

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

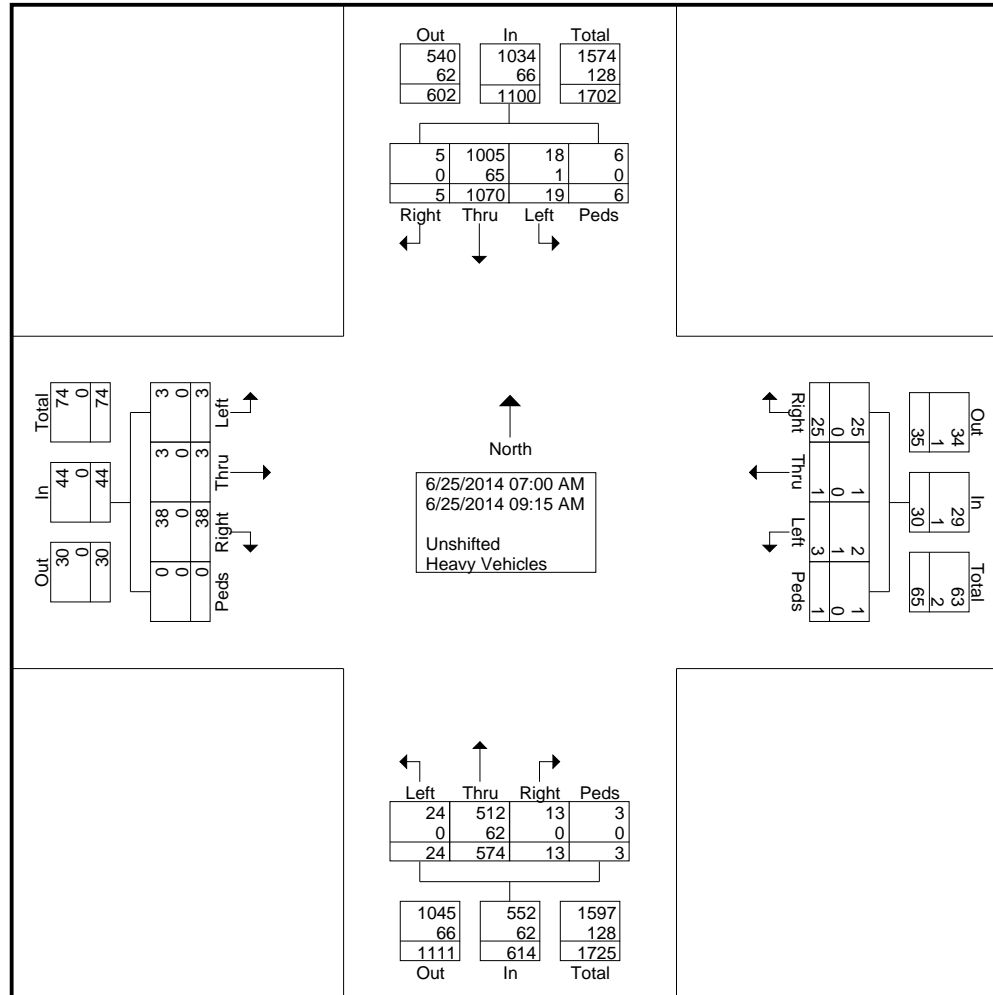
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|------------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | 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 | 177 |
| 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 | 2 | 182 | 7 | 3 | 194 | 5 | 0 | 1 | 0 | 6 | 1 | 81 | 7 | 0 | 89 | 5 | 0 | 0 | 0 | 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 | 197 |
| Total | 2 | 545 | 13 | 4 | 564 | 11 | 0 | 2 | 0 | 13 | 8 | 261 | 13 | 1 | 283 | 19 | 3 | 1 | 0 | 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 | 213 |
| 08:15 AM | 0 | 110 | 4 | 0 | 114 | 0 | 0 | 1 | 0 | 1 | 0 | 57 | 3 | 1 | 61 | 4 | 0 | 0 | 0 | 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 | 158 |
| 08:45 AM | 2 | 114 | 0 | 0 | 116 | 4 | 0 | 0 | 0 | 4 | 2 | 59 | 1 | 0 | 62 | 3 | 0 | 1 | 0 | 4 | 186 |
| Total | 3 | 430 | 6 | 1 | 440 | 10 | 1 | 1 | 1 | 13 | 4 | 252 | 8 | 2 | 266 | 16 | 0 | 2 | 0 | 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 | 116 |
| 09:15 AM | 0 | 27 | 0 | 1 | 28 | 3 | 0 | 0 | 0 | 3 | 1 | 17 | 1 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 52 |
| Grand Total | 5 | 1070 | 19 | 6 | 1100 | 25 | 1 | 3 | 1 | 30 | 13 | 574 | 24 | 3 | 614 | 38 | 3 | 3 | 0 | 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 | 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 | 92.8 |
| Heavy Vehicles | 0 | 65 | 1 | 0 | 66 | 0 | 0 | 1 | 0 | 1 | 0 | 62 | 0 | 0 | 62 | 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 | 7.2 |

