

# Binghamton Metropolitan Transportation Study

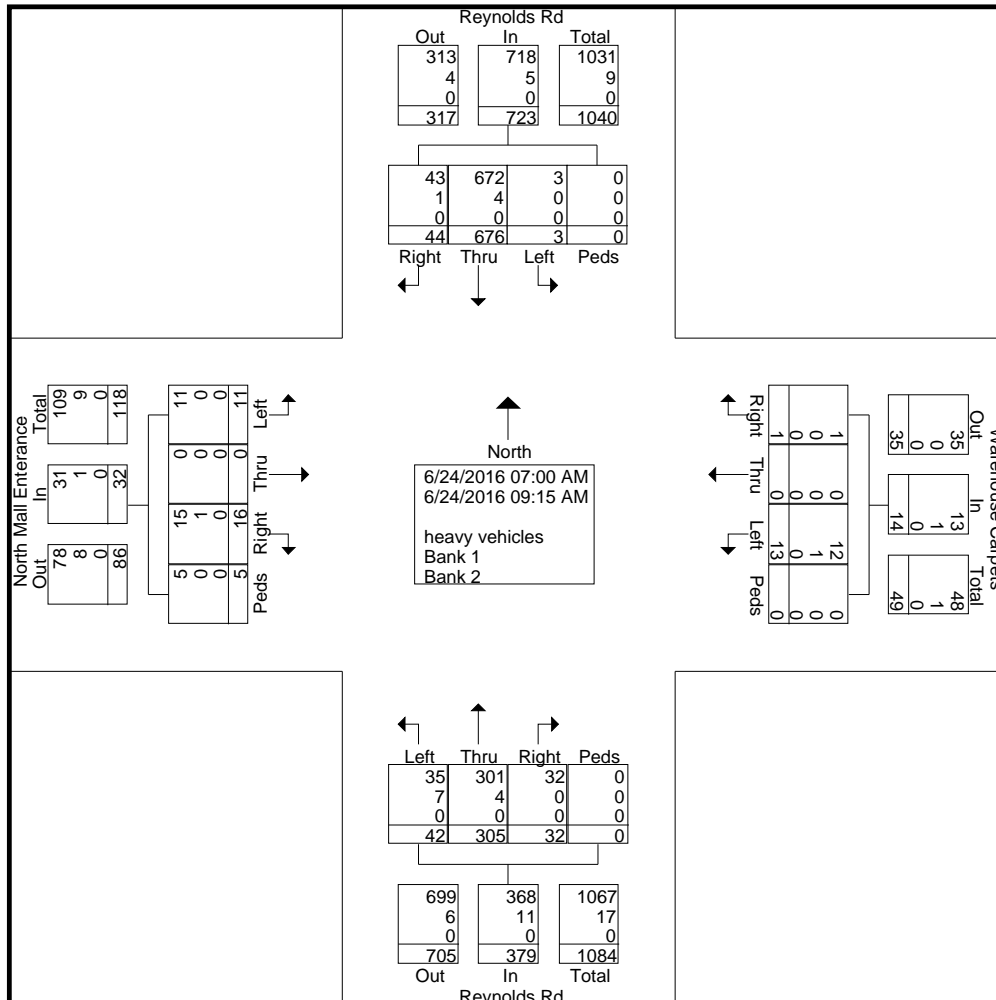
PO Box 1766  
Binghamton, NY 13902

Lucille Dellos  
Reynolds Rd/North Mall Entrance  
Village of Johnson City  
partly sunny

File Name : reynolds rd and north mall entrance am 2016  
Site Code : 193.1  
Start Date : 6/24/2016  
Page No : 1

