311	13
Future Vol, veh/h	0	0	12	0	0	56	9	1289	38	49	1311	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	61	10	1401	41	53	1425	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	720	-	-	721	1439	0	0	1442	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	370	0	0	370	468	-	-	466	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	370	-	-	370	468	-	-	466	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	16.6	0.1	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	468	-	-	370	370	466	-	-
HCM Lane V/C Ratio	0.021	-	-	0.035	0.165	0.114	-	-
HCM Control Delay (s)	12.9	-	-	15.1	16.6	13.7	-	-
HCM Lane LOS	B	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.6	0.4	-	-

Intersection	
Int Delay, s/veh	15.8

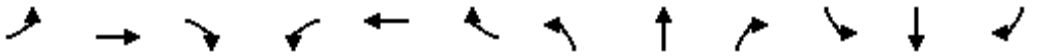
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	28	4	27	0	6	3	0	1256	47	35	1138	0
Future Vol, veh/h	28	4	27	0	6	3	0	1256	47	35	1138	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	4	29	0	7	3	0	1365	51	38	1237	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	2089	2704	708	1998	2729	619	1237	0	0	1416	0	0
Stage 1	1391	1391	-	1313	1313	-	-	-	-	-	-	-
Stage 2	698	1313	-	685	1416	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 30	21	377	35	20	432	559	-	-	477	-	-
Stage 1	150	207	-	167	226	-	-	-	-	-	-	-
Stage 2	397	226	-	404	202	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 20	19	377	25	18	432	559	-	-	477	-	-
Mov Cap-2 Maneuver	~ 20	19	-	25	18	-	-	-	-	-	-	-
Stage 1	150	207	-	167	208	-	-	-	-	-	-	-
Stage 2	351	208	-	365	202	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	$ 641.4	210.8	0	0.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	477	-	-	35	26	559	-	-
HCM Lane V/C Ratio	0.08	-	-	1.832	0.376	-	-	-
HCM Control Delay (s)	13.2	-	-	$ 641.4	210.8	0	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	7.1	1.2	0	-	-

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

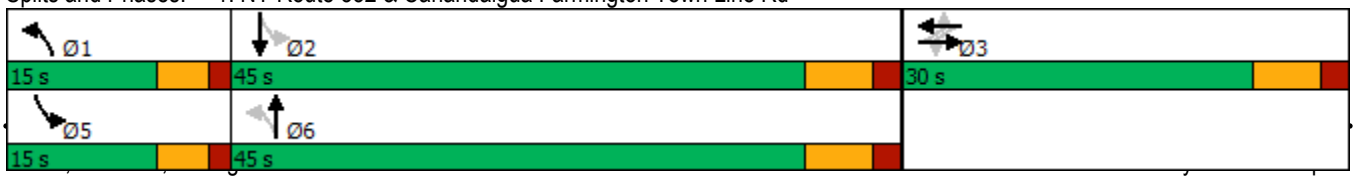


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	6	114	12	3	11	19	565	0	2	708	61
Future Volume (vph)	187	6	114	12	3	11	19	565	0	2	708	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.858			0.880						0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1639	0	1770	3539	0	1770	3497	0
Flt Permitted	0.748			0.673			0.269			0.406		
Satd. Flow (perm)	1393	1598	0	1254	1639	0	501	3539	0	756	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		124			12						12	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	203	7	124	13	3	12	21	614	0	2	770	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	203	131	0	13	15	0	21	614	0	2	836	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	13.9	13.9		13.9	13.9		22.8	20.3		22.6	20.2	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.46	0.41		0.45	0.41	
v/c Ratio	0.52	0.24		0.04	0.03		0.05	0.43		0.00	0.59	
Control Delay	22.5	6.0		16.6	10.8		8.0	12.6		8.0	14.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.5	6.0		16.6	10.8		8.0	12.6		8.0	14.4	
LOS	C	A		B	B		A	B		A	B	
Approach Delay		16.1			13.5			12.5			14.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	41	1		2	1		3	52		0	75	
Queue Length 95th (ft)	145	39		17	14		14	156		3	225	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	717	883		646	850		511	2898		573	2866	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.28	0.15		0.02	0.02		0.04	0.21		0.00	0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 49.7			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	5	8	820	13	5	576
Future Vol, veh/h	5	8	820	13	5	576
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	9	891	14	5	626

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1221	453	0	0	905	0
Stage 1	898	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	172	554	-	-	747	-
Stage 1	358	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	171	554	-	-	747	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	17.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	747	-	298	-	-
HCM Lane V/C Ratio	0.007	-	0.047	-	-
HCM Control Delay (s)	9.9	-	17.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	19	24	13	25	7	73	9	11	42	4
Future Vol, veh/h	0	10	19	24	13	25	7	73	9	11	42	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	21	26	14	27	8	79	10	12	46	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.5	7.7	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	0%	39%	19%
Vol Thru, %	82%	34%	21%	74%
Vol Right, %	10%	66%	40%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	29	62	57
LT Vol	7	0	24	11
Through Vol	73	10	13	42
RT Vol	9	19	25	4
Lane Flow Rate	97	32	67	62
Geometry Grp	1	1	1	1
Degree of Util (X)	0.11	0.034	0.076	0.072
Departure Headway (Hd)	4.108	3.867	4.067	4.177
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	909	868	849
Service Time	2.166	1.961	2.152	2.242
HCM Lane V/C Ratio	0.112	0.035	0.077	0.073
HCM Control Delay	7.7	7.1	7.5	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	4	4	1	2	84	1	10	70	2
Future Vol, veh/h	1	2	1	4	4	1	2	84	1	10	70	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	4	4	1	2	91	1	11	76	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.4	7.5	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	25%	44%	12%
Vol Thru, %	97%	50%	44%	85%
Vol Right, %	1%	25%	11%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	87	4	9	82
LT Vol	2	1	4	10
Through Vol	84	2	4	70
RT Vol	1	1	1	2
Lane Flow Rate	95	4	10	89
Geometry Grp	1	1	1	1
Degree of Util (X)	0.106	0.005	0.012	0.1
Departure Headway (Hd)	4.023	4.157	4.275	4.04
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	849	826	887
Service Time	2.049	2.241	2.358	2.066
HCM Lane V/C Ratio	0.107	0.005	0.012	0.1
HCM Control Delay	7.5	7.3	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0	0	0.3

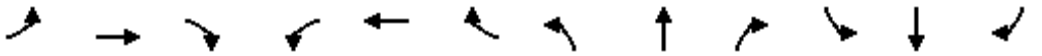
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	84	210	99	95	18	60
Future Vol, veh/h	84	210	99	95	18	60
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	91	228	108	103	20	65

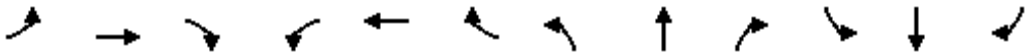
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	211	0	-	0	570	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1360	-	-	-	483	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	670	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1360	-	-	-	446	885
Mov Cap-2 Maneuver	-	-	-	-	446	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1360	-	-	-	446	885
HCM Lane V/C Ratio	0.067	-	-	-	0.044	0.074
HCM Control Delay (s)	7.8	0	-	-	13.4	9.4
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	276	96	169	117	197	59	927	173	336	817	86
Future Volume (vph)	41	276	96	169	117	197	59	927	173	336	817	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.906			0.976			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1688	0	1770	3454	0	1770	3490	0
Flt Permitted	0.364			0.433			0.220			0.119		
Satd. Flow (perm)	678	1863	1583	807	1688	0	410	3454	0	222	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123		107			30			15	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	300	104	184	127	214	64	1008	188	365	888	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	300	104	184	341	0	64	1196	0	365	981	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



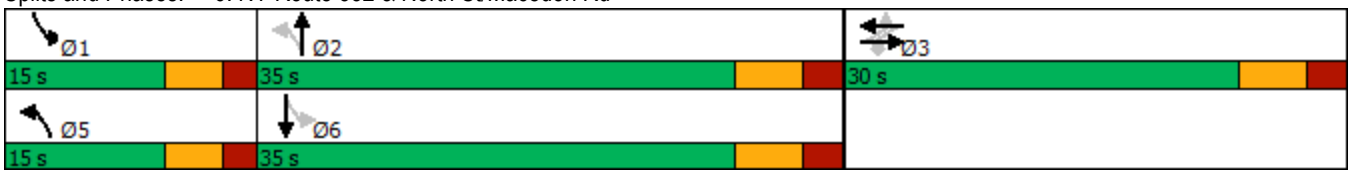
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		10.5	24.5		10.5	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	20.2	20.2	20.2	20.2	20.2		36.3	28.5		42.1	33.7	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.47	0.37		0.55	0.44	
v/c Ratio	0.25	0.61	0.21	0.87	0.65		0.20	0.92		1.17	0.64	
Control Delay	25.9	30.5	4.4	64.3	23.2		10.1	36.6		126.2	21.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.9	30.5	4.4	64.3	23.2		10.1	36.6		126.2	21.0	
LOS	C	C	A	E	C		B	D		F	C	
Approach Delay		24.0			37.6			35.3			49.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	17	126	0	84	97		14	295		~179	210	
Queue Length 95th (ft)	45	203	26	#193	184		30	#438		#350	290	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	208	572	571	248	592		377	1305		313	1541	
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	
Reduced v/c Ratio	0.22	0.52	0.18	0.74	0.58		0.17	0.92		1.17	0.64	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 76.8			
Natural Cycle: 80			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 39.5		Intersection LOS: D	
Intersection Capacity Utilization 94.5%		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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	19	0	0	20	5	645	2	28	792	3
Future Vol, veh/h	0	0	19	0	0	20	5	645	2	28	792	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	22	5	701	2	30	861	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	432	-	-	352	864	0	0	703	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	572	0	0	644	774	-	-	890	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	572	-	-	644	774	-	-	890	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	10.8	0.1	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	774	-	-	572	644	890	-	-
HCM Lane V/C Ratio	0.007	-	-	0.036	0.034	0.034	-	-
HCM Control Delay (s)	9.7	-	-	11.5	10.8	9.2	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	12	0	20	0	1	1	1	800	11	7	562	0
Future Vol, veh/h	12	0	20	0	1	1	1	800	11	7	562	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	0	22	0	1	1	1	870	12	8	611	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1200	1505	441	1064	1511	306	611	0	0	882	0	0
Stage 1	878	878	-	627	627	-	-	-	-	-	-	-
Stage 2	322	627	-	437	884	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	141	120	564	177	119	690	964	-	-	762	-	-
Stage 1	309	364	-	438	474	-	-	-	-	-	-	-
Stage 2	664	474	-	568	362	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	139	119	564	169	118	690	964	-	-	762	-	-
Mov Cap-2 Maneuver	139	119	-	169	118	-	-	-	-	-	-	-
Stage 1	309	364	-	438	469	-	-	-	-	-	-	-
Stage 2	654	469	-	546	362	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	20.8	23	0	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	762	-	-	263	202	964	-	-
HCM Lane V/C Ratio	0.01	-	-	0.132	0.011	0.001	-	-
HCM Control Delay (s)	9.8	-	-	20.8	23	8.7	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	202	0	38	43	0	104
Future Vol, veh/h	202	0	38	43	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	0	41	47	0	113

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	220	0	349	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	129	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1349	-	648	820
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	897	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1349	-	628	820
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	820	-	-	1349	-
HCM Lane V/C Ratio	0.138	-	-	0.031	-
HCM Control Delay (s)	10.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

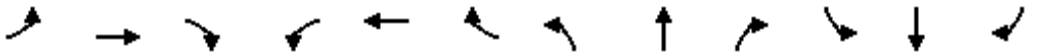
Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	13	18	0	0	38
Future Vol, veh/h	104	13	18	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	14	20	0	0	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	260	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	240	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1596	-	-	-	729	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1596	-	-	-	677	1058
Mov Cap-2 Maneuver	-	-	-	-	677	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Control Delay, s	6.6	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1596	-	-	-	1058
HCM Lane V/C Ratio	0.071	-	-	-	0.039
HCM Control Delay (s)	7.4	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1



