

Binghamton Metropolitan Transportation Study

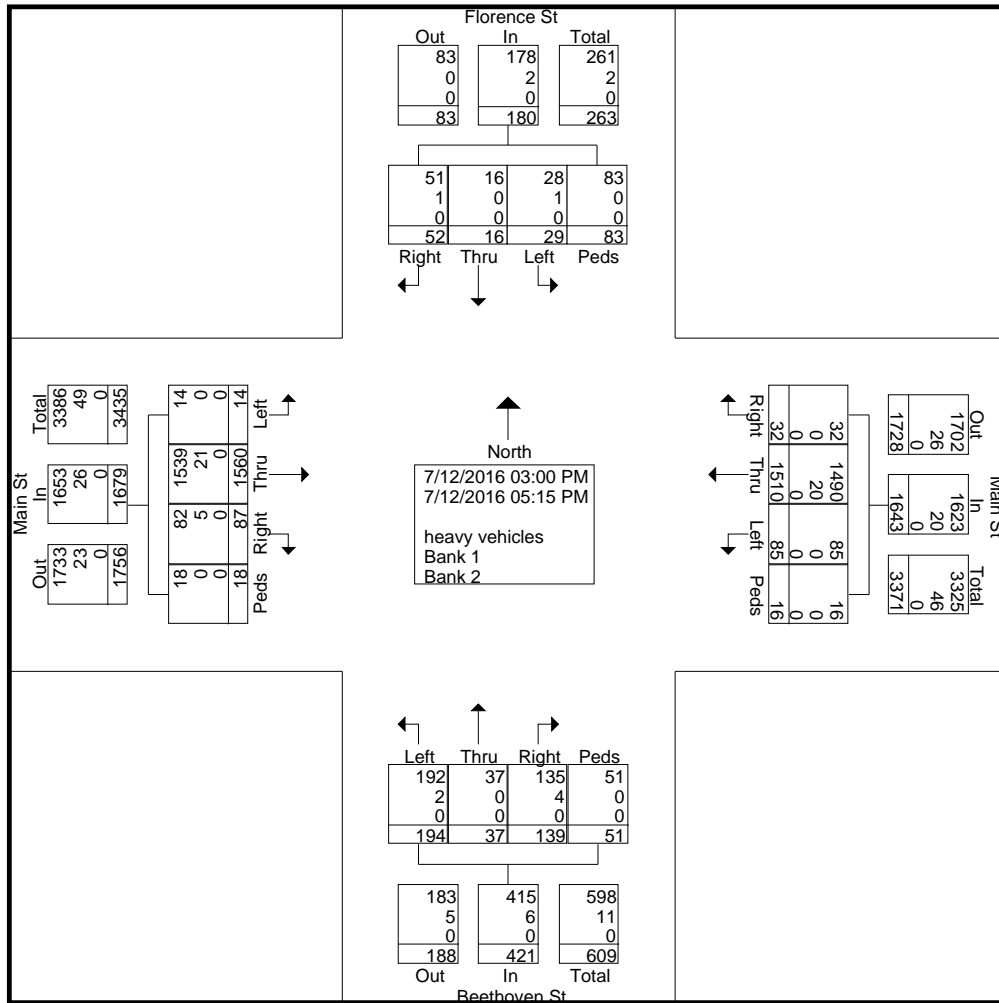
PO Box 1766
Binghamton, NY 13902

Lucille Dellos
Main/Beethoven/Florence
City of Binghamton
partly sunny

File Name : Not Named 5
Site Code : 90
Start Date : 7/12/2016
Page No : 1

Groups Printed- heavy vehicles - Bank 1 - Bank 2

| Start Time | Florence St From North | | | | | Main St From East | | | | | Beethoven St From South | | | | | Main St 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 | |
| 03:00 PM | 9 | 2 | 4 | 15 | 30 | 2 | 174 | 9 | 2 | 187 | 17 | 6 | 14 | 12 | 49 | 8 | 193 | 2 | 5 | 208 | 474 |
| 03:15 PM | 3 | 0 | 3 | 3 | 9 | 3 | 106 | 1 | 1 | 111 | 14 | 3 | 22 | 7 | 46 | 11 | 136 | 2 | 3 | 152 | 318 |
| 03:30 PM | 1 | 0 | 5 | 10 | 16 | 3 | 123 | 9 | 0 | 135 | 11 | 3 | 17 | 3 | 34 | 10 | 111 | 1 | 0 | 122 | 307 |
| 03:45 PM | 8 | 1 | 1 | 4 | 14 | 5 | 151 | 7 | 0 | 163 | 15 | 6 | 42 | 3 | 66 | 5 | 173 | 1 | 0 | 179 | 422 |
| Total | 21 | 3 | 13 | 32 | 69 | 13 | 554 | 26 | 3 | 596 | 57 | 18 | 95 | 25 | 195 | 34 | 613 | 6 | 8 | 661 | 1521 |
| 04:00 PM | 3 | 1 | 3 | 13 | 20 | 2 | 138 | 6 | 1 | 147 | 10 | 3 | 7 | 7 | 27 | 11 | 131 | 0 | 3 | 145 | 339 |
| 04:15 PM | 3 | 0 | 2 | 11 | 16 | 2 | 138 | 9 | 0 | 149 | 14 | 5 | 21 | 4 | 44 | 2 | 156 | 2 | 3 | 163 | 372 |
| 04:30 PM | 5 | 5 | 2 | 6 | 18 | 6 | 117 | 7 | 0 | 130 | 12 | 3 | 14 | 2 | 31 | 9 | 147 | 0 | 0 | 156 | 335 |
| 04:45 PM | 2 | 0 | 1 | 7 | 10 | 1 | 172 | 15 | 2 | 190 | 14 | 2 | 25 | 2 | 43 | 10 | 152 | 0 | 0 | 162 | 405 |
| Total | 13 | 6 | 8 | 37 | 64 | 11 | 565 | 37 | 3 | 616 | 50 | 13 | 67 | 15 | 145 | 32 | 586 | 2 | 6 | 626 | 1451 |
| 05:00 PM | 9 | 4 | 4 | 9 | 26 | 3 | 166 | 11 | 5 | 185 | 12 | 2 | 19 | 1 | 34 | 13 | 147 | 4 | 0 | 164 | 409 |
| 05:15 PM | 9 | 3 | 4 | 5 | 21 | 5 | 225 | 11 | 5 | 246 | 20 | 4 | 13 | 10 | 47 | 8 | 214 | 2 | 4 | 228 | 542 |
| Grand Total | 52 | 16 | 29 | 83 | 180 | 32 | 1510 | 85 | 16 | 1643 | 139 | 37 | 194 | 51 | 421 | 87 | 1560 | 14 | 18 | 1679 | 3923 |
| Approch % | 28.9 | 8.9 | 16.1 | 46.1 | | 1.9 | 91.9 | 5.2 | 1 | | 33 | 8.8 | 46.1 | 12.1 | | 5.2 | 92.9 | 0.8 | 1.1 | | |
| Total % | 1.3 | 0.4 | 0.7 | 2.1 | 4.6 | 0.8 | 38.5 | 2.2 | 0.4 | 41.9 | 3.5 | 0.9 | 4.9 | 1.3 | 10.7 | 2.2 | 39.8 | 0.4 | 0.5 | 42.8 | |