Groups Printed- heavy vehicles - Bank 1 - Bank 2

| Start Time       | Reynolds Rd From North |      |      |      |            | Warehouse Carpets From East |      |      |      |            | Reynolds Rd From South |      |      |      |            | North Mall Entrance 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         | 4                      | 51   | 0    | 0    | 55         | 0                           | 0    | 0    | 0    | 0          | 0                      | 16   | 2    | 0    | 18         | 0                             | 0    | 0    | 0    | 1          | 74         |
| 07:15 AM         | 4                      | 57   | 1    | 0    | 62         | 0                           | 0    | 0    | 0    | 0          | 0                      | 27   | 0    | 0    | 27         | 3                             | 0    | 1    | 0    | 4          | 93         |
| 07:30 AM         | 7                      | 86   | 0    | 0    | 93         | 0                           | 0    | 2    | 0    | 2          | 6                      | 37   | 2    | 0    | 45         | 1                             | 0    | 0    | 2    | 3          | 143        |
| 07:45 AM         | 6                      | 77   | 0    | 0    | 83         | 0                           | 0    | 0    | 0    | 0          | 2                      | 27   | 9    | 0    | 38         | 1                             | 0    | 1    | 0    | 2          | 123        |
| Total            | 21                     | 271  | 1    | 0    | 293        | 0                           | 0    | 2    | 0    | 2          | 8                      | 107  | 13   | 0    | 128        | 5                             | 0    | 2    | 3    | 10         | 433        |
| 08:00 AM         | 2                      | 70   | 1    | 0    | 73         | 0                           | 0    | 2    | 0    | 2          | 4                      | 33   | 2    | 0    | 39         | 0                             | 0    | 0    | 0    | 0          | 114        |
| 08:15 AM         | 3                      | 75   | 0    | 0    | 78         | 1                           | 0    | 0    | 0    | 1          | 4                      | 35   | 5    | 0    | 44         | 0                             | 0    | 0    | 0    | 0          | 123        |
| 08:30 AM         | 1                      | 85   | 1    | 0    | 87         | 0                           | 0    | 3    | 0    | 3          | 6                      | 34   | 5    | 0    | 45         | 2                             | 0    | 2    | 1    | 5          | 140        |
| 08:45 AM         | 5                      | 65   | 0    | 0    | 70         | 0                           | 0    | 3    | 0    | 3          | 2                      | 29   | 5    | 0    | 36         | 5                             | 0    | 0    | 1    | 6          | 115        |
| Total            | 11                     | 295  | 2    | 0    | 308        | 1                           | 0    | 8    | 0    | 9          | 16                     | 131  | 17   | 0    | 164        | 7                             | 0    | 2    | 2    | 11         | 492        |
| 09:00 AM         | 8                      | 56   | 0    | 0    | 64         | 0                           | 0    | 2    | 0    | 2          | 6                      | 36   | 7    | 0    | 49         | 2                             | 0    | 1    | 0    | 3          | 118        |
| 09:15 AM         | 4                      | 54   | 0    | 0    | 58         | 0                           | 0    | 1    | 0    | 1          | 2                      | 31   | 5    | 0    | 38         | 2                             | 0    | 6    | 0    | 8          | 105        |
| Grand Total      | 44                     | 676  | 3    | 0    | 723        | 1                           | 0    | 13   | 0    | 14         | 32                     | 305  | 42   | 0    | 379        | 16                            | 0    | 11   | 5    | 32         | 1148       |
| Approch %        | 6.1                    | 93.5 | 0.4  | 0    |            | 7.1                         | 0    | 92.9 | 0    |            | 8.4                    | 80.5 | 11.1 | 0    |            | 50                            | 0    | 34.4 | 15.6 |            |            |
| Total %          | 3.8                    | 58.9 | 0.3  | 0    | 63         | 0.1                         | 0    | 1.1  | 0    | 1.2        | 2.8                    | 26.6 | 3.7  | 0    | 33         | 1.4                           | 0    | 1    | 0.4  | 2.8        |            |
| heavy vehicles   | 43                     | 672  | 3    | 0    | 718        | 1                           | 0    | 12   | 0    | 13         | 32                     | 301  | 35   | 0    | 368        | 15                            | 0    | 11   | 5    | 31         | 1130       |
| % heavy vehicles |                        |      |      |      |            |                             |      |      |      |            |                        |      |      |      |            |                               |      |      |      |            |            |
| Bank 1           | 1                      | 4    | 0    | 0    | 5          | 0                           | 0    | 1    | 0    | 1          | 0                      | 4    | 7    | 0    | 11         | 1                             | 0    | 0    | 0    | 1          | 18         |
| % Bank 1         | 2.3                    | 0.6  | 0    | 0    | 0.7        | 0                           | 0    | 7.7  | 0    | 7.1        | 0                      | 1.3  | 16.7 | 0    | 2.9        | 6.2                           | 0    | 0    | 0    | 3.1        | 1.6        |
| 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          |



