

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bryan Bunnell
NY12A and Price Chopper
Chenango
A Torrential Downpour

File Name : NY 12A and Price Chopper PM 2014
Site Code : 279
Start Date : 6/25/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

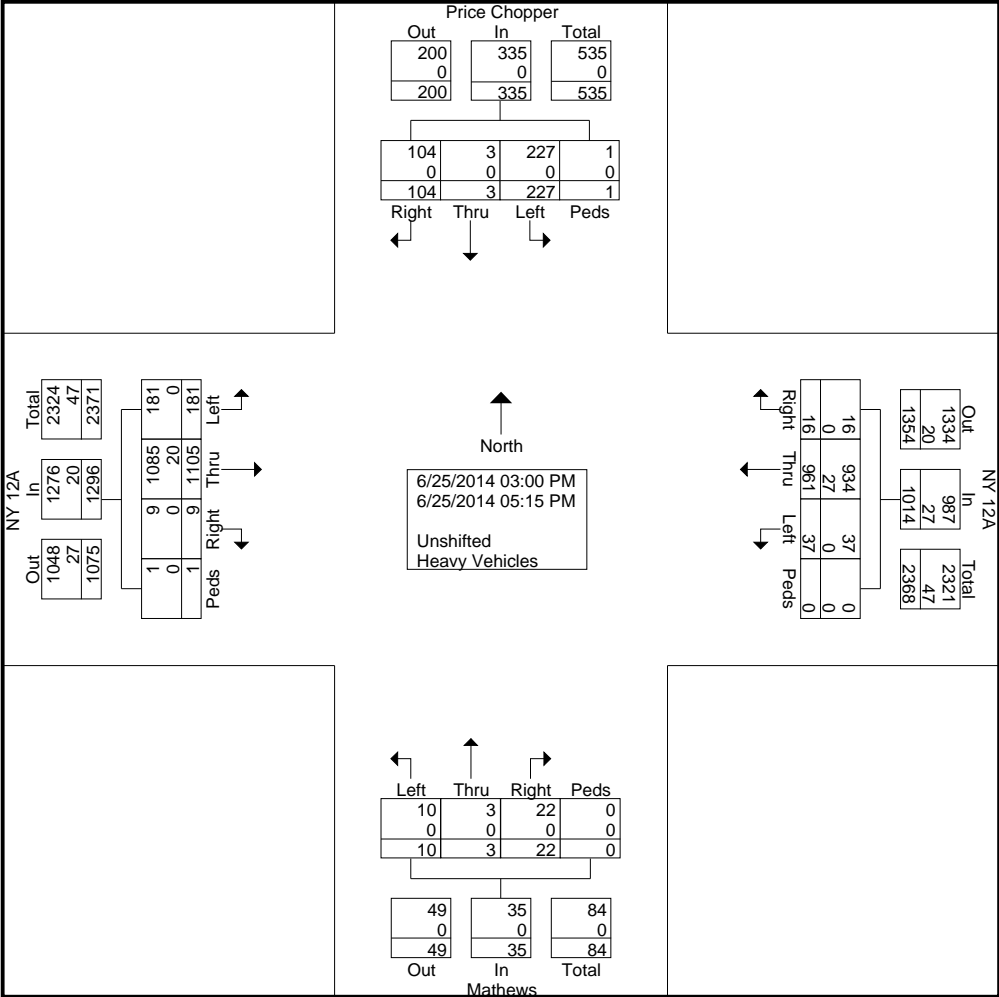
Start Time	Price Chopper From North					NY 12A From East					Mathews From South					NY 12A From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	9	0	21	0	30	2	94	2	0	98	1	0	0	0	1	0	102	22	0	124	253
03:15 PM	10	0	28	0	38	0	102	4	0	106	2	0	0	0	2	0	111	27	0	138	284
03:30 PM	12	1	29	1	43	5	100	4	0	109	2	0	0	0	2	1	130	31	0	162	316
03:45 PM	9	1	24	0	34	3	116	11	0	130	3	0	3	0	6	2	133	21	0	156	326
Total	40	2	102	1	145	10	412	21	0	443	8	0	3	0	11	3	476	101	0	580	1179
04:00 PM	18	0	34	0	52	5	110	5	0	120	2	2	2	0	6	1	126	25	1	153	331
04:15 PM	13	1	15	0	29	0	63	1	0	64	1	0	0	0	1	1	74	9	0	84	178
04:30 PM	12	0	22	0	34	1	72	1	0	74	3	0	1	0	4	1	94	6	0	101	213
04:45 PM	6	0	17	0	23	0	119	3	0	122	5	1	1	0	7	2	125	14	0	141	293
Total	49	1	88	0	138	6	364	10	0	380	11	3	4	0	18	5	419	54	1	479	1015
05:00 PM	5	0	14	0	19	0	83	4	0	87	1	0	1	0	2	1	74	13	0	88	196
05:15 PM	10	0	23	0	33	0	102	2	0	104	2	0	2	0	4	0	136	13	0	149	290
Grand Total	104	3	227	1	335	16	961	37	0	1014	22	3	10	0	35	9	1105	181	1	1296	2680
Apprch %	31	0.9	67.8	0.3		1.6	94.8	3.6	0		62.9	8.6	28.6	0		0.7	85.3	14	0.1		
Total %	3.9	0.1	8.5	0	12.5	0.6	35.9	1.4	0	37.8	0.8	0.1	0.4	0	1.3	0.3	41.2	6.8	0	48.4	
Unshifted	104	3	227	1	335	16	934	37	0	987	22	3	10	0	35	9	1085	181	1	1276	2633
% Unshifted	100	100	100	100	100	100	97.2	100	0	97.3	100	100	100	0	100	100	98.2	100	100	98.5	98.2
Heavy Vehicles	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	20	0	0	20	47
% Heavy Vehicles	0	0	0	0	0	0	2.8	0	0	2.7	0	0	0	0	0	0	1.8	0	0	1.5	1.8

