

Binghamton Metropolitan Transportation Study

PO Box 1766
Binghamton, NY 13902

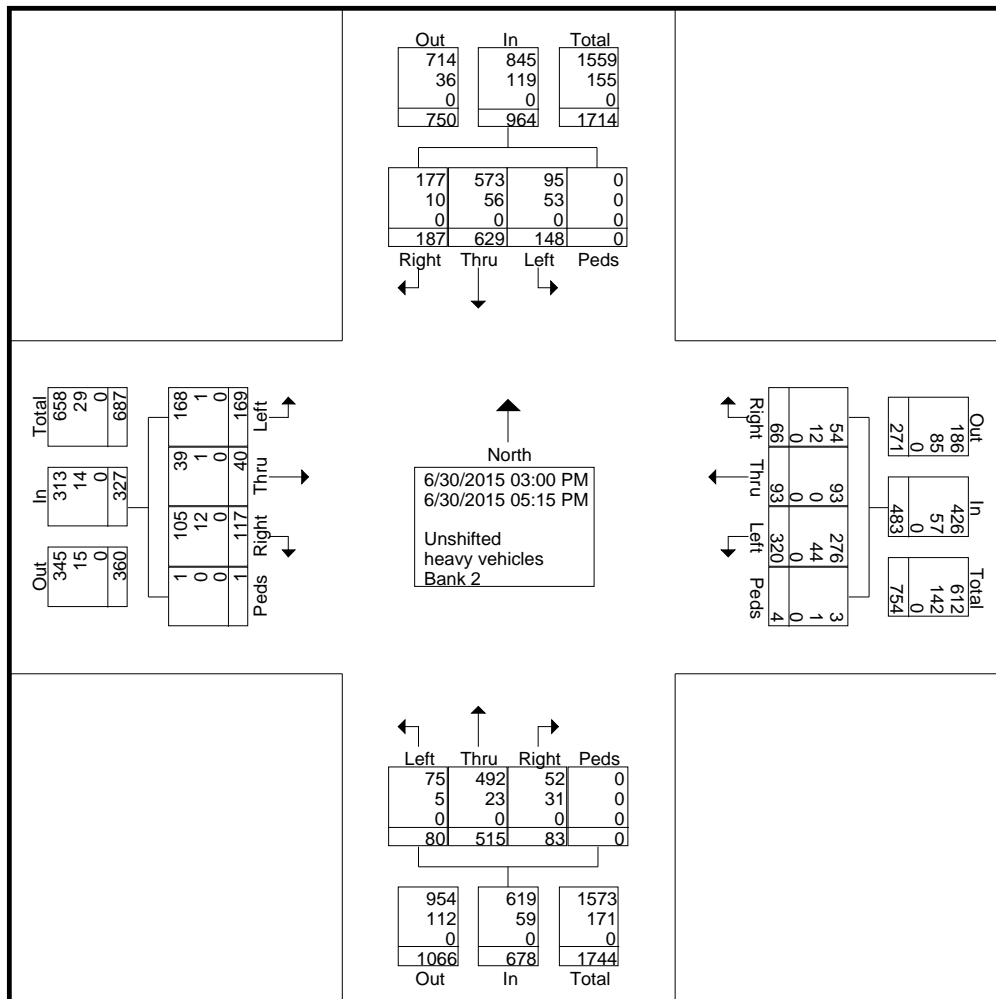
Your Tagline Here

Lucille Dellos
Colesville/Barlow
City of Binghamton
rainy, sunny, cloudy

File Name : Colesville and Barlow PM 2015
Site Code : 00000000
Start Date : 6/30/2015
Page No : 1

