

# Binghamton Metropolitan Transportation Study

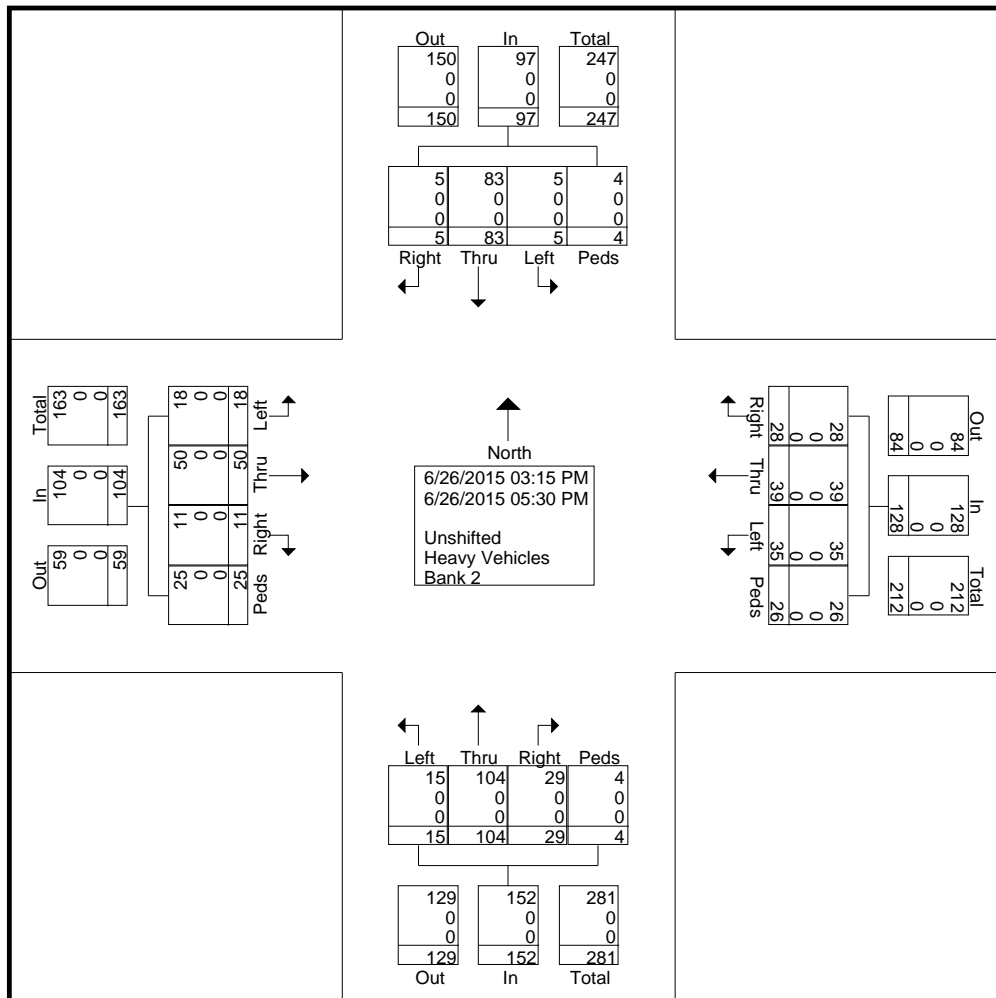
PO Box 1766  
 Binghamton, NY 13902  
*Your Tagline Here*

Bobby Portorsnok  
 Lincoln and Broad  
 Endicott  
 Light was out, changed to flashing

File Name : Not Named 2  
 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	
03:15 PM	0	10	1	0	11	2	4	3	0	9	1	6	2	1	10	1	3	3	2	9	39
03:30 PM	0	6	1	1	8	4	6	6	0	16	1	20	2	0	23	2	6	0	1	9	56
03:45 PM	1	12	0	0	13	4	3	3	2	12	6	10	0	0	16	0	6	2	1	9	50
<b>Total</b>	<b>1</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>10</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>37</b>	<b>8</b>	<b>36</b>	<b>4</b>	<b>1</b>	<b>49</b>	<b>3</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>27</b>	<b>145</b>
04:00 PM	0	8	1	0	9	6	6	2	0	14	5	14	3	0	22	0	3	1	3	7	52
04:15 PM	0	9	0	1	10	4	2	7	5	18	4	10	3	0	17	2	4	2	2	10	55
04:30 PM	1	3	0	0	4	2	3	0	4	9	4	6	0	0	10	0	1	1	4	6	29
04:45 PM	1	11	0	0	12	0	3	4	4	11	2	1	1	0	4	1	4	2	3	10	37
<b>Total</b>	<b>2</b>	<b>31</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>12</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>52</b>	<b>15</b>	<b>31</b>	<b>7</b>	<b>0</b>	<b>53</b>	<b>3</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>33</b>	<b>173</b>
05:00 PM	0	9	1	0	10	1	5	3	1	10	4	14	1	1	20	1	10	6	5	22	62
05:15 PM	0	8	0	2	10	3	3	4	8	18	1	10	1	2	14	2	9	0	3	14	56
05:30 PM	2	7	1	0	10	2	4	3	2	11	1	13	2	0	16	2	4	1	1	8	45
<b>Grand Total</b>	<b>5</b>	<b>83</b>	<b>5</b>	<b>4</b>	<b>97</b>	<b>28</b>	<b>39</b>	<b>35</b>	<b>26</b>	<b>128</b>	<b>29</b>	<b>104</b>	<b>15</b>	<b>4</b>	<b>152</b>	<b>11</b>	<b>50</b>	<b>18</b>	<b>25</b>	<b>104</b>	<b>481</b>
Apprch %	5.2	85.6	5.2	4.1	20.2	21.9	30.5	27.3	20.3	100	19.1	68.4	9.9	2.6	100	10.6	48.1	17.3	24	100	
<b>Total %</b>	<b>1</b>	<b>17.3</b>	<b>1</b>	<b>0.8</b>	<b>20.2</b>	<b>5.8</b>	<b>8.1</b>	<b>7.3</b>	<b>5.4</b>	<b>26.6</b>	<b>6</b>	<b>21.6</b>	<b>3.1</b>	<b>0.8</b>	<b>31.6</b>	<b>2.3</b>	<b>10.4</b>	<b>3.7</b>	<b>5.2</b>	<b>21.6</b>	
Unshifted	5	83	5	4	97	28	39	35	26	128	29	104	15	4	152	11	50	18	25	104	481
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	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
% 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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	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 03:15 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	6	1	1	8	4	6	6	0	16	1	20	2	0	23	2	6	0	1	9	56
03:45 PM	1	12	0	0	13	4	3	3	2	12	6	10	0	0	16	0	6	2	1	9	50
04:00 PM	0	8	1	0	9	6	6	2	0	14	5	14	3	0	22	0	3	1	3	7	52
04:15 PM	0	9	0	1	10	4	2	7	5	18	4	10	3	0	17	2	4	2	2	10	55
Total Volume	1	35	2	2	40	18	17	18	7	60	16	54	8	0	78	4	19	5	7	35	213
% App. Total	2.5	87.5	5	5		30	28.3	30	11.7		20.5	69.2	10.3	0		11.4	54.3	14.3	20		
PHF	.250	.729	.500	.500	.769	.750	.708	.643	.350	.833	.667	.675	.667	.000	.848	.500	.792	.625	.583	.875	.951
Unshifted	1	35	2	2	40	18	17	18	7	60	16	54	8	0	78	4	19	5	7	35	213
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100	100	100	100	100	100
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Vehicles	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
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

