

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Matt DiRado
Henry and Fayette
Binghamton
Rainy

File Name : Not Named 8
Site Code : 00000000
Start Date : 6/7/2013
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

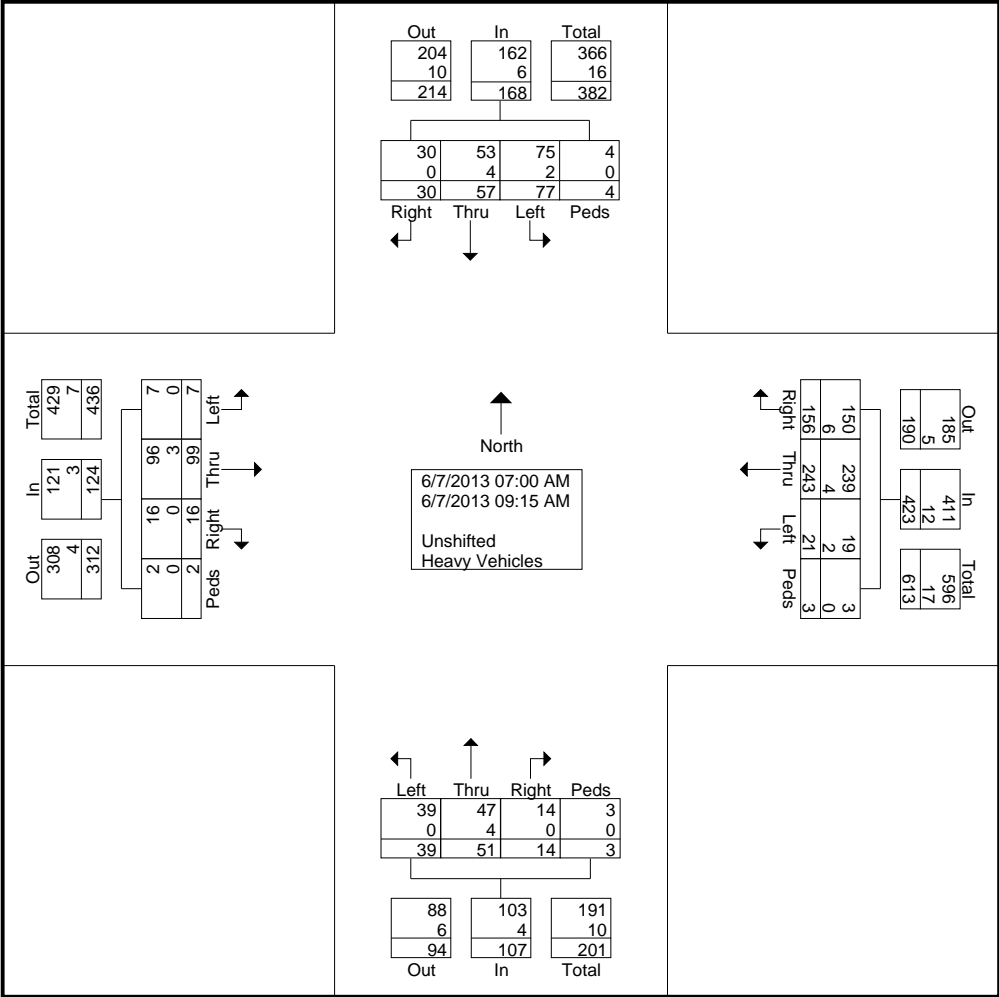
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|------------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | 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 | 4 | 3 | 0 | 7 | 13 | 14 | 2 | 0 | 29 | 2 | 6 | 1 | 0 | 9 | 1 | 5 | 0 | 1 | 7 | 52 |
| 07:15 AM | 1 | 2 | 6 | 1 | 10 | 24 | 22 | 5 | 0 | 51 | 0 | 2 | 5 | 0 | 7 | 0 | 10 | 0 | 0 | 10 | 78 |
| 07:30 AM | 2 | 5 | 9 | 0 | 16 | 27 | 25 | 4 | 0 | 56 | 2 | 3 | 2 | 0 | 7 | 4 | 14 | 0 | 1 | 19 | 98 |
| 07:45 AM | 4 | 4 | 5 | 1 | 14 | 28 | 40 | 1 | 0 | 69 | 2 | 9 | 1 | 1 | 13 | 1 | 8 | 0 | 0 | 9 | 105 |
| Total | 7 | 15 | 23 | 2 | 47 | 92 | 101 | 12 | 0 | 205 | 6 | 20 | 9 | 1 | 36 | 6 | 37 | 0 | 2 | 45 | 333 |
| 08:00 AM | 3 | 6 | 7 | 2 | 18 | 9 | 27 | 1 | 1 | 38 | 1 | 5 | 6 | 0 | 12 | 1 | 7 | 0 | 0 | 8 | 76 |
| 08:15 AM | 2 | 7 | 6 | 0 | 15 | 15 | 16 | 5 | 0 | 36 | 2 | 4 | 4 | 2 | 12 | 3 | 8 | 1 | 0 | 12 | 75 |
| 08:30 AM | 4 | 7 | 11 | 0 | 22 | 11 | 26 | 1 | 1 | 39 | 0 | 4 | 6 | 0 | 10 | 3 | 15 | 1 | 0 | 19 | 90 |
| 08:45 AM | 5 | 8 | 8 | 0 | 21 | 13 | 28 | 1 | 0 | 42 | 0 | 7 | 5 | 0 | 12 | 2 | 11 | 1 | 0 | 14 | 89 |
