

Binghamton Metropolitan Transportation Study

PO Box 1766
Binghamton, NY 13902

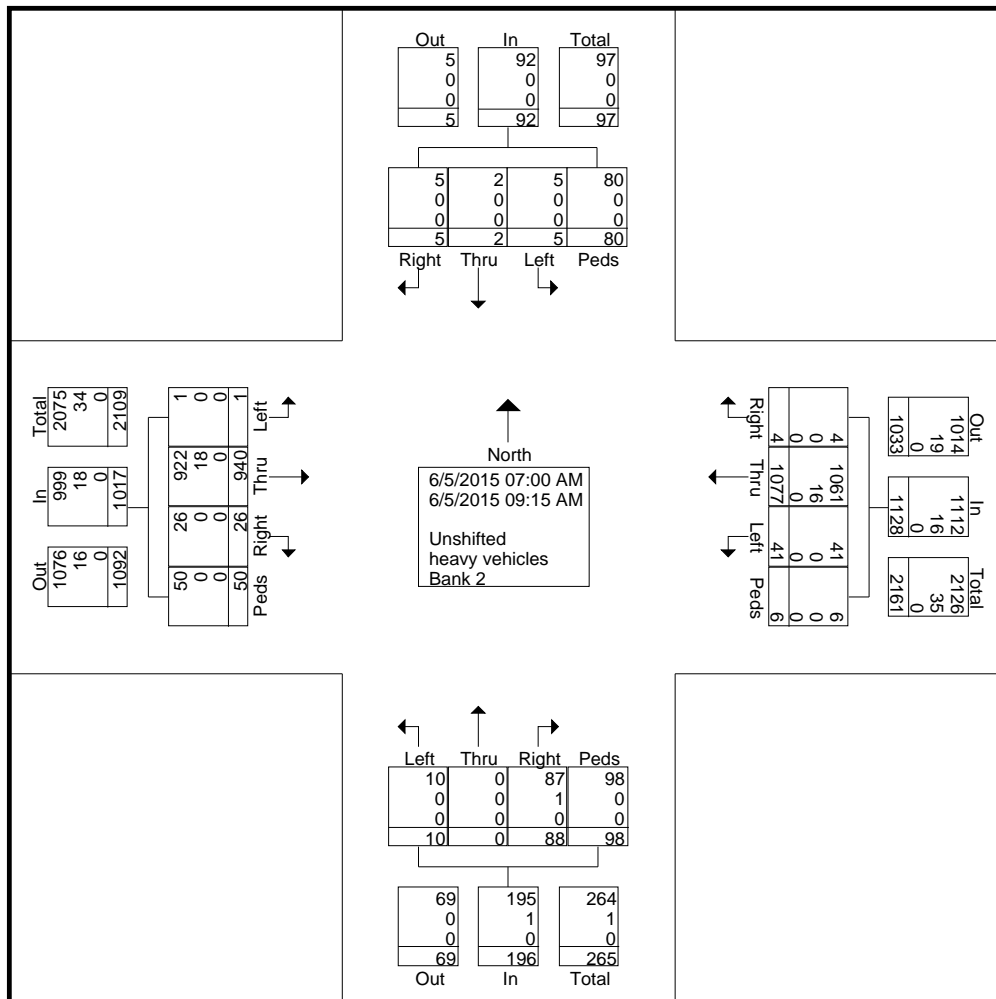
Your Tagline Here

Lucille Dellos
Main/Edwards
City of Binghamton
cloudy, clear

File Name : Main and Edwards AM 2015
Site Code : 00000000
Start Date : 6/5/2015
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 | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 66 | 3 | 1 | 71 | 11 | 0 | 1 | 3 | 15 | 0 | 50 | 1 | 13 | 64 | 150 |
| 07:15 AM | 0 | 0 | 0 | 11 | 11 | 0 | 88 | 5 | 0 | 93 | 8 | 0 | 0 | 6 | 14 | 2 | 70 | 0 | 3 | 75 | 193 |
| 07:30 AM | 2 | 1 | 2 | 11 | 16 | 0 | 107 | 6 | 0 | 113 | 10 | 0 | 0 | 18 | 28 | 1 | 98 | 0 | 14 | 113 | 270 |
| 07:45 AM | 1 | 1 | 1 | 12 | 15 | 2 | 134 | 5 | 0 | 141 | 8 | 0 | 1 | 10 | 19 | 5 | 117 | 0 | 3 | 125 | 300 |
| Total | 3 | 2 | 3 | 34 | 42 | 3 | 395 | 19 | 1 | 418 | 37 | 0 | 2 | 37 | 76 | 8 | 335 | 1 | 33 | 377 | 913 |
| 08:00 AM | 0 | 0 | 0 | 5 | 5 | 0 | 114 | 3 | 1 | 118 | 4 | 0 | 2 | 11 | 17 | 2 | 95 | 0 | 8 | 105 | 245 |
| 08:15 AM | 0 | 0 | 0 | 5 | 5 | 0 | 102 | 5 | 4 | 111 | 11 | 0 | 0 | 8 | 19 | 8 | 87 | 0 | 4 | 99 | 234 |
| 08:30 AM | 0 | 0 | 2 | 4 | 6 | 0 | 120 | 3 | 0 | 123 | 6 | 0 | 2 | 4 | 12 | 2 | 94 | 0 | 3 | 99 | 240 |
| 08:45 AM | 1 | 0 | 0 | 14 | 15 | 0 | 119 | 5 | 0 | 124 | 7 | 0 | 0 | 13 | 20 | 1 | 114 | 0 | 0 | 115 | 274 |
| Total | 1 | 0 | 2 | 28 | 31 | 0 | 455 | 16 | 5 | 476 | 28 | 0 | 4 | 36 | 68 | 13 | 390 | 0 | 15 | 418 | 993 |
| 09:00 AM | 1 | 0 | 0 | 9 | 10 | 1 | 136 | 3 | 0 | 140 | 11 | 0 | 3 | 12 | 26 | 2 | 110 | 0 | 1 | 113 | 289 |
| 09:15 AM | 0 | 0 | 0 | 9 | 9 | 0 | 91 | 3 | 0 | 94 | 12 | 0 | 1 | 13 | 26 | 3 | 105 | 0 | 1 | 109 | 238 |
| Grand Total | 5 | 2 | 5 | 80 | 92 | 4 | 1077 | 41 | 6 | 1128 | 88 | 0 | 10 | 98 | 196 | 26 | 940 | 1 | 50 | 1017 | 2433 |
| Apprch % | 5.4 | 2.2 | 5.4 | 87 | | 0.4 | 95.5 | 3.6 | 0.5 | | 44.9 | 0 | 5.1 | 50 | | 2.6 | 92.4 | 0.1 | 4.9 | | |
