

Binghamton Metropolitan Transportation Study

PO Box 1766
Binghamton, NY 13902

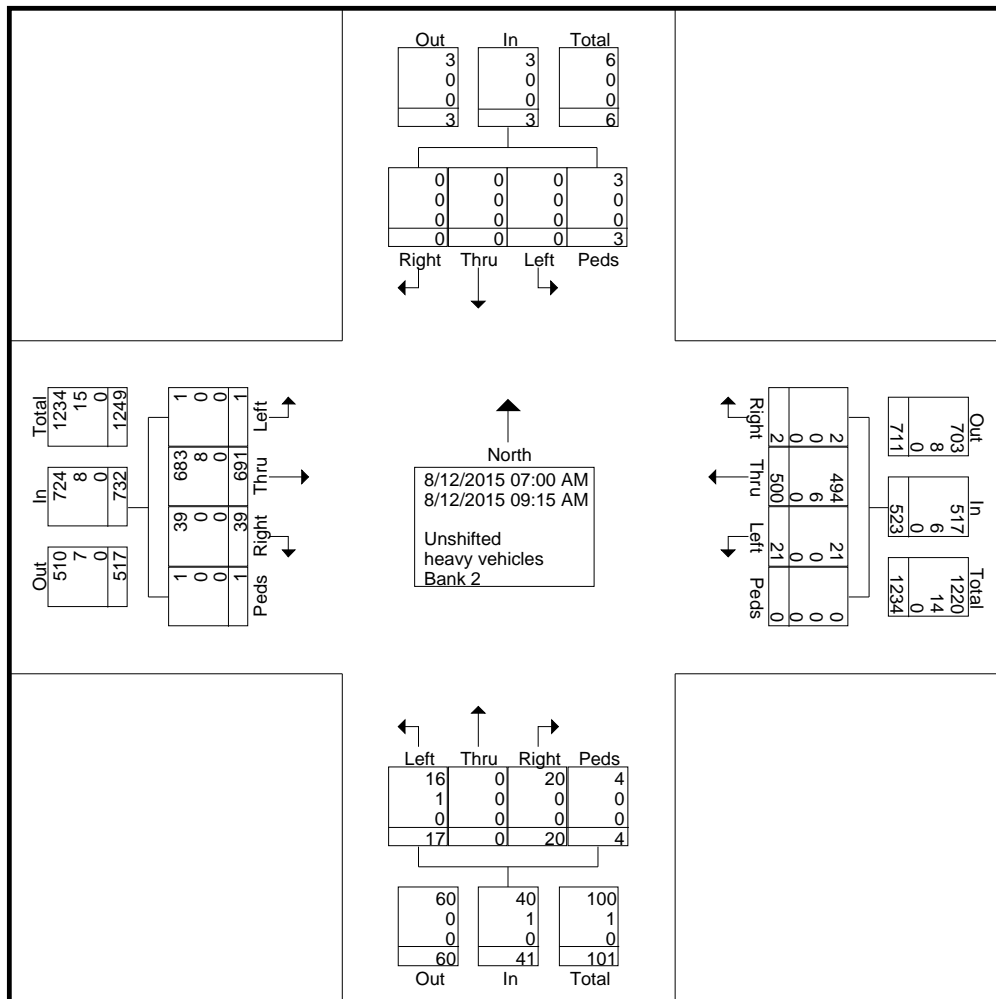
Your Tagline Here

Lucille Dellos
Front/Nimmonsburg Square
City of Binghamton
cloudy

File Name : Front and Nimmonsburg Square AM 2015
Site Code : 00000000
Start Date : 8/12/2015
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 | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 4 | 0 | 67 | 3 | 0 | 3 | 1 | 7 | 5 | 70 | 0 | 1 | 76 | 0 | 0 | 0 | 0 | 0 | 150 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 3 | 0 | 54 | 3 | 0 | 1 | 0 | 4 | 2 | 100 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 160 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 3 | 0 | 57 | 6 | 0 | 1 | 0 | 7 | 2 | 97 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 163 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 10 | 0 | 180 | 13 | 0 | 5 | 1 | 19 | 9 | 273 | 0 | 1 | 283 | 0 | 0 | 0 | 0 | 0 | 482 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 2 | 0 | 63 | 3 | 0 | 2 | 0 | 5 | 2 | 79 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 149 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 54 | 1 | 0 | 56 | 1 | 0 | 2 | 0 | 3 | 10 | 78 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 147 |
| 08:30 AM | 0 | 0 | 0 | 1 | 1 | 0 | 72 | 2 | 0 | 74 | 2 | 0 | 3 | 3 | 8 | 3 | 82 | 0 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 168 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 36 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 5 | 56 | 1 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 99 |
| Total | 0 | 0 | 0 | 1 | 1 | 2 | 223 | 5 | 0 | 230 | 6 | 0 | 7 | 3 | 16 | 20 | 295 | 1 | 0 | 316 | 0 | 0 | 0 | 0 | 0 | 563 |
| 09:00 AM | 0 | 0 | 0 | 1 | 1 | 0 | 24 | 1 | 0 | 25 | 1 | 0 | 0 | 0 | 1 | 2 | 42 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 71 |
| 09:15 AM | 0 | 0 | 0 | 1 | 1 | 0 | 83 | 5 | 0 | 88 | 0 | 0 | 5 | 0 | 5 | 8 | 81 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 0 | 183 |
| Grand Total | 0 | 0 | 0 | 3 | 3 | 2 | 500 | 21 | 0 | 523 | 20 | 0 | 17 | 4 | 41 | 39 | 691 | 1 | 1 | 732 | 0 | 0 | 0 | 0 | 0 | 1299 |
| Apprch % | 0 | 0 | 0 | 100 | | 0.4 | 95.6 | 4 | 0 | | 48.8 | 0 | 41.5 | 9.8 | | 5.3 | 94.4 | 0.1 | 0.1 | | | | | | | |