| Total | 14 | 28 | 32 | 2 | 76 | 48 | 97 | 8 | 2 | 155 | 3 | 20 | 21 | 2 | 46 | 9 | 41 | 3 | 0 | 53 | 330 |
| 09:00 AM | 6 | 3 | 6 | 0 | 15 | 9 | 29 | 0 | 1 | 39 | 2 | 6 | 3 | 0 | 11 | 0 | 13 | 0 | 0 | 13 | 78 |
| 09:15 AM | 3 | 11 | 16 | 0 | 30 | 7 | 16 | 1 | 0 | 24 | 3 | 5 | 6 | 0 | 14 | 1 | 8 | 4 | 0 | 13 | 81 |
| Grand Total | 30 | 57 | 77 | 4 | 168 | 156 | 243 | 21 | 3 | 423 | 14 | 51 | 39 | 3 | 107 | 16 | 99 | 7 | 2 | 124 | 822 |
| Apprch % | 17.9 | 33.9 | 45.8 | 2.4 | | 36.9 | 57.4 | 5 | 0.7 | | 13.1 | 47.7 | 36.4 | 2.8 | | 12.9 | 79.8 | 5.6 | 1.6 | | |
| Total % | 3.6 | 6.9 | 9.4 | 0.5 | 20.4 | 19 | 29.6 | 2.6 | 0.4 | 51.5 | 1.7 | 6.2 | 4.7 | 0.4 | 13 | 1.9 | 12 | 0.9 | 0.2 | 15.1 | |
| Unshifted | 30 | 53 | 75 | 4 | 162 | 150 | 239 | 19 | 3 | 411 | 14 | 47 | 39 | 3 | 103 | 16 | 96 | 7 | 2 | 121 | 797 |
| % Unshifted | 100 | 93 | 97.4 | 100 | 96.4 | 96.2 | 98.4 | 90.5 | 100 | 97.2 | 100 | 92.2 | 100 | 100 | 96.3 | 100 | 97 | 100 | 100 | 97.6 | 97 |
| Heavy Vehicles | 0 | 4 | 2 | 0 | 6 | 6 | 4 | 2 | 0 | 12 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 25 |
| % Heavy Vehicles | 0 | 7 | 2.6 | 0 | 3.6 | 3.8 | 1.6 | 9.5 | 0 | 2.8 | 0 | 7.8 | 0 | 0 | 3.7 | 0 | 3 | 0 | 0 | 2.4 | 3 |

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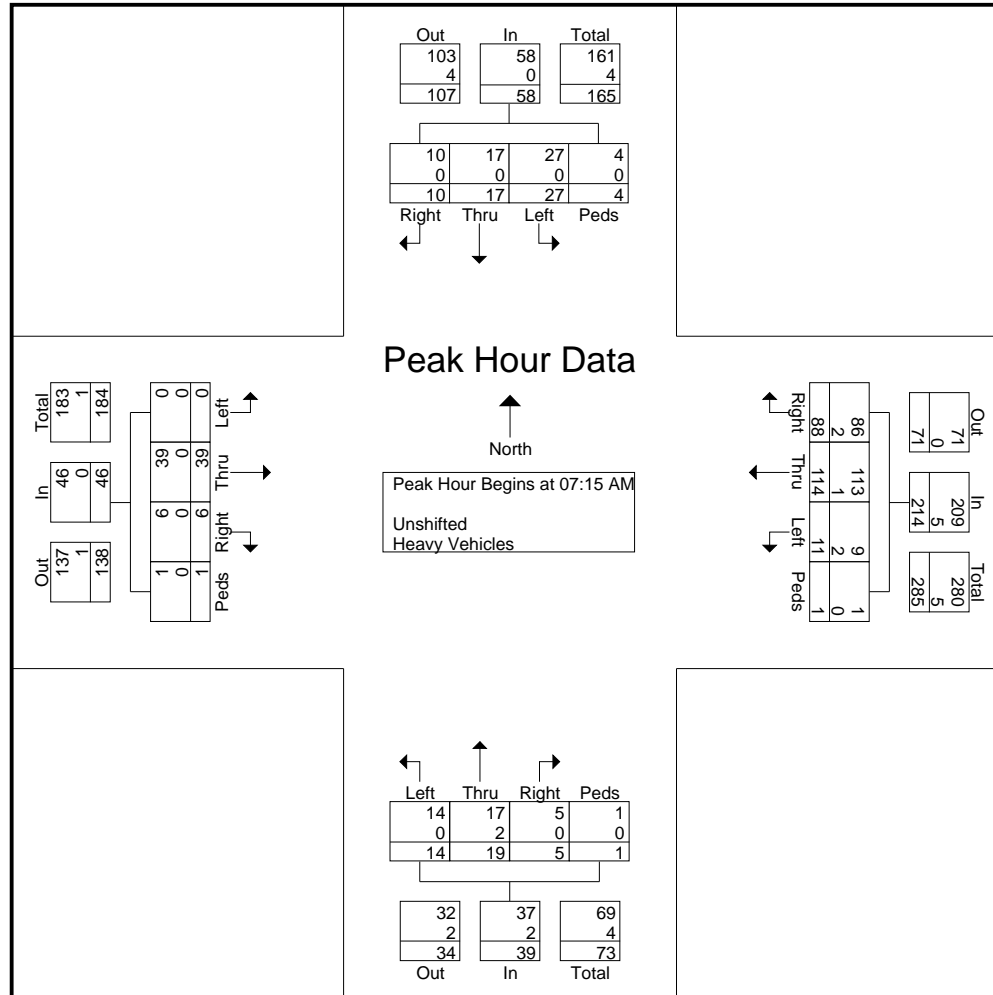
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|--|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | 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 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 1 | 2 | 6 | 1 | 10 | 24 | 22 | 5 | 0 | 51 | 0 | 2 | 5 | 0 | 7 | 0 | 10 | 0 | 0 | 10 | 78 |
