

Binghamton Metropolitan Transportation Study

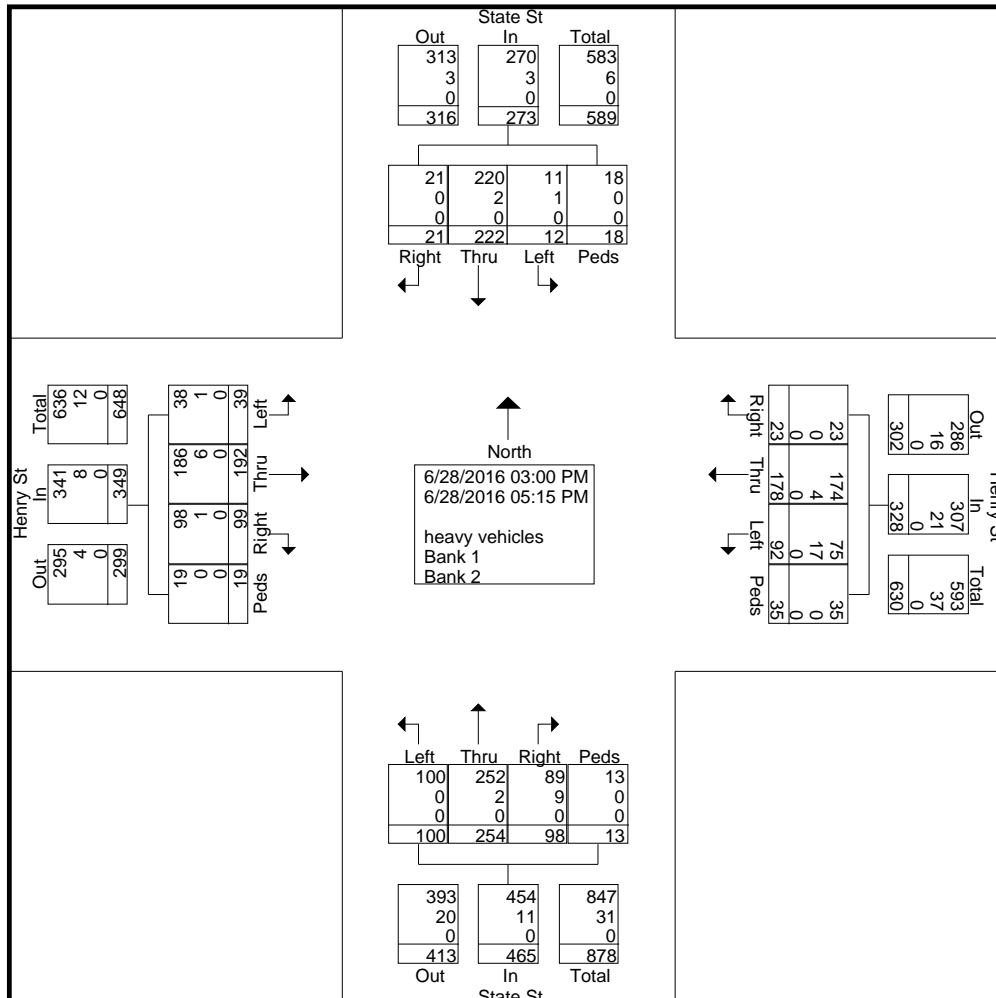
PO Box 1766
Binghamton, NY 13902

Lucille Dellos
Henry/State
City of Binghamton
poured, rainy, sad

File Name : Not Named 9
Site Code : 22
Start Date : 6/28/2016
Page No : 1

Groups Printed- heavy vehicles - Bank 1 - Bank 2

| Start Time | State St From North | | | | | Henry St From East | | | | | State St From South | | | | | Henry St 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 | 1 | 24 | 0 | 0 | 25 | 0 | 11 | 2 | 0 | 13 | 0 | 34 | 6 | 0 | 40 | 9 | 4 | 5 | 0 | 18 | 18 |
| 03:15 PM | 5 | 54 | 4 | 1 | 64 | 1 | 8 | 2 | 0 | 11 | 4 | 46 | 10 | 1 | 61 | 6 | 6 | 1 | 2 | 15 | 151 |
| 03:30 PM | 3 | 14 | 1 | 0 | 18 | 1 | 34 | 5 | 3 | 43 | 9 | 27 | 7 | 0 | 43 | 12 | 18 | 6 | 0 | 36 | 140 |
| 03:45 PM | 1 | 9 | 0 | 0 | 10 | 2 | 23 | 6 | 0 | 31 | 7 | 14 | 2 | 0 | 23 | 8 | 14 | 0 | 1 | 23 | 87 |
| Total | 10 | 101 | 5 | 1 | 117 | 4 | 76 | 15 | 3 | 98 | 20 | 121 | 25 | 1 | 167 | 35 | 42 | 12 | 3 | 92 | 474 |
| 04:00 PM | 3 | 23 | 1 | 2 | 29 | 2 | 22 | 14 | 6 | 44 | 12 | 21 | 7 | 3 | 43 | 10 | 18 | 5 | 4 | 37 | 153 |
| 04:15 PM | 3 | 24 | 3 | 1 | 31 | 2 | 16 | 13 | 11 | 42 | 16 | 20 | 11 | 3 | 50 | 4 | 33 | 2 | 5 | 44 | 167 |
| 04:30 PM | 0 | 12 | 0 | 1 | 13 | 4 | 19 | 14 | 1 | 38 | 15 | 26 | 12 | 0 | 53 | 9 | 23 | 5 | 3 | 40 | 144 |
| 04:45 PM | 0 | 24 | 1 | 8 | 33 | 9 | 18 | 11 | 8 | 46 | 11 | 22 | 14 | 5 | 52 | 11 | 23 | 4 | 2 | 40 | 171 |
| Total | 6 | 83 | 5 | 12 | 106 | 17 | 75 | 52 | 26 | 170 | 54 | 89 | 44 | 11 | 198 | 34 | 97 | 16 | 14 | 161 | 635 |
| 05:00 PM | 3 | 25 | 2 | 3 | 33 | 0 | 14 | 14 | 1 | 29 | 16 | 27 | 17 | 1 | 61 | 13 | 32 | 1 | 0 | 46 | 169 |
| 05:15 PM | 2 | 13 | 0 | 2 | 17 | 2 | 13 | 11 | 5 | 31 | 8 | 17 | 14 | 0 | 39 | 17 | 21 | 10 | 2 | 50 | 137 |
| Grand Total | 21 | 222 | 12 | 18 | 273 | 23 | 178 | 92 | 35 | 328 | 98 | 254 | 100 | 13 | 465 | 99 | 192 | 39 | 19 | 349 | 1415 |
| Approch % | 7.7 | 81.3 | 4.4 | 6.6 | | 7 | 54.3 | 28 | 10.7 | | 21.1 | 54.6 | 21.5 | 2.8 | | 28.4 | 55 | 11.2 | 5.4 | | |
| Total % | 1.5 | 15.7 | 0.8 | 1.3 | 19.3 | 1.6 | 12.6 | 6.5 | 2.5 | 23.2 | 6.9 | 18 | 7.1 | 0.9 | 32.9 | 7 | 13.6 | 2.8 | 1.3 | 24.7 | |
| heavy vehicles | 21 | 220 | 11 | 18 | 270 | 23 | 174 | 75 | 35 | 307 | 89 | 252 | 100 | 13 | 454 | 98 | 186 | 38 | 19 | 341 | 1372 |