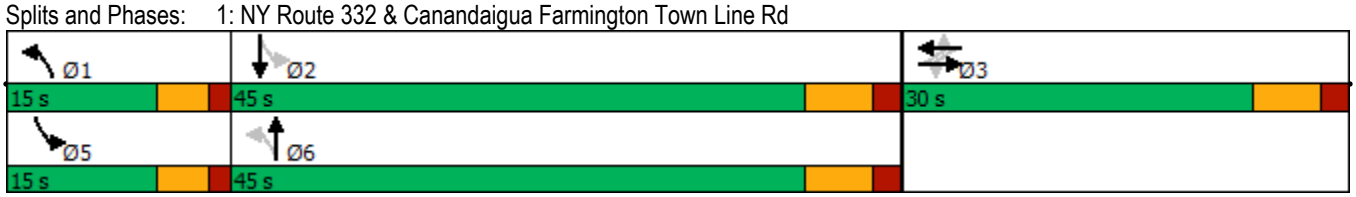
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	188	22	26	86	21	84	115	953	0	24	1173	120
Future Volume (vph)	188	22	26	86	21	84	115	953	0	24	1173	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.919			0.880						0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1712	0	1770	1639	0	1770	3539	0	1770	3490	0
Flt Permitted	0.684			0.723			0.094			0.233		
Satd. Flow (perm)	1274	1712	0	1347	1639	0	175	3539	0	434	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			91						15	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	204	24	28	93	23	91	125	1036	0	26	1275	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	204	52	0	93	114	0	125	1036	0	26	1405	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	17.6	17.6		17.6	17.6		47.5	42.6		43.0	36.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.61	0.55		0.55	0.47	
v/c Ratio	0.71	0.13		0.31	0.26		0.46	0.53		0.07	0.85	
Control Delay	43.7	15.5		29.8	10.6		15.2	14.3		7.4	26.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.7	15.5		29.8	10.6		15.2	14.3		7.4	26.3	
LOS	D	B		C	B		B	B		A	C	
Approach Delay		38.0			19.2			14.4			25.9	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)	98	10		40	9		22	135		4	322	
Queue Length 95th (ft)	178	38		84	51		67	293		15	#543	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	401	558		424	578		320	2078		434	1808	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.51	0.09		0.22	0.20		0.39	0.50		0.06	0.78	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 77.8			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 22.1		Intersection LOS: C	
Intersection Capacity Utilization 74.7%		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: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	3	7	1227	36	11	1106
Future Vol, veh/h	3	7	1227	36	11	1106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	8	1334	39	12	1202

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1979	687	0	0	1373	0
Stage 1	1354	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	54	389	-	-	496	-
Stage 1	205	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	53	389	-	-	496	-
Mov Cap-2 Maneuver	53	-	-	-	-	-
Stage 1	205	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	34.2	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	496	-	134	-	-
HCM Lane V/C Ratio	0.024	-	0.081	-	-
HCM Control Delay (s)	12.4	-	34.2	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	13	21	25	13	20	11	114	33	9	57	1
Future Vol, veh/h	0	13	21	25	13	20	11	114	33	9	57	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	23	27	14	22	12	124	36	10	62	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.8	8.1	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	0%	43%	13%
Vol Thru, %	72%	38%	22%	85%
Vol Right, %	21%	62%	34%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	34	58	67
LT Vol	11	0	25	9
Through Vol	114	13	13	57
RT Vol	33	21	20	1
Lane Flow Rate	172	37	63	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.193	0.043	0.077	0.086
Departure Headway (Hd)	4.052	4.17	4.388	4.259
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	863	821	827
Service Time	2.132	2.172	2.39	2.356
HCM Lane V/C Ratio	0.197	0.043	0.077	0.088
HCM Control Delay	8.1	7.4	7.8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	4	4	14	2	154	5	10	73	2
Future Vol, veh/h	1	2	1	4	4	14	2	154	5	10	73	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	2	1	4	4	15	2	167	5	11	79	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.3	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	25%	18%	12%
Vol Thru, %	96%	50%	18%	86%
Vol Right, %	3%	25%	64%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	4	22	85
LT Vol	2	1	4	10
Through Vol	154	2	4	73
RT Vol	5	1	14	2
Lane Flow Rate	175	4	24	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.005	0.028	0.106
Departure Headway (Hd)	4.036	4.438	4.169	4.124
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	887	811	864	864
Service Time	2.072	2.439	2.169	2.174
HCM Lane V/C Ratio	0.197	0.005	0.028	0.106
HCM Control Delay	8.1	7.5	7.3	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0	0.1	0.4

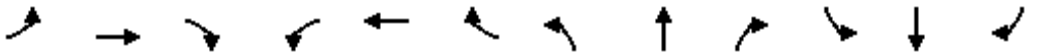
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	122	161	276	29	64	64
Future Vol, veh/h	122	161	276	29	64	64
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	133	175	300	32	70	70

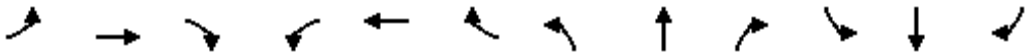
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	332	0	-	0	757	316
Stage 1	-	-	-	-	316	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1227	-	-	-	375	724
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1227	-	-	-	330	724
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1227	-	-	-	330	724
HCM Lane V/C Ratio	0.108	-	-	-	0.211	0.096
HCM Control Delay (s)	8.3	0	-	-	18.8	10.5
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8	0.3



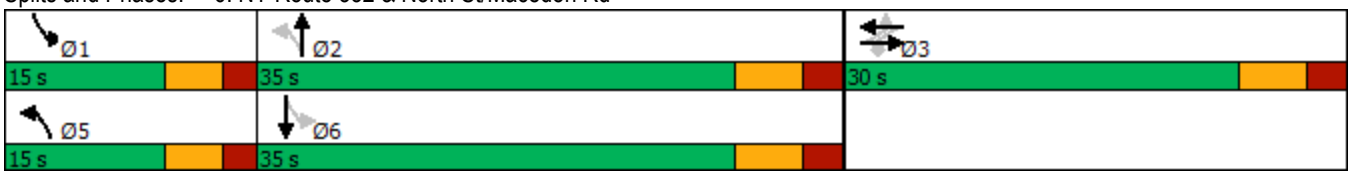
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	84	145	162	152	162	103	960	140	142	1116	123
Future Volume (vph)	84	84	145	162	152	162	103	960	140	142	1116	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.923			0.981			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1719	0	1770	3472	0	1770	3486	0
Flt Permitted	0.352			0.698			0.135			0.127		
Satd. Flow (perm)	656	1863	1583	1300	1719	0	251	3472	0	237	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			158		68			22			16	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	91	158	176	165	176	112	1043	152	154	1213	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	91	158	176	341	0	112	1195	0	154	1347	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	10.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		11.0	24.5		11.0	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	18.1	18.1	18.1	18.1	18.1		36.8	28.2		39.1	31.5	
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25		0.50	0.39		0.53	0.43	
v/c Ratio	0.56	0.20	0.31	0.55	0.72		0.39	0.88		0.52	0.89	
Control Delay	38.6	22.6	5.8	30.9	29.1		12.7	31.7		17.3	32.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	38.6	22.6	5.8	30.9	29.1		12.7	31.7		17.3	32.1	
LOS	D	C	A	C	C		B	C		B	C	
Approach Delay		19.1			29.7			30.1			30.6	
Approach LOS		B			C			C			C	
Queue Length 50th (ft)	36	33	0	70	113		22	267		30	317	
Queue Length 95th (ft)	84	68	41	131	204		48	#438		81	#530	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	213	605	621	422	604		332	1382		330	1509	
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	
Reduced v/c Ratio	0.43	0.15	0.25	0.42	0.56		0.34	0.86		0.47	0.89	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 73.1			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 29.2		Intersection LOS: C	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	12	0	0	56	9	1208	38	49	1285	13
Future Vol, veh/h	0	0	12	0	0	56	9	1208	38	49	1285	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	13	0	0	61	10	1313	41	53	1397	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	706	-	-	677	1411	0	0	1354	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	378	0	0	395	479	-	-	504	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	378	-	-	395	479	-	-	504	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	15.8	0.1	0.5
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	479	-	-	378	395	504	-	-
HCM Lane V/C Ratio	0.02	-	-	0.035	0.154	0.106	-	-
HCM Control Delay (s)	12.7	-	-	14.9	15.8	13	-	-
HCM Lane LOS	B	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.5	0.4	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	0	4	27	0	6	3	0	1230	39	35	1057	0
Future Vol, veh/h	0	4	27	0	6	3	0	1230	39	35	1057	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	4	29	0	7	3	0	1337	42	38	1149	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	2012	2583	690	1896	2604	575	1149	0	0	1379	0	0
Stage 1	1358	1358	-	1225	1225	-	-	-	-	-	-	-
Stage 2	654	1225	-	671	1379	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	25	388	42	24	461	604	-	-	493	-	-
Stage 1	157	215	-	190	249	-	-	-	-	-	-	-
Stage 2	422	249	-	412	210	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	23	388	31	22	461	604	-	-	493	-	-
Mov Cap-2 Maneuver	25	23	-	31	22	-	-	-	-	-	-	-
Stage 1	157	215	-	190	230	-	-	-	-	-	-	-
Stage 2	376	230	-	373	210	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	43.3	161	0	0.4
HCM LOS	E	F		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	493	-	-	127	32	604	-	-
HCM Lane V/C Ratio	0.077	-	-	0.265	0.306	-	-	-
HCM Control Delay (s)	12.9	-	-	43.3	161	0	-	-
HCM Lane LOS	B	-	-	E	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	1	0	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	86	0	48	209	0	149
Future Vol, veh/h	86	0	48	209	0	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	0	52	227	0	162

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	424	93
Stage 1	-	-	-	-	93	-
Stage 2	-	-	-	-	331	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1501	-	587	964
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	564	964
Mov Cap-2 Maneuver	-	-	-	-	564	-
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1501	-
HCM Lane V/C Ratio	0.168	-	-	0.035	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

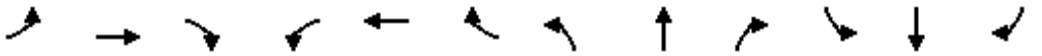
Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	149	10	47	0	0	48
Future Vol, veh/h	149	10	47	0	0	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	162	11	51	0	0	52

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	51	0	-	0	386	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	335	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1555	-	-	-	617	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1555	-	-	-	552	1017
Mov Cap-2 Maneuver	-	-	-	-	552	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	725	-

Approach	EB	WB	SB
HCM Control Delay, s	7.1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1555	-	-	-	1017
HCM Lane V/C Ratio	0.104	-	-	-	0.051
HCM Control Delay (s)	7.6	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2

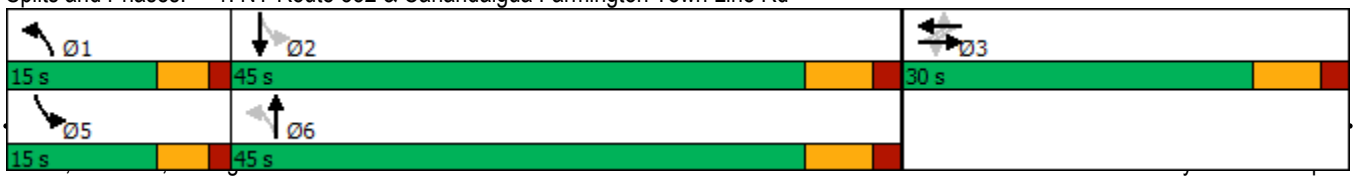


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	7	136	14	3	12	26	952	0	2	986	29
Future Volume (vph)	101	7	136	14	3	12	26	952	0	2	986	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.858			0.878						0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1635	0	1770	3539	0	1770	3525	0
Flt Permitted	0.747			0.658			0.176			0.224		
Satd. Flow (perm)	1391	1598	0	1226	1635	0	328	3539	0	417	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		148			13						4	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	8	148	15	3	13	28	1035	0	2	1072	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	156	0	15	16	0	28	1035	0	2	1104	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	11.1	11.1		11.1	11.1		31.8	29.3		30.8	27.3	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.57	0.52		0.55	0.49	
v/c Ratio	0.40	0.36		0.06	0.05		0.08	0.56		0.01	0.64	
Control Delay	27.1	8.4		23.2	14.5		5.6	11.0		5.0	13.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.1	8.4		23.2	14.5		5.6	11.0		5.0	13.8	
LOS	C	A		C	B		A	B		A	B	
Approach Delay		16.1			18.7			10.9			13.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	23	2		3	1		3	88		0	97	
Queue Length 95th (ft)	94	50		22	17		13	248		3	276	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	629	803		554	747		467	2662		499	2614	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.17	0.19		0.03	0.02		0.06	0.39		0.00	0.42	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 55.9			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 12.8		Intersection LOS: B	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	31.6

