

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Matt DiRado
Court and Chapman
Binghamton
Comfortable

File Name : Not Named 3
Site Code : 00000008
Start Date : 7/31/2013
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

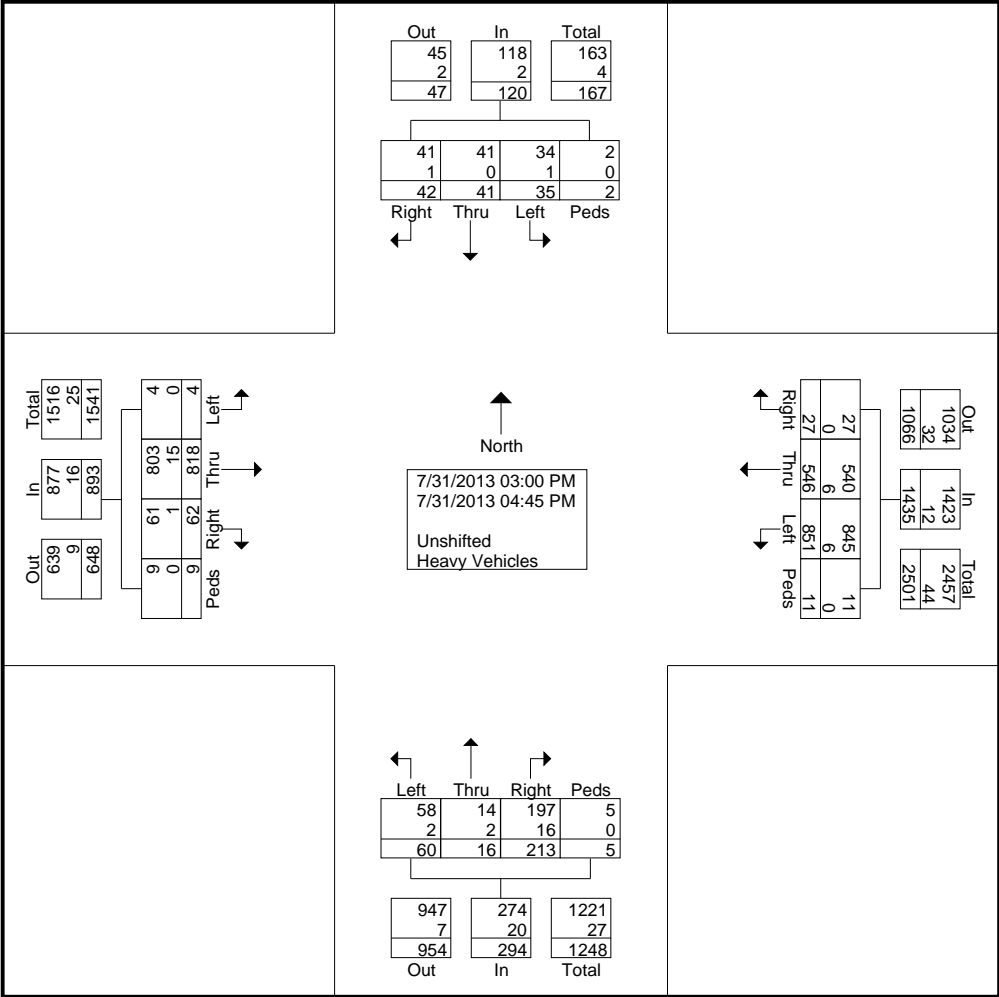
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	2	2	3	0	7	3	71	87	0	161	21	3	7	1	32	14	92	0	3	109	309
03:15 PM	4	4	4	0	12	3	83	112	3	201	22	3	6	0	31	9	75	3	0	87	331
03:30 PM	5	9	4	2	20	3	69	127	3	202	22	2	9	0	33	5	96	0	2	103	358
03:45 PM	9	6	5	0	20	2	76	118	1	197	28	0	12	0	40	10	114	0	1	125	382
Total	20	21	16	2	59	11	299	444	7	761	93	8	34	1	136	38	377	3	6	424	1380
04:00 PM	8	6	5	0	19	5	67	96	1	169	33	3	9	4	49	7	114	1	1	123	360
04:15 PM	5	2	5	0	12	6	59	98	3	166	18	1	5	0	24	7	111	0	0	118	320
04:30 PM	7	4	6	0	17	2	69	111	0	182	33	1	7	0	41	8	107	0	1	116	356
04:45 PM	2	8	3	0	13	3	52	102	0	157	36	3	5	0	44	2	109	0	1	112	326
Total	22	20	19	0	61	16	247	407	4	674	120	8	26	4	158	24	441	1	3	469	1362
Grand Total	42	41	35	2	120	27	546	851	11	1435	213	16	60	5	294	62	818	4	9	893	2742
Apprch %	35	34.2	29.2	1.7		1.9	38	59.3	0.8		72.4	5.4	20.4	1.7		6.9	91.6	0.4	1		
Total %	1.5	1.5	1.3	0.1	4.4	1	19.9	31	0.4	52.3	7.8	0.6	2.2	0.2	10.7	2.3	29.8	0.1	0.3	32.6	
Unshifted	41	41	34	2	118	27	540	845	11	1423	197	14	58	5	274	61	803	4	9	877	2692
% Unshifted	97.6	100	97.1	100	98.3	100	98.9	99.3	100	99.2	92.5	87.5	96.7	100	93.2	98.4	98.2	100	100	98.2	98.2
Heavy Vehicles	1	0	1	0	2	0	6	6	0	12	16	2	2	0	20	1	15	0	0	16	50
% Heavy Vehicles	2.4	0	2.9	0	1.7	0	1.1	0.7	0	0.8	7.5	12.5	3.3	0	6.8	1.6	1.8	0	0	1.8	1.8

