

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
Main and Broad/Ave D
Johnson City
warm and sunny

File Name : Not Named 23
Site Code : 00000206
Start Date : 5/30/2013
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

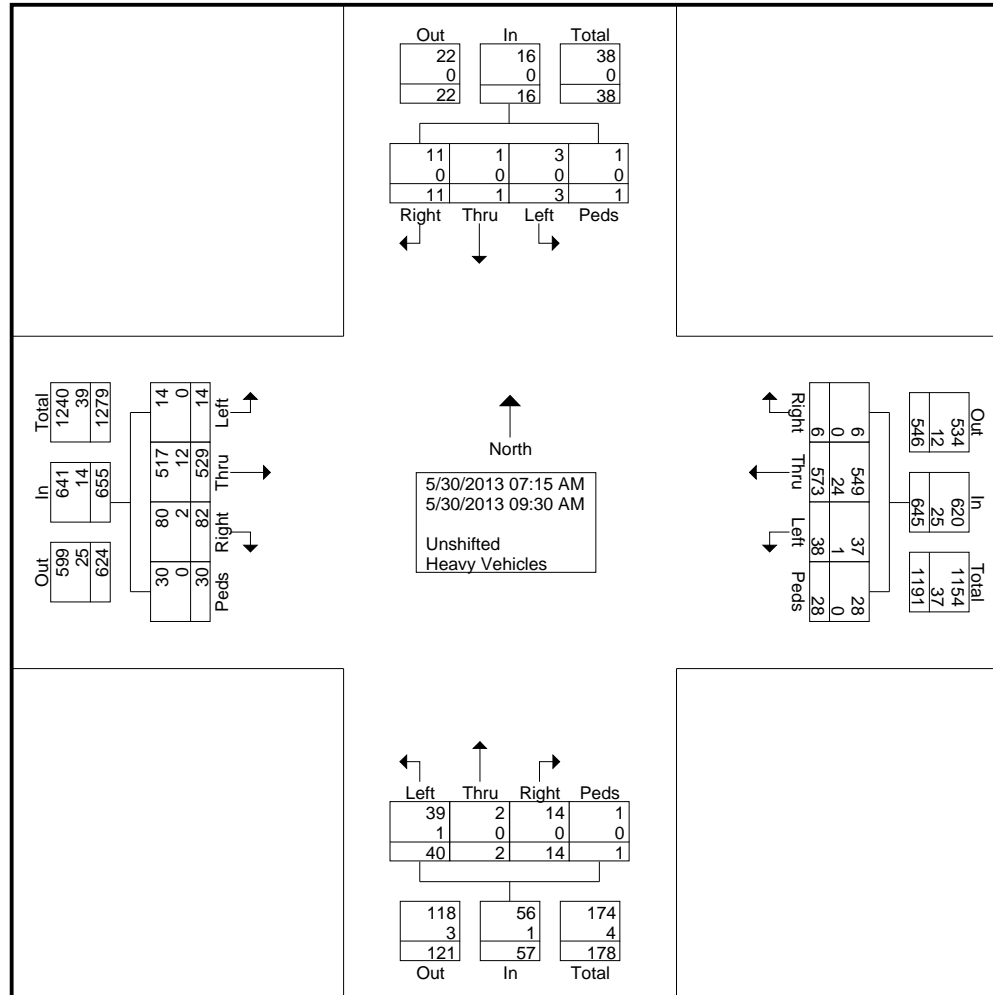
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:15 AM	0	0	0	0	0	1	39	5	5	50	1	1	2	0	4	3	31	0	2	36	90
07:30 AM	0	0	0	0	0	0	55	2	0	57	1	0	1	0	2	3	46	0	1	50	109
07:45 AM	2	0	0	0	2	0	47	4	2	53	1	0	3	0	4	5	53	2	3	63	122
Total	2	0	0	0	2	1	141	11	7	160	3	1	6	0	10	11	130	2	6	149	321
08:00 AM	0	0	1	0	1	0	50	4	1	55	1	0	3	0	4	9	46	2	1	58	118
08:15 AM	1	0	0	0	1	0	65	3	4	72	2	0	1	0	3	12	39	2	5	58	134
08:30 AM	4	0	0	0	4	1	65	10	1	77	2	1	2	1	6	12	45	0	5	62	149
08:45 AM	1	0	1	0	2	0	54	3	0	57	1	0	13	0	14	13	67	1	4	85	158
Total	6	0	2	0	8	1	234	20	6	261	6	1	19	1	27	46	197	5	15	263	559
09:00 AM	0	0	0	0	0	2	66	2	1	71	2	0	7	0	9	11	69	3	1	84	164
09:15 AM	1	0	1	0	2	1	63	1	8	73	3	0	4	0	7	10	61	1	5	77	159
09:30 AM	2	1	0	1	4	1	69	4	6	80	0	0	4	0	4	4	72	3	3	82	170
Grand Total	11	1	3	1	16	6	573	38	28	645	14	2	40	1	57	82	529	14	30	655	1373
Apprch %	68.8	6.2	18.8	6.2		0.9	88.8	5.9	4.3		24.6	3.5	70.2	1.8		12.5	80.8	2.1	4.6		
Total %	0.8	0.1	0.2	0.1	1.2	0.4	41.7	2.8	2	47	1	0.1	2.9	0.1	4.2	6	38.5	1	2.2	47.7	
Unshifted	11	1	3	1	16	6	549	37	28	620	14	2	39	1	56	80	517	14	30	641	1333
% Unshifted	100	100	100	100	100	100	95.8	97.4	100	96.1	100	100	97.5	100	98.2	97.6	97.7	100	100	97.9	97.1
Heavy Vehicles	0	0	0	0	0	0	24	1	0	25	0	0	1	0	1	2	12	0	0	14	40
% Heavy Vehicles	0	0	0	0	0	0	4.2	2.6	0	3.9	0	0	2.5	0	1.8	2.4	2.3	0	0	2.1	2.9