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	128	24	1065	70	10	865
Future Vol, veh/h	128	24	1065	70	10	865
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	26	1158	76	11	940

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1688	617	0	0	1234	0
Stage 1	1196	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 85	433	-	-	560	-
Stage 1	249	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 83	433	-	-	560	-
Mov Cap-2 Maneuver	~ 83	-	-	-	-	-
Stage 1	249	-	-	-	-	-
Stage 2	568	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	$ 448.6	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	560	-	95	-	-
HCM Lane V/C Ratio	0.019	-	1.739	-	-
HCM Control Delay (s)	11.6	-	$ 448.6	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	13.4	-	-

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

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	11	21	25	15	0	8	90	9	9	69	5
Future Vol, veh/h	0	11	21	25	15	0	8	90	9	9	69	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	23	27	16	0	9	98	10	10	75	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.8	7.8	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	0%	62%	11%
Vol Thru, %	84%	34%	38%	83%
Vol Right, %	8%	66%	0%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	107	32	40	83
LT Vol	8	0	25	9
Through Vol	90	11	15	69
RT Vol	9	21	0	5
Lane Flow Rate	116	35	43	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.133	0.039	0.055	0.104
Departure Headway (Hd)	4.104	4.045	4.551	4.145
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	890	791	854
Service Time	2.172	2.046	2.552	2.219
HCM Lane V/C Ratio	0.134	0.039	0.054	0.105
HCM Control Delay	7.8	7.2	7.8	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	2	11	5	5	52	9	41	1	25	78	9
Future Vol, veh/h	11	2	11	5	5	52	9	41	1	25	78	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	2	12	5	5	57	10	45	1	27	85	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.6	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	46%	8%	22%
Vol Thru, %	80%	8%	8%	70%
Vol Right, %	2%	46%	84%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	51	24	62	112
LT Vol	9	11	5	25
Through Vol	41	2	5	78
RT Vol	1	11	52	9
Lane Flow Rate	55	26	67	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.065	0.031	0.072	0.14
Departure Headway (Hd)	4.213	4.212	3.87	4.135
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	842	855	931	862
Service Time	2.281	2.213	1.87	2.188
HCM Lane V/C Ratio	0.065	0.03	0.072	0.142
HCM Control Delay	7.6	7.3	7.2	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.2	0.5

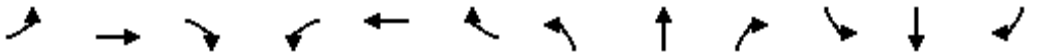
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	283	128	132	48	44
Future Vol, veh/h	50	283	128	132	48	44
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	54	308	139	143	52	48

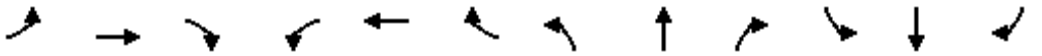
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	282	0	-	0	627	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1280	-	-	-	447	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1280	-	-	-	424	829
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1280	-	-	-	424	829
HCM Lane V/C Ratio	0.042	-	-	-	0.123	0.058
HCM Control Delay (s)	7.9	0	-	-	14.7	9.6
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	305	131	187	130	218	86	1067	192	371	1006	116
Future Volume (vph)	101	305	131	187	130	218	86	1067	192	371	1006	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.906			0.977			0.984	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1688	0	1770	3458	0	1770	3483	0
Flt Permitted	0.328			0.399			0.135			0.122		
Satd. Flow (perm)	611	1863	1583	743	1688	0	251	3458	0	227	3483	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		107			29			17	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	110	332	142	203	141	237	93	1160	209	403	1093	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	332	142	203	378	0	93	1369	0	403	1219	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



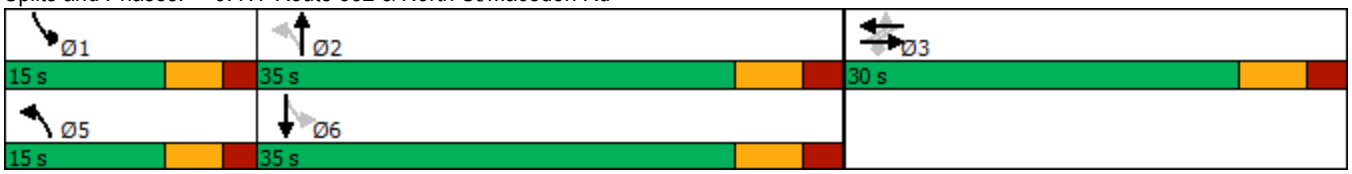
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		10.5	24.5		10.5	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	22.7	22.7	22.7	22.7	22.7		36.9	28.5		41.4	32.9	
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29		0.47	0.36		0.52	0.42	
v/c Ratio	0.63	0.62	0.26	0.95	0.68		0.36	1.08		1.33	0.84	
Control Delay	43.2	30.4	5.4	82.7	24.5		12.9	77.7		191.4	29.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.2	30.4	5.4	82.7	24.5		12.9	77.7		191.4	29.2	
LOS	D	C	A	F	C		B	E		F	C	
Approach Delay		26.8			44.8			73.6			69.5	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	47	142	0	98	117		20	~409		~220	293	
Queue Length 95th (ft)	#120	227	39	#227	213		41	#541		#400	#453	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	181	553	569	220	576		305	1263		303	1455	
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	
Reduced v/c Ratio	0.61	0.60	0.25	0.92	0.66		0.30	1.08		1.33	0.84	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 79.2			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 61.7		Intersection LOS: E	
Intersection Capacity Utilization 103.4%		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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	224	0	0	23	27	838	2	30	1010	39
Future Vol, veh/h	0	0	224	0	0	23	27	838	2	30	1010	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	243	0	0	25	29	911	2	33	1098	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	570	-	-	457	1140	0	0	913	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	465	0	0	551	609	-	-	742	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	465	-	-	551	609	-	-	742	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	11.8	0.3	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	609	-	-	465	551	742	-	-
HCM Lane V/C Ratio	0.048	-	-	0.524	0.045	0.044	-	-
HCM Control Delay (s)	11.2	-	-	20.9	11.8	10.1	-	-
HCM Lane LOS	B	-	-	C	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3	0.1	0.1	-	-

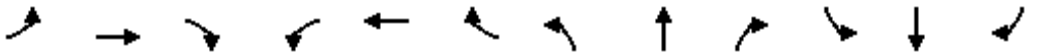
Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	38	0	22	0	1	1	1	1055	15	7	838	0
Future Vol, veh/h	38	0	22	0	1	1	1	1055	15	7	838	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	0	24	0	1	1	1	1147	16	8	911	0

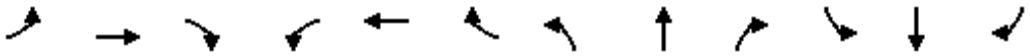
Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1629	2084	582	1503	2092	456	911	0	0	1163	0	0
Stage 1	1157	1157	-	927	927	-	-	-	-	-	-	-
Stage 2	472	927	-	576	1165	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	67	52	456	84	52	551	743	-	-	596	-	-
Stage 1	209	269	-	289	345	-	-	-	-	-	-	-
Stage 2	542	345	-	470	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	51	456	79	51	551	743	-	-	596	-	-
Mov Cap-2 Maneuver	65	51	-	79	51	-	-	-	-	-	-	-
Stage 1	209	269	-	289	341	-	-	-	-	-	-	-
Stage 2	532	341	-	445	267	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	101.5	44.6	0	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	596	-	-	95	93	743	-	-
HCM Lane V/C Ratio	0.013	-	-	0.686	0.023	0.001	-	-
HCM Control Delay (s)	11.1	-	-	101.5	44.6	9.9	-	-
HCM Lane LOS	B	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.4	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	25	37	95	24	92	137	1387	0	27	1592	90
Future Volume (vph)	50	25	37	95	24	92	137	1387	0	27	1592	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.910			0.881						0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1695	0	1770	1641	0	1770	3539	0	1770	3511	0
Flt Permitted	0.676			0.713			0.085			0.117		
Satd. Flow (perm)	1259	1695	0	1328	1641	0	158	3539	0	218	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			100						8	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	27	40	103	26	100	149	1508	0	29	1730	98
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	67	0	103	126	0	149	1508	0	29	1828	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		



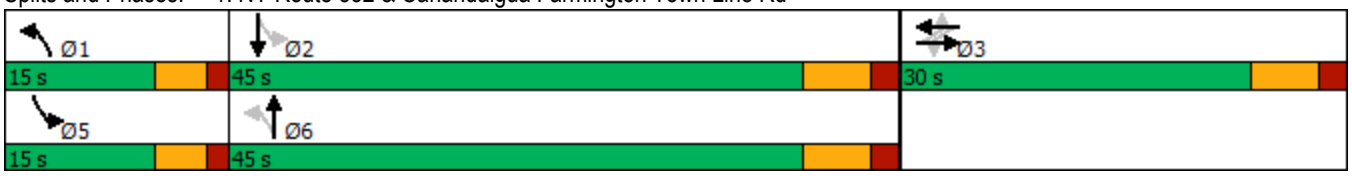
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	11.7	11.7		11.7	11.7		52.4	47.4		46.6	38.9	
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.69	0.62		0.61	0.51	
v/c Ratio	0.28	0.23		0.51	0.38		0.55	0.69		0.11	1.02	
Control Delay	32.4	16.7		38.9	12.9		18.3	14.1		5.8	48.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.4	16.7		38.9	12.9		18.3	14.1		5.8	48.1	
LOS	C	B		D	B		B	B		A	D	
Approach Delay		23.7			24.6			14.4			47.5	
Approach LOS		C			C			B			D	
Queue Length 50th (ft)	23	11		45	11		19	173		3	~438	
Queue Length 95th (ft)	56	45		94	55		83	450		13	#739	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	388	551		410	576		320	2193		347	1790	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.12		0.25	0.22		0.47	0.69		0.08	1.02	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.4			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 31.2		Intersection LOS: C	
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
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: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	154.9

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	124	19	1548	150	30	1481
Future Vol, veh/h	124	19	1548	150	30	1481
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	21	1683	163	33	1610

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2636	923	0	0	1846	0
Stage 1	1765	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 19	272	-	-	325	-
Stage 1	~ 123	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 17	272	-	-	325	-
Mov Cap-2 Maneuver	~ 17	-	-	-	-	-
Stage 1	~ 123	-	-	-	-	-
Stage 2	332	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, $	3628.9	0	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	325	-	19	-	-
HCM Lane V/C Ratio	0.1	-	8.181	-	-
HCM Control Delay (s)	17.3	-	$ 3628.9	-	-
HCM Lane LOS	C	-	F	-	-
HCM 95th %tile Q(veh)	0.3	-	20	-	-

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

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	24	27	15	0	12	99	35	1	105	1
Future Vol, veh/h	0	15	24	27	15	0	12	99	35	1	105	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	26	29	16	0	13	108	38	1	114	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	8	8	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	0%	64%	1%
Vol Thru, %	68%	38%	36%	98%
Vol Right, %	24%	62%	0%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	39	42	107
LT Vol	12	0	27	1
Through Vol	99	15	15	105
RT Vol	35	24	0	1
Lane Flow Rate	159	42	46	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.179	0.05	0.06	0.136
Departure Headway (Hd)	4.05	4.221	4.712	4.207
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	871	853	764	839
Service Time	2.14	2.223	2.714	2.302
HCM Lane V/C Ratio	0.183	0.049	0.06	0.138
HCM Control Delay	8	7.4	8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.2	0.5

