

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bryan Bunnell
Court and Fayette
Binghamton--Downtown
Elvis and A Field Trip

File Name : Court and Fayette AM 2014
Site Code : 7
Start Date : 6/10/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

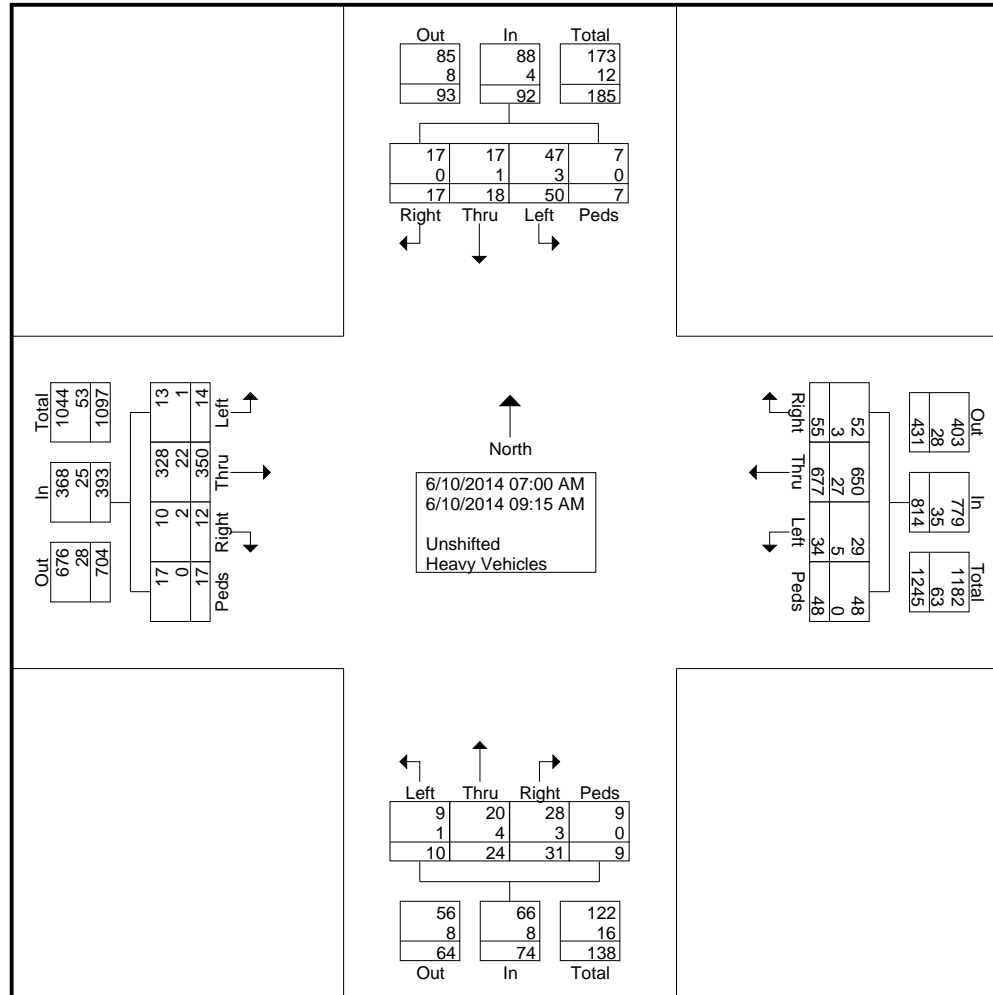
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	4	2	7	3	49	5	0	57	1	0	0	0	1	1	22	1	2	26	91
07:15 AM	0	0	2	0	2	4	44	1	4	53	1	3	1	0	5	1	23	3	2	29	89
07:30 AM	4	2	7	0	13	5	84	0	4	93	3	1	0	0	4	3	33	2	0	38	148
07:45 AM	2	4	7	0	13	9	101	2	6	118	8	3	1	5	17	1	47	0	3	51	199
Total	6	7	20	2	35	21	278	8	14	321	13	7	2	5	27	6	125	6	7	144	527
08:00 AM	1	3	6	1	11	8	82	7	4	101	8	3	1	0	12	1	42	0	1	44	168
08:15 AM	0	1	6	0	7	4	75	5	7	91	0	1	0	0	1	1	29	0	1	31	130
08:30 AM	4	2	4	2	12	5	62	2	5	74	5	4	2	1	12	1	42	1	1	45	143
08:45 AM	2	2	4	0	8	11	67	6	3	87	3	0	3	2	8	2	34	0	2	38	141
Total	7	8	20	3	38	28	286	20	19	353	16	8	6	3	33	5	147	1	5	158	582
09:00 AM	3	2	7	0	12	2	55	0	6	63	1	2	1	1	5	1	40	4	4	49	129
09:15 AM	1	1	3	2	7	4	58	6	9	77	1	7	1	0	9	0	38	3	1	42	135
Grand Total	17	18	50	7	92	55	677	34	48	814	31	24	10	9	74	12	350	14	17	393	1373
Apprch %	18.5	19.6	54.3	7.6		6.8	83.2	4.2	5.9		41.9	32.4	13.5	12.2		3.1	89.1	3.6	4.3		
Total %	1.2	1.3	3.6	0.5	6.7	4	49.3	2.5	3.5	59.3	2.3	1.7	0.7	0.7	5.4	0.9	25.5	1	1.2	28.6	
Unshifted	17	17	47	7	88	52	650	29	48	779	28	20	9	9	66	10	328	13	17	368	1301
% Unshifted	100	94.4	94	100	95.7	94.5	96	85.3	100	95.7	90.3	83.3	90	100	89.2	83.3	93.7	92.9	100	93.6	94.8
Heavy Vehicles	0	1	3	0	4	3	27	5	0	35	3	4	1	0	8	2	22	1	0	25	72
% Heavy Vehicles	0	5.6	6	0	4.3	5.5	4	14.7	0	4.3	9.7	16.7	10	0	10.8	16.7	6.3	7.1	0	6.4	5.2

