

# Binghamton Metropolitan Transportation Study

PO Box 1766  
Binghamton, NY 13902

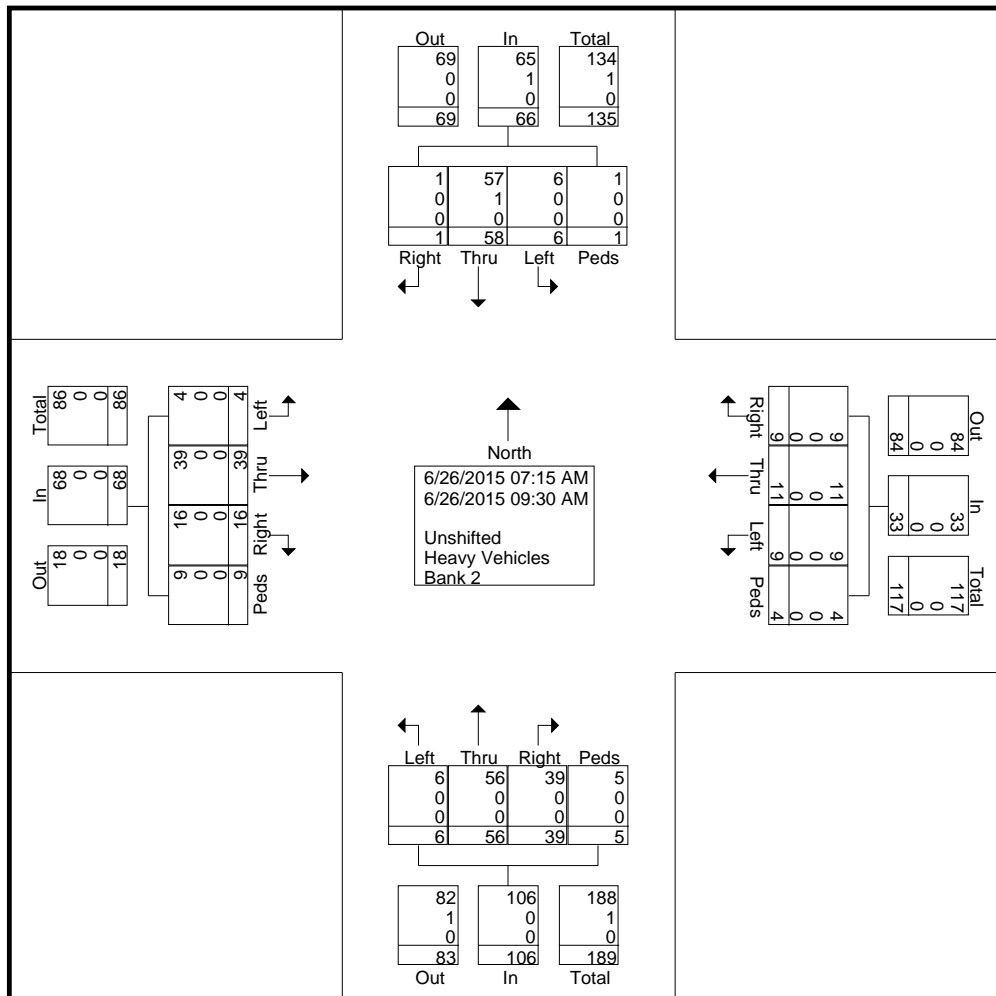
*Your Tagline Here*

Bobby Portorsnok  
Lincoln and Broad  
Endicott  
So AWAKE!