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	2	10	5	5	41	12	108	6	58	65	12
Future Vol, veh/h	10	2	10	5	5	41	12	108	6	58	65	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	2	11	5	5	45	13	117	7	63	71	13
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.4	8.1	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	45%	10%	43%
Vol Thru, %	86%	9%	10%	48%
Vol Right, %	5%	45%	80%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	22	51	135
LT Vol	12	10	5	58
Through Vol	108	2	5	65
RT Vol	6	10	41	12
Lane Flow Rate	137	24	55	147
Geometry Grp	1	1	1	1
Degree of Util (X)	0.159	0.03	0.064	0.172
Departure Headway (Hd)	4.173	4.442	4.127	4.209
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	810	873	842
Service Time	2.258	2.445	2.129	2.289
HCM Lane V/C Ratio	0.162	0.03	0.063	0.175
HCM Control Delay	8.1	7.6	7.4	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.2	0.6

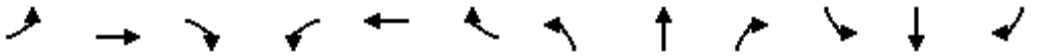
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	258	328	66	106	42
Future Vol, veh/h	48	258	328	66	106	42
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	280	357	72	115	46

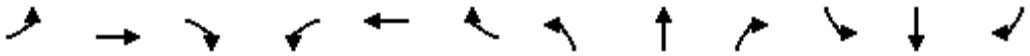
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	429	0	-	0	777	393
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1130	-	-	-	365	656
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1130	-	-	-	345	656
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	644	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1130	-	-	-	345	656
HCM Lane V/C Ratio	0.046	-	-	-	0.334	0.07
HCM Control Delay (s)	8.3	0	-	-	20.6	10.9
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	178	92	189	179	168	182	143	1163	154	157	1302	161
Future Volume (vph)	178	92	189	179	168	182	143	1163	154	157	1302	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.922			0.982			0.983	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1717	0	1770	3476	0	1770	3479	0
Flt Permitted	0.344			0.692			0.140			0.139		
Satd. Flow (perm)	641	1863	1583	1289	1717	0	261	3476	0	259	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			205		69			20			18	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	193	100	205	195	183	198	155	1264	167	171	1415	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	100	205	195	381	0	155	1431	0	171	1590	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



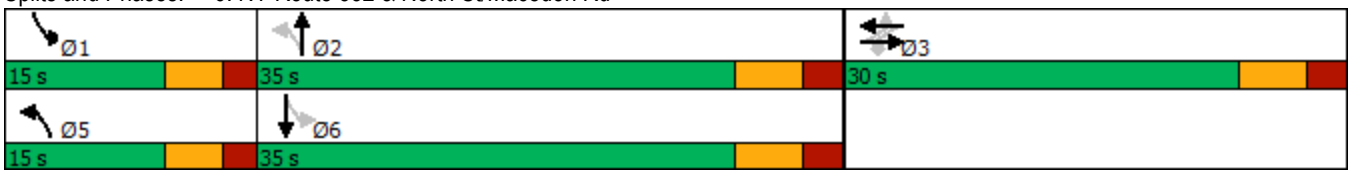
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	10.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		11.0	24.5		11.0	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	23.5	23.5	23.5	23.5	23.5		37.9	28.5		38.3	28.7	
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30		0.48	0.36		0.48	0.36	
v/c Ratio	1.02	0.18	0.33	0.51	0.68		0.54	1.13		0.59	1.25	
Control Delay	101.8	22.1	5.1	28.9	27.3		18.3	95.6		20.4	144.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	101.8	22.1	5.1	28.9	27.3		18.3	95.6		20.4	144.5	
LOS	F	C	A	C	C		B	F		C	F	
Approach Delay		46.0			27.9			88.1			132.5	
Approach LOS		D			C			F			F	
Queue Length 50th (ft)	~99	37	0	80	136		35	~443		39	~530	
Queue Length 95th (ft)	#229	74	46	146	234		76	#578		88	#672	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	190	553	614	383	558		309	1265		309	1273	
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	
Reduced v/c Ratio	1.02	0.18	0.33	0.51	0.68		0.50	1.13		0.55	1.25	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 79.1
Natural Cycle: 110
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 93.2 Intersection LOS: F
Intersection Capacity Utilization 99.7% 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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	114	0	0	62	80	1655	42	54	1499	132
Future Vol, veh/h	0	0	114	0	0	62	80	1655	42	54	1499	132
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	124	0	0	67	87	1799	46	59	1629	143

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	886	-	-	923	1772	0	0	1845	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	288	0	0	272	347	-	-	325	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	288	-	-	272	347	-	-	325	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.6	22.5	0.8	0.6
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	347	-	-	288	272	325	-	-
HCM Lane V/C Ratio	0.251	-	-	0.43	0.248	0.181	-	-
HCM Control Delay (s)	18.8	-	-	26.6	22.5	18.5	-	-
HCM Lane LOS	C	-	-	D	C	C	-	-
HCM 95th %tile Q(veh)	1	-	-	2.1	1	0.6	-	-

Intersection	
Int Delay, s/veh	3.1

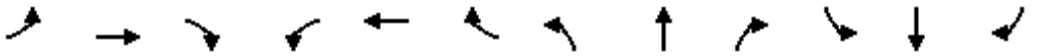
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	29	5	30	0	7	3	0	1556	49	38	1435	0
Future Vol, veh/h	29	5	30	0	7	3	0	1556	49	38	1435	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	5	33	0	8	3	0	1691	53	41	1560	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	2584	3360	872	2490	3386	780	1560	0	0	1744	0	0
Stage 1	1718	1718	-	1642	1642	-	-	-	-	-	-	-
Stage 2	866	1642	-	848	1744	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 13	8	294	15	~ 7	338	420	-	-	356	-	-
Stage 1	93	143	-	104	156	-	-	-	-	-	-	-
Stage 2	314	156	-	322	139	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	7	294	4	~ 6	338	420	-	-	356	-	-
Mov Cap-2 Maneuver	-	7	-	4	~ 6	-	-	-	-	-	-	-
Stage 1	93	143	-	104	138	-	-	-	-	-	-	-
Stage 2	260	138	-	275	139	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s		$ 920.3	0	0.4
HCM LOS	-	F		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	356	-	-	-	9	420	-	-
HCM Lane V/C Ratio	0.116	-	-	-	1.208	-	-	-
HCM Control Delay (s)	16.4	-	-	-	$ 920.3	0	-	-
HCM Lane LOS	C	-	-	-	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	2.1	0	-	-

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



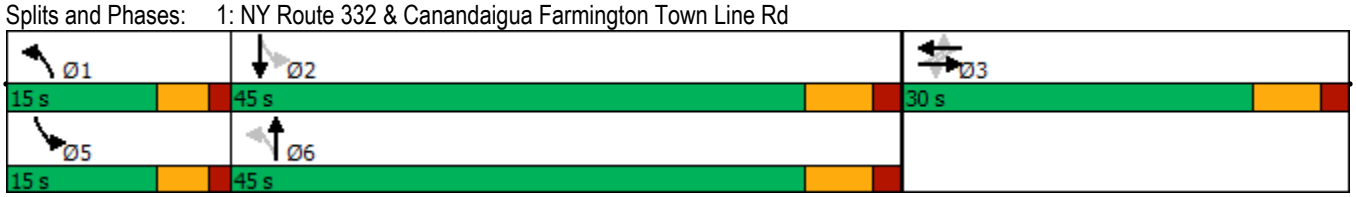
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	317	7	136	14	3	12	26	688	0	2	867	156
Future Volume (vph)	317	7	136	14	3	12	26	688	0	2	867	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.858			0.878						0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1598	0	1770	1635	0	1770	3539	0	1770	3458	0
Flt Permitted	0.747			0.658			0.131			0.316		
Satd. Flow (perm)	1391	1598	0	1226	1635	0	244	3539	0	589	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		148			13						29	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	345	8	148	15	3	13	28	748	0	2	942	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	156	0	15	16	0	28	748	0	2	1112	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	23.0	23.0		23.0	23.0		33.3	30.7		32.1	28.6	
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.48	0.44		0.47	0.41	
v/c Ratio	0.75	0.25		0.04	0.03		0.11	0.48		0.01	0.77	
Control Delay	36.4	6.4		21.8	13.4		8.8	14.6		7.5	21.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.4	6.4		21.8	13.4		8.8	14.6		7.5	21.4	
LOS	D	A		C	B		A	B		A	C	
Approach Delay		27.1			17.5			14.4			21.3	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	107	2		4	1		6	105		0	177	
Queue Length 95th (ft)	#346	48		21	16		16	192		3	322	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	495	664		436	590		350	2148		464	2028	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.70	0.23		0.03	0.03		0.08	0.35		0.00	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 69
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 20.3 — Intersection LOS: C
Intersection Capacity Utilization 64.0% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	6	32	996	20	13	705
Future Vol, veh/h	6	32	996	20	13	705
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	35	1083	22	14	766

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1505	553	0	0	1105	0
Stage 1	1094	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	112	477	-	-	628	-
Stage 1	282	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	477	-	-	628	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	282	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	18.3	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	628	-	312	-	-
HCM Lane V/C Ratio	0.023	-	0.132	-	-
HCM Control Delay (s)	10.9	-	18.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	11	21	25	15	25	8	237	9	12	143	5
Future Vol, veh/h	0	11	21	25	15	25	8	237	9	12	143	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	23	27	16	27	9	258	10	13	155	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.4	9.6	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	38%	7%
Vol Thru, %	93%	34%	23%	89%
Vol Right, %	4%	66%	38%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	254	32	65	160
LT Vol	8	0	25	12
Through Vol	237	11	15	143
RT Vol	9	21	25	5
Lane Flow Rate	276	35	71	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.335	0.045	0.095	0.216
Departure Headway (Hd)	4.362	4.638	4.826	4.477
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	825	770	742	802
Service Time	2.384	2.675	2.86	2.503
HCM Lane V/C Ratio	0.335	0.045	0.096	0.217
HCM Control Delay	9.6	7.9	8.4	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.1	0.3	0.8

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	2	11	5	8	128	9	112	1	33	149	5
Future Vol, veh/h	11	2	11	5	8	128	9	112	1	33	149	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	2	12	5	9	139	10	122	1	36	162	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.1	8.5	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	46%	4%	18%
Vol Thru, %	92%	8%	6%	80%
Vol Right, %	1%	46%	91%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	24	141	187
LT Vol	9	11	5	33
Through Vol	112	2	8	149
RT Vol	1	11	128	5
Lane Flow Rate	133	26	153	203
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.034	0.179	0.254
Departure Headway (Hd)	4.565	4.704	4.202	4.497
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	760	854	799
Service Time	2.594	2.736	2.226	2.523
HCM Lane V/C Ratio	0.169	0.034	0.179	0.254
HCM Control Delay	8.5	7.9	8.1	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.6	1

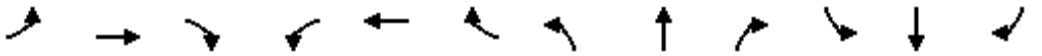
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	230	105	131	54	67
Future Vol, veh/h	91	230	105	131	54	67
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	250	114	142	59	73

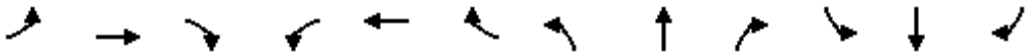
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	256	0	-	0	633	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	448	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1309	-	-	-	444	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1309	-	-	-	405	857
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1309	-	-	-	405	857
HCM Lane V/C Ratio	0.076	-	-	-	0.145	0.085
HCM Control Delay (s)	8	0	-	-	15.4	9.6
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.3



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	305	139	187	130	218	89	1070	192	371	1014	92
Future Volume (vph)	45	305	139	187	130	218	89	1070	192	371	1014	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.906			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1688	0	1770	3458	0	1770	3497	0
Flt Permitted	0.329			0.399			0.135			0.122		
Satd. Flow (perm)	613	1863	1583	743	1688	0	251	3458	0	227	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		107			28			13	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	332	151	203	141	237	97	1163	209	403	1102	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	332	151	203	378	0	97	1372	0	403	1202	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



