

# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bobby Portorsnok  
Harry L and Wegmans/Mall  
JC  
Why are they taking their shirts off!?

File Name : Not Named 7  
Site Code : 216.1  
Start Date : 6/27/2014  
Page No : 1

### Groups Printed- Unshifted - Heavy Vehicles

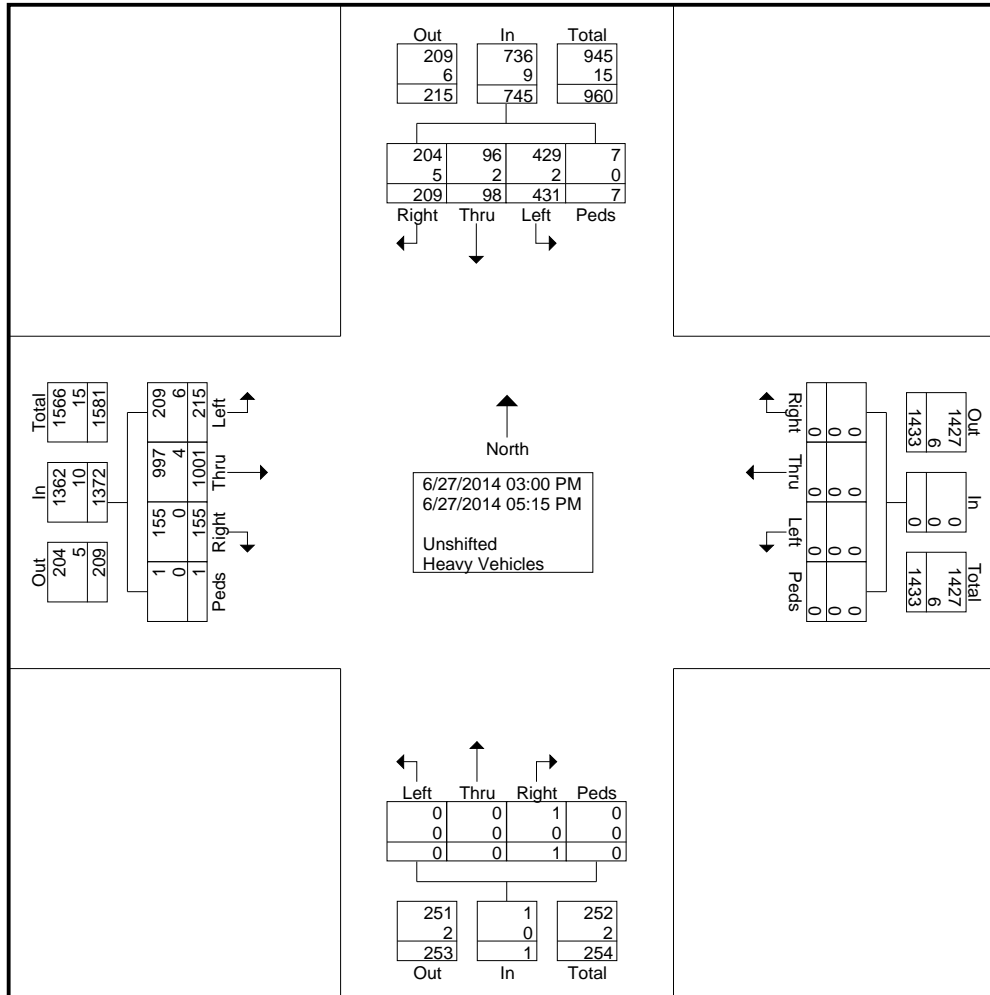
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	28	14	37	1	80	0	0	0	0	0	0	0	0	0	0	19	108	22	0	149	229
03:15 PM	28	21	60	0	109	0	0	0	0	0	0	0	0	0	0	19	122	19	0	160	269
03:30 PM	21	8	26	4	59	0	0	0	0	0	1	0	0	0	1	22	92	33	0	147	207
03:45 PM	12	5	49	0	66	0	0	0	0	0	0	0	0	0	0	15	89	12	0	116	182
Total	89	48	172	5	314	0	0	0	0	0	1	0	0	0	1	75	411	86	0	572	887
04:00 PM	12	12	45	0	69	0	0	0	0	0	0	0	0	0	0	16	93	26	0	135	204
04:15 PM	12	10	50	0	72	0	0	0	0	0	0	0	0	0	0	10	71	22	0	103	175
04:30 PM	26	5	41	0	72	0	0	0	0	0	0	0	0	0	0	10	109	25	0	144	216
04:45 PM	27	5	44	0	76	0	0	0	0	0	0	0	0	0	0	15	122	16	1	154	230
Total	77	32	180	0	289	0	0	0	0	0	0	0	0	0	0	51	395	89	1	536	825
05:00 PM	23	7	42	0	72	0	0	0	0	0	0	0	0	0	0	16	99	18	0	133	205
05:15 PM	20	11	37	2	70	0	0	0	0	0	0	0	0	0	0	13	96	22	0	131	201
Grand Total	209	98	431	7	745	0	0	0	0	0	1	0	0	0	1	155	1001	215	1	1372	2118
Apprch %	28.1	13.2	57.9	0.9		0	0	0	0	0	100	0	0	0	0	11.3	73	15.7	0.1		
Total %	9.9	4.6	20.3	0.3	35.2	0	0	0	0	0	0	0	0	0	0	7.3	47.3	10.2	0	64.8	
Unshifted	204	96	429	7	736	0	0	0	0	0	1	0	0	0	1	155	997	209	1	1362	2099
% Unshifted	97.6	98	99.5	100	98.8	0	0	0	0	0	100	0	0	0	100	100	99.6	97.2	100	99.3	99.1
Heavy Vehicles	5	2	2	0	9	0	0	0	0	0	0	0	0	0	0	0	4	6	0	10	19
% Heavy Vehicles	2.4	2	0.5	0	1.2	0	0	0	0	0	0	0	0	0	0	0	0.4	2.8	0	0.7	0.9

