

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bryan & Bobby
Front and Bevier
Dickinson
A Horse Ton

File Name : Front and Bevier AM Merged 2014
Site Code : 00000000
Start Date : 7/7/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

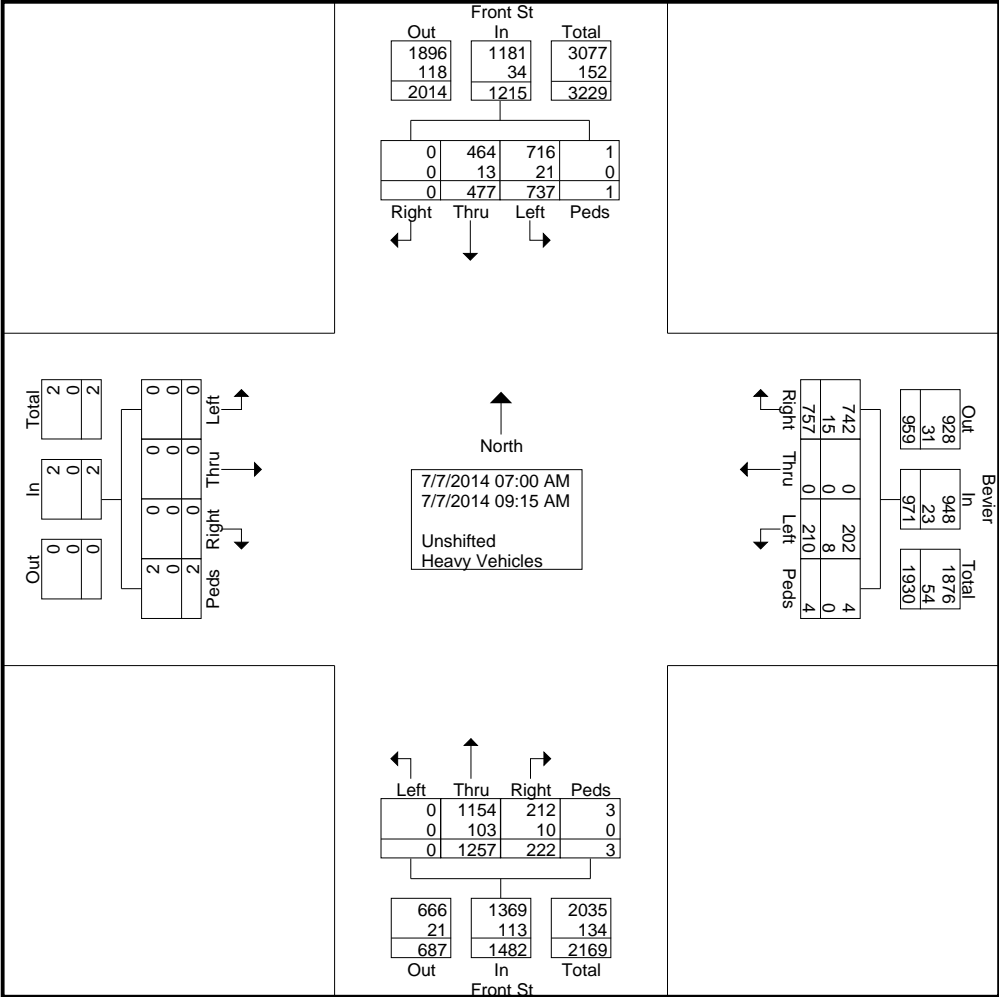
| Start Time | Front St From North | | | | | Bevier From East | | | | | Front St From South | | | | | From West | | | | | Int. Total |
|------------------|---------------------|------|------|------|------------|------------------|------|------|------|------------|---------------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | 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 | 32 | 63 | 0 | 95 | 71 | 0 | 17 | 0 | 88 | 22 | 101 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 306 |
| 07:15 AM | 0 | 32 | 72 | 0 | 104 | 63 | 0 | 20 | 0 | 83 | 23 | 119 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 329 |
| 07:30 AM | 0 | 37 | 66 | 0 | 103 | 72 | 0 | 20 | 0 | 92 | 11 | 115 | 0 | 1 | 127 | 0 | 0 | 0 | 0 | 0 | 322 |
| 07:45 AM | 0 | 68 | 105 | 0 | 173 | 82 | 0 | 24 | 1 | 107 | 25 | 149 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 454 |
| Total | 0 | 169 | 306 | 0 | 475 | 288 | 0 | 81 | 1 | 370 | 81 | 484 | 0 | 1 | 566 | 0 | 0 | 0 | 0 | 0 | 1411 |
| 08:00 AM | 0 | 53 | 81 | 0 | 134 | 68 | 0 | 28 | 2 | 98 | 10 | 106 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 348 |
| 08:15 AM | 0 | 37 | 63 | 0 | 100 | 72 | 0 | 24 | 0 | 96 | 26 | 141 | 0 | 1 | 168 | 0 | 0 | 0 | 1 | 1 | 365 |
| 08:30 AM | 0 | 43 | 65 | 0 | 108 | 87 | 0 | 25 | 1 | 113 | 31 | 156 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 408 |