| heavy vehicles | 51 | 16 | 28 | 83 | 178 | 32 | 1490 | 85 | 16 | 1623 | 135 | 37 | 192 | 51 | 415 | 82 | 1539 | 14 | 18 | 1653 | 3869 |
| % heavy vehicles | | | | | | | | | | | | | | | | | | | | | |
| Bank 1 | 1 | 0 | 1 | 0 | 2 | 0 | 20 | 0 | 0 | 20 | 4 | 0 | 2 | 0 | 6 | 5 | 21 | 0 | 0 | 26 | 54 |
| % Bank 1 | 1.9 | 0 | 3.4 | 0 | 1.1 | 0 | 1.3 | 0 | 0 | 1.2 | 2.9 | 0 | 1 | 0 | 1.4 | 5.7 | 1.3 | 0 | 0 | 1.5 | 1.4 |
| Bank 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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| Start Time | Florence St From North | | | | | Main St From East | | | | | Beethoven St From South | | | | | Main St 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 03:00 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 5 | 5 | 2 | 6 | 18 | 6 | 117 | 7 | 0 | 130 | 12 | 3 | 14 | 2 | 31 | 9 | 147 | 0 | 0 | 156 | 335 |
| 04:45 PM | 2 | 0 | 1 | 7 | 10 | 1 | 172 | 15 | 2 | 190 | 14 | 2 | 25 | 2 | 43 | 10 | 152 | 0 | 0 | 162 | 405 |
| 05:00 PM | 9 | 4 | 4 | 9 | 26 | 3 | 166 | 11 | 5 | 185 | 12 | 2 | 19 | 1 | 34 | 13 | 147 | 4 | 0 | 164 | 409 |
| 05:15 PM | 9 | 3 | 4 | 5 | 21 | 5 | 225 | 11 | 5 | 246 | 20 | 4 | 13 | 10 | 47 | 8 | 214 | 2 | 4 | 228 | 542 |
| Total Volume | 25 | 12 | 11 | 27 | 75 | 15 | 680 | 44 | 12 | 751 | 58 | 11 | 71 | 15 | 155 | 40 | 660 | 6 | 4 | 710 | 1691 |
| % App. Total | 33.3 | 16 | 14.7 | 36 | | 2 | 90.5 | 5.9 | 1.6 | | 37.4 | 7.1 | 45.8 | 9.7 | | 5.6 | 93 | 0.8 | 0.6 | | |
| PHF | .694 | .600 | .688 | .750 | .721 | .625 | .756 | .733 | .600 | .763 | .725 | .688 | .710 | .375 | .824 | .769 | .771 | .375 | .250 | .779 | .780 |
| heavy vehicles | 25 | 12 | 11 | 27 | 75 | 15 | 675 | 44 | 12 | 746 | 57 | 11 | 71 | 15 | 154 | 38 | 653 | 6 | 4 | 701 | 1676 |
| % heavy vehicles | 100 | 100 | 100 | 100 | 100 | 100 | 99.3 | 100 | 100 | 99.3 | 98.3 | 100 | 100 | 100 | 99.4 | 95.0 | 98.9 | 100 | 100 | 98.7 | 99.1 |
| Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 2 | 7 | 0 | 0 | 9 | 15 |
| % Bank 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0.7 | 1.7 | 0 | 0 | 0 | 0.6 | 5.0 | 1.1 | 0 | 0 | 1.3 | 0.9 |
| Bank 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Bank 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