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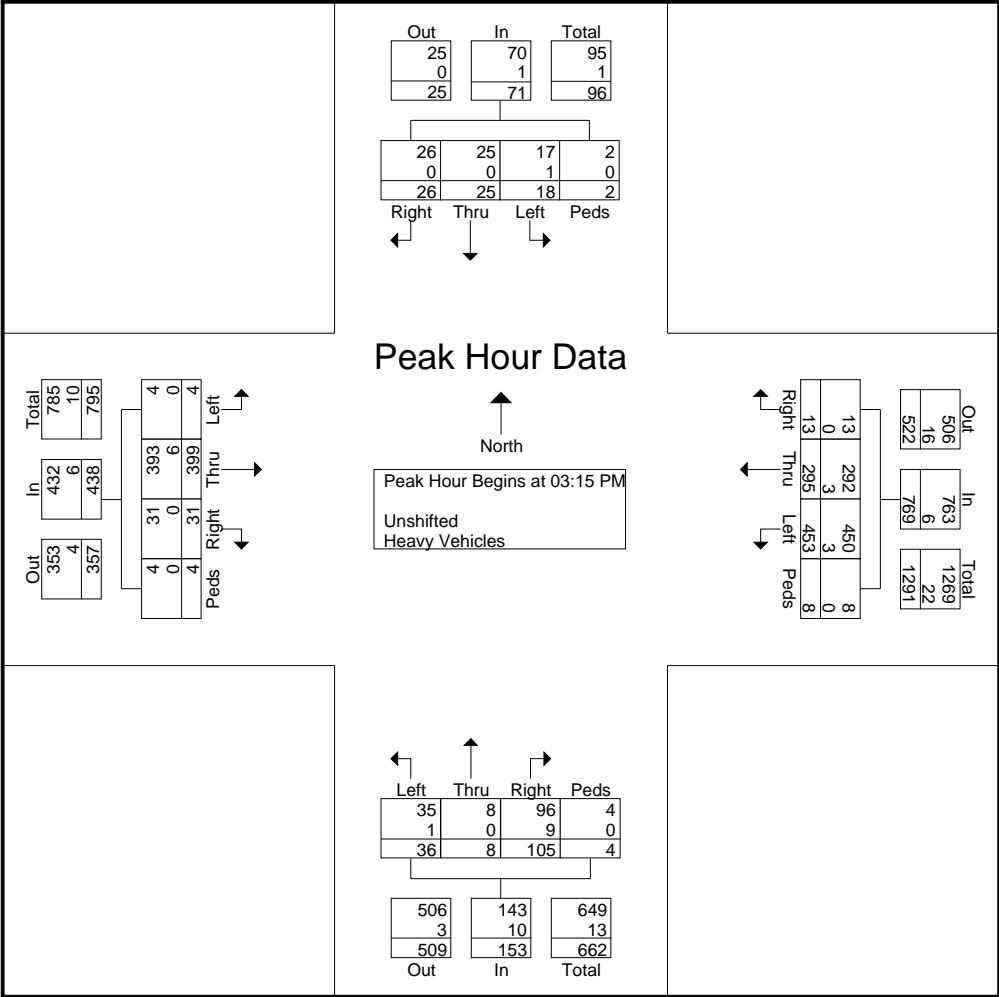
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	4	4	4	0	12	3	83	112	3	201	22	3	6	0	31	9	75	3	0	87	331
03:30 PM	5	9	4	2	20	3	69	127	3	202	22	2	9	0	33	5	96	0	2	103	358
03:45 PM	9	6	5	0	20	2	76	118	1	197	28	0	12	0	40	10	114	0	1	125	382
04:00 PM	8	6	5	0	19	5	67	96	1	169	33	3	9	4	49	7	114	1	1	123	360
Total Volume	26	25	18	2	71	13	295	453	8	769	105	8	36	4	153	31	399	4	4	438	1431
% App. Total	36.6	35.2	25.4	2.8		1.7	38.4	58.9	1		68.6	5.2	23.5	2.6		7.1	91.1	0.9	0.9		
PHF	.722	.694	.900	.250	.888	.650	.889	.892	.667	.952	.795	.667	.750	.250	.781	.775	.875	.333	.500	.876	.937
Unshifted	26	25	17	2	70	13	292	450	8	763	96	8	35	4	143	31	393	4	4	432	1408
% Unshifted	100	100	94.4	100	98.6	100	99.0	99.3	100	99.2	91.4	100	97.2	100	93.5	100	98.5	100	100	98.6	98.4
Heavy Vehicles	0	0	1	0	1	0	3	3	0	6	9	0	1	0	10	0	6	0	0	6	23
% Heavy Vehicles	0	0	5.6	0	1.4	0	1.0	0.7	0	0.8	8.6	0	2.8	0	6.5	0	1.5	0	0	1.4	1.6

