

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
Clinton and Glenwood
Binghamton
Hotter and Sunnier

File Name : Not Named 5
Site Code : 00000118
Start Date : 7/10/2013
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

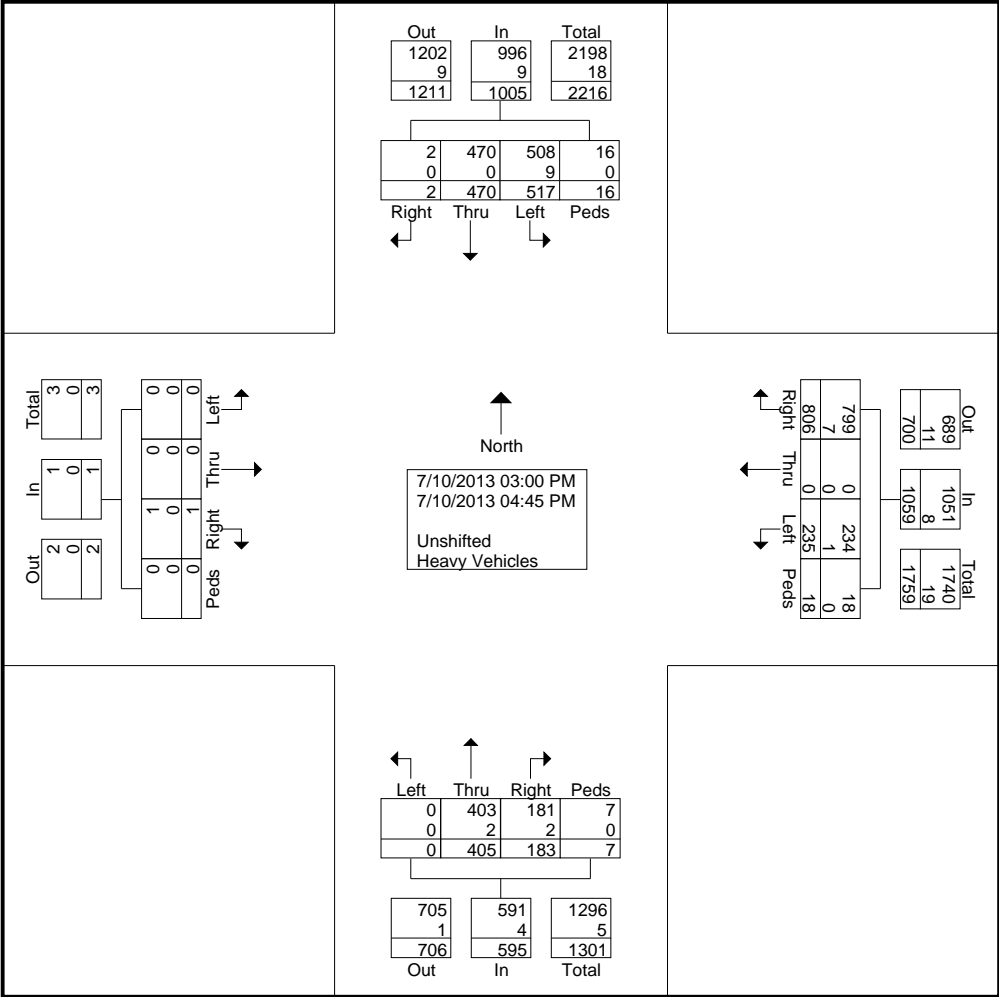
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|------------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 03:00 PM | 0 | 74 | 78 | 2 | 154 | 86 | 0 | 32 | 5 | 123 | 22 | 60 | 0 | 2 | 84 | 0 | 0 | 0 | 0 | 0 | 361 |
| 03:15 PM | 0 | 48 | 64 | 0 | 112 | 94 | 0 | 25 | 6 | 125 | 27 | 41 | 0 | 1 | 69 | 0 | 0 | 0 | 0 | 0 | 306 |
| 03:30 PM | 0 | 57 | 50 | 2 | 109 | 86 | 0 | 37 | 0 | 123 | 30 | 63 | 0 | 0 | 93 | 1 | 0 | 0 | 0 | 1 | 326 |
| 03:45 PM | 0 | 71 | 57 | 2 | 130 | 114 | 0 | 27 | 0 | 141 | 22 | 50 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 343 |
| Total | 0 | 250 | 249 | 6 | 505 | 380 | 0 | 121 | 11 | 512 | 101 | 214 | 0 | 3 | 318 | 1 | 0 | 0 | 0 | 1 | 1336 |
| 04:00 PM | 0 | 62 | 82 | 0 | 144 | 88 | 0 | 30 | 3 | 121 | 19 | 48 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 332 |
| 04:15 PM | 0 | 44 | 72 | 4 | 120 | 110 | 0 | 30 | 2 | 142 | 21 | 39 | 0 | 2 | 62 | 0 | 0 | 0 | 0 | 0 | 324 |
| 04:30 PM | 0 | 63 | 56 | 1 | 120 | 108 | 0 | 41 | 1 | 150 | 22 | 54 | 0 | 1 | 77 | 0 | 0 | 0 | 0 | 0 | 347 |
| 04:45 PM | 2 | 51 | 58 | 5 | 116 | 120 | 0 | 13 | 1 | 134 | 20 | 50 | 0 | 1 | 71 | 0 | 0 | 0 | 0 | 0 | 321 |
| Total | 2 | 220 | 268 | 10 | 500 | 426 | 0 | 114 | 7 | 547 | 82 | 191 | 0 | 4 | 277 | 0 | 0 | 0 | 0 | 0 | 1324 |
| Grand Total | 2 | 470 | 517 | 16 | 1005 | 806 | 0 | 235 | 18 | 1059 | 183 | 405 | 0 | 7 | 595 | 1 | 0 | 0 | 0 | 1 | 2660 |
| Apprch % | 0.2 | 46.8 | 51.4 | 1.6 | | 76.1 | 0 | 22.2 | 1.7 | | 30.8 | 68.1 | 0 | 1.2 | | 100 | 0 | 0 | 0 | | |
| Total % | 0.1 | 17.7 | 19.4 | 0.6 | 37.8 | 30.3 | 0 | 8.8 | 0.7 | 39.8 | 6.9 | 15.2 | 0 | 0.3 | 22.4 | 0 | 0 | 0 | 0 | 0 | |
| Unshifted | 2 | 470 | 508 | 16 | 996 | 799 | 0 | 234 | 18 | 1051 | 181 | 403 | 0 | 7 | 591 | 1 | 0 | 0 | 0 | 1 | 2639 |
| % Unshifted | 100 | 100 | 98.3 | 100 | 99.1 | 99.1 | 0 | 99.6 | 100 | 99.2 | 98.9 | 99.5 | 0 | 100 | 99.3 | 100 | 0 | 0 | 0 | 100 | 99.2 |
| Heavy Vehicles | 0 | 0 | 9 | 0 | 9 | 7 | 0 | 1 | 0 | 8 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 21 |
| % Heavy Vehicles | 0 | 0 | 1.7 | 0 | 0.9 | 0.9 | 0 | 0.4 | 0 | 0.8 | 1.1 | 0.5 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0.8 |

