

Binghamton Metropolitan Transportation Study

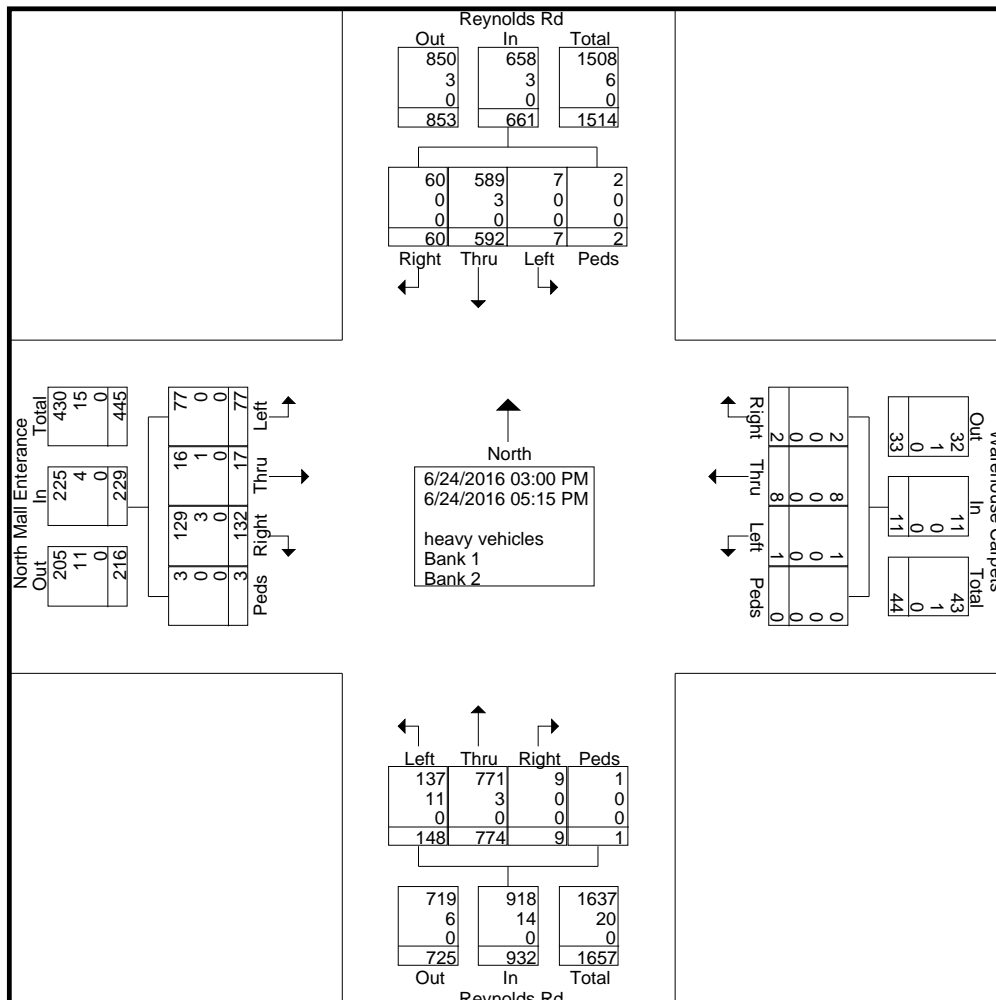
PO Box 1766
Binghamton, NY 13902

Lucille Dellos
Reynolds Rd North Mall Entrance
Village of Johnson City
sunny, hot

