

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
434 and Clubhouse
Binghamton
warm

File Name : Not Named 26
Site Code : 67.1
Start Date : 5/7/2014
Page No : 1

Groups Printed- Unshifted - heavy vehicles

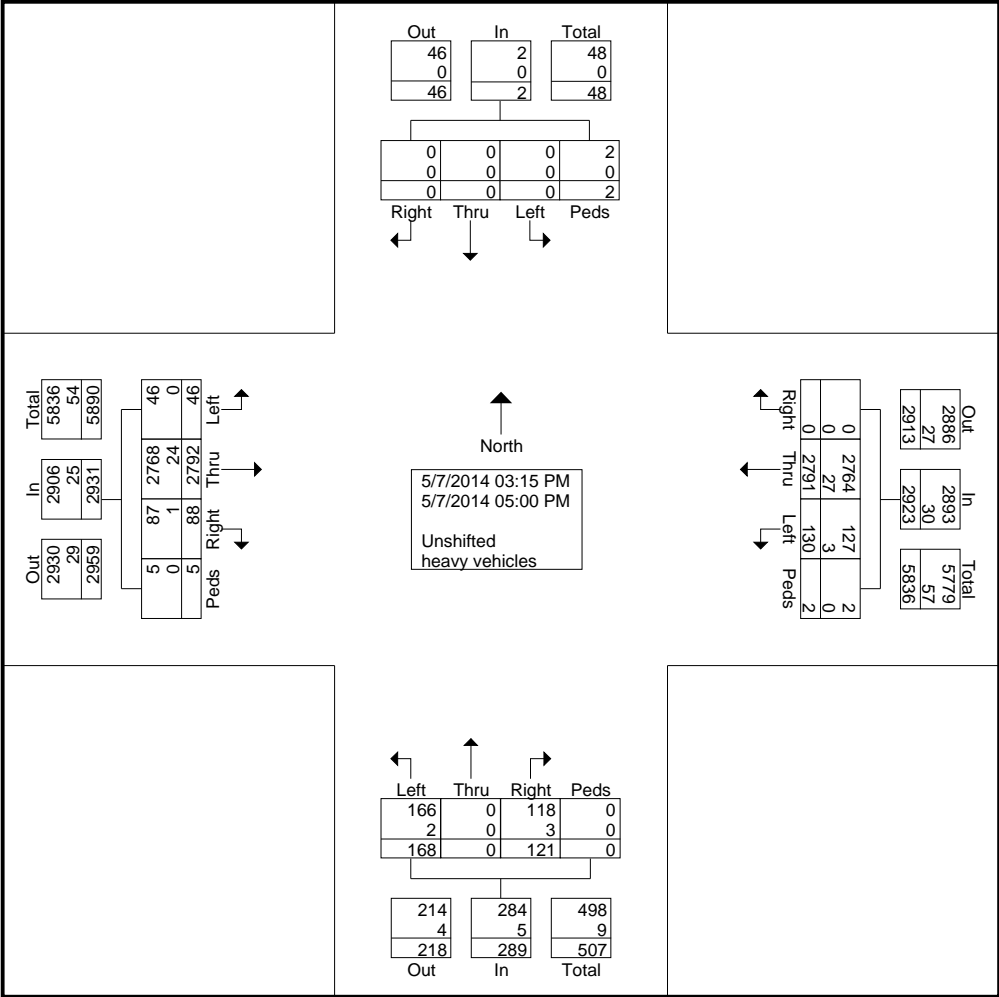
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|------------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 314 | 17 | 0 | 331 | 9 | 0 | 12 | 0 | 21 | 7 | 330 | 5 | 2 | 344 | 696 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 295 | 9 | 1 | 305 | 12 | 0 | 9 | 0 | 21 | 15 | 331 | 6 | 1 | 353 | 679 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 355 | 17 | 0 | 372 | 15 | 0 | 15 | 0 | 30 | 12 | 351 | 5 | 0 | 368 | 770 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 964 | 43 | 1 | 1008 | 36 | 0 | 36 | 0 | 72 | 34 | 1012 | 16 | 3 | 1065 | 2145 |
| 04:00 PM | 0 | 0 | 0 | 2 | 2 | 0 | 335 | 22 | 0 | 357 | 14 | 0 | 14 | 0 | 28 | 12 | 321 | 6 | 0 | 339 | 726 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 391 | 20 | 0 | 411 | 12 | 0 | 44 | 0 | 56 | 12 | 347 | 7 | 1 | 367 | 834 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 386 | 12 | 0 | 398 | 14 | 0 | 13 | 0 | 27 | 12 | 373 | 4 | 1 | 390 | 815 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 346 | 20 | 1 | 367 | 25 | 0 | 41 | 0 | 66 | 9 | 391 | 6 | 0 | 406 | 839 |
| Total | 0 | 0 | 0 | 2 | 2 | 0 | 1458 | 74 | 1 | 1533 | 65 | 0 | 112 | 0 | 177 | 45 | 1432 | 23 | 2 | 1502 | 3214 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 369 | 13 | 0 | 382 | 20 | 0 | 20 | 0 | 40 | 9 | 348 | 7 | 0 | 364 | 786 |
| Grand Total | 0 | 0 | 0 | 2 | 2 | 0 | 2791 | 130 | 2 | 2923 | 121 | 0 | 168 | 0 | 289 | 88 | 2792 | 46 | 5 | 2931 | 6145 |
| Apprch % | 0 | 0 | 0 | 100 | | 0 | 95.5 | 4.4 | 0.1 | | 41.9 | 0 | 58.1 | 0 | | 3 | 95.3 | 1.6 | 0.2 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 45.4 | 2.1 | 0 | 47.6 | 2 | 0 | 2.7 | 0 | 4.7 | 1.4 | 45.4 | 0.7 | 0.1 | 47.7 | |
| Unshifted | 0 | 0 | 0 | 2 | 2 | 0 | 2764 | 127 | 2 | 2893 | 118 | 0 | 166 | 0 | 284 | 87 | 2768 | 46 | 5 | 2906 | 6085 |
| % Unshifted | 0 | 0 | 0 | 100 | 100 | 0 | 99 | 97.7 | 100 | 99 | 97.5 | 0 | 98.8 | 0 | 98.3 | 98.9 | 99.1 | 100 | 100 | 99.1 | 99 |
| heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 3 | 0 | 30 | 3 | 0 | 2 | 0 | 5 | 1 | 24 | 0 | 0 | 25 | 60 |
| % heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2.3 | 0 | 1 | 2.5 | 0 | 1.2 | 0 | 1.7 | 1.1 | 0.9 | 0 | 0 | 0.9 | 1 |