# Binghamton Metropolitan Transportation Study

PO Box 1766  
Binghamton, NY 13902

Lucille Dellos  
Reynolds Rd/North Mall Entrance  
Village of Johnson City  
partly sunny

File Name : reynolds rd and north mall entrance am 2016  
Site Code : 193.1  
Start Date : 6/24/2016  
Page No : 2

| Start Time   | Reynolds Rd From North |      |      |      |            | Warehouse Carpets From East |      |      |      |            | Reynolds Rd From South |      |      |      |            | North Mall Entrance 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<br>Peak Hour for Entire Intersection Begins at 07:30 AM |                        |      |      |      |            |                             |      |      |      |            |                        |      |      |      |            |                               |      |      |      |            |            |
| 07:30 AM   | 7                      | 86   | 0    | 0    | 93         | 0                           | 0    | 2    | 0    | 2          | 6                      | 37   | 2    | 0    | 45         | 1                             | 0    | 0    | 2    | 3          | 143        |
| 07:45 AM   | 6                      | 77   | 0    | 0    | 83         | 0                           | 0    | 0    | 0    | 0          | 2                      | 27   | 9    | 0    | 38         | 1                             | 0    | 1    | 0    | 2          | 123        |
| 08:00 AM   | 2                      | 70   | 1    | 0    | 73         | 0                           | 0    | 2    | 0    | 2          | 4                      | 33   | 2    | 0    | 39         | 0                             | 0    | 0    | 0    | 0          | 114        |
| 08:15 AM   | 3                      | 75   | 0    | 0    | 78         | 1                           | 0    | 0    | 0    | 1          | 4                      | 35   | 5    | 0    | 44         | 0                             | 0    | 0    | 0    | 0          | 123        |
| Total Volume   | 18                     | 308  | 1    | 0    | 327        | 1                           | 0    | 4    | 0    | 5          | 16                     | 132  | 18   | 0    | 166        | 2                             | 0    | 1    | 2    | 5          | 503        |
| % App. Total   | 5.5                    | 94.2 | 0.3  | 0    |            | 20                          | 0    | 80   | 0    |            | 9.6                    | 79.5 | 10.8 | 0    |            | 40                            | 0    | 20   | 40   |            |            |
| PHF  | .643                   | .895 | .250 | .000 | .879       | .250                        | .000 | .500 | .000 | .625       | .667                   | .892 | .500 | .000 | .922       | .500                          | .000 | .250 | .250 | .417       | .879       |
| heavy vehicles   | 18                     | 306  | 1    | 0    | 325        | 1                           | 0    | 4    | 0    | 5          | 16                     | 130  | 14   | 0    | 160        | 1                             | 0    | 1    | 2    | 4          | 494        |
| % heavy vehicles   | 100                    | 99.4 | 100  | 0    | 99.4       | 100                         | 0    | 100  | 0    | 100        | 100                    | 98.5 | 77.8 | 0    | 96.4       | 50.0                          | 0    | 100  | 100  | 80.0       | 98.2       |
| Bank 1   | 0                      | 2    | 0    | 0    | 2          | 0                           | 0    | 0    | 0    | 0          | 0                      | 2    | 4    | 0    | 6          | 1                             | 0    | 0    | 0    | 0          | 9          |
| % Bank 1   | 0                      | 0.6  | 0    | 0    | 0.6        | 0                           | 0    | 0    | 0    | 0          | 0                      | 1.5  | 22.2 | 0    | 3.6        | 50.0                          | 0    | 0    | 0    | 20.0       | 1.8        |
| 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          |