| Total % | 0.2 | 0.1 | 0.2 | 3.3 | 3.8 | 0.2 | 44.3 | 1.7 | 0.2 | 46.4 | 3.6 | 0 | 0.4 | 4 | 8.1 | 1.1 | 38.6 | 0 | 2.1 | 41.8 | |
| Unshifted | 5 | 2 | 5 | 80 | 92 | 4 | 1061 | 41 | 6 | 1112 | 87 | 0 | 10 | 98 | 195 | 26 | 922 | 1 | 50 | 999 | 2398 |
| % Unshifted | 100 | 100 | 100 | 100 | 100 | 100 | 98.5 | 100 | 100 | 98.6 | 98.9 | 0 | 100 | 100 | 99.5 | 100 | 98.1 | 100 | 100 | 98.2 | 98.6 |
| heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 1 | 0 | 0 | 0 | 1 | 0 | 18 | 0 | 0 | 18 | 35 |
| % heavy vehicles | | | | | | | | | | | | | | | | | | | | | |
| 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 07:00 AM to 09:15 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | 1 | 2 | 11 | 16 | 0 | 107 | 6 | 0 | 113 | 10 | 0 | 0 | 18 | 28 | 1 | 98 | 0 | 14 | 113 | 270 |
| 07:45 AM | 1 | 1 | 1 | 12 | 15 | 2 | 134 | 5 | 0 | 141 | 8 | 0 | 1 | 10 | 19 | 5 | 117 | 0 | 3 | 125 | 300 |
| 08:00 AM | 0 | 0 | 0 | 5 | 5 | 0 | 114 | 3 | 1 | 118 | 4 | 0 | 2 | 11 | 17 | 2 | 95 | 0 | 8 | 105 | 245 |
| 08:15 AM | 0 | 0 | 0 | 5 | 5 | 0 | 102 | 5 | 4 | 111 | 11 | 0 | 0 | 8 | 19 | 8 | 87 | 0 | 4 | 99 | 234 |
| Total Volume | 3 | 2 | 3 | 33 | 41 | 2 | 457 | 19 | 5 | 483 | 33 | 0 | 3 | 47 | 83 | 16 | 397 | 0 | 29 | 442 | 1049 |
| % App. Total | 7.3 | 4.9 | 7.3 | 80.5 | | 0.4 | 94.6 | 3.9 | 1 | | 39.8 | 0 | 3.6 | 56.6 | | 3.6 | 89.8 | 0 | 6.6 | | |
| PHF | .375 | .500 | .375 | .688 | .641 | .250 | .853 | .792 | .313 | .856 | .750 | .000 | .375 | .653 | .741 | .500 | .848 | .000 | .518 | .884 | .874 |
| Unshifted | 3 | 2 | 3 | 33 | 41 | 2 | 449 | 19 | 5 | 475 | 32 | 0 | 3 | 47 | 82 | 16 | 390 | 0 | 29 | 435 | 1033 |
| % Unshifted | 100 | 100 | 100 | 100 | 100 | 100 | 98.2 | 100 | 100 | 98.3 | 97.0 | 0 | 100 | 100 | 98.8 | 100 | 98.2 | 0 | 100 | 98.4 | 98.5 |
| heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 16 |
| % heavy vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.8 | 0 | 0 | 1.7 | 3.0 | 0 | 0 | 0 | 1.2 | 0 | 1.8 | 0 | 0 | 1.6 | 1.5 |
| 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 |