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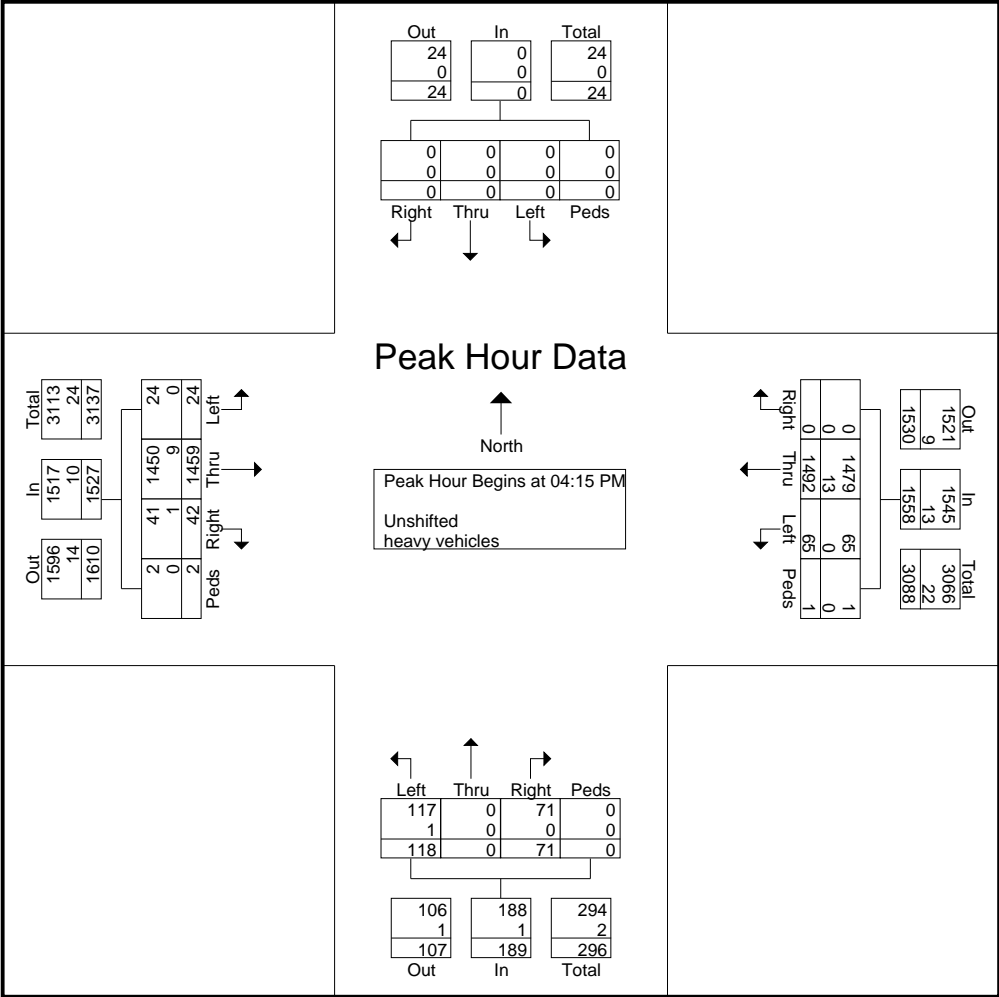
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total | |
|--|------------|------|------|------|------------|-----------|------------|-----------|----------|------------|------------|------|-----------|------|------------|-----------|------------|----------|----------|------------|------------|--|
| | 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 03:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 391 | 20 | 0 | 411 | 12 | 0 | 44 | 0 | 56 | 12 | 347 | 7 | 1 | 367 | 834 | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 386 | 12 | 0 | 398 | 14 | 0 | 13 | 0 | 27 | 12 | 373 | 4 | 1 | 390 | 815 | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 346 | 20 | 1 | 367 | 25 | 0 | 41 | 0 | 66 | 9 | 391 | 6 | 0 | 406 | 839 | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 369 | 13 | 0 | 382 | 20 | 0 | 20 | 0 | 40 | 9 | 348 | 7 | 0 | 364 | 786 | |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1492 | 65 | 1 | 1558 | 71 | 0 | 118 | 0 | 189 | 42 | 1459 | 24 | 2 | 1527 | 3274 | |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 95.8 | 4.2 | 0.1 | | 37.6 | 0 | 62.4 | 0 | | 2.8 | 95.5 | 1.6 | 0.1 | | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .954 | .813 | .250 | .948 | .710 | .000 | .670 | .000 | .716 | .875 | .933 | .857 | .500 | .940 | .976 | |
| Unshifted | 0 | 0 | 0 | 0 | 0 | 0 | 1479 | 65 | 1 | 1545 | 71 | 0 | 117 | 0 | 188 | 41 | 1450 | 24 | 2 | 1517 | 3250 | |
| % Unshifted | 0 | 0 | 0 | 0 | 0 | 0 | 99.1 | 100 | 100 | 99.2 | 100 | 0 | 99.2 | 0 | 99.5 | 97.6 | 99.4 | 100 | 100 | 99.3 | 99.3 | |
| heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 0 | 0 | 10 | 24 | |
| % heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0.8 | 0 | 0 | 0.8 | 0 | 0.5 | 2.4 | 0.6 | 0 | 0 | 0.7 | 0.7 | |

