

# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bobby Portorsnok  
NY 12 and Price Chopper  
Binghamton  
being clever is hard

File Name : Not Named 2  
Site Code : 280  
Start Date : 6/25/2014  
Page No : 1

## Groups Printed- Unshifted - Heavy Vehicles

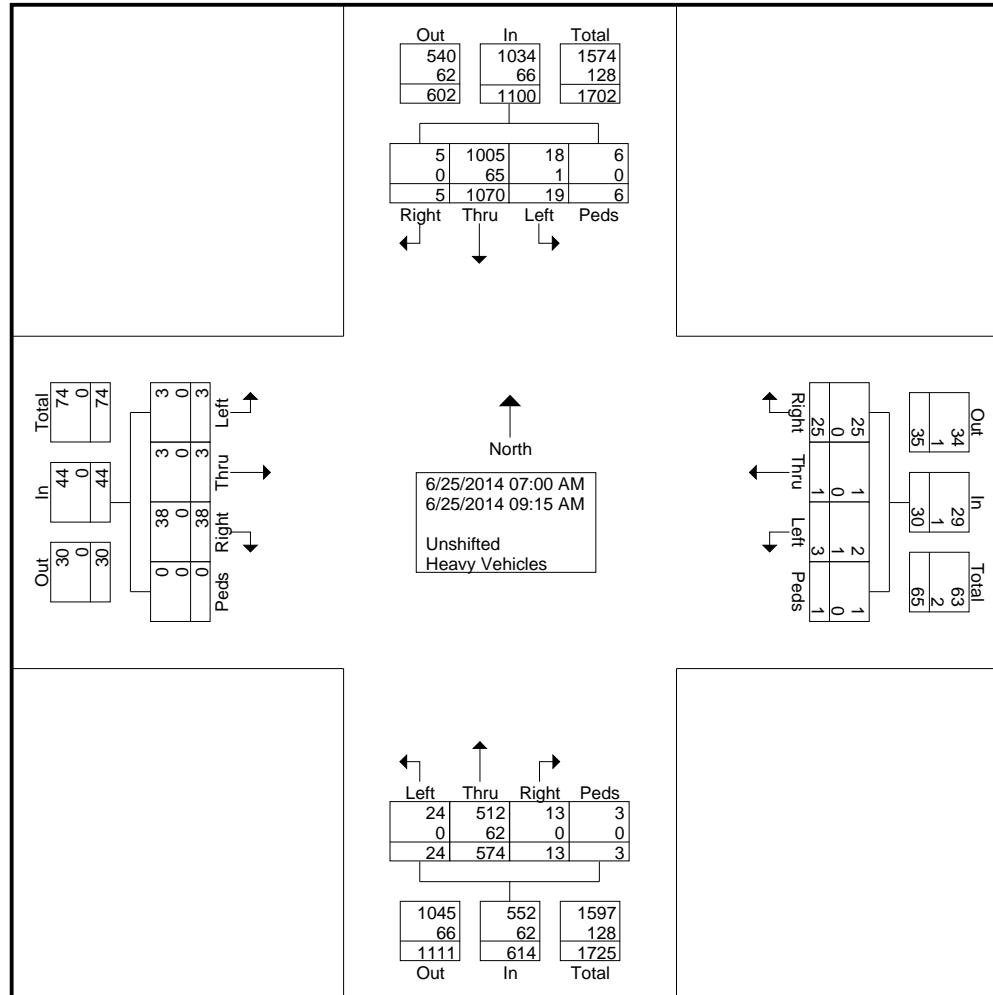
| Start Time       | From North |      |      |      |            | From East |      |      |      |            | From South |      |      |      |            | From West |      |      |      |            | Int. Total |      |
|------------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|
|                  | Right      | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total | Right      | Thru | Left | Peds | App. Total | Right     | Thru | Left | Peds | App. Total |            |      |
| 07:00 AM         | 0          | 113  | 2    | 1    | 116        | 2         | 0    | 0    | 0    | 2          | 1          | 51   | 2    | 0    | 54         | 5         | 0    | 0    | 0    | 5          | 5          | 177  |
| 07:15 AM         | 0          | 139  | 4    | 0    | 143        | 3         | 0    | 0    | 0    | 3          | 2          | 61   | 0    | 0    | 63         | 4         | 1    | 1    | 0    | 6          | 4          | 215  |
| 07:30 AM         | 2          | 182  | 7    | 3    | 194        | 5         | 0    | 1    | 0    | 6          | 1          | 81   | 7    | 0    | 89         | 5         | 0    | 0    | 0    | 5          | 5          | 294  |
| 07:45 AM         | 0          | 111  | 0    | 0    | 111        | 1         | 0    | 1    | 0    | 2          | 4          | 68   | 4    | 1    | 77         | 5         | 2    | 0    | 0    | 7          | 7          | 197  |
| Total            | 2          | 545  | 13   | 4    | 564        | 11        | 0    | 2    | 0    | 13         | 8          | 261  | 13   | 1    | 283        | 19        | 3    | 1    | 0    | 23         | 23         | 883  |
| 08:00 AM         | 1          | 122  | 1    | 1    | 125        | 4         | 1    | 0    | 0    | 5          | 1          | 76   | 1    | 1    | 79         | 4         | 0    | 0    | 0    | 4          | 4          | 213  |
| 08:15 AM         | 0          | 110  | 4    | 0    | 114        | 0         | 0    | 1    | 0    | 1          | 0          | 57   | 3    | 1    | 61         | 4         | 0    | 0    | 0    | 4          | 4          | 180  |
| 08:30 AM         | 0          | 84   | 1    | 0    | 85         | 2         | 0    | 0    | 1    | 3          | 1          | 60   | 3    | 0    | 64         | 5         | 0    | 1    | 0    | 6          | 6          | 158  |