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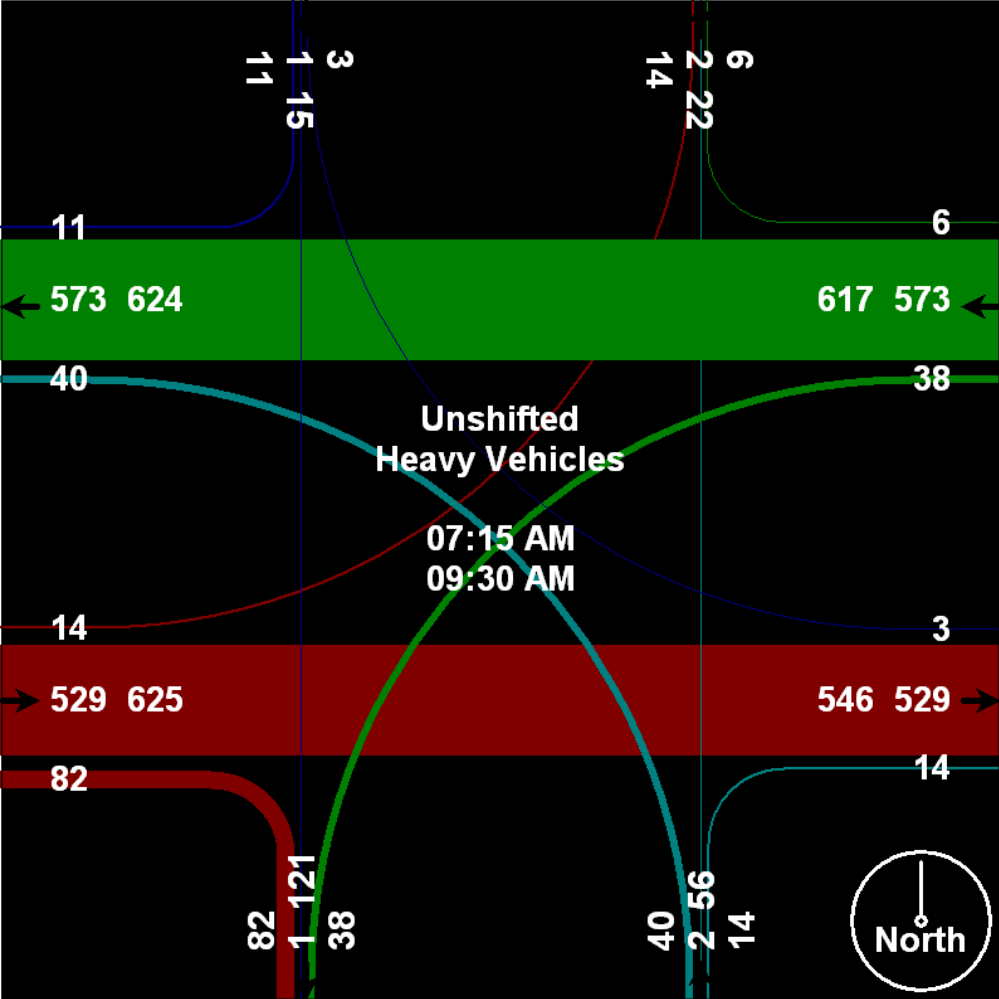