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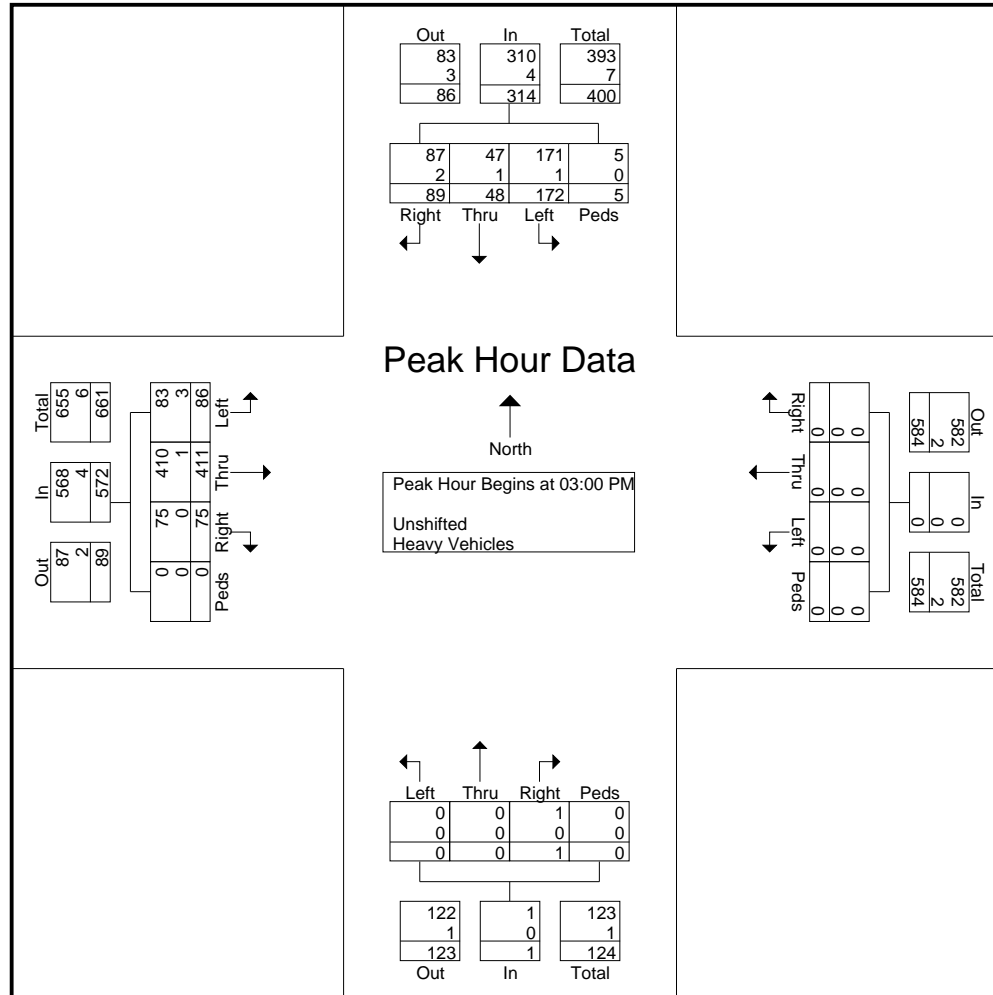
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	28	14	37	1	80	0	0	0	0	0	0	0	0	0	0	19	108	22	0	149	229
03:15 PM	28	21	60	0	109	0	0	0	0	0	0	0	0	0	0	19	122	19	0	160	269
03:30 PM	21	8	26	4	59	0	0	0	0	0	1	0	0	0	1	22	92	33	0	147	207
03:45 PM	12	5	49	0	66	0	0	0	0	0	0	0	0	0	0	15	89	12	0	116	182
Total Volume	89	48	172	5	314	0	0	0	0	0	1	0	0	0	1	75	411	86	0	572	887
% App. Total	28.3	15.3	54.8	1.6		0	0	0	0	0	100	0	0	0		13.1	71.9	15	0		
PHF	.795	.571	.717	.313	.720	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.852	.842	.652	.000	.894	.824
Unshifted	87	47	171	5	310	0	0	0	0	0	1	0	0	0	1	75	410	83	0	568	879
% Unshifted	97.8	97.9	99.4	100	98.7	0	0	0	0	0	100	0	0	0	100	100	99.8	96.5	0	99.3	99.1
Heavy Vehicles	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	8
% Heavy Vehicles	2.2	2.1	0.6	0	1.3	0	0	0	0	0	0	0	0	0	0	0	0.2	3.5	0	0.7	0.9

