



# Binghamton Metropolitan Transportation Study

P.O. BOX 1766

BINGHAMTON, NY 13902

Dom Dellos  
 McKinley / Pine / Newell PM  
 Endicott  
 Sunny and Scorching Hot

File Name : McKinley and Pine and Newell PM 2011  
 Site Code : 139.1  
 Start Date : 7/6/2011  
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

| Start Time       | Newell<br>From North |      |      |      |            | Pine<br>From East |      |      |      |            | McKinley<br>From South |      |      |      |            | Pine<br>From West |      |      |      |            | Int. Total |
|------------------|----------------------|------|------|------|------------|-------------------|------|------|------|------------|------------------------|------|------|------|------------|-------------------|------|------|------|------------|------------|
|                  | Right                | Thru | Left | Peds | App. Total | Right             | Thru | Left | Peds | App. Total | Right                  | Thru | Left | Peds | App. Total | Right             | Thru | Left | Peds | App. Total |            |
| 03:00 PM         | 9                    | 14   | 1    | 0    | 24         | 1                 | 1    | 1    | 0    | 3          | 1                      | 22   | 6    | 0    | 29         | 12                | 3    | 21   | 0    | 36         | 92         |
| 03:15 PM         | 12                   | 12   | 2    | 0    | 26         | 2                 | 1    | 0    | 0    | 3          | 2                      | 22   | 8    | 0    | 32         | 11                | 2    | 23   | 0    | 36         | 97         |
| 03:30 PM         | 11                   | 13   | 1    | 0    | 25         | 3                 | 1    | 1    | 0    | 5          | 1                      | 23   | 9    | 0    | 33         | 12                | 3    | 22   | 0    | 37         | 100        |
| 03:45 PM         | 10                   | 15   | 2    | 0    | 27         | 2                 | 1    | 1    | 0    | 4          | 1                      | 22   | 7    | 0    | 30         | 13                | 4    | 21   | 0    | 38         | 99         |
| Total            | 42                   | 54   | 6    | 0    | 102        | 8                 | 4    | 3    | 0    | 15         | 5                      | 89   | 30   | 0    | 124        | 48                | 12   | 87   | 0    | 147        | 388        |
| 04:00 PM         | 7                    | 11   | 1    | 0    | 19         | 0                 | 1    | 1    | 0    | 2          | 2                      | 23   | 16   | 0    | 41         | 15                | 7    | 23   | 0    | 45         | 107        |
| 04:15 PM         | 18                   | 11   | 0    | 0    | 29         | 4                 | 1    | 1    | 0    | 6          | 9                      | 58   | 14   | 0    | 81         | 14                | 8    | 19   | 0    | 41         | 157        |
| 04:30 PM         | 25                   | 23   | 1    | 0    | 49         | 6                 | 1    | 1    | 0    | 8          | 4                      | 51   | 17   | 0    | 72         | 13                | 8    | 22   | 1    | 44         | 173        |
| 04:45 PM         | 11                   | 19   | 2    | 0    | 32         | 3                 | 1    | 2    | 0    | 6          | 4                      | 55   | 14   | 0    | 73         | 16                | 5    | 28   | 0    | 49         | 160        |
| Total            | 61                   | 64   | 4    | 0    | 129        | 13                | 4    | 5    | 0    | 22         | 19                     | 187  | 61   | 0    | 267        | 58                | 28   | 92   | 1    | 179        | 597        |
| 05:00 PM         | 18                   | 16   | 1    | 0    | 35         | 6                 | 2    | 1    | 0    | 9          | 3                      | 38   | 7    | 0    | 48         | 12                | 9    | 15   | 0    | 36         | 128        |
| 05:15 PM         | 26                   | 17   | 2    | 0    | 45         | 2                 | 1    | 1    | 0    | 4          | 4                      | 65   | 12   | 1    | 82         | 14                | 15   | 33   | 0    | 62         | 193        |
| Grand Total      | 147                  | 151  | 13   | 0    | 311        | 29                | 11   | 10   | 0    | 50         | 31                     | 379  | 110  | 1    | 521        | 132               | 64   | 227  | 1    | 424        | 1306       |
| Apprch %         | 47.3                 | 48.6 | 4.2  | 0    |            | 58                | 22   | 20   | 0    |            | 6                      | 72.7 | 21.1 | 0.2  |            | 31.1              | 15.1 | 53.5 | 0.2  |            |            |
| Total %          | 11.3                 | 11.6 | 1    | 0    | 23.8       | 2.2               | 0.8  | 0.8  | 0    | 3.8        | 2.4                    | 29   | 8.4  | 0.1  | 39.9       | 10.1              | 4.9  | 17.4 | 0.1  | 32.5       |            |
| Unshifted        | 144                  | 149  | 13   | 0    | 306        | 29                | 11   | 8    | 0    | 48         | 30                     | 375  | 110  | 1    | 516        | 129               | 63   | 225  | 1    | 418        | 1288       |
| % Unshifted      | 98                   | 98.7 | 100  | 0    | 98.4       | 100               | 100  | 80   | 0    | 96         | 96.8                   | 98.9 | 100  | 100  | 99         | 97.7              | 98.4 | 99.1 | 100  | 98.6       | 98.6       |
| Heavy Vehicles   | 3                    | 2    | 0    | 0    | 5          | 0                 | 0    | 2    | 0    | 2          | 1                      | 4    | 0    | 0    | 5          | 3                 | 1    | 2    | 0    | 6          | 18         |
| % Heavy Vehicles | 2                    | 1.3  | 0    | 0    | 1.6        | 0                 | 0    | 20   | 0    | 4          | 3.2                    | 1.1  | 0    | 0    | 1          | 2.3               | 1.6  | 0.9  | 0    | 1.4        | 1.4        |