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| Start Time | From North | | | | | From East | | | | | From South | | | | | 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 03:15 PM to 05:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 03:15 PM | | | | | 04:15 PM | | | | | 04:15 PM | | | | | 04:15 PM | | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 391 | 20 | 0 | 411 | 12 | 0 | 44 | 0 | 56 | 12 | 347 | 7 | 1 | 367 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 386 | 12 | 0 | 398 | 14 | 0 | 13 | 0 | 27 | 12 | 373 | 4 | 1 | 390 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 346 | 20 | 1 | 367 | 25 | 0 | 41 | 0 | 66 | 9 | 391 | 6 | 0 | 406 | |
| +45 mins. | 0 | 0 | 0 | 2 | 2 | 0 | 369 | 13 | 0 | 382 | 20 | 0 | 20 | 0 | 40 | 9 | 348 | 7 | 0 | 364 | |
| Total Volume | 0 | 0 | 0 | 2 | 2 | 0 | 1492 | 65 | 1 | 1558 | 71 | 0 | 118 | 0 | 189 | 42 | 1459 | 24 | 2 | 1527 | |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 95.8 | 4.2 | 0.1 | | 37.6 | 0 | 62.4 | 0 | | 2.8 | 95.5 | 1.6 | 0.1 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .000 | .954 | .813 | .250 | .948 | .710 | .000 | .670 | .000 | .716 | .875 | .933 | .857 | .500 | .940 | |
| Unshifted | 0 | 0 | 0 | 2 | 2 | 0 | 1479 | 65 | 1 | 1545 | 71 | 0 | 117 | 0 | 188 | 41 | 1450 | 24 | 2 | 1517 | |
| % Unshifted | 0 | 0 | 0 | 100 | 100 | 0 | 99.1 | 100 | 100 | 99.2 | 100 | 0 | 99.2 | 0 | 99.5 | 97.6 | 99.4 | 100 | 100 | 99.3 | |
| heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 1 | 9 | 0 | 0 | 10 | |
| % heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0.8 | 0 | 0 | 0.8 | 0 | 0.5 | 2.4 | 0.6 | 0 | 0 | 0.7 | |

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