

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
Floral and Burbank
JC
crappy

File Name : Not Named 16
Site Code : 199
Start Date : 5/21/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

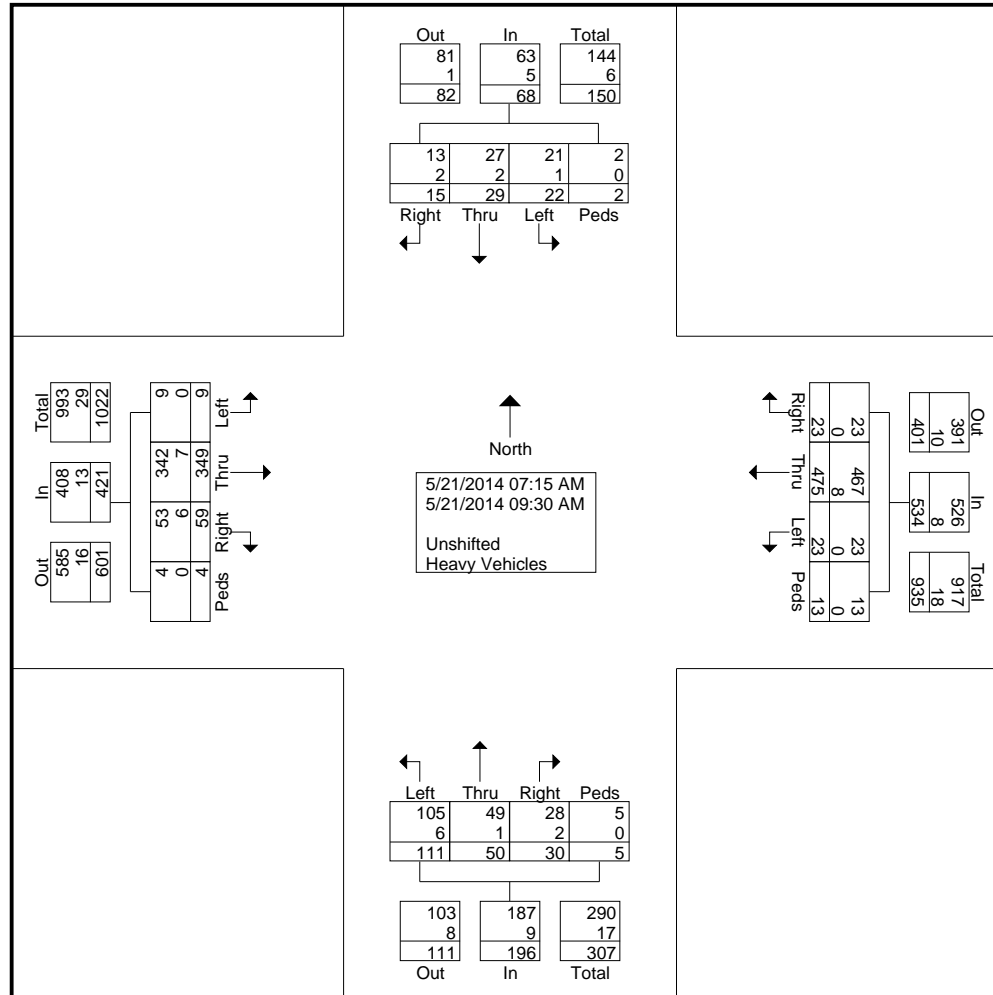
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|------------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 07:15 AM | 0 | 1 | 1 | 0 | 2 | 0 | 20 | 2 | 0 | 22 | 1 | 0 | 8 | 0 | 9 | 6 | 15 | 0 | 0 | 21 | 54 |
| 07:30 AM | 2 | 2 | 1 | 0 | 5 | 1 | 31 | 1 | 2 | 35 | 3 | 6 | 12 | 0 | 21 | 9 | 20 | 1 | 1 | 31 | 92 |
| 07:45 AM | 2 | 3 | 1 | 1 | 7 | 1 | 48 | 2 | 1 | 52 | 0 | 3 | 11 | 0 | 14 | 2 | 22 | 2 | 0 | 26 | 99 |
| Total | 4 | 6 | 3 | 1 | 14 | 2 | 99 | 5 | 3 | 109 | 4 | 9 | 31 | 0 | 44 | 17 | 57 | 3 | 1 | 78 | 245 |
| 08:00 AM | 0 | 2 | 4 | 0 | 6 | 4 | 66 | 3 | 1 | 74 | 7 | 6 | 8 | 0 | 21 | 7 | 47 | 0 | 0 | 54 | 155 |
| 08:15 AM | 6 | 2 | 2 | 0 | 10 | 6 | 55 | 3 | 3 | 67 | 3 | 7 | 18 | 3 | 31 | 6 | 46 | 1 | 1 | 54 | 162 |
| 08:30 AM | 2 | 1 | 5 | 0 | 8 | 3 | 44 | 2 | 0 | 49 | 5 | 6 | 12 | 0 | 23 | 5 | 41 | 1 | 1 | 48 | 128 |
| 08:45 AM | 1 | 9 | 1 | 0 | 11 | 3 | 57 | 4 | 0 | 64 | 7 | 6 | 13 | 0 | 26 | 6 | 32 | 0 | 1 | 39 | 140 |
| Total | 9 | 14 | 12 | 0 | 35 | 16 | 222 | 12 | 4 | 254 | 22 | 25 | 51 | 3 | 101 | 24 | 166 | 2 | 3 | 195 | 585 |
| 09:00 AM | 0 | 3 | 2 | 1 | 6 | 0 | 55 | 2 | 2 | 59 | 0 | 2 | 11 | 0 | 13 | 5 | 42 | 2 | 0 | 49 | 127 |
