

# Binghamton Metropolitan Transportation Study

PO Box 1766  
Binghamton, NY 13902

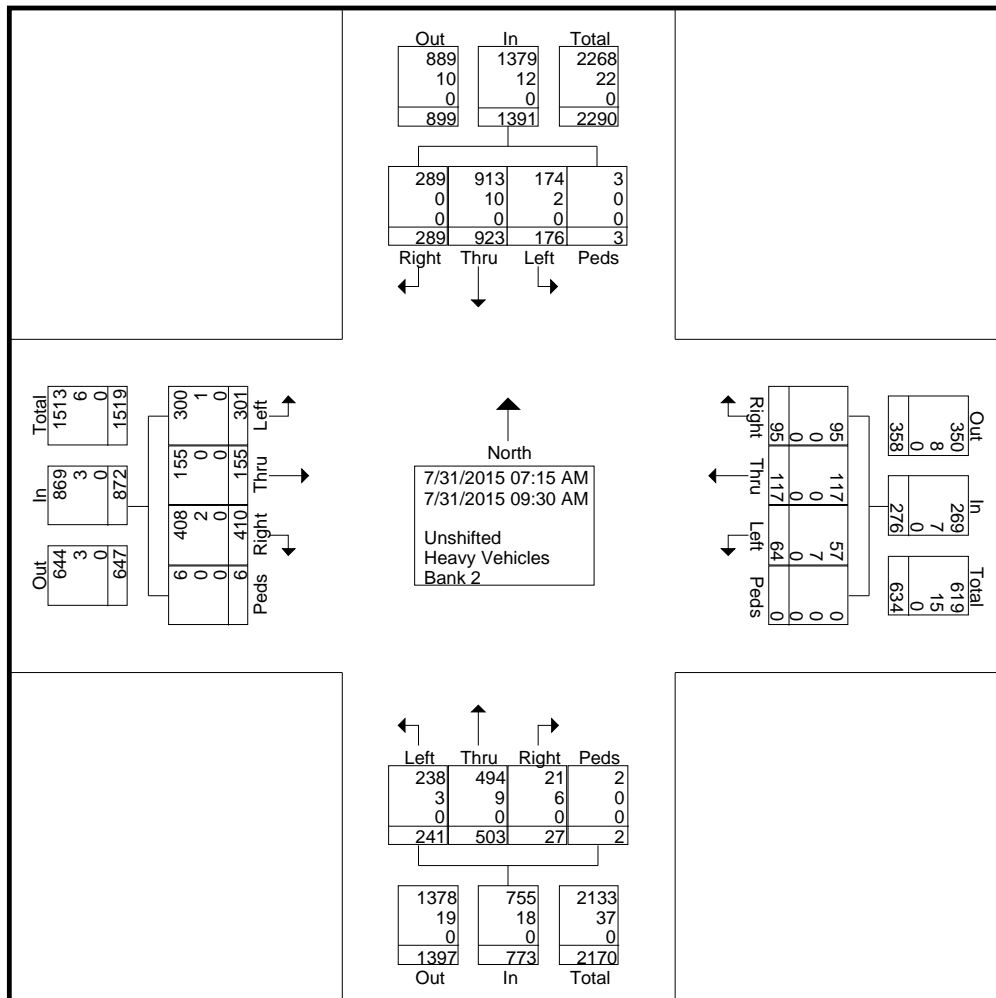
*Your Tagline Here*

Bobby Portorsnok  
Hooper and Country Club  
Endwell  
FRIDAY!