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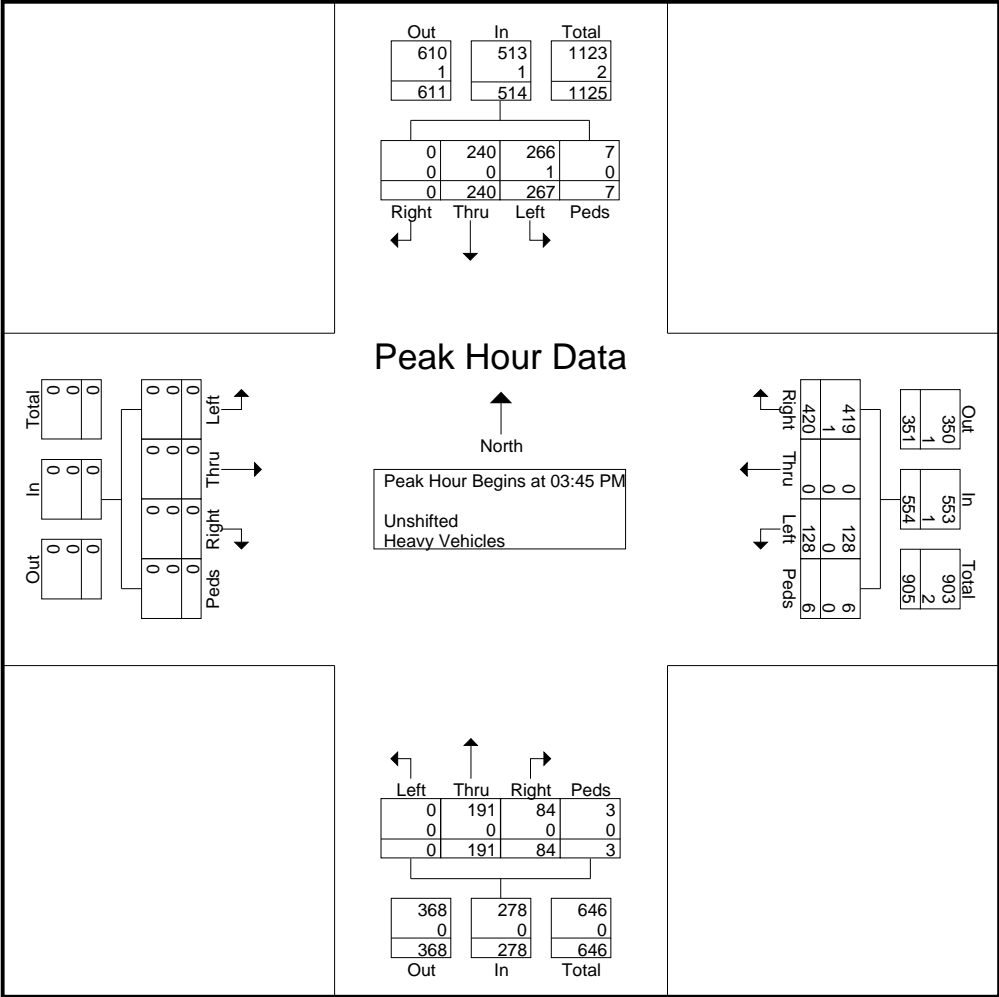