| 07:30 AM | 2 | 5 | 9 | 0 | 16 | 27 | 25 | 4 | 0 | 56 | 2 | 3 | 2 | 0 | 7 | 4 | 14 | 0 | 1 | 19 | 98 |
| 07:45 AM | 4 | 4 | 5 | 1 | 14 | 28 | 40 | 1 | 0 | 69 | 2 | 9 | 1 | 1 | 13 | 1 | 8 | 0 | 0 | 9 | 105 |
| 08:00 AM | 3 | 6 | 7 | 2 | 18 | 9 | 27 | 1 | 1 | 38 | 1 | 5 | 6 | 0 | 12 | 1 | 7 | 0 | 0 | 8 | 76 |
| Total Volume | 10 | 17 | 27 | 4 | 58 | 88 | 114 | 11 | 1 | 214 | 5 | 19 | 14 | 1 | 39 | 6 | 39 | 0 | 1 | 46 | 357 |
| % App. Total | 17.2 | 29.3 | 46.6 | 6.9 | | 41.1 | 53.3 | 5.1 | 0.5 | | 12.8 | 48.7 | 35.9 | 2.6 | | 13 | 84.8 | 0 | 2.2 | | |
| PHF | .625 | .708 | .750 | .500 | .806 | .786 | .713 | .550 | .250 | .775 | .625 | .528 | .583 | .250 | .750 | .375 | .696 | .000 | .250 | .605 | .850 |
| Unshifted | 10 | 17 | 27 | 4 | 58 | 86 | 113 | 9 | 1 | 209 | 5 | 17 | 14 | 1 | 37 | 6 | 39 | 0 | 1 | 46 | 350 |
| % Unshifted | 100 | 100 | 100 | 100 | 100 | 97.7 | 99.1 | 81.8 | 100 | 97.7 | 100 | 89.5 | 100 | 100 | 94.9 | 100 | 100 | 0 | 100 | 100 | 98.0 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 2.3 | 0.9 | 18.2 | 0 | 2.3 | 0 | 10.5 | 0 | 0 | 5.1 | 0 | 0 | 0 | 0 | 0 | 2.0 |

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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 Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 08:30 AM | | | | | 07:15 AM | | | | | 07:45 AM | | | | | 08:30 AM | | | | | |