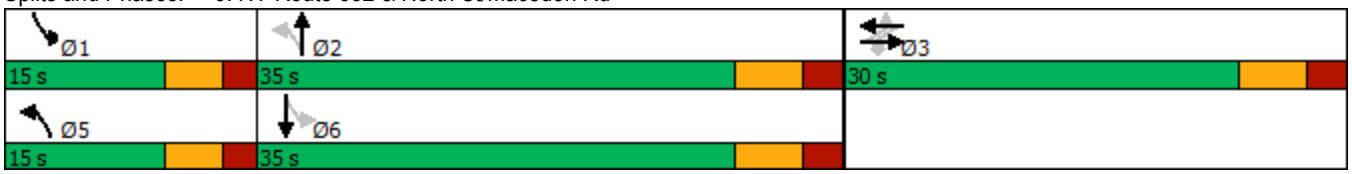
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		10.5	24.5		10.5	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	22.7	22.7	22.7	22.7	22.7		37.0	28.5		41.3	32.8	
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29		0.47	0.36		0.52	0.41	
v/c Ratio	0.28	0.62	0.27	0.95	0.68		0.37	1.09		1.33	0.83	
Control Delay	26.9	30.4	5.4	82.7	24.5		13.1	78.9		191.8	28.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.9	30.4	5.4	82.7	24.5		13.1	78.9		191.8	28.6	
LOS	C	C	A	F	C		B	E		F	C	
Approach Delay		23.0			44.8			74.6			69.6	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	19	142	0	98	117		21	~411		~221	287	
Queue Length 95th (ft)	49	227	40	#227	213		42	#543		#400	#444	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	182	553	575	220	576		305	1262		303	1456	
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	
Reduced v/c Ratio	0.27	0.60	0.26	0.92	0.66		0.32	1.09		1.33	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 79.2			
Natural Cycle: 100			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay: 62.0		Intersection LOS: E	
Intersection Capacity Utilization 103.5%		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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	148	0	0	23	27	753	2	30	955	36
Future Vol, veh/h	0	0	148	0	0	23	27	753	2	30	955	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	161	0	0	25	29	818	2	33	1038	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	539	-	-	410	1077	0	0	820	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	487	0	0	591	643	-	-	805	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	487	-	-	591	643	-	-	805	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	11.4	0.4	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	643	-	-	487	591	805	-	-
HCM Lane V/C Ratio	0.046	-	-	0.33	0.042	0.041	-	-
HCM Control Delay (s)	10.9	-	-	16	11.4	9.7	-	-
HCM Lane LOS	B	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	13	0	22	0	1	1	1	997	12	7	698	0
Future Vol, veh/h	13	0	22	0	1	1	1	997	12	7	698	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	0	24	0	1	1	1	1084	13	8	759	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1489	1868	549	1319	1874	380	759	0	0	1097	0	0
Stage 1	1093	1093	-	775	775	-	-	-	-	-	-	-
Stage 2	396	775	-	544	1099	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	86	72	480	115	71	618	848	-	-	632	-	-
Stage 1	229	288	-	357	406	-	-	-	-	-	-	-
Stage 2	601	406	-	491	287	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	84	71	480	108	70	618	848	-	-	632	-	-
Mov Cap-2 Maneuver	84	71	-	108	70	-	-	-	-	-	-	-
Stage 1	229	288	-	357	401	-	-	-	-	-	-	-
Stage 2	591	401	-	466	287	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	31.4	34.1	0	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	632	-	-	174	126	848	-	-
HCM Lane V/C Ratio	0.012	-	-	0.219	0.017	0.001	-	-
HCM Control Delay (s)	10.8	-	-	31.4	34.1	9.3	-	-
HCM Lane LOS	B	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	243	0	126	57	0	307
Future Vol, veh/h	243	0	126	57	0	307
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	264	0	137	62	0	334

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	264	0	600	264
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1300	-	464	775
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1300	-	413	775
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	775	-	-	1300	-
HCM Lane V/C Ratio	0.431	-	-	0.105	-
HCM Control Delay (s)	13.1	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.2	-	-	0.4	-

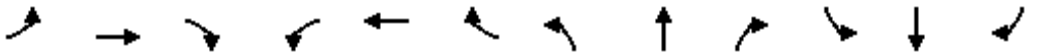
Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	294	38	33	4	8	127
Future Vol, veh/h	294	38	33	4	8	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	320	41	36	4	9	138

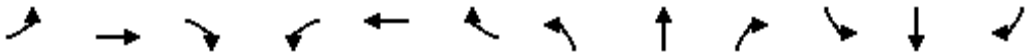
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	40	0	-	0	719	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	681	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1570	-	-	-	395	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	312	1034
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	503	-

Approach	EB	WB	SB
HCM Control Delay, s	7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1570	-	-	-	909
HCM Lane V/C Ratio	0.204	-	-	-	0.161
HCM Control Delay (s)	7.9	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.8	-	-	-	0.6



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	25	37	95	24	92	137	1129	0	27	1432	266
Future Volume (vph)	420	25	37	95	24	92	137	1129	0	27	1432	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	120		0	600		0	600		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.910			0.881						0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1695	0	1770	1641	0	1770	3539	0	1770	3458	0
Flt Permitted	0.676			0.713			0.086			0.161		
Satd. Flow (perm)	1259	1695	0	1328	1641	0	160	3539	0	300	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			100						30	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	457	27	40	103	26	100	149	1227	0	29	1557	289
Shared Lane Traffic (%)												
Lane Group Flow (vph)	457	67	0	103	126	0	149	1227	0	29	1846	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)		12			12			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		1	6		5	2	
Permitted Phases	3			3			6			2		

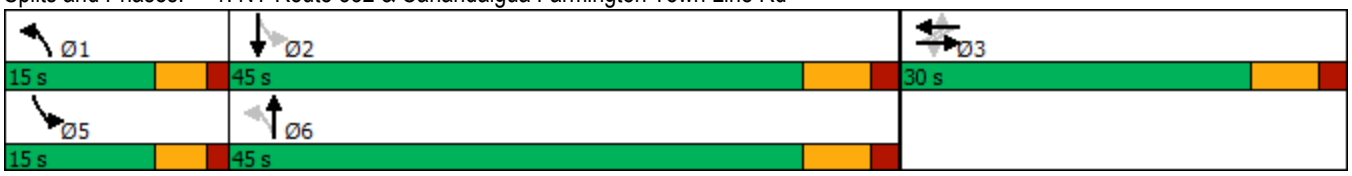


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3		3	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	14.5	14.5		14.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	45.0		15.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	50.0%		16.7%	50.0%	
Maximum Green (s)	23.5	23.5		23.5	23.5		10.0	38.5		10.0	38.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	23.5	23.5		23.5	23.5		52.9	47.5		46.3	38.5	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.60	0.54		0.52	0.43	
v/c Ratio	1.37	0.14		0.29	0.25		0.59	0.65		0.11	1.21	
Control Delay	214.0	14.0		29.1	9.7		23.4	17.7		8.3	128.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	214.0	14.0		29.1	9.7		23.4	17.7		8.3	128.4	
LOS	F	B		C	A		C	B		A	F	
Approach Delay		188.4			18.4			18.4			126.5	
Approach LOS		F			B			B			F	
Queue Length 50th (ft)	~342	11		46	11		33	209		6	~672	
Queue Length 95th (ft)	#534	43		92	54		93	374		16	#830	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	140			120			600			600		
Base Capacity (vph)	334	479		352	508		277	1896		335	1520	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	1.37	0.14		0.29	0.25		0.54	0.65		0.09	1.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 88.6			
Natural Cycle: 130			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay: 91.3		Intersection LOS: F	
Intersection Capacity Utilization 100.6%		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: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	3	25	1478	60	38	1308
Future Vol, veh/h	3	25	1478	60	38	1308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	27	1607	65	41	1422

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2433	836	0	0	1672	0
Stage 1	1640	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	26	310	-	-	380	-
Stage 1	144	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	23	310	-	-	380	-
Mov Cap-2 Maneuver	23	-	-	-	-	-
Stage 1	144	-	-	-	-	-
Stage 2	362	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	39.9	0	0.4
HCM LOS	E		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	380	-	133	-	-
HCM Lane V/C Ratio	0.109	-	0.229	-	-
HCM Control Delay (s)	15.6	-	39.9	-	-
HCM Lane LOS	C	-	E	-	-
HCM 95th %tile Q(veh)	0.4	-	0.8	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	24	27	15	21	12	271	35	9	173	1
Future Vol, veh/h	0	15	24	27	15	21	12	271	35	9	173	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	26	29	16	23	13	295	38	10	188	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.7	10.6	9.2
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	0%	43%	5%
Vol Thru, %	85%	38%	24%	95%
Vol Right, %	11%	62%	33%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	318	39	63	183
LT Vol	12	0	27	9
Through Vol	271	15	15	173
RT Vol	35	24	21	1
Lane Flow Rate	346	42	68	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.42	0.057	0.097	0.253
Departure Headway (Hd)	4.373	4.873	5.085	4.584
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	732	702	782
Service Time	2.402	2.925	3.134	2.619
HCM Lane V/C Ratio	0.42	0.057	0.097	0.254
HCM Control Delay	10.6	8.2	8.7	9.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.1	0.2	0.3	1

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	2	10	5	11	79	12	242	6	81	116	6
Future Vol, veh/h	10	2	10	5	11	79	12	242	6	81	116	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	2	11	5	12	86	13	263	7	88	126	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.4	9.9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	45%	5%	40%
Vol Thru, %	93%	9%	12%	57%
Vol Right, %	2%	45%	83%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	260	22	95	203
LT Vol	12	10	5	81
Through Vol	242	2	11	116
RT Vol	6	10	79	6
Lane Flow Rate	283	24	103	221
Geometry Grp	1	1	1	1
Degree of Util (X)	0.351	0.033	0.132	0.282
Departure Headway (Hd)	4.477	5.032	4.611	4.604
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	709	775	779
Service Time	2.506	3.082	2.653	2.636
HCM Lane V/C Ratio	0.352	0.034	0.133	0.284
HCM Control Delay	9.9	8.3	8.4	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.6	0.1	0.5	1.2

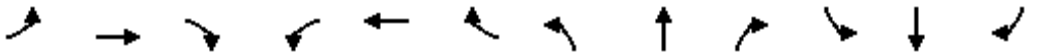
Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	132	175	300	71	108	71
Future Vol, veh/h	132	175	300	71	108	71
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	143	190	326	77	117	77

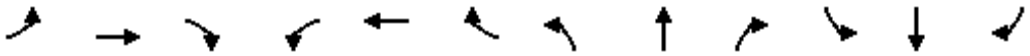
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	403	0	-	0	841	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1156	-	-	-	335	680
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1156	-	-	-	289	680
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1156	-	-	-	289	680
HCM Lane V/C Ratio	0.124	-	-	-	0.406	0.113
HCM Control Delay (s)	8.6	0	-	-	25.7	11
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.9	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	92	195	179	168	179	151	1171	154	157	1308	132
Future Volume (vph)	91	92	195	179	168	179	151	1171	154	157	1308	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.923			0.983			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1719	0	1770	3479	0	1770	3490	0
Flt Permitted	0.307			0.692			0.139			0.139		
Satd. Flow (perm)	572	1863	1583	1289	1719	0	259	3479	0	259	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			212		68			20			15	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	100	212	195	183	195	164	1273	167	171	1422	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	100	212	195	378	0	164	1440	0	171	1565	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



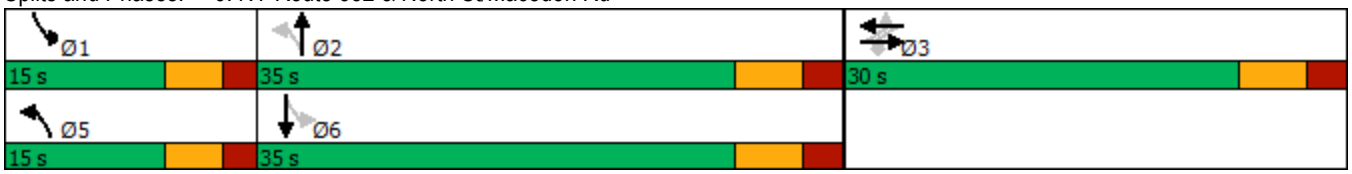
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	10.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		11.0	24.5		11.0	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	19.3	19.3	19.3	19.3	19.3		38.0	28.7		38.1	28.8	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.51	0.38		0.51	0.38	
v/c Ratio	0.67	0.21	0.38	0.59	0.77		0.55	1.07		0.57	1.16	
Control Delay	49.2	22.6	5.5	32.2	32.1		18.1	72.0		18.9	106.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.2	22.6	5.5	32.2	32.1		18.1	72.0		18.9	106.6	
LOS	D	C	A	C	C		B	E		B	F	
Approach Delay		20.2			32.1			66.5			98.0	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	42	37	0	80	135		36	~443		38	~511	
Queue Length 95th (ft)	#110	74	47	146	233		83	#584		88	#658	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	180	588	644	406	588		328	1343		328	1347	
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	
Reduced v/c Ratio	0.55	0.17	0.33	0.48	0.64		0.50	1.07		0.52	1.16	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 75
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 70.2 Intersection LOS: E
Intersection Capacity Utilization 94.4% 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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	77	0	0	62	80	1467	42	54	1460	114
Future Vol, veh/h	0	0	77	0	0	62	80	1467	42	54	1460	114
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	84	0	0	67	87	1595	46	59	1587	124