| % heavy vehicles | | | | | | | | | | | | | | | | | | | | | |
| Bank 1 | 0 | 2 | 1 | 0 | 3 | 0 | 4 | 17 | 0 | 21 | 9 | 2 | 0 | 0 | 11 | 1 | 6 | 1 | 0 | 8 | 43 |
| % Bank 1 | 0 | 0.9 | 8.3 | 0 | 1.1 | 0 | 2.2 | 18.5 | 0 | 6.4 | 9.2 | 0.8 | 0 | 0 | 2.4 | 1 | 3.1 | 2.6 | 0 | 2.3 | 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 |



Binghamton Metropolitan Transportation Study

PO Box 1766
Binghamton, NY 13902

Lucille Dellos
Henry/State
City of Binghamton
poured, rainy, sad

File Name : Not Named 9
Site Code : 22
Start Date : 6/28/2016
Page No : 2

| Start Time | State St From North | | | | | Henry St From East | | | | | State St From South | | | | | Henry St 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 04:15 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:15 PM | 3 | 24 | 3 | 1 | 31 | 2 | 16 | 13 | 11 | 42 | 16 | 20 | 11 | 3 | 50 | 4 | 33 | 2 | 5 | 44 | 167 |
| 04:30 PM | 0 | 12 | 0 | 1 | 13 | 4 | 19 | 14 | 1 | 38 | 15 | 26 | 12 | 0 | 53 | 9 | 23 | 5 | 3 | 40 | 144 |
| 04:45 PM | 0 | 24 | 1 | 8 | 33 | 9 | 18 | 11 | 8 | 46 | 11 | 22 | 14 | 5 | 52 | 11 | 23 | 4 | 2 | 40 | 171 |
| 05:00 PM | 3 | 25 | 2 | 3 | 33 | 0 | 14 | 14 | 1 | 29 | 16 | 27 | 17 | 1 | 61 | 13 | 32 | 1 | 0 | 46 | 169 |
| Total Volume | 6 | 85 | 6 | 13 | 110 | 15 | 67 | 52 | 21 | 155 | 58 | 95 | 54 | 9 | 216 | 37 | 111 | 12 | 10 | 170 | 651 |
| % App. Total | 5.5 | 77.3 | 5.5 | 11.8 | | 9.7 | 43.2 | 33.5 | 13.5 | | 26.9 | 44 | 25 | 4.2 | | 21.8 | 65.3 | 7.1 | 5.9 | | |
| PHF | .500 | .850 | .500 | .406 | .833 | .417 | .882 | .929 | .477 | .842 | .906 | .880 | .794 | .450 | .885 | .712 | .841 | .600 | .500 | .924 | .952 |
| heavy vehicles | 6 | 84 | 5 | 13 | 108 | 15 | 65 | 44 | 21 | 145 | 54 | 95 | 54 | 9 | 212 | 37 | 108 | 12 | 10 | 167 | 632 |
| % heavy vehicles | 100 | 98.8 | 83.3 | 100 | 98.2 | 100 | 97.0 | 84.6 | 100 | 93.5 | 93.1 | 100 | 100 | 100 | 98.1 | 100 | 97.3 | 100 | 100 | 98.2 | 97.1 |
| Bank 1 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 8 | 0 | 10 | 4 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 19 |
| % Bank 1 | 0 | 1.2 | 16.7 | 0 | 1.8 | 0 | 3.0 | 15.4 | 0 | 6.5 | 6.9 | 0 | 0 | 0 | 1.9 | 0 | 2.7 | 0 | 0 | 1.8 | 2.9 |
| 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 |

