

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bryan Bunnell
Front and NY 17 EB Off-Ramp Exit 72
Binghamton
Professionals Monitoring Traffic

File Name : Front St and NY 17 EB Off-Ramp AM 2014
Site Code : 126
Start Date : 7/2/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

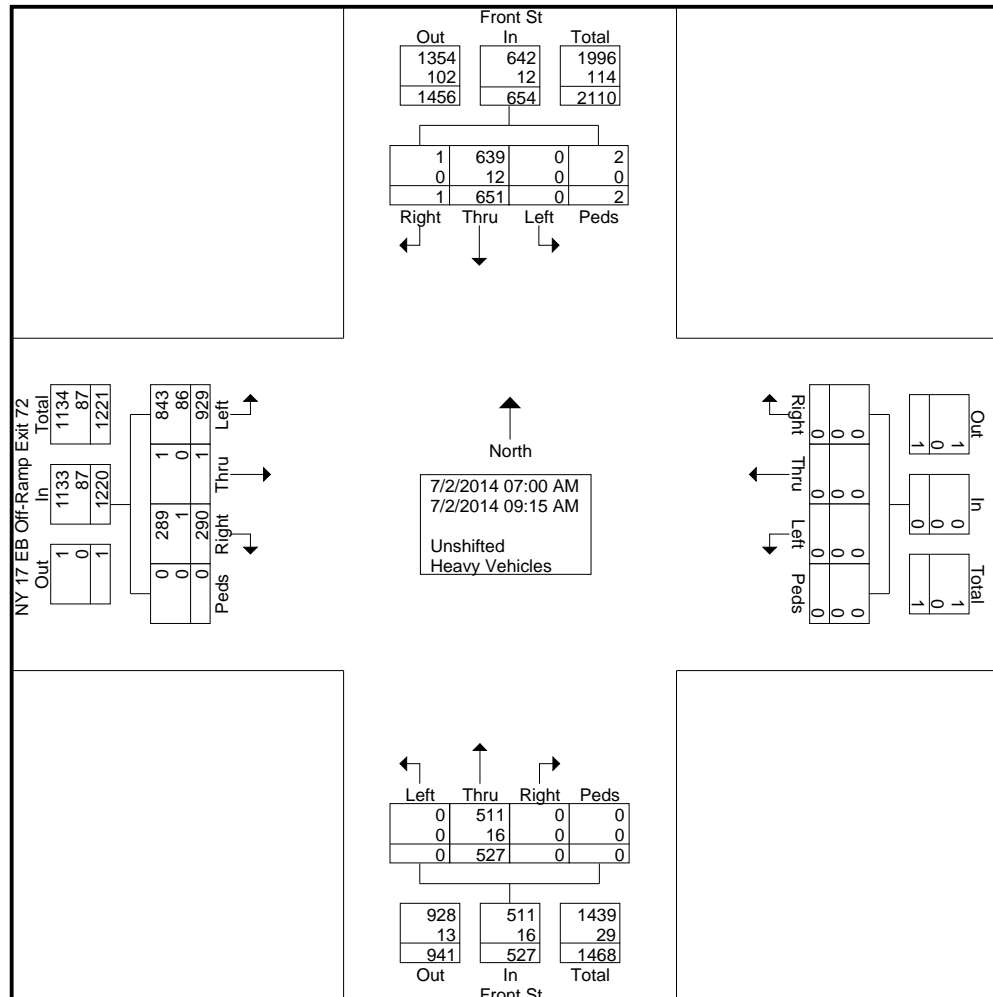
Start Time	Front St From North					From East					Front St From South					NY 17 EB Off-Ramp Exit 72 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	45	0	0	45	0	0	0	0	0	0	41	0	0	41	16	0	94	0	110	196
07:15 AM	0	44	0	0	44	0	0	0	0	0	0	34	0	0	34	31	0	105	0	136	214
07:30 AM	0	64	0	0	64	0	0	0	0	0	0	53	0	0	53	23	0	97	0	120	237
07:45 AM	0	67	0	0	67	0	0	0	0	0	0	39	0	0	39	27	0	103	0	130	236
Total	0	220	0	0	220	0	0	0	0	0	0	167	0	0	167	97	0	399	0	496	883
08:00 AM	0	63	0	0	63	0	0	0	0	0	0	71	0	0	71	25	0	93	0	118	252
08:15 AM	0	92	0	0	92	0	0	0	0	0	0	50	0	0	50	36	0	86	0	122	264
08:30 AM	1	60	0	0	61	0	0	0	0	0	0	65	0	0	65	35	0	98	0	133	259
08:45 AM	0	78	0	1	79	0	0	0	0	0	0	52	0	0	52	40	0	109	0	149	280
Total	1	293	0	1	295	0	0	0	0	0	0	238	0	0	238	136	0	386	0	522	1055
09:00 AM	0	72	0	1	73	0	0	0	0	0	0	66	0	0	66	30	1	81	0	112	251
09:15 AM	0	66	0	0	66	0	0	0	0	0	0	56	0	0	56	27	0	63	0	90	212
Grand Total	1	651	0	2	654	0	0	0	0	0	0	527	0	0	527	290	1	929	0	1220	2401
Apprch %	0.2	99.5	0	0.3		0	0	0	0		0	100	0	0		23.8	0.1	76.1	0		
Total %	0	27.1	0	0.1	27.2	0	0	0	0	0	0	21.9	0	0	21.9	12.1	0	38.7	0	50.8	
Unshifted	1	639	0	2	642	0	0	0	0	0	0	511	0	0	511	289	1	843	0	1133	2286
% Unshifted	100	98.2	0	100	98.2	0	0	0	0	0	0	97	0	0	97	99.7	100	90.7	0	92.9	95.2
Heavy Vehicles	0	12	0	0	12	0	0	0	0	0	0	16	0	0	16	1	0	86	0	87	115
% Heavy Vehicles	0	1.8	0	0	1.8	0	0	0	0	0	0	3	0	0	3	0.3	0	9.3	0	7.1	4.8