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	856	-	-	821	1711	0	0	1641	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	301	0	0	318	367	-	-	391	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	301	-	-	318	367	-	-	391	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	19.3	0.9	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	367	-	-	301	318	391	-	-
HCM Lane V/C Ratio	0.237	-	-	0.278	0.212	0.15	-	-
HCM Control Delay (s)	17.8	-	-	21.5	19.3	15.8	-	-
HCM Lane LOS	C	-	-	C	C	C	-	-
HCM 95th %tile Q(veh)	0.9	-	-	1.1	0.8	0.5	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↔			↔		↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	0	5	30	0	7	3	0	1500	41	38	1280	0
Future Vol, veh/h	0	5	30	0	7	3	0	1500	41	38	1280	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	33	0	8	3	0	1630	45	41	1391	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	2435	3126	838	2291	3148	696	1391	0	0	1675	0	0
Stage 1	1653	1653	-	1473	1473	-	-	-	-	-	-	-
Stage 2	782	1473	-	818	1675	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	16	11	309	21	11	384	488	-	-	379	-	-
Stage 1	102	154	-	133	189	-	-	-	-	-	-	-
Stage 2	353	189	-	336	150	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	6	10	309	10	10	384	488	-	-	379	-	-
Mov Cap-2 Maneuver	6	10	-	10	10	-	-	-	-	-	-	-
Stage 1	102	154	-	133	169	-	-	-	-	-	-	-
Stage 2	298	169	-	290	150	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	141.3	$ 515.8	0	0.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	379	-	-	59	14	488	-	-
HCM Lane V/C Ratio	0.109	-	-	0.645	0.776	-	-	-
HCM Control Delay (s)	15.7	-	-	141.3	$ 515.8	0	-	-
HCM Lane LOS	C	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	2.7	1.8	0	-	-

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

Intersection	
Int Delay, s/veh	5.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	0	175	251	0	316
Future Vol, veh/h	110	0	175	251	0	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	0	190	273	0	343

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	773	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	653	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	367	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	311	931
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	931	-	-	1468	-
HCM Lane V/C Ratio	0.369	-	-	0.13	-
HCM Control Delay (s)	11.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.4	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	312	28	99	8	6	165
Future Vol, veh/h	312	28	99	8	6	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	339	30	108	9	7	179

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	117	0	-	0	821	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	708	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1471	-	-	-	344	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	488	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1471	-	-	-	264	940
Mov Cap-2 Maneuver	-	-	-	-	264	-
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	SB
HCM Control Delay, s	7.5	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1471	-	-	-	863
HCM Lane V/C Ratio	0.231	-	-	-	0.215
HCM Control Delay (s)	8.2	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.8

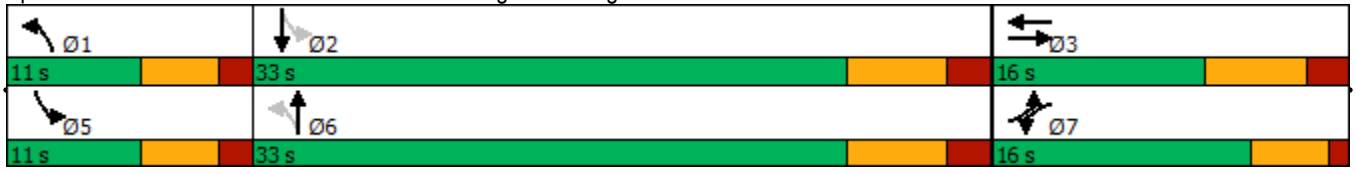
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	7	136	14	3	12	26	688	0	2	867	156
Future Volume (vph)	336	7	136	14	3	12	26	688	0	2	867	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	120		0	600		0	600		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.858			0.878						0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1598	0	1770	1635	0	1770	3539	0	1770	3458	0
Flt Permitted	0.950			0.950			0.183			0.364		
Satd. Flow (perm)	3433	1598	0	1770	1635	0	341	3539	0	678	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		148			13						44	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	365	8	148	15	3	13	28	748	0	2	942	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	365	156	0	15	16	0	28	748	0	2	1112	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)		24			24			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7!	3!		7!	3!		1	6		5	2	
Permitted Phases							6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	3		7	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	9.5	14.5		9.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	16.0	16.0		16.0	16.0		11.0	33.0		11.0	33.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		18.3%	55.0%		18.3%	55.0%	
Maximum Green (s)	11.5	9.5		11.5	9.5		6.0	26.5		6.0	26.5	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	10.3	9.0		10.3	9.0		24.4	21.9		23.7	20.2	
Actuated g/C Ratio	0.23	0.20		0.23	0.20		0.53	0.48		0.52	0.44	
v/c Ratio	0.47	0.36		0.04	0.05		0.07	0.44		0.00	0.72	
Control Delay	20.1	8.4		19.0	13.6		4.5	9.1		4.0	13.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.1	8.4		19.0	13.6		4.5	9.1		4.0	13.8	
LOS	C	A		B	B		A	A		A	B	
Approach Delay		16.6			16.2			8.9			13.8	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	36	2		3	1		3	52		0	85	
Queue Length 95th (ft)	98	46		18	15		9	137		2	223	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	500			120			600			600		
Base Capacity (vph)	927	471		478	374		383	2332		504	2168	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.33		0.03	0.04		0.07	0.32		0.00	0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 45.7			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	36	996	20	13	705
Future Vol, veh/h	0	36	996	20	13	705
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	1083	22	14	766

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	553	0	0	1105	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	477	-	-	628	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	477	-	-	628	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	13.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	628	-	477	-	-
HCM Lane V/C Ratio	0.023	-	0.082	-	-
HCM Control Delay (s)	10.9	-	13.2	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	11	21	25	15	38	8	237	9	12	143	5
Future Vol, veh/h	0	11	21	25	15	38	8	237	9	12	143	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	23	27	16	41	9	258	10	13	155	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.4	9.7	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	32%	7%
Vol Thru, %	93%	34%	19%	89%
Vol Right, %	4%	66%	49%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	254	32	78	160
LT Vol	8	0	25	12
Through Vol	237	11	15	143
RT Vol	9	21	38	5
Lane Flow Rate	276	35	85	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.337	0.045	0.112	0.218
Departure Headway (Hd)	4.395	4.662	4.757	4.512
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	766	753	795
Service Time	2.421	2.702	2.792	2.54
HCM Lane V/C Ratio	0.338	0.046	0.113	0.219
HCM Control Delay	9.7	7.9	8.4	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.1	0.4	0.8

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	2	11	5	8	128	9	112	1	33	149	5
Future Vol, veh/h	11	2	11	5	8	128	9	112	1	33	149	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	2	12	5	9	139	10	122	1	36	162	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.1	8.5	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	46%	4%	18%
Vol Thru, %	92%	8%	6%	80%
Vol Right, %	1%	46%	91%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	24	141	187
LT Vol	9	11	5	33
Through Vol	112	2	8	149
RT Vol	1	11	128	5
Lane Flow Rate	133	26	153	203
Geometry Grp	1	1	1	1
Degree of Util (X)	0.168	0.034	0.179	0.254
Departure Headway (Hd)	4.565	4.704	4.202	4.497
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	760	854	799
Service Time	2.594	2.736	2.226	2.523
HCM Lane V/C Ratio	0.169	0.034	0.179	0.254
HCM Control Delay	8.5	7.9	8.1	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.1	0.6	1

Intersection	
Int Delay, s/veh	3.3

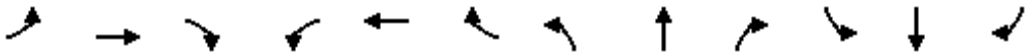
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	230	105	131	54	67
Future Vol, veh/h	91	230	105	131	54	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	99	250	114	142	59	73

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	256	0	-	0	633	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	448	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1309	-	-	-	444	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1309	-	-	-	405	857
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1309	-	-	-	405	857
HCM Lane V/C Ratio	0.076	-	-	-	0.145	0.085
HCM Control Delay (s)	8	0	-	-	15.4	9.6
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	305	139	187	130	218	89	1070	192	371	1014	92
Future Volume (vph)	45	305	139	187	130	218	89	1070	192	371	1014	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.906			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1688	0	1770	3458	0	1770	3497	0
Flt Permitted	0.329			0.399			0.135			0.122		
Satd. Flow (perm)	613	1863	1583	743	1688	0	251	3458	0	227	3497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		107			28			13	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	332	151	203	141	237	97	1163	209	403	1102	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	332	151	203	378	0	97	1372	0	403	1202	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



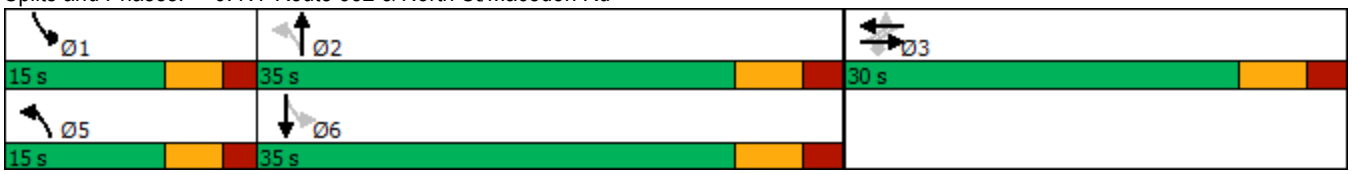
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		10.5	24.5		10.5	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	22.7	22.7	22.7	22.7	22.7		37.0	28.5		41.3	32.8	
Actuated g/C Ratio	0.29	0.29	0.29	0.29	0.29		0.47	0.36		0.52	0.41	
v/c Ratio	0.28	0.62	0.27	0.95	0.68		0.37	1.09		1.33	0.83	
Control Delay	26.9	30.4	5.4	82.7	24.5		13.1	78.9		191.8	28.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.9	30.4	5.4	82.7	24.5		13.1	78.9		191.8	28.6	
LOS	C	C	A	F	C		B	E		F	C	
Approach Delay		23.0			44.8			74.6			69.6	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	19	142	0	98	117		21	~411		~221	287	
Queue Length 95th (ft)	49	227	40	#227	213		42	#543		#400	#444	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	182	553	575	220	576		305	1262		303	1456	
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	
Reduced v/c Ratio	0.27	0.60	0.26	0.92	0.66		0.32	1.09		1.33	0.83	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 79.2
Natural Cycle: 100
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.33
Intersection Signal Delay: 62.0 — Intersection LOS: E
Intersection Capacity Utilization 103.5% — 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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	148	0	0	23	27	753	2	30	955	36
Future Vol, veh/h	0	0	148	0	0	23	27	753	2	30	955	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	161	0	0	25	29	818	2	33	1038	39

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	539	-	-	410	1077	0	0	820	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	487	0	0	591	643	-	-	805	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	487	-	-	591	643	-	-	805	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	11.4	0.4	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	643	-	-	487	591	805	-	-
HCM Lane V/C Ratio	0.046	-	-	0.33	0.042	0.041	-	-
HCM Control Delay (s)	10.9	-	-	16	11.4	9.7	-	-
HCM Lane LOS	B	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	0	0	22	0	0	2	1	997	12	7	698	0
Future Vol, veh/h	0	0	22	0	0	2	1	997	12	7	698	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	24	0	0	2	1	1084	13	8	759	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	-	-	549	-	-	380	759	0	0	1097	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	480	0	0	618	848	-	-	632	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	480	-	-	618	848	-	-	632	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	12.9	10.8	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	632	-	-	480	618	848	-	-
HCM Lane V/C Ratio	0.012	-	-	0.05	0.004	0.001	-	-
HCM Control Delay (s)	10.8	-	-	12.9	10.8	9.3	-	-
HCM Lane LOS	B	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	243	0	126	57	0	325
Future Vol, veh/h	243	0	126	57	0	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	264	0	137	62	0	353