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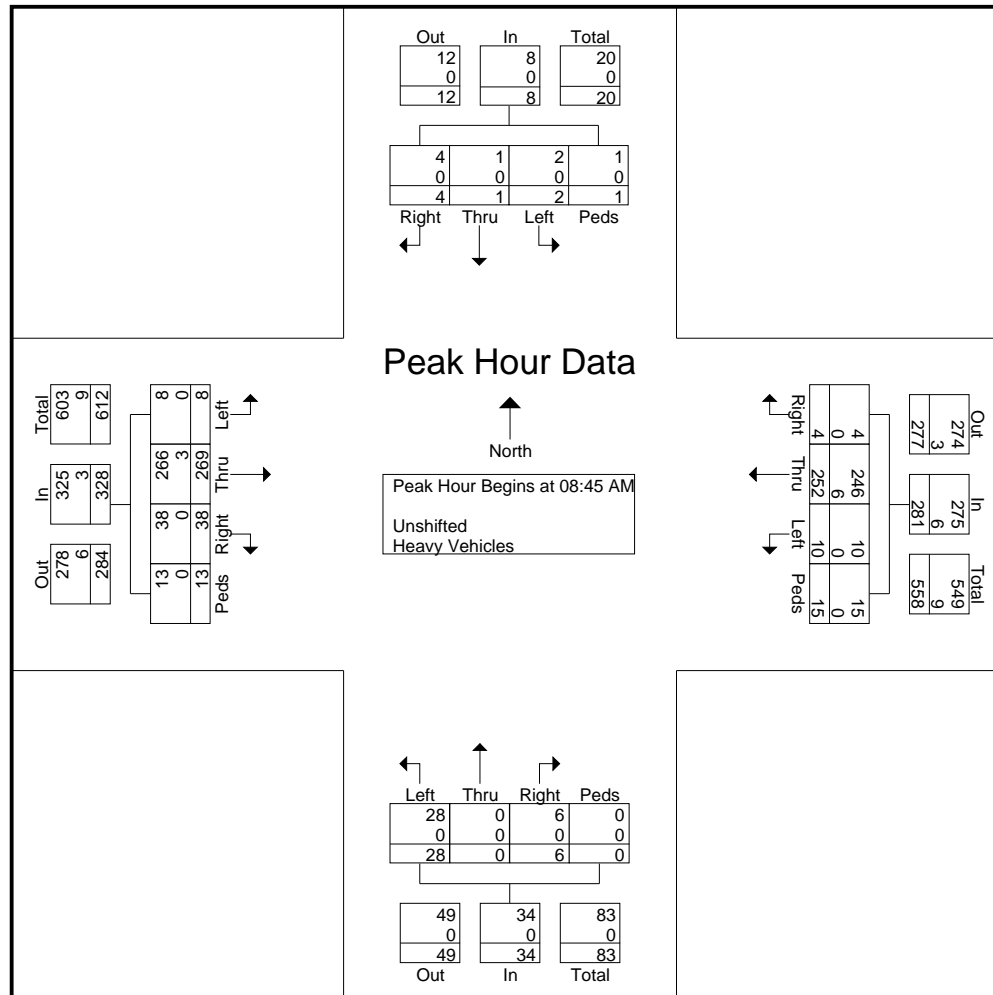
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45 AM																					
08:45 AM	1	0	1	0	2	0	54	3	0	57	1	0	13	0	14	13	67	1	4	85	158
09:00 AM	0	0	0	0	0	2	66	2	1	71	2	0	7	0	9	11	69	3	1	84	164
09:15 AM	1	0	1	0	2	1	63	1	8	73	3	0	4	0	7	10	61	1	5	77	159
09:30 AM	2	1	0	1	4	1	69	4	6	80	0	0	4	0	4	4	72	3	3	82	170
Total Volume	4	1	2	1	8	4	252	10	15	281	6	0	28	0	34	38	269	8	13	328	651
% App. Total	50	12.5	25	12.5		1.4	89.7	3.6	5.3		17.6	0	82.4	0		11.6	82	2.4	4		
PHF	.500	.250	.500	.250	.500	.500	.913	.625	.469	.878	.500	.000	.538	.000	.607	.731	.934	.667	.650	.965	.957
Unshifted	4	1	2	1	8	4	246	10	15	275	6	0	28	0	34	38	266	8	13	325	642
% Unshifted	100	100	100	100	100	100	97.6	100	100	97.9	100	0	100	0	100	100	98.9	100	100	99.1	98.6
Heavy Vehicles	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
% Heavy Vehicles	0	0	0	0	0	0	2.4	0	0	2.1	0	0	0	0	0	0	1.1	0	0	0.9	1.4