Groups Printed- Unshifted - heavy vehicles - Bank 2

| 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 | 3 | 12 | 0 | 0 | 15 | 3 | 2 | 8 | 0 | 13 | 0 | 15 | 0 | 0 | 15 | 1 | 0 | 3 | 0 | 4 | 47 |
| 03:15 PM | 30 | 71 | 19 | 0 | 120 | 13 | 6 | 27 | 0 | 46 | 13 | 72 | 20 | 0 | 105 | 17 | 6 | 21 | 1 | 45 | 316 |
| 03:30 PM | 19 | 76 | 11 | 0 | 106 | 5 | 18 | 56 | 0 | 79 | 11 | 81 | 13 | 0 | 105 | 12 | 3 | 21 | 0 | 36 | 326 |
| 03:45 PM | 20 | 59 | 15 | 0 | 94 | 8 | 9 | 27 | 0 | 44 | 6 | 44 | 11 | 0 | 61 | 9 | 2 | 9 | 0 | 20 | 219 |
| Total | 72 | 218 | 45 | 0 | 335 | 29 | 35 | 118 | 0 | 182 | 30 | 212 | 44 | 0 | 286 | 39 | 11 | 54 | 1 | 105 | 908 |
| 04:00 PM | 16 | 61 | 15 | 0 | 92 | 5 | 9 | 29 | 0 | 43 | 11 | 53 | 5 | 0 | 69 | 17 | 4 | 6 | 0 | 27 | 231 |
| 04:15 PM | 8 | 46 | 10 | 0 | 64 | 2 | 9 | 15 | 0 | 26 | 4 | 19 | 2 | 0 | 25 | 4 | 6 | 9 | 0 | 19 | 134 |
| 04:30 PM | 24 | 83 | 17 | 0 | 124 | 4 | 8 | 38 | 1 | 51 | 6 | 61 | 6 | 0 | 73 | 9 | 5 | 33 | 0 | 47 | 295 |
| 04:45 PM | 25 | 88 | 24 | 0 | 137 | 5 | 11 | 33 | 0 | 49 | 9 | 52 | 5 | 0 | 66 | 15 | 6 | 20 | 0 | 41 | 293 |
| Total | 73 | 278 | 66 | 0 | 417 | 16 | 37 | 115 | 1 | 169 | 30 | 185 | 18 | 0 | 233 | 45 | 21 | 68 | 0 | 134 | 953 |
| 05:00 PM | 19 | 71 | 22 | 0 | 112 | 9 | 11 | 50 | 1 | 71 | 13 | 64 | 10 | 0 | 87 | 19 | 3 | 24 | 0 | 46 | 316 |
| 05:15 PM | 23 | 62 | 15 | 0 | 100 | 12 | 10 | 37 | 2 | 61 | 10 | 54 | 8 | 0 | 72 | 14 | 5 | 23 | 0 | 42 | 275 |
| Grand Total | 187 | 629 | 148 | 0 | 964 | 66 | 93 | 320 | 4 | 483 | 83 | 515 | 80 | 0 | 678 | 117 | 40 | 169 | 1 | 327 | 2452 |
| Apprch % | 19.4 | 65.2 | 15.4 | 0 | | 13.7 | 19.3 | 66.3 | 0.8 | | 12.2 | 76 | 11.8 | 0 | | 35.8 | 12.2 | 51.7 | 0.3 | | |
| Total % | 7.6 | 25.7 | 6 | 0 | 39.3 | 2.7 | 3.8 | 13.1 | 0.2 | 19.7 | 3.4 | 21 | 3.3 | 0 | 27.7 | 4.8 | 1.6 | 6.9 | 0 | 13.3 | |
| Unshifted | 177 | 573 | 95 | 0 | 845 | 54 | 93 | 276 | 3 | 426 | 52 | 492 | 75 | 0 | 619 | 105 | 39 | 168 | 1 | 313 | 2203 |
| % Unshifted | 94.7 | 91.1 | 64.2 | 0 | 87.7 | 81.8 | 100 | 86.2 | 75 | 88.2 | 62.7 | 95.5 | 93.8 | 0 | 91.3 | 89.7 | 97.5 | 99.4 | 100 | 95.7 | 89.8 |
| heavy vehicles | 10 | 56 | 53 | 0 | 119 | 12 | 0 | 44 | 1 | 57 | 31 | 23 | 5 | 0 | 59 | 12 | 1 | 1 | 0 | 14 | 249 |
| % heavy vehicles | | | | | | | | | | | | | | | | | | | | | |
| 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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rainy, sunny, cloudy

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Site Code : 00000000
Start Date : 6/30/2015
Page No : 2

| 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 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 24 | 83 | 17 | 0 | 124 | 4 | 8 | 38 | 1 | 51 | 6 | 61 | 6 | 0 | 73 | 9 | 5 | 33 | 0 | 47 | 295 |
| 04:45 PM | 25 | 88 | 24 | 0 | 137 | 5 | 11 | 33 | 0 | 49 | 9 | 52 | 5 | 0 | 66 | 15 | 6 | 20 | 0 | 41 | 293 |
| 05:00 PM | 19 | 71 | 22 | 0 | 112 | 9 | 11 | 50 | 1 | 71 | 13 | 64 | 10 | 0 | 87 | 19 | 3 | 24 | 0 | 46 | 316 |
| 05:15 PM | 23 | 62 | 15 | 0 | 100 | 12 | 10 | 37 | 2 | 61 | 10 | 54 | 8 | 0 | 72 | 14 | 5 | 23 | 0 | 42 | 275 |
| Total Volume | 91 | 304 | 78 | 0 | 473 | 30 | 40 | 158 | 4 | 232 | 38 | 231 | 29 | 0 | 298 | 57 | 19 | 100 | 0 | 176 | 1179 |
| % App. Total | 19.2 | 64.3 | 16.5 | 0 | | 12.9 | 17.2 | 68.1 | 1.7 | | 12.8 | 77.5 | 9.7 | 0 | | 32.4 | 10.8 | 56.8 | 0 | | |
| PHF | .910 | .864 | .813 | .000 | .863 | .625 | .909 | .790 | .500 | .817 | .731 | .902 | .725 | .000 | .856 | .750 | .792 | .758 | .000 | .936 | .933 |
| Unshifted | 85 | 275 | 44 | 0 | 404 | 23 | 40 | 131 | 3 | 197 | 19 | 219 | 29 | 0 | 267 | 53 | 19 | 100 | 0 | 172 | 1040 |
| % Unshifted | 93.4 | 90.5 | 56.4 | 0 | 85.4 | 76.7 | 100 | 82.9 | 75.0 | 84.9 | 50.0 | 94.8 | 100 | 0 | 89.6 | 93.0 | 100 | 100 | 0 | 97.7 | 88.2 |
| heavy vehicles | 6 | 29 | 34 | 0 | 69 | 7 | 0 | 27 | 1 | 35 | 19 | 12 | 0 | 0 | 31 | 4 | 0 | 0 | 0 | 4 | 139 |
| % heavy vehicles | 6.6 | 9.5 | 43.6 | 0 | 14.6 | 23.3 | 0 | 17.1 | 25.0 | 15.1 | 50.0 | 5.2 | 0 | 0 | 10.4 | 7.0 | 0 | 0 | 0 | 2.3 | 11.8 |
| 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 |