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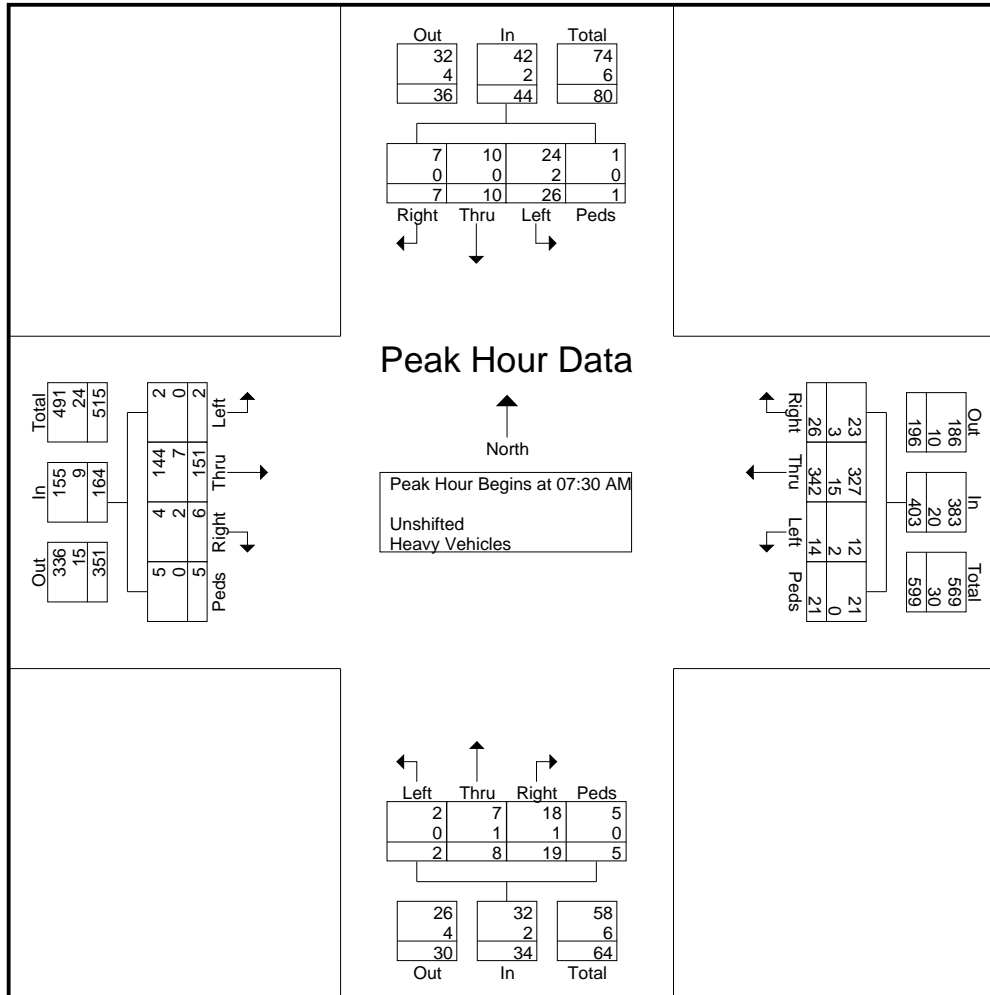
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	2	7	0	13	5	84	0	4	93	3	1	0	0	4	3	33	2	0	38	148
07:45 AM	2	4	7	0	13	9	101	2	6	118	8	3	1	5	17	1	47	0	3	51	199
08:00 AM	1	3	6	1	11	8	82	7	4	101	8	3	1	0	12	1	42	0	1	44	168
08:15 AM	0	1	6	0	7	4	75	5	7	91	0	1	0	0	1	1	29	0	1	31	130
Total Volume	7	10	26	1	44	26	342	14	21	403	19	8	2	5	34	6	151	2	5	164	645
% App. Total	15.9	22.7	59.1	2.3		6.5	84.9	3.5	5.2		55.9	23.5	5.9	14.7		3.7	92.1	1.2	3		
PHF	.438	.625	.929	.250	.846	.722	.847	.500	.750	.854	.594	.667	.500	.250	.500	.500	.803	.250	.417	.804	.810
Unshifted	7	10	24	1	42	23	327	12	21	383	18	7	2	5	32	4	144	2	5	155	612
% Unshifted	100	100	92.3	100	95.5	88.5	95.6	85.7	100	95.0	94.7	87.5	100	100	94.1	66.7	95.4	100	100	94.5	94.9
Heavy Vehicles	0	0	2	0	2	3	15	2	0	20	1	1	0	0	2	2	7	0	0	9	33
% Heavy Vehicles	0	0	7.7	0	4.5	11.5	4.4	14.3	0	5.0	5.3	12.5	0	0	5.9	33.3	4.6	0	0	5.5	5.1