File Name : Not Named 2  
Site Code : 171  
Start Date : 7/31/2015  
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	
07:15 AM	21	78	12	0	111	6	4	1	0	11	1	36	16	0	53	42	11	12	0	65	240
07:30 AM	18	73	13	0	104	6	2	10	0	18	1	39	15	0	55	39	10	13	0	62	239
07:45 AM	33	104	23	0	160	8	9	3	0	20	0	34	20	1	55	43	22	22	0	87	322
<b>Total</b>	<b>72</b>	<b>255</b>	<b>48</b>	<b>0</b>	<b>375</b>	<b>20</b>	<b>15</b>	<b>14</b>	<b>0</b>	<b>49</b>	<b>2</b>	<b>109</b>	<b>51</b>	<b>1</b>	<b>163</b>	<b>124</b>	<b>43</b>	<b>47</b>	<b>0</b>	<b>214</b>	<b>801</b>
08:00 AM	27	89	16	0	132	11	19	7	0	37	5	65	33	0	103	55	19	32	0	106	378
08:15 AM	23	110	21	0	154	12	11	7	0	30	3	49	20	0	72	36	16	31	0	83	339
08:30 AM	36	112	20	1	169	7	17	5	0	29	3	53	26	0	82	42	11	28	1	82	362
08:45 AM	29	89	21	1	140	7	10	6	0	23	2	52	24	0	78	43	20	29	4	96	337
<b>Total</b>	<b>115</b>	<b>400</b>	<b>78</b>	<b>2</b>	<b>595</b>	<b>37</b>	<b>57</b>	<b>25</b>	<b>0</b>	<b>119</b>	<b>13</b>	<b>219</b>	<b>103</b>	<b>0</b>	<b>335</b>	<b>176</b>	<b>66</b>	<b>120</b>	<b>5</b>	<b>367</b>	<b>1416</b>
09:00 AM	28	98	20	0	146	18	16	15	0	49	4	58	34	0	96	45	12	53	0	110	401
09:15 AM	49	106	17	0	172	5	15	5	0	25	2	55	20	1	78	30	17	40	1	88	363
09:30 AM	25	64	13	1	103	15	14	5	0	34	6	62	33	0	101	35	17	41	0	93	331
<b>Grand Total</b>	<b>289</b>	<b>923</b>	<b>176</b>	<b>3</b>	<b>1391</b>	<b>95</b>	<b>117</b>	<b>64</b>	<b>0</b>	<b>276</b>	<b>27</b>	<b>503</b>	<b>241</b>	<b>2</b>	<b>773</b>	<b>410</b>	<b>155</b>	<b>301</b>	<b>6</b>	<b>872</b>	<b>3312</b>
<b>Apprch %</b>	<b>20.8</b>	<b>66.4</b>	<b>12.7</b>	<b>0.2</b>		<b>34.4</b>	<b>42.4</b>	<b>23.2</b>			<b>3.5</b>	<b>65.1</b>	<b>31.2</b>	<b>0.3</b>		<b>47</b>	<b>17.8</b>	<b>34.5</b>	<b>0.7</b>		
<b>Total %</b>	<b>8.7</b>	<b>27.9</b>	<b>5.3</b>	<b>0.1</b>	<b>42</b>	<b>2.9</b>	<b>3.5</b>	<b>1.9</b>	<b>0</b>	<b>8.3</b>	<b>0.8</b>	<b>15.2</b>	<b>7.3</b>	<b>0.1</b>	<b>23.3</b>	<b>12.4</b>	<b>4.7</b>	<b>9.1</b>	<b>0.2</b>	<b>26.3</b>	
<b>Unshifted</b>	<b>289</b>	<b>913</b>	<b>174</b>	<b>3</b>	<b>1379</b>	<b>95</b>	<b>117</b>	<b>57</b>	<b>0</b>	<b>269</b>	<b>21</b>	<b>494</b>	<b>238</b>	<b>2</b>	<b>755</b>	<b>408</b>	<b>155</b>	<b>300</b>	<b>6</b>	<b>869</b>	<b>3272</b>
<b>% Unshifted</b>	<b>100</b>	<b>98.9</b>	<b>98.9</b>	<b>100</b>	<b>99.1</b>	<b>100</b>	<b>100</b>	<b>89.1</b>	<b>0</b>	<b>97.5</b>	<b>77.8</b>	<b>98.2</b>	<b>98.8</b>	<b>100</b>	<b>97.7</b>	<b>99.5</b>	<b>100</b>	<b>99.7</b>	<b>100</b>	<b>99.7</b>	<b>98.8</b>
<b>Heavy Vehicles</b>	<b>0</b>	<b>1.1</b>	<b>1.1</b>	<b>0</b>	<b>0.9</b>	<b>0</b>	<b>0</b>	<b>10.9</b>	<b>0</b>	<b>2.5</b>	<b>22.2</b>	<b>1.8</b>	<b>1.2</b>	<b>0</b>	<b>2.3</b>	<b>0.5</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0.3</b>	<b>1.2</b>
<b>Bank 2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>% Bank 2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



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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 07:15 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	36	112	20	1	169	7	17	5	0	29	3	53	26	0	82	42	11	28	1	82	362
08:45 AM	29	89	21	1	140	7	10	6	0	23	2	52	24	0	78	43	20	29	4	96	337
09:00 AM	28	98	20	0	146	18	16	15	0	49	4	58	34	0	96	45	12	53	0	110	401
09:15 AM	49	106	17	0	172	5	15	5	0	25	2	55	20	1	78	30	17	40	1	88	363
Total Volume	142	405	78	2	627	37	58	31	0	126	11	218	104	1	334	160	60	150	6	376	1463
% App. Total	22.6	64.6	12.4	0.3		29.4	46	24.6	0		3.3	65.3	31.1	0.3		42.6	16	39.9	1.6		
PHF	.724	.904	.929	.500	.911	.514	.853	.517	.000	.643	.688	.940	.765	.250	.870	.889	.750	.708	.375	.855	.912
Unshifted	142	399	77	2	620	37	58	28	0	123	8	213	103	1	325	160	60	149	6	375	1443
% Unshifted	100	98.5	98.7	100	98.9	100	100	90.3	0	97.6	72.7	97.7	99.0	100	97.3	100	100	99.3	100	99.7	98.6
Heavy Vehicles	0	6	1	0	7	0	0	3	0	3	3	5	1	0	9	0	0	1	0	1	20
% Heavy Vehicles	0	1.5	1.3	0	1.1	0	0	9.7	0	2.4	27.3	2.3	1.0	0	2.7	0	0	0.7	0	0.3	1.4
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