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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 04:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:15 PM					03:15 PM					04:00 PM					03:45 PM					
+0 mins.	4	4	4	0	12	3	83	112	3	201	33	3	9	4	49	10	114	0	1	125	
+15 mins.	5	9	4	2	20	3	69	127	3	202	18	1	5	0	24	7	114	1	1	123	
+30 mins.	9	6	5	0	20	2	76	118	1	197	33	1	7	0	41	7	111	0	0	118	
+45 mins.	8	6	5	0	19	5	67	96	1	169	36	3	5	0	44	8	107	0	1	116	
Total Volume	26	25	18	2	71	13	295	453	8	769	120	8	26	4	158	32	446	1	3	482	
% App. Total	36.6	35.2	25.4	2.8		1.7	38.4	58.9	1		75.9	5.1	16.5	2.5		6.6	92.5	0.2	0.6		
PHF	.722	.694	.900	.250	.888	.650	.889	.892	.667	.952	.833	.667	.722	.250	.806	.800	.978	.250	.750	.964	
Unshifted	26	25	17	2	70	13	292	450	8	763	113	6	26	4	149	31	442	1	3	477	
% Unshifted	100	100	94.4	100	98.6	100	99	99.3	100	99.2	94.2	75	100	100	94.3	96.9	99.1	100	100	99	
Heavy Vehicles	0	0	1	0	1	0	3	3	0	6	7	2	0	0	9	1	4	0	0	5	
% Heavy Vehicles	0	0	5.6	0	1.4	0	1	0.7	0	0.8	5.8	25	0	0	5.7	3.1	0.9	0	0	1	

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