

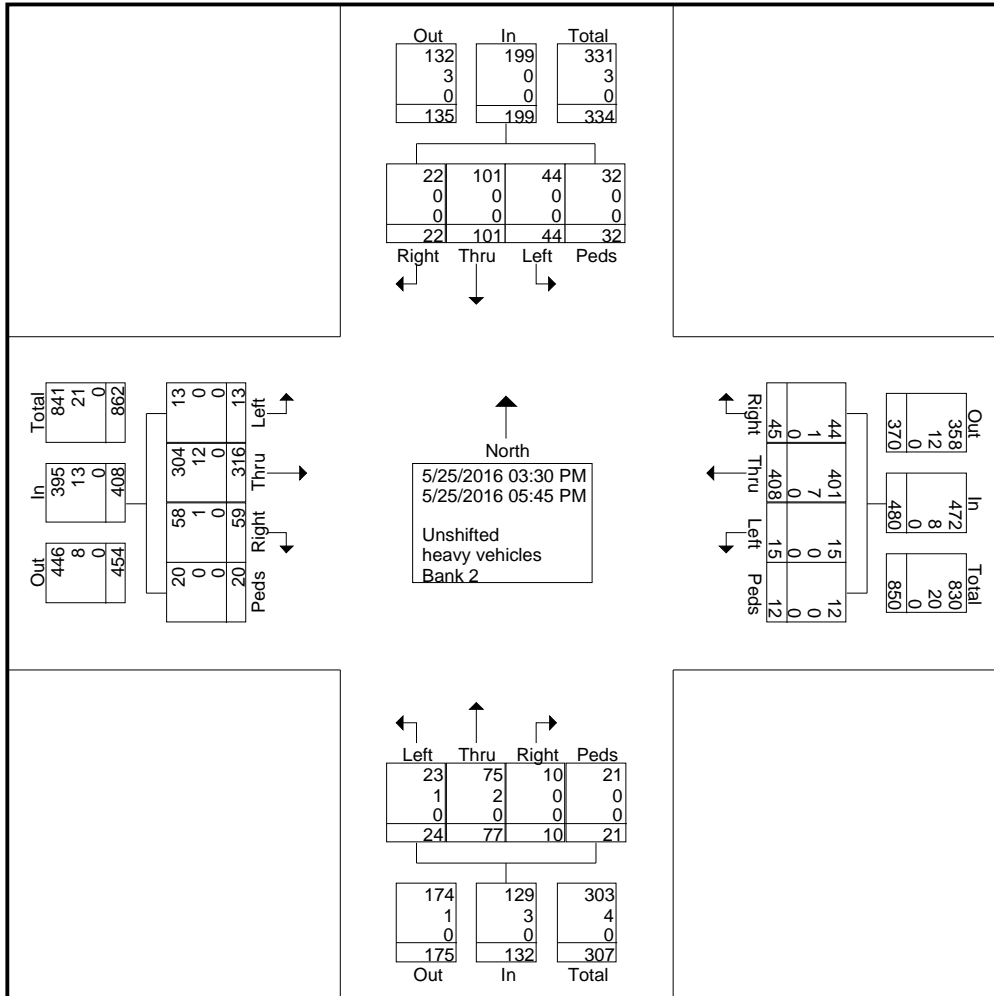
Binghamton Metropolitan Transportation Study

PO Box 1766
Binghamton, NY 13902

Your Tagline Here

Lucille Dellos
Leroy/Laurel
City of Binghamton
partly sunny

File Name : Leroy and Laurel PM 2016
Site Code : 99
Start Date : 5/25/2016
Page No : 2



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PO Box 1766
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| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|--|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|------|-------|------|------------|-----------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 03:30 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:30 PM | 16 | 22 | 5 | 12 | 55 | 2 | 58 | 6 | 2 | 68 | 6 | 11 | 1 | 1 | 19 | 5 | 35 | 16 | 0 | 56 | 198 |
| 03:45 PM | 3 | 12 | 2 | 1 | 18 | 1 | 39 | 3 | 0 | 43 | 3 | 9 | 2 | 0 | 14 | 0 | 43 | 13 | 1 | 57 | 132 |
| 04:00 PM | 4 | 9 | 4 | 4 | 21 | 2 | 39 | 4 | 1 | 46 | 3 | 4 | 1 | 1 | 9 | 0 | 69 | 12 | 1 | 82 | 158 |
| 04:15 PM | 6 | 8 | 2 | 3 | 19 | 0 | 45 | 2 | 1 | 48 | 5 | 5 | 1 | 3 | 14 | 1 | 48 | 9 | 0 | 58 | 139 |
| Total Volume | 29 | 51 | 13 | 20 | 113 | 5 | 181 | 15 | 4 | 205 | 17 | 29 | 5 | 5 | 56 | 6 | 195 | 50 | 2 | 253 | 627 |
| % App. Total | 25.7 | 45.1 | 11.5 | 17.7 | | 2.4 | 88.3 | 7.3 | 2 | | 30.4 | 51.8 | 8.9 | 8.9 | | 2.4 | 77.1 | 19.8 | 0.8 | | |
| PHF | .453 | .580 | .650 | .417 | .514 | .625 | .780 | .625 | .500 | .754 | .708 | .659 | .625 | .417 | .737 | .300 | .707 | .781 | .500 | .771 | .792 |
| Unshifted | 29 | 51 | 13 | 20 | 113 | 5 | 176 | 14 | 4 | 199 | 16 | 27 | 5 | 5 | 53 | 6 | 187 | 49 | 2 | 244 | 609 |
| % Unshifted | 100 | 100 | 100 | 100 | 100 | 100 | 97.2 | 93.3 | 100 | 97.1 | 94.1 | 93.1 | 100 | 100 | 94.6 | 100 | 95.9 | 98.0 | 100 | 96.4 | 97.1 |
| heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 1 | 2 | 0 | 0 | 3 | 0 | 8 | 1 | 0 | 9 | 18 |
| % heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 2.8 | 6.7 | 0 | 2.9 | 5.9 | 6.9 | 0 | 0 | 5.4 | 0 | 4.1 | 2.0 | 0 | 3.6 | 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 |