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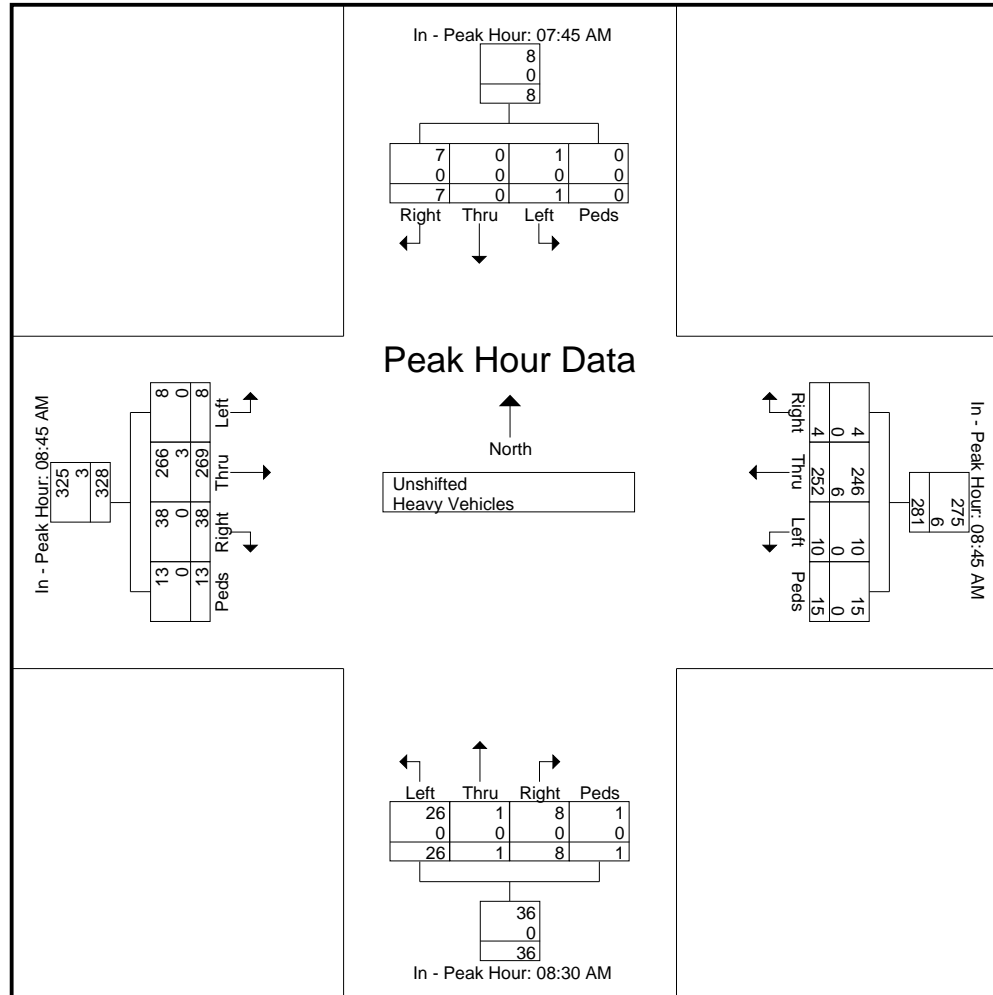
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 09:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					08:45 AM					08:30 AM					08:45 AM					
+0 mins.	2	0	0	0	2	0	54	3	0	57	2	1	2	1	6	13	67	1	4	85	
+15 mins.	0	0	1	0	1	2	66	2	1	71	1	0	13	0	14	11	69	3	1	84	
+30 mins.	1	0	0	0	1	1	63	1	8	73	2	0	7	0	9	10	61	1	5	77	
+45 mins.	4	0	0	0	4	1	69	4	6	80	3	0	4	0	7	4	72	3	3	82	
Total Volume	7	0	1	0	8	4	252	10	15	281	8	1	26	1	36	38	269	8	13	328	
% App. Total	87.5	0	12.5	0		1.4	89.7	3.6	5.3		22.2	2.8	72.2	2.8		11.6	82	2.4	4		
PHF	.438	.000	.250	.000	.500	.500	.913	.625	.469	.878	.667	.250	.500	.250	.643	.731	.934	.667	.650	.965	
Unshifted	7	0	1	0	8	4	246	10	15	275	8	1	26	1	36	38	266	8	13	325	
% Unshifted	100	0	100	0	100	100	97.6	100	100	97.9	100	100	100	100	100	100	98.9	100	100	99.1	
Heavy Vehicles	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	
% Heavy Vehicles	0	0	0	0	0	0	2.4	0	0	2.1	0	0	0	0	0	0	1.1	0	0	0.9	

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