| 08:45 AM         | 2          | 114  | 0    | 0    | 116        | 4         | 0    | 0    | 0    | 4          | 2          | 59   | 1    | 0    | 62         | 3         | 0    | 1    | 0    | 4          | 4          | 186  |
| Total            | 3          | 430  | 6    | 1    | 440        | 10        | 1    | 1    | 1    | 13         | 4          | 252  | 8    | 2    | 266        | 16        | 0    | 2    | 0    | 18         | 18         | 737  |
| 09:00 AM         | 0          | 68   | 0    | 0    | 68         | 1         | 0    | 0    | 0    | 1          | 0          | 44   | 2    | 0    | 46         | 1         | 0    | 0    | 0    | 1          | 1          | 116  |
| 09:15 AM         | 0          | 27   | 0    | 1    | 28         | 3         | 0    | 0    | 0    | 3          | 1          | 17   | 1    | 0    | 19         | 2         | 0    | 0    | 0    | 2          | 2          | 52   |
| Grand Total      | 5          | 1070 | 19   | 6    | 1100       | 25        | 1    | 3    | 1    | 30         | 13         | 574  | 24   | 3    | 614        | 38        | 3    | 3    | 0    | 44         | 44         | 1788 |
| Apprch %         | 0.5        | 97.3 | 1.7  | 0.5  |            | 83.3      | 3.3  | 10   | 3.3  |            | 2.1        | 93.5 | 3.9  | 0.5  |            | 86.4      | 6.8  | 6.8  | 0    |            |            |      |
| Total %          | 0.3        | 59.8 | 1.1  | 0.3  | 61.5       | 1.4       | 0.1  | 0.2  | 0.1  | 1.7        | 0.7        | 32.1 | 1.3  | 0.2  | 34.3       | 2.1       | 0.2  | 0.2  | 0    | 2.5        |            |      |
| Unshifted        | 5          | 1005 | 18   | 6    | 1034       | 25        | 1    | 2    | 1    | 29         | 13         | 512  | 24   | 3    | 552        | 38        | 3    | 3    | 0    | 44         | 44         | 1659 |
| % Unshifted      | 100        | 93.9 | 94.7 | 100  | 94         | 100       | 100  | 66.7 | 100  | 96.7       | 100        | 89.2 | 100  | 100  | 89.9       | 100       | 100  | 100  | 0    | 100        | 100        | 92.8 |
| Heavy Vehicles   | 0          | 65   | 1    | 0    | 66         | 0         | 0    | 1    | 0    | 1          | 0          | 62   | 0    | 0    | 62         | 0         | 0    | 0    | 0    | 0          | 0          | 129  |
| % Heavy Vehicles | 0          | 6.1  | 5.3  | 0    | 6          | 0         | 0    | 33.3 | 0    | 3.3        | 0          | 10.8 | 0    | 0    | 10.1       | 0         | 0    | 0    | 0    | 0          | 0          | 7.2  |

# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bobby Portorsnok  
NY 12 and Price Chopper  
Binghamton  
being clever is hard

File Name : Not Named 2  
Site Code : 280  
Start Date : 6/25/2014  
Page No : 2



# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bobby Portorsnok  
NY 12 and Price Chopper  
Binghamton  
being clever is hard

File Name : Not Named 2  
Site Code : 280  
Start Date : 6/25/2014  
Page No : 3

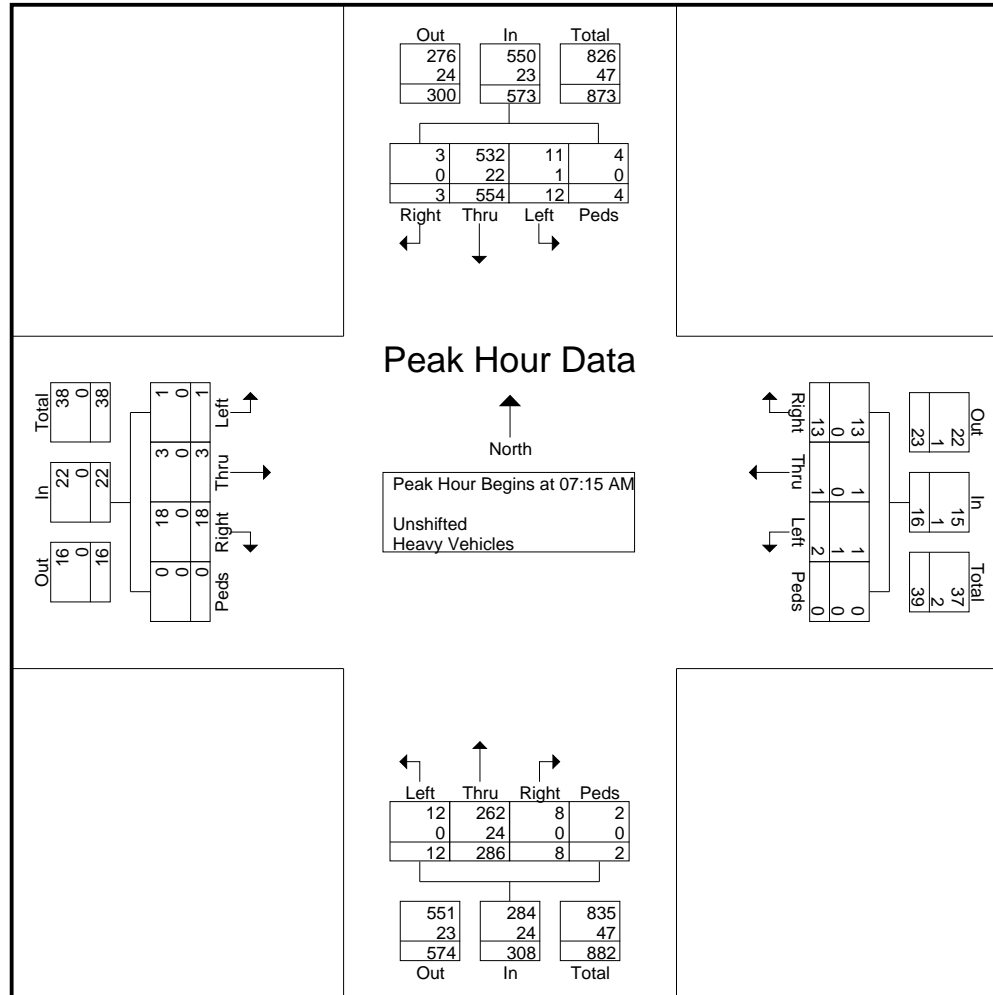
| Start Time   | From North |            |          |          |            | From East |      |      |      |            | From South |           |          |      |            | From West |      |      |      |            | Int. Total |
|--|------------|------------|----------|----------|------------|-----------|------|------|------|------------|------------|-----------|----------|------|------------|-----------|------|------|------|------------|------------|
|  | 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   | 0          | 139        | 4        | 0        | 143        | 3         | 0    | 0    | 0    | 3          | 2          | 61        | 0        | 0    | 63         | 4         | 1    | 1    | 0    | 6          | 215        |
| 07:30 AM   | <b>2</b>   | <b>182</b> | <b>7</b> | <b>3</b> | <b>194</b> | <b>5</b>  | 0    | 1    | 0    | <b>6</b>   | 1          | <b>81</b> | <b>7</b> | 0    | <b>89</b>  | <b>5</b>  | 0    | 0    | 0    | 5          | <b>294</b> |
| 07:45 AM   | 0          | 111        | 0        | 0        | 111        | 1         | 0    | 1    | 0    | 2          | 4          | 68        | 4        | 1    | 77         | 5         | 2    | 0    | 0    | 7          | 197        |
| 08:00 AM   | 1          | 122        | 1        | 1        | 125        | 4         | 1    | 0    | 0    | 5          | 1          | 76        | 1        | 1    | 79         | 4         | 0    | 0    | 0    | 4          | 213        |
| Total Volume   | 3          | 554        | 12       | 4        | 573        | 13        | 1    | 2    | 0    | 16         | 8          | 286       | 12       | 2    | 308        | 18        | 3    | 1    | 0    | 22         | 919        |
| % App. Total   | 0.5        | 96.7       | 2.1      | 0.7      |            | 81.2      | 6.2  | 12.5 | 0    |            | 2.6        | 92.9      | 3.9      | 0.6  |            | 81.8      | 13.6 | 4.5  | 0    |            |            |
| PHF  | .375       | .761       | .429     | .333     | .738       | .650      | .250 | .500 | .000 | .667       | .500       | .883      | .429     | .500 | .865       | .900      | .375 | .250 | .000 | .786       | .781       |
| Unshifted  | 3          | 532        | 11       | 4        | 550        | 13        | 1    | 1    | 0    | 15         | 8          | 262       | 12       | 2    | 284        | 18        | 3    | 1    | 0    | 22         | 871        |
| % Unshifted  | 100        | 96.0       | 91.7     | 100      | 96.0       | 100       | 100  | 50.0 | 0    | 93.8       | 100        | 91.6      | 100      | 100  | 92.2       | 100       | 100  | 100  | 0    | 100        | 94.8       |
| Heavy Vehicles   | 0          | 22         | 1        | 0        | 23         | 0         | 0    | 1    | 0    | 1          | 0          | 24        | 0        | 0    | 24         | 0         | 0    | 0    | 0    | 0          | 48         |
| % Heavy Vehicles   | 0          | 4.0        | 8.3      | 0        | 4.0        | 0         | 0    | 50.0 | 0    | 6.3        | 0          | 8.4       | 0        | 0    | 7.8        | 0         | 0    | 0    | 0    | 0          | 5.2        |

# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bobby Portorsnok  
NY 12 and Price Chopper  
Binghamton  
being clever is hard

File Name : Not Named 2  
Site Code : 280  
Start Date : 6/25/2014  
Page No : 4



# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bobby Portorsnok  
NY 12 and Price Chopper  
Binghamton  
being clever is hard

File Name : Not Named 2  
Site Code : 280  
Start Date : 6/25/2014  
Page No : 5

| 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:                     |            |      |      |      |            |           |      |      |      |            |            |      |      |      |            |           |      |      |      |            |            |
|  | 07:15 AM   |      |      |      |            | 07:15 AM  |      |      |      |            | 07:15 AM   |      |      |      |            | 07:00 AM  |      |      |      |            |            |
| +0 mins.   | 0          | 139  | 4    | 0    | 143        | 3         | 0    | 0    | 0    | 3          | 2          | 61   | 0    | 0    | 63         | 5         | 0    | 0    | 0    | 5          |            |
| +15 mins.  | 2          | 182  | 7    | 3    | 194        | 5         | 0    | 1    | 0    | 6          | 1          | 81   | 7    | 0    | 89         | 4         | 1    | 1    | 0    | 6          |            |
| +30 mins.  | 0          | 111  | 0    | 0    | 111        | 1         | 0    | 1    | 0    | 2          | 4          | 68   | 4    | 1    | 77         | 5         | 0    | 0    | 0    | 5          |            |
| +45 mins.  | 1          | 122  | 1    | 1    | 125        | 4         | 1    | 0    | 0    | 5          | 1          | 76   | 1    | 1    | 79         | 5         | 2    | 0    | 0    | 7          |            |
| Total Volume   | 3          | 554  | 12   | 4    | 573        | 13        | 1    | 2    | 0    | 16         | 8          | 286  | 12   | 2    | 308        | 19        | 3    | 1    | 0    | 23         |            |
| % App. Total   | 0.5        | 96.7 | 2.1  | 0.7  |            | 81.2      | 6.2  | 12.5 | 0    |            | 2.6        | 92.9 | 3.9  | 0.6  |            | 82.6      | 13   | 4.3  | 0    |            |            |
| PHF  | .375       | .761 | .429 | .333 | .738       | .650      | .250 | .500 | .000 | .667       | .500       | .883 | .429 | .500 | .865       | .950      | .375 | .250 | .000 | .821       |            |
| Unshifted  | 3          | 532  | 11   | 4    | 550        | 13        | 1    | 1    | 0    | 15         | 8          | 262  | 12   | 2    | 284        | 19        | 3    | 1    | 0    | 23         |            |
| % Unshifted  | 100        | 96   | 91.7 | 100  | 96         | 100       | 100  | 50   | 0    | 93.8       | 100        | 91.6 | 100  | 100  | 92.2       | 100       | 100  | 100  | 0    | 100        |            |
| Heavy Vehicles   | 0          | 22   | 1    | 0    | 23         | 0         | 0    | 1    | 0    | 1          | 0          | 24   | 0    | 0    | 24         | 0         | 0    | 0    | 0    | 0          |            |
| % Heavy Vehicles   | 0          | 4    | 8.3  | 0    | 4          | 0         | 0    | 50   | 0    | 6.2        | 0          | 8.4  | 0    | 0    | 7.8        | 0         | 0    | 0    | 0    | 0          |            |

# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bobby Portorsnok  
NY 12 and Price Chopper  
Binghamton  
being clever is hard

File Name : Not Named 2  
Site Code : 280  
Start Date : 6/25/2014  
Page No : 6