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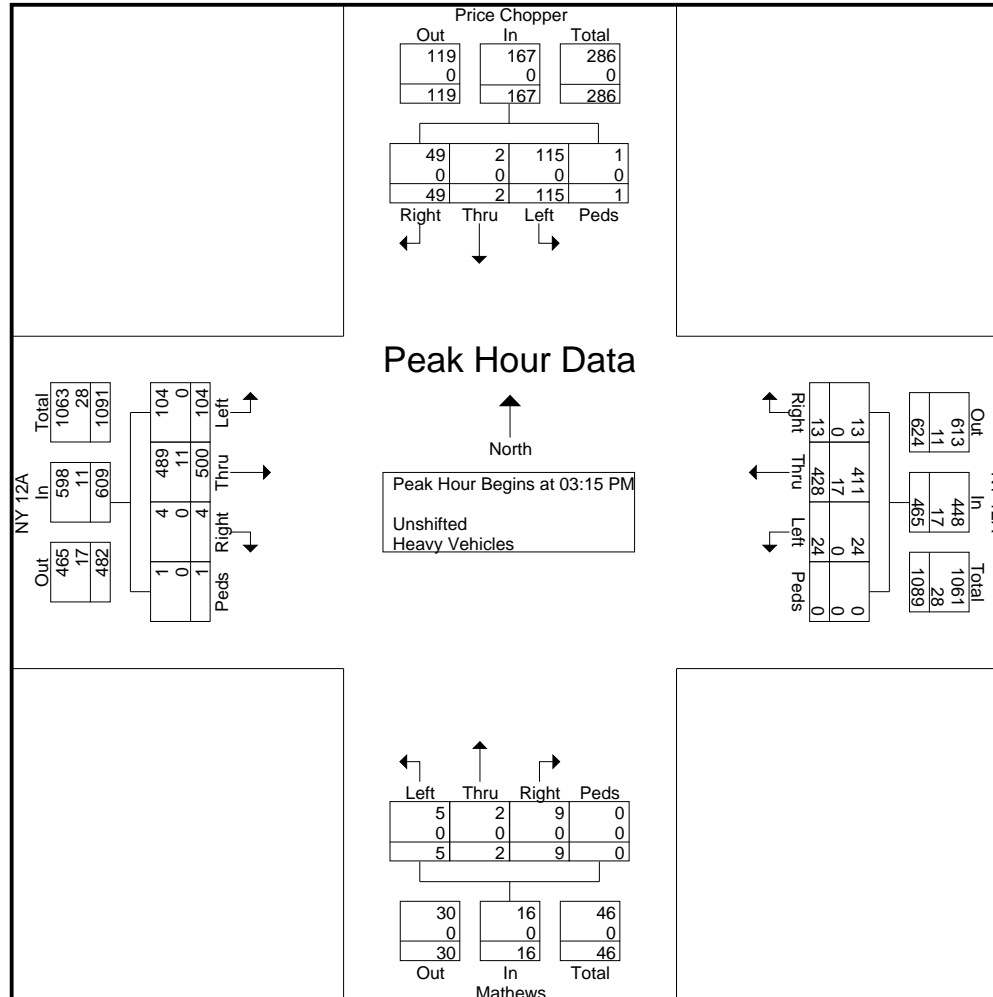
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	10	0	28	0	38	0	102	4	0	106	2	0	0	0	2	0	111	27	0	138	284
03:30 PM	12	1	29	1	43	5	100	4	0	109	2	0	0	0	2	1	130	31	0	162	316
03:45 PM	9	1	24	0	34	3	116	11	0	130	3	0	3	0	6	2	133	21	0	156	326
04:00 PM	18	0	34	0	52	5	110	5	0	120	2	2	2	0	6	1	126	25	1	153	331
Total Volume	49	2	115	1	167	13	428	24	0	465	9	2	5	0	16	4	500	104	1	609	1257
% App. Total	29.3	1.2	68.9	0.6		2.8	92	5.2	0		56.2	12.5	31.2	0		0.7	82.1	17.1	0.2		
PHF	.681	.500	.846	.250	.803	.650	.922	.545	.000	.894	.750	.250	.417	.000	.667	.500	.940	.839	.250	.940	.949
Unshifted	49	2	115	1	167	13	411	24	0	448	9	2	5	0	16	4	489	104	1	598	1229
% Unshifted	100	100	100	100	100	100	96.0	100	0	96.3	100	100	100	0	100	100	97.8	100	100	98.2	97.8
Heavy Vehicles	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	28
% Heavy Vehicles	0	0	0	0	0	0	4.0	0	0	3.7	0	0	0	0	0	0	2.2	0	0	1.8	2.2