| 09:15 AM | 1 | 3 | 4 | 0 | 8 | 3 | 40 | 3 | 0 | 46 | 1 | 7 | 11 | 1 | 20 | 3 | 45 | 1 | 0 | 49 | 123 |
| 09:30 AM | 1 | 3 | 1 | 0 | 5 | 2 | 59 | 1 | 4 | 66 | 3 | 7 | 7 | 1 | 18 | 10 | 39 | 1 | 0 | 50 | 139 |
| Grand Total | 15 | 29 | 22 | 2 | 68 | 23 | 475 | 23 | 13 | 534 | 30 | 50 | 111 | 5 | 196 | 59 | 349 | 9 | 4 | 421 | 1219 |
| Apprch % | 22.1 | 42.6 | 32.4 | 2.9 | | 4.3 | 89 | 4.3 | 2.4 | | 15.3 | 25.5 | 56.6 | 2.6 | | 14 | 82.9 | 2.1 | 1 | | |
| Total % | 1.2 | 2.4 | 1.8 | 0.2 | 5.6 | 1.9 | 39 | 1.9 | 1.1 | 43.8 | 2.5 | 4.1 | 9.1 | 0.4 | 16.1 | 4.8 | 28.6 | 0.7 | 0.3 | 34.5 | |
| Unshifted | 13 | 27 | 21 | 2 | 63 | 23 | 467 | 23 | 13 | 526 | 28 | 49 | 105 | 5 | 187 | 53 | 342 | 9 | 4 | 408 | 1184 |
| % Unshifted | 86.7 | 93.1 | 95.5 | 100 | 92.6 | 100 | 98.3 | 100 | 100 | 98.5 | 93.3 | 98 | 94.6 | 100 | 95.4 | 89.8 | 98 | 100 | 100 | 96.9 | 97.1 |
| Heavy Vehicles | 2 | 2 | 1 | 0 | 5 | 0 | 8 | 0 | 0 | 8 | 2 | 1 | 6 | 0 | 9 | 6 | 7 | 0 | 0 | 13 | 35 |
| % Heavy Vehicles | 13.3 | 6.9 | 4.5 | 0 | 7.4 | 0 | 1.7 | 0 | 0 | 1.5 | 6.7 | 2 | 5.4 | 0 | 4.6 | 10.2 | 2 | 0 | 0 | 3.1 | 2.9 |

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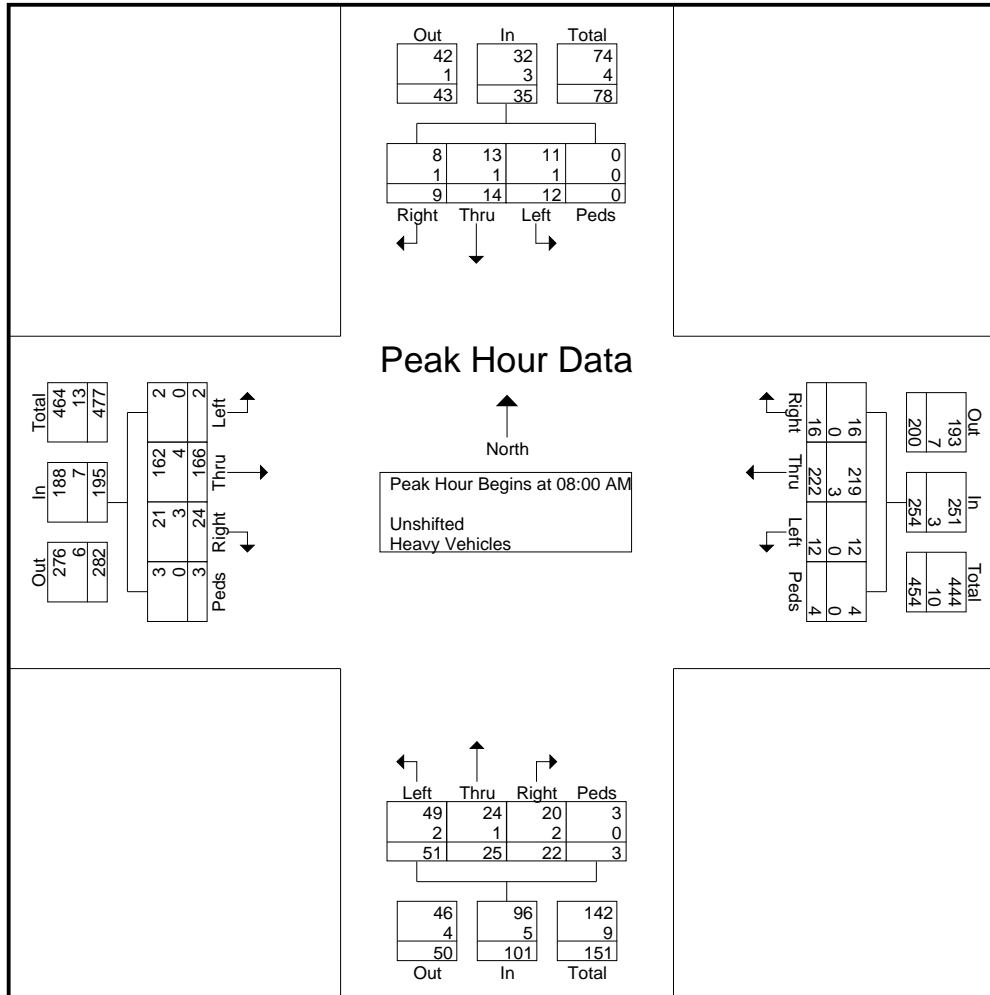
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|--|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | 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 07:15 AM to 09:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 2 | 4 | 0 | 6 | 4 | 66 | 3 | 1 | 74 | 7 | 6 | 8 | 0 | 21 | 7 | 47 | 0 | 0 | 54 | 155 |