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Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:30 AM					07:45 AM					08:30 AM				
+0 mins.	4	2	7	0	13	5	84	0	4	93	8	3	1	5	17	1	42	1	1	45
+15 mins.	2	4	7	0	13	9	101	2	6	118	8	3	1	0	12	2	34	0	2	38
+30 mins.	1	3	6	1	11	8	82	7	4	101	0	1	0	0	1	1	40	4	4	49
+45 mins.	0	1	6	0	7	4	75	5	7	91	5	4	2	1	12	0	38	3	1	42
Total Volume	7	10	26	1	44	26	342	14	21	403	21	11	4	6	42	4	154	8	8	174
% App. Total	15.9	22.7	59.1	2.3		6.5	84.9	3.5	5.2		50	26.2	9.5	14.3		2.3	88.5	4.6	4.6	
PHF	.438	.625	.929	.250	.846	.722	.847	.500	.750	.854	.656	.688	.500	.300	.618	.500	.917	.500	.500	.888
Unshifted	7	10	24	1	42	23	327	12	21	383	20	10	4	6	40	4	141	8	8	161
% Unshifted	100	100	92.3	100	95.5	88.5	95.6	85.7	100	95	95.2	90.9	100	100	95.2	100	91.6	100	100	92.5
Heavy Vehicles	0	0	2	0	2	3	15	2	0	20	1	1	0	0	2	0	13	0	0	13
% Heavy Vehicles	0	0	7.7	0	4.5	11.5	4.4	14.3	0	5	4.8	9.1	0	0	4.8	0	8.4	0	0	7.5

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