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| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|--|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | 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 03:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 03:45 PM | | | | | 03:45 PM | | | | | 03:00 PM | | | | | 03:00 PM | | | | | |
| +0 mins. | 0 | 71 | 57 | 2 | 130 | 114 | 0 | 27 | 0 | 141 | 22 | 60 | 0 | 2 | 84 | 0 | 0 | 0 | 0 | 0 | |
| +15 mins. | 0 | 62 | 82 | 0 | 144 | 88 | 0 | 30 | 3 | 121 | 27 | 41 | 0 | 1 | 69 | 0 | 0 | 0 | 0 | 0 | |
| +30 mins. | 0 | 44 | 72 | 4 | 120 | 110 | 0 | 30 | 2 | 142 | 30 | 63 | 0 | 0 | 93 | 1 | 0 | 0 | 0 | 1 | |
| +45 mins. | 0 | 63 | 56 | 1 | 120 | 108 | 0 | 41 | 1 | 150 | 22 | 50 | 0 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | |
| Total Volume | 0 | 240 | 267 | 7 | 514 | 420 | 0 | 128 | 6 | 554 | 101 | 214 | 0 | 3 | 318 | 1 | 0 | 0 | 0 | 1 | |
| % App. Total | 0 | 46.7 | 51.9 | 1.4 | | 75.8 | 0 | 23.1 | 1.1 | | 31.8 | 67.3 | 0 | 0.9 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .845 | .814 | .438 | .892 | .921 | .000 | .780 | .500 | .923 | .842 | .849 | .000 | .375 | .855 | .250 | .000 | .000 | .000 | .250 | |
| Unshifted | 0 | 240 | 266 | 7 | 513 | 419 | 0 | 128 | 6 | 553 | 100 | 212 | 0 | 3 | 315 | 1 | 0 | 0 | 0 | 1 | |
| % Unshifted | 0 | 100 | 99.6 | 100 | 99.8 | 99.8 | 0 | 100 | 100 | 99.8 | 99 | 99.1 | 0 | 100 | 99.1 | 100 | 0 | 0 | 0 | 100 | |
| Heavy Vehicles | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | |
| % Heavy Vehicles | 0 | 0 | 0.4 | 0 | 0.2 | 0.2 | 0 | 0 | 0 | 0.2 | 1 | 0.9 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | |

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