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	264	0	600	264
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1300	-	464	775
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	724	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1300	-	413	775
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	775	-	-	1300	-
HCM Lane V/C Ratio	0.456	-	-	0.105	-
HCM Control Delay (s)	13.5	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	2.4	-	-	0.4	-

Intersection	
Int Delay, s/veh	7.4

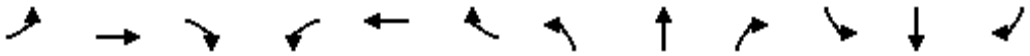
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	313	32	33	4	8	127
Future Vol, veh/h	313	32	33	4	8	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	340	35	36	4	9	138

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	40	0	-	0	753	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	715	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1570	-	-	-	377	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	485	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	294	1034
Mov Cap-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	485	-

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1570	-	-	-	900
HCM Lane V/C Ratio	0.217	-	-	-	0.163
HCM Control Delay (s)	7.9	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.8	-	-	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	428	25	37	95	24	92	137	1129	0	27	1432	266
Future Volume (vph)	428	25	37	95	24	92	137	1129	0	27	1432	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	120		0	600		0	600		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.910			0.881						0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1695	0	1770	1641	0	1770	3539	0	1770	3458	0
Flt Permitted	0.950			0.950			0.069			0.195		
Satd. Flow (perm)	3433	1695	0	1770	1641	0	129	3539	0	363	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			100						42	
Link Speed (mph)		40			55			55			55	
Link Distance (ft)		627			1872			2640			3067	
Travel Time (s)		10.7			23.2			32.7			38.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	465	27	40	103	26	100	149	1227	0	29	1557	289
Shared Lane Traffic (%)												
Lane Group Flow (vph)	465	67	0	103	126	0	149	1227	0	29	1846	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)		24			24			22			22	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
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	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7!	3!		7!	3!		1	6		5	2	
Permitted Phases							6			2		

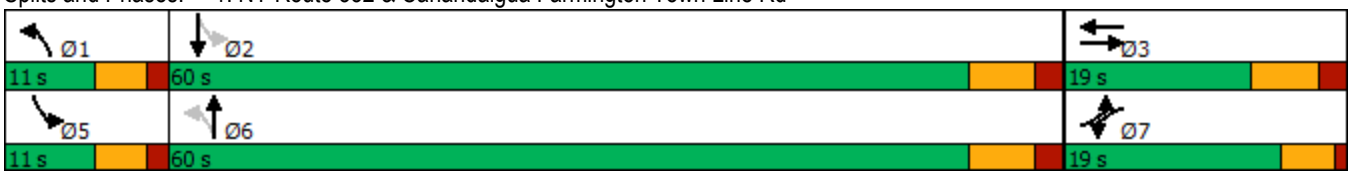


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	3		7	3		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		6.0	10.0		6.0	10.0	
Minimum Split (s)	9.5	14.5		9.5	14.5		11.0	16.5		11.0	16.5	
Total Split (s)	19.0	19.0		19.0	19.0		11.0	60.0		11.0	60.0	
Total Split (%)	21.1%	21.1%		21.1%	21.1%		12.2%	66.7%		12.2%	66.7%	
Maximum Green (s)	14.5	12.5		14.5	12.5		6.0	53.5		6.0	53.5	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5		3.5	4.5	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		5.0	6.5		5.0	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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		None	Min		None	Min	
Act Effct Green (s)	14.0	11.5		14.0	11.5		61.4	57.6		58.3	50.7	
Actuated g/C Ratio	0.16	0.13		0.16	0.13		0.71	0.66		0.67	0.58	
v/c Ratio	0.84	0.26		0.36	0.41		0.73	0.52		0.09	0.91	
Control Delay	50.9	20.6		37.6	15.9		37.3	9.5		4.0	23.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	50.9	20.6		37.6	15.9		37.3	9.5		4.0	23.5	
LOS	D	C		D	B		D	A		A	C	
Approach Delay		47.1			25.7			12.5			23.2	
Approach LOS		D			C			B			C	
Queue Length 50th (ft)	134	14		53	13		29	133		4	430	
Queue Length 95th (ft)	#211	51		102	64		#131	268		10	557	
Internal Link Dist (ft)		547			1792			2560			2987	
Turn Bay Length (ft)	500			120			600			600		
Base Capacity (vph)	575	279		297	323		204	2358		340	2155	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.81	0.24		0.35	0.39		0.73	0.52		0.09	0.86	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.9			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 22.8		Intersection LOS: C	
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
! Phase conflict between lane groups.

Splits and Phases: 1: NY Route 332 & Canandaigua Farmington Town Line Rd



Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	25	1478	60	38	1308
Future Vol, veh/h	0	25	1478	60	38	1308
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	600	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	1607	65	41	1422

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	836	0	0	1672	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	310	-	-	380	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	310	-	-	380	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	17.7	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	380	-	310	-	-
HCM Lane V/C Ratio	0.109	-	0.088	-	-
HCM Control Delay (s)	15.6	-	17.7	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.3	-	-

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	15	24	27	15	25	12	271	35	9	173	1
Future Vol, veh/h	0	15	24	27	15	25	12	271	35	9	173	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	16	26	29	16	27	13	295	38	10	188	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.7	10.6	9.2
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	0%	40%	5%
Vol Thru, %	85%	38%	22%	95%
Vol Right, %	11%	62%	37%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	318	39	67	183
LT Vol	12	0	27	9
Through Vol	271	15	15	173
RT Vol	35	24	25	1
Lane Flow Rate	346	42	73	199
Geometry Grp	1	1	1	1
Degree of Util (X)	0.421	0.057	0.102	0.254
Departure Headway (Hd)	4.386	4.883	5.06	4.598
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	730	706	780
Service Time	2.413	2.935	3.109	2.63
HCM Lane V/C Ratio	0.42	0.058	0.103	0.255
HCM Control Delay	10.6	8.2	8.7	9.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.1	0.2	0.3	1

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	2	10	5	11	79	12	242	6	81	116	6
Future Vol, veh/h	10	2	10	5	11	79	12	242	6	81	116	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	2	11	5	12	86	13	263	7	88	126	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.4	9.9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	45%	5%	40%
Vol Thru, %	93%	9%	12%	57%
Vol Right, %	2%	45%	83%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	260	22	95	203
LT Vol	12	10	5	81
Through Vol	242	2	11	116
RT Vol	6	10	79	6
Lane Flow Rate	283	24	103	221
Geometry Grp	1	1	1	1
Degree of Util (X)	0.351	0.033	0.132	0.282
Departure Headway (Hd)	4.477	5.032	4.611	4.604
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	803	709	775	779
Service Time	2.506	3.082	2.653	2.636
HCM Lane V/C Ratio	0.352	0.034	0.133	0.284
HCM Control Delay	9.9	8.3	8.4	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.6	0.1	0.5	1.2

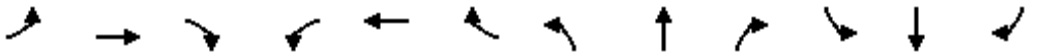
Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	132	175	300	71	108	71
Future Vol, veh/h	132	175	300	71	108	71
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	100
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	143	190	326	77	117	77

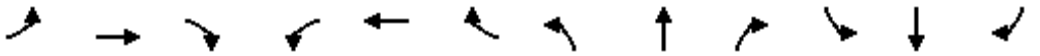
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	403	0	-	0	841	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	476	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1156	-	-	-	335	680
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1156	-	-	-	289	680
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1156	-	-	-	289	680
HCM Lane V/C Ratio	0.124	-	-	-	0.406	0.113
HCM Control Delay (s)	8.6	0	-	-	25.7	11
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	1.9	0.4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	92	195	179	168	179	151	1171	154	157	1308	132
Future Volume (vph)	91	92	195	179	168	179	151	1171	154	157	1308	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		200	200		0	200		0	500		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.923			0.983			0.986	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1719	0	1770	3479	0	1770	3490	0
Flt Permitted	0.307			0.692			0.139			0.139		
Satd. Flow (perm)	572	1863	1583	1289	1719	0	259	3479	0	259	3490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			212		68			20			15	
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		2441			1495			2693			2714	
Travel Time (s)		55.5			34.0			61.2			46.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	99	100	212	195	183	195	164	1273	167	171	1422	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	99	100	212	195	378	0	164	1440	0	171	1565	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+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	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)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		3			3		5	2		1	6	
Permitted Phases	3		3	3			2			6		



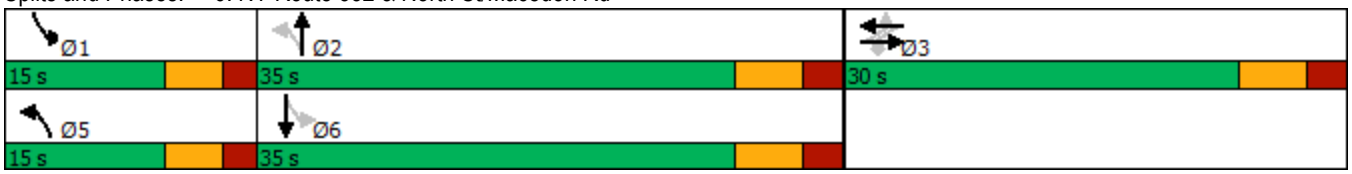
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	3	3	3	3		5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0		5.0	10.0		5.0	15.0	
Minimum Split (s)	24.5	24.5	24.5	24.5	24.5		11.0	24.5		11.0	24.5	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		15.0	35.0		15.0	35.0	
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%		18.8%	43.8%		18.8%	43.8%	
Maximum Green (s)	23.5	23.5	23.5	23.5	23.5		9.5	28.5		9.5	28.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.0	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		5.5	6.5		5.5	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	Min		None	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0			11.0			11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	19.3	19.3	19.3	19.3	19.3		38.0	28.7		38.1	28.8	
Actuated g/C Ratio	0.26	0.26	0.26	0.26	0.26		0.51	0.38		0.51	0.38	
v/c Ratio	0.67	0.21	0.38	0.59	0.77		0.55	1.07		0.57	1.16	
Control Delay	49.2	22.6	5.5	32.2	32.1		18.1	72.0		18.9	106.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	49.2	22.6	5.5	32.2	32.1		18.1	72.0		18.9	106.6	
LOS	D	C	A	C	C		B	E		B	F	
Approach Delay		20.2			32.1			66.5			98.0	
Approach LOS		C			C			E			F	
Queue Length 50th (ft)	42	37	0	80	135		36	~443		38	~511	
Queue Length 95th (ft)	#110	74	47	146	233		83	#584		88	#658	
Internal Link Dist (ft)		2361			1415			2613			2634	
Turn Bay Length (ft)	200		200	200			200			500		
Base Capacity (vph)	180	588	644	406	588		328	1343		328	1347	
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	
Reduced v/c Ratio	0.55	0.17	0.33	0.48	0.64		0.50	1.07		0.52	1.16	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 75			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 70.2		Intersection LOS: E	
Intersection Capacity Utilization 94.4%		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: 6: NY Route 332 & North St/Macedon Rd



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	77	0	0	62	80	1467	42	54	1460	114
Future Vol, veh/h	0	0	77	0	0	62	80	1467	42	54	1460	114
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	500	-	-	500	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	84	0	0	67	87	1595	46	59	1587	124