File Name : reynolds rd and north mall entrance pm 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 | |
| 03:00 PM | 4 | 73 | 0 | 1 | 78 | 0 | 0 | 0 | 0 | 0 | 1 | 62 | 7 | 1 | 71 | 2 | 0 | 1 | 0 | 3 | 152 |
| 03:15 PM | 4 | 61 | 4 | 1 | 70 | 1 | 4 | 0 | 0 | 5 | 1 | 56 | 13 | 0 | 70 | 8 | 0 | 7 | 0 | 15 | 160 |
| 03:30 PM | 4 | 42 | 1 | 0 | 47 | 1 | 0 | 0 | 0 | 1 | 1 | 83 | 17 | 0 | 101 | 15 | 0 | 5 | 1 | 21 | 170 |
| 03:45 PM | 4 | 71 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 3 | 80 | 11 | 0 | 94 | 19 | 0 | 11 | 0 | 30 | 199 |
| Total | 16 | 247 | 5 | 2 | 270 | 2 | 4 | 0 | 0 | 6 | 6 | 281 | 48 | 1 | 336 | 44 | 0 | 24 | 1 | 69 | 681 |
| 04:00 PM | 5 | 54 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 1 | 66 | 13 | 0 | 80 | 16 | 0 | 9 | 0 | 25 | 164 |
| 04:15 PM | 5 | 57 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 2 | 87 | 14 | 0 | 103 | 15 | 0 | 2 | 0 | 17 | 182 |
| 04:30 PM | 8 | 70 | 0 | 0 | 78 | 0 | 0 | 1 | 0 | 1 | 0 | 76 | 14 | 0 | 90 | 17 | 0 | 10 | 1 | 28 | 197 |
| 04:45 PM | 3 | 44 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 31 | 0 | 121 | 13 | 0 | 12 | 1 | 26 | 194 |
| Total | 21 | 225 | 0 | 0 | 246 | 0 | 0 | 1 | 0 | 1 | 3 | 319 | 72 | 0 | 394 | 61 | 0 | 33 | 2 | 96 | 737 |
| 05:00 PM | 13 | 50 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 17 | 0 | 97 | 19 | 0 | 8 | 0 | 27 | 187 |
| 05:15 PM | 10 | 70 | 2 | 0 | 82 | 0 | 4 | 0 | 0 | 4 | 0 | 94 | 11 | 0 | 105 | 8 | 17 | 12 | 0 | 37 | 228 |
| Grand Total | 60 | 592 | 7 | 2 | 661 | 2 | 8 | 1 | 0 | 11 | 9 | 774 | 148 | 1 | 932 | 132 | 17 | 77 | 3 | 229 | 1833 |
| Apprch % | 9.1 | 89.6 | 1.1 | 0.3 | | 18.2 | 72.7 | 9.1 | 0 | | 1 | 83 | 15.9 | 0.1 | | 57.6 | 7.4 | 33.6 | 1.3 | | |
| Total % | 3.3 | 32.3 | 0.4 | 0.1 | 36.1 | 0.1 | 0.4 | 0.1 | 0 | 0.6 | 0.5 | 42.2 | 8.1 | 0.1 | 50.8 | 7.2 | 0.9 | 4.2 | 0.2 | 12.5 | |
| heavy vehicles | 60 | 589 | 7 | 2 | 658 | 2 | 8 | 1 | 0 | 11 | 9 | 771 | 137 | 1 | 918 | 129 | 16 | 77 | 3 | 225 | 1812 |
| % heavy vehicles | | | | | | | | | | | | | | | | | | | | | |
| Bank 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 14 | 3 | 1 | 0 | 0 | 4 | 21 |
| % Bank 1 | 0 | 0.5 | 0 | 0 | 0.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 7.4 | 0 | 1.5 | 2.3 | 5.9 | 0 | 0 | 1.7 | 1.1 |
| 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 | 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 03:00 PM to 05:15 PM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 8 | 70 | 0 | 0 | 78 | 0 | 0 | 1 | 0 | 1 | 0 | 76 | 14 | 0 | 90 | 17 | 0 | 10 | 1 | 28 | 197 |
| 04:45 PM | 3 | 44 | 0 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 31 | 0 | 121 | 13 | 0 | 12 | 1 | 26 | 194 |
| 05:00 PM | 13 | 50 | 0 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 17 | 0 | 97 | 19 | 0 | 8 | 0 | 27 | 187 |
| 05:15 PM | 10 | 70 | 2 | 0 | 82 | 0 | 4 | 0 | 0 | 4 | 0 | 94 | 11 | 0 | 105 | 8 | 17 | 12 | 0 | 37 | 228 |
| Total Volume | 34 | 234 | 2 | 0 | 270 | 0 | 4 | 1 | 0 | 5 | 0 | 340 | 73 | 0 | 413 | 57 | 17 | 42 | 2 | 118 | 806 |
| % App. Total | 12.6 | 86.7 | 0.7 | 0 | | 0 | 80 | 20 | 0 | | 0 | 82.3 | 17.7 | 0 | | 48.3 | 14.4 | 35.6 | 1.7 | | |
| PHF | .654 | .836 | .250 | .000 | .823 | .000 | .250 | .250 | .000 | .313 | .000 | .904 | .589 | .000 | .853 | .750 | .250 | .875 | .500 | .797 | .884 |
| heavy vehicles | 34 | 233 | 2 | 0 | 269 | 0 | 4 | 1 | 0 | 5 | 0 | 339 | 69 | 0 | 408 | 57 | 16 | 42 | 2 | 117 | 799 |
| % heavy vehicles | 100 | 99.6 | 100 | 0 | 99.6 | 0 | 100 | 100 | 0 | 100 | 0 | 99.7 | 94.5 | 0 | 98.8 | 100 | 94.1 | 100 | 100 | 99.2 | 99.1 |
| Bank 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 7 |
| % Bank 1 | 0 | 0.4 | 0 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 5.5 | 0 | 1.2 | 0 | 5.9 | 0 | 0 | 0.8 | 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 |