| +0 mins. | 4 | 7 | 11 | 0 | 22 | 24 | 22 | 5 | 0 | 51 | 2 | 9 | 1 | 1 | 13 | 3 | 15 | 1 | 0 | 19 | |
| +15 mins. | 5 | 8 | 8 | 0 | 21 | 27 | 25 | 4 | 0 | 56 | 1 | 5 | 6 | 0 | 12 | 2 | 11 | 1 | 0 | 14 | |
| +30 mins. | 6 | 3 | 6 | 0 | 15 | 28 | 40 | 1 | 0 | 69 | 2 | 4 | 4 | 2 | 12 | 0 | 13 | 0 | 0 | 13 | |
| +45 mins. | 3 | 11 | 16 | 0 | 30 | 9 | 27 | 1 | 1 | 38 | 0 | 4 | 6 | 0 | 10 | 1 | 8 | 4 | 0 | 13 | |
| Total Volume | 18 | 29 | 41 | 0 | 88 | 88 | 114 | 11 | 1 | 214 | 5 | 22 | 17 | 3 | 47 | 6 | 47 | 6 | 0 | 59 | |
| % App. Total | 20.5 | 33 | 46.6 | 0 | | 41.1 | 53.3 | 5.1 | 0.5 | | 10.6 | 46.8 | 36.2 | 6.4 | | 10.2 | 79.7 | 10.2 | 0 | | |
| PHF | .750 | .659 | .641 | .000 | .733 | .786 | .713 | .550 | .250 | .775 | .625 | .611 | .708 | .375 | .904 | .500 | .783 | .375 | .000 | .776 | |
| Unshifted | 18 | 28 | 39 | 0 | 85 | 86 | 113 | 9 | 1 | 209 | 5 | 21 | 17 | 3 | 46 | 6 | 46 | 6 | 0 | 58 | |
| % Unshifted | 100 | 96.6 | 95.1 | 0 | 96.6 | 97.7 | 99.1 | 81.8 | 100 | 97.7 | 100 | 95.5 | 100 | 100 | 97.9 | 100 | 97.9 | 100 | 0 | 98.3 | |
| Heavy Vehicles | 0 | 1 | 2 | 0 | 3 | 2 | 1 | 2 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| % Heavy Vehicles | 0 | 3.4 | 4.9 | 0 | 3.4 | 2.3 | 0.9 | 18.2 | 0 | 2.3 | 0 | 4.5 | 0 | 0 | 2.1 | 0 | 2.1 | 0 | 0 | 1.7 | |

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