| 08:15 AM | 6 | 2 | 2 | 0 | 10 | 6 | 55 | 3 | 3 | 67 | 3 | 7 | 18 | 3 | 31 | 6 | 46 | 1 | 1 | 54 | 162 |
| 08:30 AM | 2 | 1 | 5 | 0 | 8 | 3 | 44 | 2 | 0 | 49 | 5 | 6 | 12 | 0 | 23 | 5 | 41 | 1 | 1 | 48 | 128 |
| 08:45 AM | 1 | 9 | 1 | 0 | 11 | 3 | 57 | 4 | 0 | 64 | 7 | 6 | 13 | 0 | 26 | 6 | 32 | 0 | 1 | 39 | 140 |
| Total Volume | 9 | 14 | 12 | 0 | 35 | 16 | 222 | 12 | 4 | 254 | 22 | 25 | 51 | 3 | 101 | 24 | 166 | 2 | 3 | 195 | 585 |
| % App. Total | 25.7 | 40 | 34.3 | 0 | | 6.3 | 87.4 | 4.7 | 1.6 | | 21.8 | 24.8 | 50.5 | 3 | | 12.3 | 85.1 | 1 | 1.5 | | |
| PHF | .375 | .389 | .600 | .000 | .795 | .667 | .841 | .750 | .333 | .858 | .786 | .893 | .708 | .250 | .815 | .857 | .883 | .500 | .750 | .903 | .903 |
| Unshifted | 8 | 13 | 11 | 0 | 32 | 16 | 219 | 12 | 4 | 251 | 20 | 24 | 49 | 3 | 96 | 21 | 162 | 2 | 3 | 188 | 567 |
| % Unshifted | 88.9 | 92.9 | 91.7 | 0 | 91.4 | 100 | 98.6 | 100 | 100 | 98.8 | 90.9 | 96.0 | 96.1 | 100 | 95.0 | 87.5 | 97.6 | 100 | 100 | 96.4 | 96.9 |
| Heavy Vehicles | 1 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 2 | 1 | 2 | 0 | 5 | 3 | 4 | 0 | 0 | 7 | 18 |
| % Heavy Vehicles | 11.1 | 7.1 | 8.3 | 0 | 8.6 | 0 | 1.4 | 0 | 0 | 1.2 | 9.1 | 4.0 | 3.9 | 0 | 5.0 | 12.5 | 2.4 | 0 | 0 | 3.6 | 3.1 |

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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 07:15 AM to 09:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 08:00 AM | | | | | 08:00 AM | | | | | 08:00 AM | | | | | 08:00 AM | | | | | |