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Page No : 2



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Start Date : 7/2/2014
Page No : 3

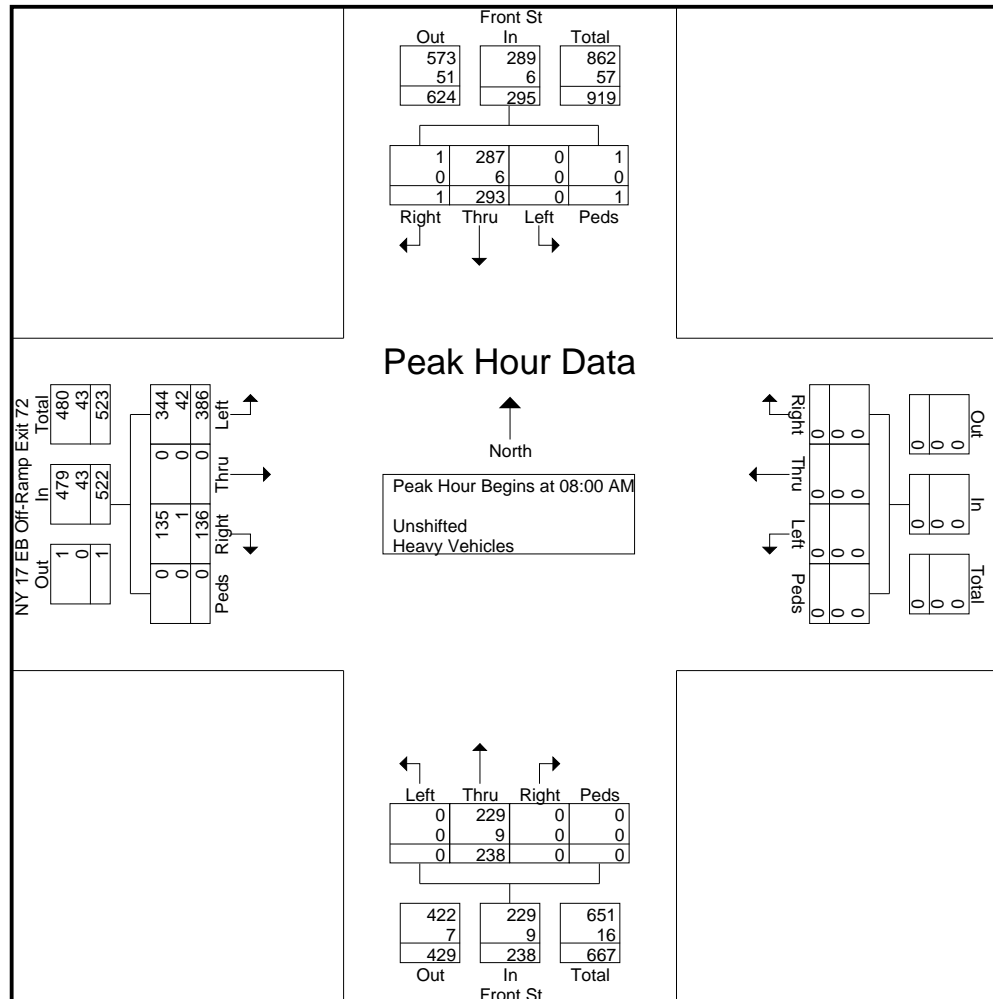
Start Time	Front St From North					From East					Front St From South					NY 17 EB Off-Ramp Exit 72 From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	63	0	0	63	0	0	0	0	0	0	71	0	0	71	25	0	93	0	118	252
08:15 AM	0	92	0	0	92	0	0	0	0	0	0	50	0	0	50	36	0	86	0	122	264
08:30 AM	1	60	0	0	61	0	0	0	0	0	0	65	0	0	65	35	0	98	0	133	259
08:45 AM	0	78	0	1	79	0	0	0	0	0	0	52	0	0	52	40	0	109	0	149	280
Total Volume	1	293	0	1	295	0	0	0	0	0	0	238	0	0	238	136	0	386	0	522	1055
% App. Total	0.3	99.3	0	0.3		0	0	0	0	0	0	100	0	0		26.1	0	73.9	0		
PHF	.250	.796	.000	.250	.802	.000	.000	.000	.000	.000	.000	.838	.000	.000	.838	.850	.000	.885	.000	.876	.942
Unshifted	1	287	0	1	289	0	0	0	0	0	0	229	0	0	229	135	0	344	0	479	997
% Unshifted	100	98.0	0	100	98.0	0	0	0	0	0	0	96.2	0	0	96.2	99.3	0	89.1	0	91.8	94.5
Heavy Vehicles	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	1	0	42	0	43	58
% Heavy Vehicles	0	2.0	0	0	2.0	0	0	0	0	0	0	3.8	0	0	3.8	0.7	0	10.9	0	8.2	5.5

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Page No : 4