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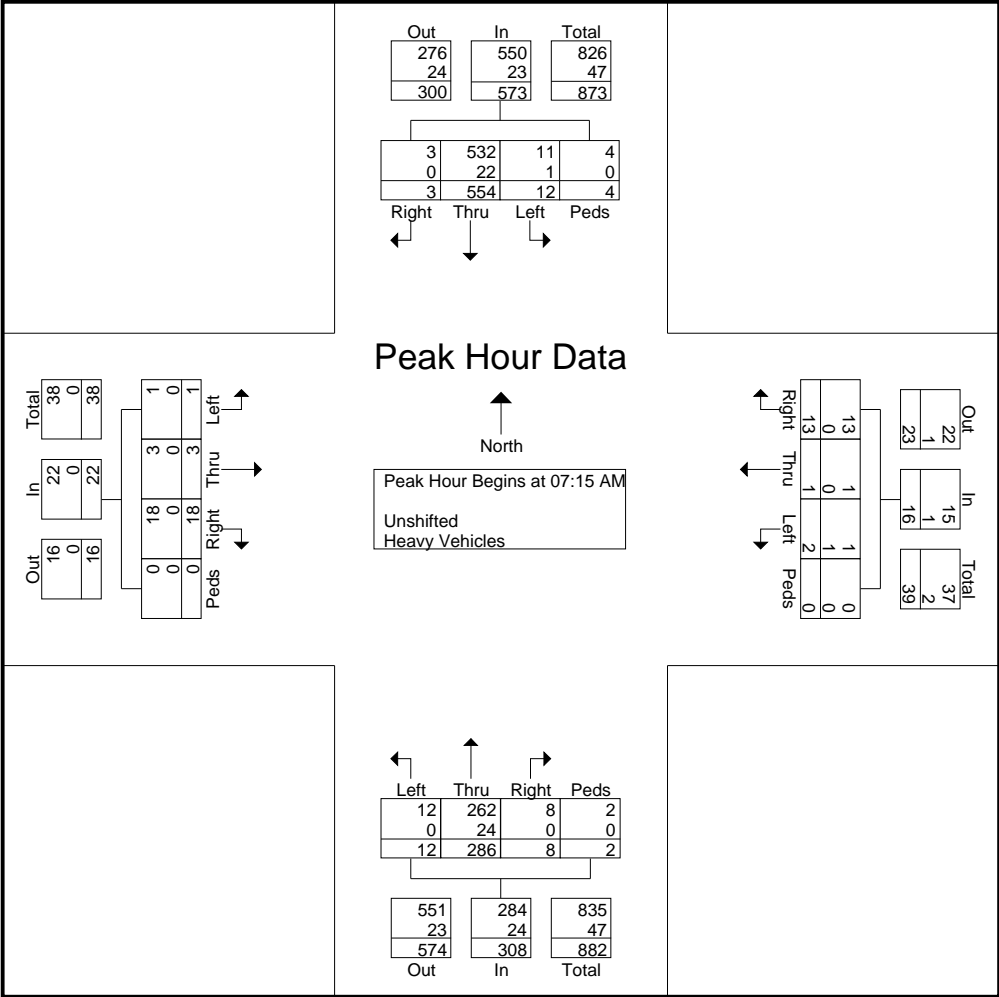
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|--|------------|------------|----------|----------|------------|-----------|------|------|------|------------|------------|-----------|----------|------|------------|-----------|------|------|------|------------|------------|
| | 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 | 0 | 139 | 4 | 0 | 143 | 3 | 0 | 0 | 0 | 3 | 2 | 61 | 0 | 0 | 63 | 4 | 1 | 1 | 0 | 6 | 215 |
| 07:30 AM | 2 | 182 | 7 | 3 | 194 | 5 | 0 | 1 | 0 | 6 | 1 | 81 | 7 | 0 | 89 | 5 | 0 | 0 | 0 | 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 | 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 |

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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: | | | | | | | | | | | | | | | | | | | | | |
| | 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 | |

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