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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 05:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:00 PM					03:00 PM					03:00 PM					
+0 mins.	28	14	37	1	80	0	0	0	0	0	0	0	0	0	0	19	108	22	0	149	
+15 mins.	28	21	60	0	109	0	0	0	0	0	0	0	0	0	0	19	122	19	0	160	
+30 mins.	21	8	26	4	59	0	0	0	0	0	1	0	0	0	1	22	92	33	0	147	
+45 mins.	12	5	49	0	66	0	0	0	0	0	0	0	0	0	0	15	89	12	0	116	
Total Volume	89	48	172	5	314	0	0	0	0	0	1	0	0	0	1	75	411	86	0	572	
% App. Total	28.3	15.3	54.8	1.6		0	0	0	0	0	100	0	0	0		13.1	71.9	15	0		
PHF	.795	.571	.717	.313	.720	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.852	.842	.652	.000	.894	
Unshifted	87	47	171	5	310	0	0	0	0	0	1	0	0	0	1	75	410	83	0	568	
% Unshifted	97.8	97.9	99.4	100	98.7	0	0	0	0	0	100	0	0	0	100	100	99.8	96.5	0	99.3	
Heavy Vehicles	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	
% Heavy Vehicles	2.2	2.1	0.6	0	1.3	0	0	0	0	0	0	0	0	0	0	0	0.2	3.5	0	0.7	

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