| +0 mins. | 0 | 2 | 4 | 0 | 6 | 4 | 66 | 3 | 1 | 74 | 7 | 6 | 8 | 0 | 21 | 7 | 47 | 0 | 0 | 54 | |
| +15 mins. | 6 | 2 | 2 | 0 | 10 | 6 | 55 | 3 | 3 | 67 | 3 | 7 | 18 | 3 | 31 | 6 | 46 | 1 | 1 | 54 | |
| +30 mins. | 2 | 1 | 5 | 0 | 8 | 3 | 44 | 2 | 0 | 49 | 5 | 6 | 12 | 0 | 23 | 5 | 41 | 1 | 1 | 48 | |
| +45 mins. | 1 | 9 | 1 | 0 | 11 | 3 | 57 | 4 | 0 | 64 | 7 | 6 | 13 | 0 | 26 | 6 | 32 | 0 | 1 | 39 | |
| Total Volume | 9 | 14 | 12 | 0 | 35 | 16 | 222 | 12 | 4 | 254 | 22 | 25 | 51 | 3 | 101 | 24 | 166 | 2 | 3 | 195 | |
| % App. Total | 25.7 | 40 | 34.3 | 0 | | 6.3 | 87.4 | 4.7 | 1.6 | | 21.8 | 24.8 | 50.5 | 3 | | 12.3 | 85.1 | 1 | 1.5 | | |
| PHF | .375 | .389 | .600 | .000 | .795 | .667 | .841 | .750 | .333 | .858 | .786 | .893 | .708 | .250 | .815 | .857 | .883 | .500 | .750 | .903 | |
| Unshifted | 8 | 13 | 11 | 0 | 32 | 16 | 219 | 12 | 4 | 251 | 20 | 24 | 49 | 3 | 96 | 21 | 162 | 2 | 3 | 188 | |
| % Unshifted | 88.9 | 92.9 | 91.7 | 0 | 91.4 | 100 | 98.6 | 100 | 100 | 98.8 | 90.9 | 96 | 96.1 | 100 | 95 | 87.5 | 97.6 | 100 | 100 | 96.4 | |
| Heavy Vehicles | 1 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 2 | 1 | 2 | 0 | 5 | 3 | 4 | 0 | 0 | 7 | |
| % Heavy Vehicles | 11.1 | 7.1 | 8.3 | 0 | 8.6 | 0 | 1.4 | 0 | 0 | 1.2 | 9.1 | 4 | 3.9 | 0 | 5 | 12.5 | 2.4 | 0 | 0 | 3.6 | |

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