| 08:45 AM | 0 | 49 | 78 | 1 | 128 | 97 | 0 | 15 | 0 | 112 | 22 | 129 | 0 | 1 | 152 | 0 | 0 | 0 | 0 | 0 | 392 |
| Total | 0 | 182 | 287 | 1 | 470 | 324 | 0 | 92 | 3 | 419 | 89 | 532 | 0 | 2 | 623 | 0 | 0 | 0 | 1 | 1 | 1513 |
| 09:00 AM | 0 | 61 | 67 | 0 | 128 | 72 | 0 | 17 | 0 | 89 | 24 | 110 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 351 |
| 09:15 AM | 0 | 65 | 77 | 0 | 142 | 73 | 0 | 20 | 0 | 93 | 28 | 131 | 0 | 0 | 159 | 0 | 0 | 0 | 1 | 1 | 395 |
| Grand Total | 0 | 477 | 737 | 1 | 1215 | 757 | 0 | 210 | 4 | 971 | 222 | 1257 | 0 | 3 | 1482 | 0 | 0 | 0 | 2 | 2 | 3670 |
| Apprch % | 0 | 39.3 | 60.7 | 0.1 | | 78 | 0 | 21.6 | 0.4 | | 15 | 84.8 | 0 | 0.2 | | 0 | 0 | 0 | 100 | | |
| Total % | 0 | 13 | 20.1 | 0 | 33.1 | 20.6 | 0 | 5.7 | 0.1 | 26.5 | 6 | 34.3 | 0 | 0.1 | 40.4 | 0 | 0 | 0 | 0.1 | 0.1 | |
| Unshifted | 0 | 464 | 716 | 1 | 1181 | 742 | 0 | 202 | 4 | 948 | 212 | 1154 | 0 | 3 | 1369 | 0 | 0 | 0 | 2 | 2 | 3500 |
| % Unshifted | 0 | 97.3 | 97.2 | 100 | 97.2 | 98 | 0 | 96.2 | 100 | 97.6 | 95.5 | 91.8 | 0 | 100 | 92.4 | 0 | 0 | 0 | 100 | 100 | 95.4 |
| Heavy Vehicles | 0 | 13 | 21 | 0 | 34 | 15 | 0 | 8 | 0 | 23 | 10 | 103 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 170 |
| % Heavy Vehicles | 0 | 2.7 | 2.8 | 0 | 2.8 | 2 | 0 | 3.8 | 0 | 2.4 | 4.5 | 8.2 | 0 | 0 | 7.6 | 0 | 0 | 0 | 0 | 0 | 4.6 |

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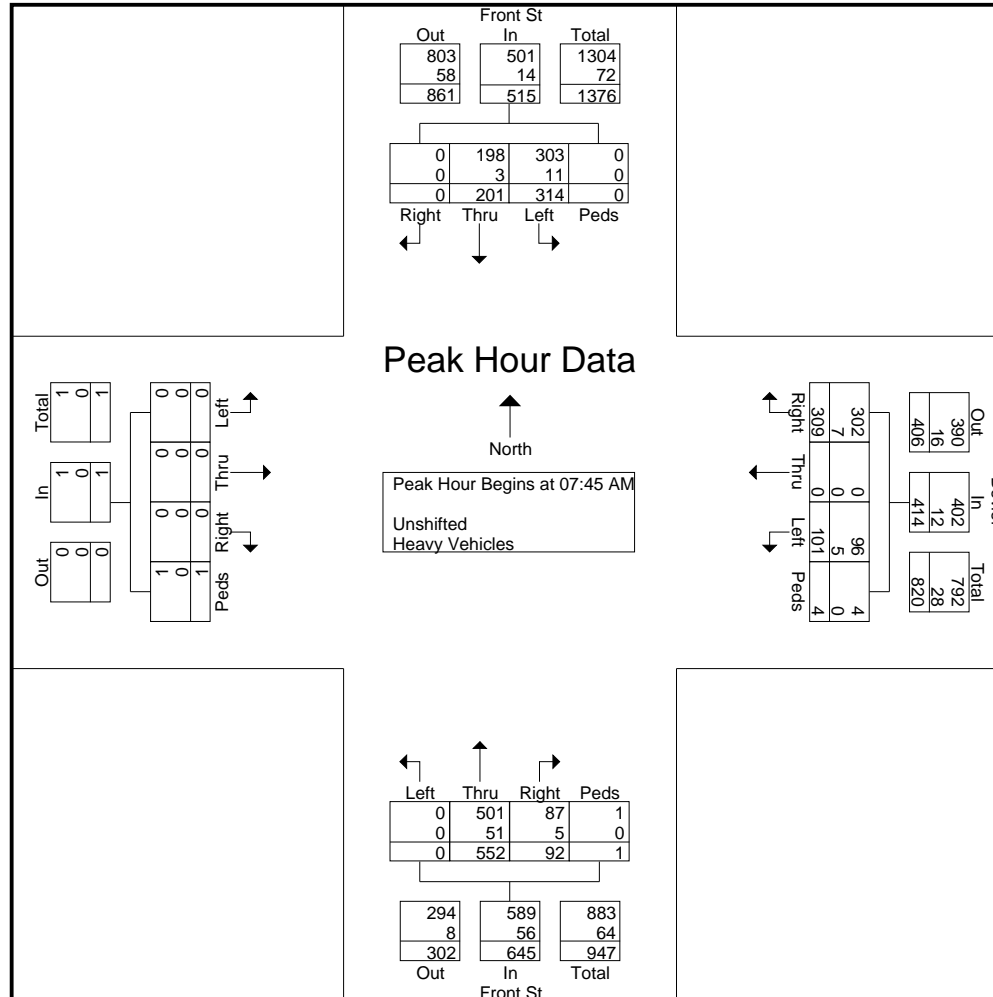
| Start Time | Front St From North | | | | | Bevier From East | | | | | Front St From South | | | | | From West | | | | | Int. Total |