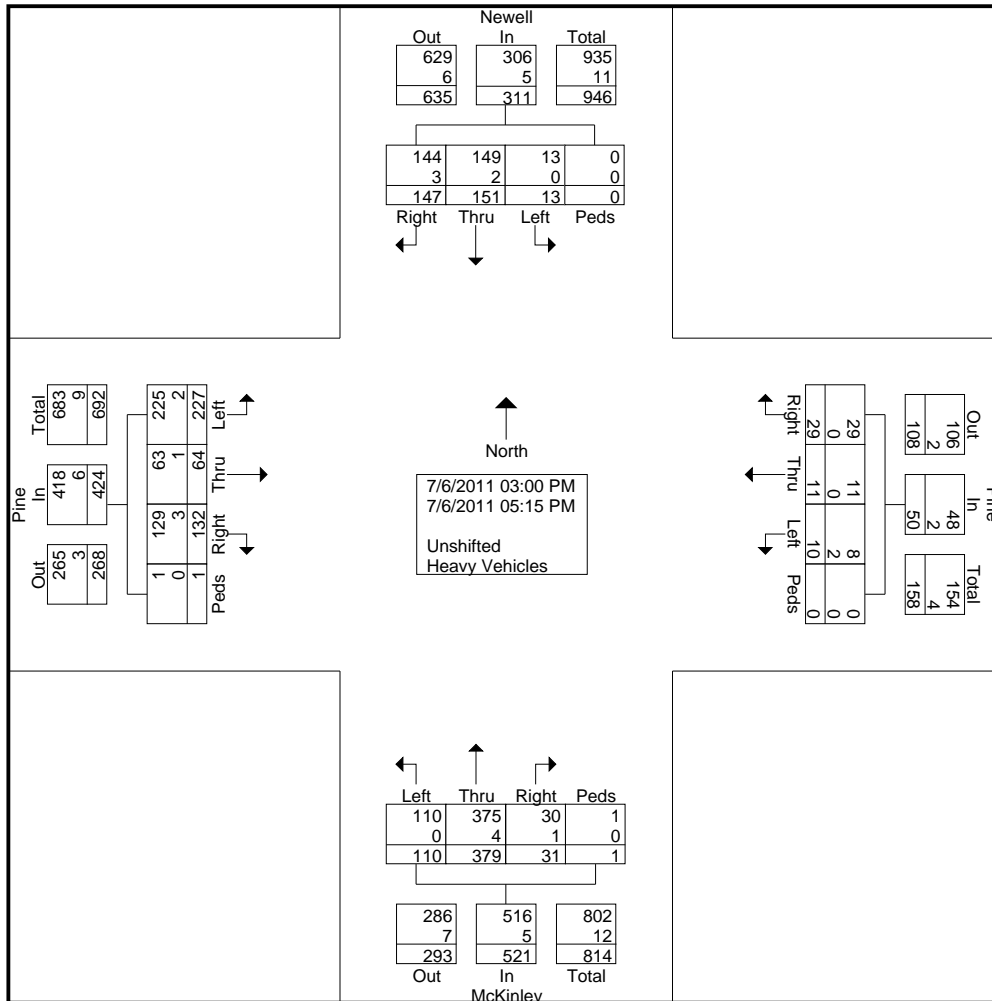
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| Start Time   | Newell From North |      |      |      |            | Pine From East |      |      |      |            | McKinley From South |      |      |      |            | Pine From West |      |      |      |            | Int. Total |
|--|-------------------|------|------|------|------------|----------------|------|------|------|------------|---------------------|------|------|------|------------|----------------|------|------|------|------------|------------|
|  | Right             | Thru | Left | Peds | App. Total | Right          | Thru | Left | Peds | App. Total | Right               | Thru | Left | Peds | App. Total | Right          | Thru | Left | Peds | App. Total |            |
| Peak Hour Analysis From 03:00 PM to 04:30 PM - Peak 1 of 1 |                   |      |      |      |            |                |      |      |      |            |                     |      |      |      |            |                |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:45 PM       |                   |      |      |      |            |                |      |      |      |            |                     |      |      |      |            |                |      |      |      |            |            |
| 03:45 PM   | 10                | 15   | 2    | 0    | 27         | 2              | 1    | 1    | 0    | 4          | 1                   | 22   | 7    | 0    | 30         | 13             | 4    | 21   | 0    | 38         | 99         |