| Total % | 0 | 0 | 0 | 0.2 | 0.2 | 0.2 | 38.5 | 1.6 | 0 | 40.3 | 1.5 | 0 | 1.3 | 0.3 | 3.2 | 3 | 53.2 | 0.1 | 0.1 | 56.4 | | | | | | |
| Unshifted | 0 | 0 | 0 | 3 | 3 | 2 | 494 | 21 | 0 | 517 | 20 | 0 | 16 | 4 | 40 | 39 | 683 | 1 | 1 | 724 | 0 | 0 | 0 | 0 | 0 | 1284 |
| % Unshifted | 0 | 0 | 0 | 100 | 100 | 100 | 98.8 | 100 | 0 | 98.9 | 100 | 0 | 94.1 | 100 | 97.6 | 100 | 98.8 | 100 | 100 | 98.9 | 0 | 0 | 0 | 0 | 0 | 98.8 |
| heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 15 |
| % 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 | 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 | 0 | 0 | 0 | 0 | 0 |



Binghamton Metropolitan Transportation Study

PO Box 1766
Binghamton, NY 13902

Your Tagline Here

Lucille Dellos
Front/Nimmonsburg Square
City of Binghamton
cloudy

File Name : Front and Nimmonsburg Square AM 2015
Site Code : 00000000
Start Date : 8/12/2015
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 07:00 AM to 09:15 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 3 | 0 | 57 | 6 | 0 | 1 | 0 | 7 | 2 | 97 | 0 | 0 | 99 | 163 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 61 | 2 | 0 | 63 | 3 | 0 | 2 | 0 | 5 | 2 | 79 | 0 | 0 | 81 | 149 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 54 | 1 | 0 | 56 | 1 | 0 | 2 | 0 | 3 | 10 | 78 | 0 | 0 | 88 | 147 |
| 08:30 AM | 0 | 0 | 0 | 1 | 1 | 0 | 72 | 2 | 0 | 74 | 2 | 0 | 3 | 3 | 8 | 3 | 82 | 0 | 0 | 85 | 168 |
| Total Volume | 0 | 0 | 0 | 1 | 1 | 1 | 241 | 8 | 0 | 250 | 12 | 0 | 8 | 3 | 23 | 17 | 336 | 0 | 0 | 353 | 627 |
| % App. Total | 0 | 0 | 0 | 100 | | 0.4 | 96.4 | 3.2 | 0 | | 52.2 | 0 | 34.8 | 13 | | 4.8 | 95.2 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .250 | .837 | .667 | .000 | .845 | .500 | .000 | .667 | .250 | .719 | .425 | .866 | .000 | .000 | .891 | .933 |
| Unshifted | 0 | 0 | 0 | 1 | 1 | 1 | 238 | 8 | 0 | 247 | 12 | 0 | 7 | 3 | 22 | 17 | 332 | 0 | 0 | 349 | 619 |
| % Unshifted | 0 | 0 | 0 | 100 | 100 | 100 | 98.8 | 100 | 0 | 98.8 | 100 | 0 | 87.5 | 100 | 95.7 | 100 | 98.8 | 0 | 0 | 98.9 | 98.7 |
| heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 8 |
| % heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0 | 0 | 1.2 | 0 | 0 | 12.5 | 0 | 4.3 | 0 | 1.2 | 0 | 0 | 1.1 | 1.3 |
| 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 |