|--|------------------------|-----------|------------|------|------------|---------------------|------|-----------|----------|------------|------------------------|------------|------|----------|------------|-----------|------|------|----------|------------|------------|
| | 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 09:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 68 | 105 | 0 | 173 | 82 | 0 | 24 | 1 | 107 | 25 | 149 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 454 |
| 08:00 AM | 0 | 53 | 81 | 0 | 134 | 68 | 0 | 28 | 2 | 98 | 10 | 106 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 348 |
| 08:15 AM | 0 | 37 | 63 | 0 | 100 | 72 | 0 | 24 | 0 | 96 | 26 | 141 | 0 | 1 | 168 | 0 | 0 | 0 | 1 | 1 | 365 |
| 08:30 AM | 0 | 43 | 65 | 0 | 108 | 87 | 0 | 25 | 1 | 113 | 31 | 156 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 408 |
| Total Volume | 0 | 201 | 314 | 0 | 515 | 309 | 0 | 101 | 4 | 414 | 92 | 552 | 0 | 1 | 645 | 0 | 0 | 0 | 1 | 1 | 1575 |
| % App. Total | 0 | 39 | 61 | 0 | | 74.6 | 0 | 24.4 | 1 | | 14.3 | 85.6 | 0 | 0.2 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .739 | .748 | .000 | .744 | .888 | .000 | .902 | .500 | .916 | .742 | .885 | .000 | .250 | .862 | .000 | .000 | .000 | .250 | .250 | .867 |
| Unshifted | 0 | 198 | 303 | 0 | 501 | 302 | 0 | 96 | 4 | 402 | 87 | 501 | 0 | 1 | 589 | 0 | 0 | 0 | 1 | 1 | 1493 |
| % Unshifted | 0 | 98.5 | 96.5 | 0 | 97.3 | 97.7 | 0 | 95.0 | 100 | 97.1 | 94.6 | 90.8 | 0 | 100 | 91.3 | 0 | 0 | 0 | 100 | 100 | 94.8 |
| Heavy Vehicles | 0 | 3 | 11 | 0 | 14 | 7 | 0 | 5 | 0 | 12 | 5 | 51 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 82 |
| % Heavy Vehicles | 0 | 1.5 | 3.5 | 0 | 2.7 | 2.3 | 0 | 5.0 | 0 | 2.9 | 5.4 | 9.2 | 0 | 0 | 8.7 | 0 | 0 | 0 | 0 | 0 | 5.2 |