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Start Date : 7/2/2014
Page No : 5

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	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 Each Approach Begins at:																						
	08:15 AM					07:00 AM					08:30 AM					08:00 AM						
+0 mins.	0	92	0	0	92	0	0	0	0	0	0	65	0	0	65	25	0	93	0	118		
+15 mins.	1	60	0	0	61	0	0	0	0	0	0	52	0	0	52	36	0	86	0	122		
+30 mins.	0	78	0	1	79	0	0	0	0	0	0	66	0	0	66	35	0	98	0	133		
+45 mins.	0	72	0	1	73	0	0	0	0	0	0	56	0	0	56	40	0	109	0	149		
Total Volume	1	302	0	2	305	0	0	0	0	0	0	239	0	0	239	136	0	386	0	522		
% App. Total	0.3	99	0	0.7		0	0	0	0	0	0	100	0	0		26.1	0	73.9	0			
PHF	.250	.821	.000	.500	.829	.000	.000	.000	.000	.000	.000	.905	.000	.000	.905	.850	.000	.885	.000	.876		
Unshifted	1	297	0	2	300	0	0	0	0	0	0	231	0	0	231	135	0	344	0	479		
% Unshifted	100	98.3	0	100	98.4	0	0	0	0	0	0	96.7	0	0	96.7	99.3	0	89.1	0	91.8		
Heavy Vehicles	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	1	0	42	0	43		
% Heavy Vehicles	0	1.7	0	0	1.6	0	0	0	0	0	0	3.3	0	0	3.3	0.7	0	10.9	0	8.2		

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Page No : 6