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	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 05:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:15 PM					03:15 PM					04:00 PM					03:15 PM					
+0 mins.	10	0	28	0	38	0	102	4	0	106	2	2	2	0	6	0	111	27	0	138	
+15 mins.	12	1	29	1	43	5	100	4	0	109	1	0	0	0	1	1	130	31	0	162	
+30 mins.	9	1	24	0	34	3	116	11	0	130	3	0	1	0	4	2	133	21	0	156	
+45 mins.	18	0	34	0	52	5	110	5	0	120	5	1	1	0	7	1	126	25	1	153	
Total Volume	49	2	115	1	167	13	428	24	0	465	11	3	4	0	18	4	500	104	1	609	
% App. Total	29.3	1.2	68.9	0.6		2.8	92	5.2	0		61.1	16.7	22.2	0		0.7	82.1	17.1	0.2		
PHF	.681	.500	.846	.250	.803	.650	.922	.545	.000	.894	.550	.375	.500	.000	.643	.500	.940	.839	.250	.940	
Unshifted	49	2	115	1	167	13	411	24	0	448	11	3	4	0	18	4	489	104	1	598	
% Unshifted	100	100	100	100	100	100	96	100	0	96.3	100	100	100	0	100	100	97.8	100	100	98.2	
Heavy Vehicles	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	
% Heavy Vehicles	0	0	0	0	0	0	4	0	0	3.7	0	0	0	0	0	0	2.2	0	0	1.8	

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