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| Start Time | Front St From North | | | | | Bevier From East | | | | | Front St 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 09:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 07:45 AM | | | | | 08:00 AM | | | | | 07:45 AM | | | | | 07:30 AM | | | | | |
| +0 mins. | 0 | 68 | 105 | 0 | 173 | 68 | 0 | 28 | 2 | 98 | 25 | 149 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 53 | 81 | 0 | 134 | 72 | 0 | 24 | 0 | 96 | 10 | 106 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 37 | 63 | 0 | 100 | 87 | 0 | 25 | 1 | 113 | 26 | 141 | 0 | 1 | 168 | 0 | 0 | 0 | 0 | 0 | |
| +45 mins. | 0 | 43 | 65 | 0 | 108 | 97 | 0 | 15 | 0 | 112 | 31 | 156 | 0 | 0 | 187 | 0 | 0 | 0 | 1 | 1 | |
| Total Volume | 0 | 201 | 314 | 0 | 515 | 324 | 0 | 92 | 3 | 419 | 92 | 552 | 0 | 1 | 645 | 0 | 0 | 0 | 1 | 1 | |
| % App. Total | 0 | 39 | 61 | 0 | | 77.3 | 0 | 22 | 0.7 | | 14.3 | 85.6 | 0 | 0.2 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .739 | .748 | .000 | .744 | .835 | .000 | .821 | .375 | .927 | .742 | .885 | .000 | .250 | .862 | .000 | .000 | .000 | .250 | .250 | |
| Unshifted | 0 | 198 | 303 | 0 | 501 | 315 | 0 | 87 | 3 | 405 | 87 | 501 | 0 | 1 | 589 | 0 | 0 | 0 | 1 | 1 | |
| % Unshifted | 0 | 98.5 | 96.5 | 0 | 97.3 | 97.2 | 0 | 94.6 | 100 | 96.7 | 94.6 | 90.8 | 0 | 100 | 91.3 | 0 | 0 | 0 | 100 | 100 | |
| Heavy Vehicles | 0 | 3 | 11 | 0 | 14 | 9 | 0 | 5 | 0 | 14 | 5 | 51 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | |
| % Heavy Vehicles | 0 | 1.5 | 3.5 | 0 | 2.7 | 2.8 | 0 | 5.4 | 0 | 3.3 | 5.4 | 9.2 | 0 | 0 | 8.7 | 0 | 0 | 0 | 0 | 0 | |

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