| 04:00 PM   | 7                 | 11   | 1    | 0    | 19         | 0              | 1    | 1    | 0    | 2          | 2                   | 23   | 16   | 0    | 41         | 15             | 7    | 23   | 0    | 45         | 107        |
| 04:15 PM   | 18                | 11   | 0    | 0    | 29         | 4              | 1    | 1    | 0    | 6          | 9                   | 58   | 14   | 0    | 81         | 14             | 8    | 19   | 0    | 41         | 157        |
| 04:30 PM   | 25                | 23   | 1    | 0    | 49         | 6              | 1    | 1    | 0    | 8          | 4                   | 51   | 17   | 0    | 72         | 13             | 8    | 22   | 1    | 44         | 173        |
| Total Volume   | 60                | 60   | 4    | 0    | 124        | 12             | 4    | 4    | 0    | 20         | 16                  | 154  | 54   | 0    | 224        | 55             | 27   | 85   | 1    | 168        | 536        |
| % App. Total   | 48.4              | 48.4 | 3.2  | 0    |            | 60             | 20   | 20   | 0    |            | 7.1                 | 68.8 | 24.1 | 0    |            | 32.7           | 16.1 | 50.6 | 0.6  |            |            |
| PHF  | .600              | .652 | .500 | .000 | .633       | .500           | 1.00 | 1.00 | .000 | .625       | .444                | .664 | .794 | .000 | .691       | .917           | .844 | .924 | .250 | .933       | .775       |