File Name : Not Named 1  
Site Code : 142  
Start Date : 6/26/2015  
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           | 0          | 1    | 0    | 0    | 1          | 0         | 0    | 0    | 0    | 0          | 1          | 1    | 1    | 0    | 3          | 1         | 0    | 0    | 1    | 2          | 6          |
| 07:30 AM           | 0          | 4    | 2    | 0    | 6          | 2         | 0    | 0    | 0    | 2          | 4          | 4    | 1    | 1    | 10         | 1         | 5    | 1    | 0    | 7          | 25         |
| 07:45 AM           | 0          | 4    | 0    | 1    | 5          | 0         | 1    | 1    | 0    | 2          | 3          | 6    | 0    | 0    | 9          | 1         | 1    | 0    | 0    | 2          | 18         |
| <b>Total</b>       | 0          | 9    | 2    | 1    | 12         | 2         | 1    | 1    | 0    | 4          | 8          | 11   | 2    | 1    | 22         | 3         | 6    | 1    | 1    | 11         | 49         |
| 08:00 AM           | 0          | 7    | 1    | 0    | 8          | 0         | 0    | 2    | 0    | 2          | 6          | 6    | 0    | 0    | 12         | 1         | 4    | 0    | 1    | 6          | 28         |
| 08:15 AM           | 0          | 8    | 1    | 0    | 9          | 0         | 1    | 0    | 0    | 1          | 5          | 2    | 1    | 1    | 9          | 3         | 5    | 0    | 2    | 10         | 29         |
| 08:30 AM           | 0          | 4    | 0    | 0    | 4          | 2         | 0    | 1    | 2    | 5          | 7          | 10   | 1    | 0    | 18         | 1         | 5    | 0    | 1    | 7          | 34         |
| 08:45 AM           | 0          | 4    | 1    | 0    | 5          | 1         | 2    | 1    | 0    | 4          | 2          | 5    | 1    | 1    | 9          | 3         | 6    | 2    | 2    | 13         | 31         |
| <b>Total</b>       | 0          | 23   | 3    | 0    | 26         | 3         | 3    | 4    | 2    | 12         | 20         | 23   | 3    | 2    | 48         | 8         | 20   | 2    | 6    | 36         | 122        |
| 09:00 AM           | 0          | 8    | 0    | 0    | 8          | 2         | 2    | 0    | 2    | 6          | 4          | 6    | 0    | 0    | 10         | 3         | 3    | 0    | 1    | 7          | 31         |
| 09:15 AM           | 1          | 8    | 0    | 0    | 9          | 2         | 3    | 3    | 0    | 8          | 6          | 10   | 0    | 1    | 17         | 2         | 6    | 0    | 1    | 9          | 43         |
| 09:30 AM           | 0          | 10   | 1    | 0    | 11         | 0         | 2    | 1    | 0    | 3          | 1          | 6    | 1    | 1    | 9          | 0         | 4    | 1    | 0    | 5          | 28         |
| <b>Grand Total</b> | 1          | 58   | 6    | 1    | 66         | 9         | 11   | 9    | 4    | 33         | 39         | 56   | 6    | 5    | 106        | 16        | 39   | 4    | 9    | 68         | 273        |
| Approch %          | 1.5        | 87.9 | 9.1  | 1.5  |            | 27.3      | 33.3 | 27.3 | 12.1 |            | 36.8       | 52.8 | 5.7  | 4.7  |            | 23.5      | 57.4 | 5.9  | 13.2 |            |            |
| <b>Total %</b>     | 0.4        | 21.2 | 2.2  | 0.4  | 24.2       | 3.3       | 4    | 3.3  | 1.5  | 12.1       | 14.3       | 20.5 | 2.2  | 1.8  | 38.8       | 5.9       | 14.3 | 1.5  | 3.3  | 24.9       |            |
| Unshifted          | 1          | 57   | 6    | 1    | 65         | 9         | 11   | 9    | 4    | 33         | 39         | 56   | 6    | 5    | 106        | 16        | 39   | 4    | 9    | 68         | 272        |
| % Unshifted        | 100        | 98.3 | 100  | 100  | 98.5       | 100       | 100  | 100  | 100  | 100        | 100        | 100  | 100  | 100  | 100        | 100       | 100  | 100  | 100  | 100        | 99.6       |
| Heavy Vehicles     |            |      |      |      |            |           |      |      |      |            |            |      |      |      |            |           |      |      |      |            |            |
| % Heavy Vehicles   | 0          | 1.7  | 0    | 0    | 1.5        | 0         | 0    | 0    | 0    | 0          | 0          | 0    | 0    | 0    | 0          | 0         | 0    | 0    | 0    | 0          | 0.4        |
| 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          |



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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 09:30 AM - Peak 1 of 1 |            |      |      |      |            |           |      |      |      |            |            |      |      |      |            |           |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:30 AM       |            |      |      |      |            |           |      |      |      |            |            |      |      |      |            |           |      |      |      |            |            |
| 08:30 AM   | 0          | 4    | 0    | 0    | 4          | 2         | 0    | 1    | 2    | 5          | 7          | 10   | 1    | 0    | 18         | 1         | 5    | 0    | 1    | 7          | 34         |
| 08:45 AM   | 0          | 4    | 1    | 0    | 5          | 1         | 2    | 1    | 0    | 4          | 2          | 5    | 1    | 1    | 9          | 3         | 6    | 2    | 2    | 13         | 31         |
| 09:00 AM   | 0          | 8    | 0    | 0    | 8          | 2         | 2    | 0    | 2    | 6          | 4          | 6    | 0    | 0    | 10         | 3         | 3    | 0    | 1    | 7          | 31         |
| 09:15 AM   | 1          | 8    | 0    | 0    | 9          | 2         | 3    | 3    | 0    | 8          | 6          | 10   | 0    | 1    | 17         | 2         | 6    | 0    | 1    | 9          | 43         |
| Total Volume   | 1          | 24   | 1    | 0    | 26         | 7         | 7    | 5    | 4    | 23         | 19         | 31   | 2    | 2    | 54         | 9         | 20   | 2    | 5    | 36         | 139        |
| % App. Total   | 3.8        | 92.3 | 3.8  | 0    |            | 30.4      | 30.4 | 21.7 | 17.4 |            | 35.2       | 57.4 | 3.7  | 3.7  |            | 25        | 55.6 | 5.6  | 13.9 |            |            |
| PHF  | .250       | .750 | .250 | .000 | .722       | .875      | .583 | .417 | .500 | .719       | .679       | .775 | .500 | .500 | .750       | .750      | .833 | .250 | .625 | .692       | .808       |
| Unshifted  | 1          | 23   | 1    | 0    | 25         | 7         | 7    | 5    | 4    | 23         | 19         | 31   | 2    | 2    | 54         | 9         | 20   | 2    | 5    | 36         | 138        |
| % Unshifted  | 100        | 95.8 | 100  | 0    | 96.2       | 100       | 100  | 100  | 100  | 100        | 100        | 100  | 100  | 100  | 100        | 100       | 100  | 100  | 100  | 100        | 99.3       |
| Heavy Vehicles   | 0          | 1    | 0    | 0    | 1          | 0         | 0    | 0    | 0    | 0          | 0          | 0    | 0    | 0    | 0          | 0         | 0    | 0    | 0    | 0          | 1          |
| % Heavy Vehicles   | 0          | 4.2  | 0    | 0    | 3.8        | 0         | 0    | 0    | 0    | 0          | 0          | 0    | 0    | 0    | 0          | 0         | 0    | 0    | 0    | 0          | 0.7        |
| 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          |