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	856	-	-	821	1711	0	0	1641	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	301	0	0	318	367	-	-	391	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	301	-	-	318	367	-	-	391	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	19.3	0.9	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	367	-	-	301	318	391	-	-
HCM Lane V/C Ratio	0.237	-	-	0.278	0.212	0.15	-	-
HCM Control Delay (s)	17.8	-	-	21.5	19.3	15.8	-	-
HCM Lane LOS	C	-	-	C	C	C	-	-
HCM 95th %tile Q(veh)	0.9	-	-	1.1	0.8	0.5	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	0	0	30	0	0	10	0	1500	41	38	1280	0
Future Vol, veh/h	0	0	30	0	0	10	0	1500	41	38	1280	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	650	-	-	650	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	33	0	0	11	0	1630	45	41	1391	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	-	-	838	-	-	696	1391	0	0	1675	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	309	0	0	384	488	-	-	379	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	309	-	-	384	488	-	-	379	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	18	14.6	0	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	379	-	-	309	384	488	-	-
HCM Lane V/C Ratio	0.109	-	-	0.106	0.028	-	-	-
HCM Control Delay (s)	15.7	-	-	18	14.6	0	-	-
HCM Lane LOS	C	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	110	0	175	251	0	324
Future Vol, veh/h	110	0	175	251	0	324
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	0	190	273	0	352

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	120	0	773	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	653	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1468	-	367	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1468	-	311	931
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	931	-	-	1468	-
HCM Lane V/C Ratio	0.378	-	-	0.13	-
HCM Control Delay (s)	11.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0.4	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	320	25	99	8	6	165
Future Vol, veh/h	320	25	99	8	6	165
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	348	27	108	9	7	179

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	117	0	-	0	836	113
Stage 1	-	-	-	-	113	-
Stage 2	-	-	-	-	723	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1471	-	-	-	337	940
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1471	-	-	-	256	940
Mov Cap-2 Maneuver	-	-	-	-	256	-
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	SB
HCM Control Delay, s	7.6	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1471	-	-	-	859
HCM Lane V/C Ratio	0.236	-	-	-	0.216
HCM Control Delay (s)	8.2	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	0.8

APPENDIX F

Crash Rate Calculations

Town of Canandaigua
Gateway Canandaigua Traffic Study

CPL
Date: 12/7/2022

ARCHITECTURE
ENGINEERING
PLANNING
CPLteam.com

INTERSECTION RATES

Intersection of NY Route 332 / Canandaigua Farmington Town Line Rd

NY Route 332 - NB (2018)	=	11971
NY Route 332 - SB (2018)	=	12173
CFTL Rd - WB (2021)	=	852
CFTL Rd - EB (2021)	=	1036
Total	=	26032

# Accidents		Per Million entering Vehicles								
16	x	1,000,000			=	16000000	=	0.56	ACC/MEV
26,032	x	3	x	365	=	28505040	=		
Vehicles/day		# of Years		Days/year					
								0.56	Statewide Rate

Intersection of NY Route 332 / Purdy Rd

NY Route 332 - NB (2018)	=	11971
NY Route 332 - SB (2018)	=	12173
Purdy Rd Rd - EB (2021)	=	350
Total	=	24494

# Accidents		Per Million Vehicle Miles								
1	x	1,000,000			=	1000000	=	0.04	ACC/MEV
24,494	x	3	x	365	=	26820930	=		
Vehicles/day		# of Years		Days/year					
								0.19	Statewide Rate

CORRIDOR SEGMENT RATES

Corridor Segment - Canandaigua Farmington Town Line Rd to Purdy Rd

# Accidents		Per Million Vehicle Miles									
2	x	1,000,000					=	2000000.00	=	0.15	ACC/MVM
0.50	x	24144	x	3	x	365	=	13218840.00	=		
Length(miles)		Vehicles/day		# of Years		Days/year					
										2.99	Statewide Rate

AVERAGE ACCIDENT RATES FOR STATE HIGHWAYS BY FACILITY TYPE

(BASED ON ACCIDENT DATA September 1, 2017 TO August 31, 2019)

Average accident rates are based on both reportable and available non-reportable crashes.

MAINLINE ACCIDENTS ONLY: "Non-Intersection Accidents/MVM" is used for linear highway sections where there are no intersecting roads or ramp junctions within analysis limits. An example of the correct use of these rates would involve a linear section of highway which contains no intersections with other public highways, but may contain intersections with private roads or driveways.

MAINLINE & JUNCTURE ACCIDENTS: "Intersection & Non-Intersection Accidents/MVM" includes intersection and mainline accidents. They are used for analysis of linear highway sections where intersections are involved within the analysis limits and are the most commonly used rates for accident analysis purposes.

FACILITY TYPE

FREE ACCESS CONTROLLED	MAINLINE ACCIDENTS ONLY			MAINLINE & JUNCTURE ACCIDENTS		
RURAL FUNCTION CLASS	ALL TYPES	WET ROAD	FIXED OBJECT	ALL TYPES	WET ROAD	FIXED OBJECT
UNDIVIDED	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM
2 LANES	2.17	0.41	0.57	2.72	0.51	0.67
3 LANES	1.93	0.44	0.54	2.26	0.48	0.59
4 LANES	2.03	0.34	0.55	2.77	0.49	0.65
ALL LANES	2.16	0.41	0.58	2.71	0.51	0.66
DIVIDED						
2 LANES	1.79	0.33	0.44	2.46	0.44	0.51
4 LANES	1.79	0.34	0.46	2.03	0.38	0.51
ALL LANES	1.82	0.34	0.46	2.19	0.41	0.51

URBAN FUNCTION CLASS

UNDIVIDED						
2 LANES	2.38	0.44	0.34	3.73	0.68	0.44
3 LANES	3.34	0.6	0.28	5.31	0.95	0.38
4 LANES	3.57	0.69	0.19	6.41	1.22	0.31
ALL LANES	2.64	0.49	0.32	4.27	0.79	0.43
DIVIDED						
2 LANES	3.45	0.64	0.2	5.56	1.02	0.32
4 LANES	2.99	0.56	0.18	4.63	0.87	0.25
6 LANES	4.14	0.77	0.15	5.53	1.01	0.18
7 LANES	3.51	0.6	0.06	3.82	0.69	0.07
ALL LANES	3.36	0.63	0.17	5.02	0.94	0.26

PARTIAL CONTROL OF ACCESS

RURAL FUNCTION CLASS	MAINLINE ACCIDENTS ONLY			MAINLINE & JUNCTURE ACCIDENTS		
	ALL TYPES	WET ROAD	FIXED OBJECT	ALL TYPES	WET ROAD	FIXED OBJECT
UNDIVIDED	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM
2 LANES	1.94	0.43	0.42	2.41	0.54	0.49
ALL LANES	1.92	0.43	0.41	2.41	0.54	0.49
DIVIDED						
4 LANES	1.79	0.35	0.75	1.88	0.37	0.78
ALL LANES	1.8	0.36	0.75	1.89	0.38	0.77

URBAN FUNCTION CLASS

UNDIVIDED						
2 LANES	2.07	0.56	0.49	2.76	0.68	0.6
ALL LANES	2.48	0.62	0.44	3.42	0.82	0.51
DIVIDED						
4 LANES	1.69	0.33	0.26	2.16	0.42	0.29
6 LANES	1.85	0.33	0.21	2.22	0.39	0.24
ALL LANES	1.88	0.35	0.25	2.36	0.44	0.28

CONTROLLED ACCESS (FULL)

RURAL FUNCTION CLASS

UNDIVIDED						
2 LANES	2.05	0.44	0.55	2.37	0.5	0.62
ALL LANES	2.15	0.46	0.55	2.48	0.52	0.61

DIVIDED						
4 LANES	1.08	0.19	0.44	1.1	0.2	0.45
5 LANES	0.94	0.19	0.42	0.97	0.2	0.42
6 LANES	0.97	0.21	0.21	1.09	0.24	0.21
ALL LANES	1.08	0.19	0.44	1.11	0.2	0.44

URBAN FUNCTION CLASS	MAINLINE ACCIDENTS ONLY			MAINLINE & JUNCTURE ACCIDENTS		
	ALL TYPES	WET ROAD	FIXED OBJECT	ALL TYPES	WET ROAD	FIXED OBJECT
UNDIVIDED	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM	ACC/MVM
ALL LANES	2.19	0.4	0.29	2.94	0.53	0.39

DIVIDED						
4 LANES	1.24	0.24	0.27	1.33	0.26	0.27
5 LANES	1.21	0.22	0.23	1.41	0.25	0.25
6 LANES	1.34	0.26	0.19	1.41	0.27	0.19
7 LANES	1.49	0.27	0.22	1.58	0.29	0.24
ALL LANES	1.3	0.25	0.2	1.39	0.26	0.2

AVERAGE INTERSECTION ACCIDENT RATES FOR STATE HIGHWAYS BY INTERSECTION TYPE

(BASED ON ACCIDENT DATA September 1, 2017 TO August 31, 2019)

INTERSECTION TYPE RURAL FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END CC/ME	OVER-TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE-SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL ALL LANES	0.47	0.07	0.03	0.18	0.03	0.07	0.02	0.02	0.01
SIGN ALL LANES	0.17	0.03	0.01	0.03	0.01	0.02	0.00	0.00	0.00
NO CONTROL ALL LAI	0.12	0.02	0.01	0.02	0.00	0.01	0.00	0.00	0.00
4LEGGED&>INTERSECTIONS									
SIGNAL ALL LANES	0.66	0.13	0.06	0.18	0.05	0.17	0.03	0.01	0.02
SIGN ALL LANES	0.35	0.06	0.02	0.05	0.01	0.11	0.01	0.01	0.01
NO CONTROL ALL LAI	0.24	0.04	0.01	0.02	0.01	0.05	0	0.01	0
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.38	0	0	0.19	0	0	0	0	0
MERGE W/ 2&> LANE	0.02	0	0	0	0	0	0	0	0
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.47	0	0	0.09	0.19	0	0	0	0
MERGE W/ 2&> LANE	0.06	0.01	0	0	0.01	0	0	0	0

INTERSECTION TYPE URBAN FUNCTION CLASS	ALL TYPES ACC/MEV	WET ROAD ACC/MEV	LEFT TURN ACC/MEV	REAR END CC/ME	OVER-TAKING ACC/MEV	RIGHT ANGLE ACC/MEV	RIGHT TURN ACC/MEV	HEAD ON ACC/MEV	SIDE-SWIPE ACC/MEV
3 LEGGED INTERSECTIONS									
SIGNAL 1-4 LANES	0.32	0.06	0.03	0.13	0.04	0.04	0.01	0	0.01
SIGNAL W/ LEFT TURN 5 & :	0.17	0.03	0.01	0.07	0.03	0.02	0	0	0
SIGNAL W/0 LEFT TURN 5 & :	0.13	0.02	0.01	0.05	0.02	0.01	0.01	0	0
SIGN 1-3 LANES	0.19	0.03	0.01	0.06	0.01	0.03	0.01	0	0
SIGN 4 LANES	0.13	0.02	0.01	0.04	0.02	0.02	0	0	0
SIGN 5 & > LANES	0.07	0.01	0	0.03	0.01	0.01	0	0	0
NO CONTROL ALL LANI	0.06	0.01	0	0.02	0.01	0.01	0	0	0
4 LEGGED &> INTERSECTIONS									
SIGNAL 1-4 LANES	0.56	0.1	0.05	0.21	0.08	0.09	0.02	0.01	0.01
SIGNAL W/ LEFT T	0.26	0.04	0.02	0.11	0.05	0.03	0.01	0	0
SIGNAL W/0 LEFT	0.24	0.04	0.02	0.07	0.04	0.05	0.01	0	0
SIGN 1-3 LANES	0.31	0.06	0.02	0.08	0.02	0.08	0.01	0	0.01
SIGN 4 & > LANES	0.15	0.03	0.01	0.05	0.02	0.03	0	0	0
NO CONTROL ALL	0.12	0.03	0.01	0.04	0.02	0.02	0	0	0
ON RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.04	0	0	0.01	0.01	0	0	0	0
MERGE W/ 2 LANES	0.02	0	0	0.01	0.01	0	0	0	0
MERGE W/ 3&> LANES	0.02	0	0	0.01	0	0	0	0	0
OFF RAMP (ALL CONTROL)									
MERGE W/ 1 LANE	0.05	0.01	0	0.02	0.01	0.01	0	0	0
MERGE W/ 2 LANES	0.03	0.01	0	0.01	0.01	0	0	0	0
MERGE W/ 3&> LANES	0.02	0	0	0.01	0.01	0	0	0	0