

Binghamton Metropolitan Transportation Study

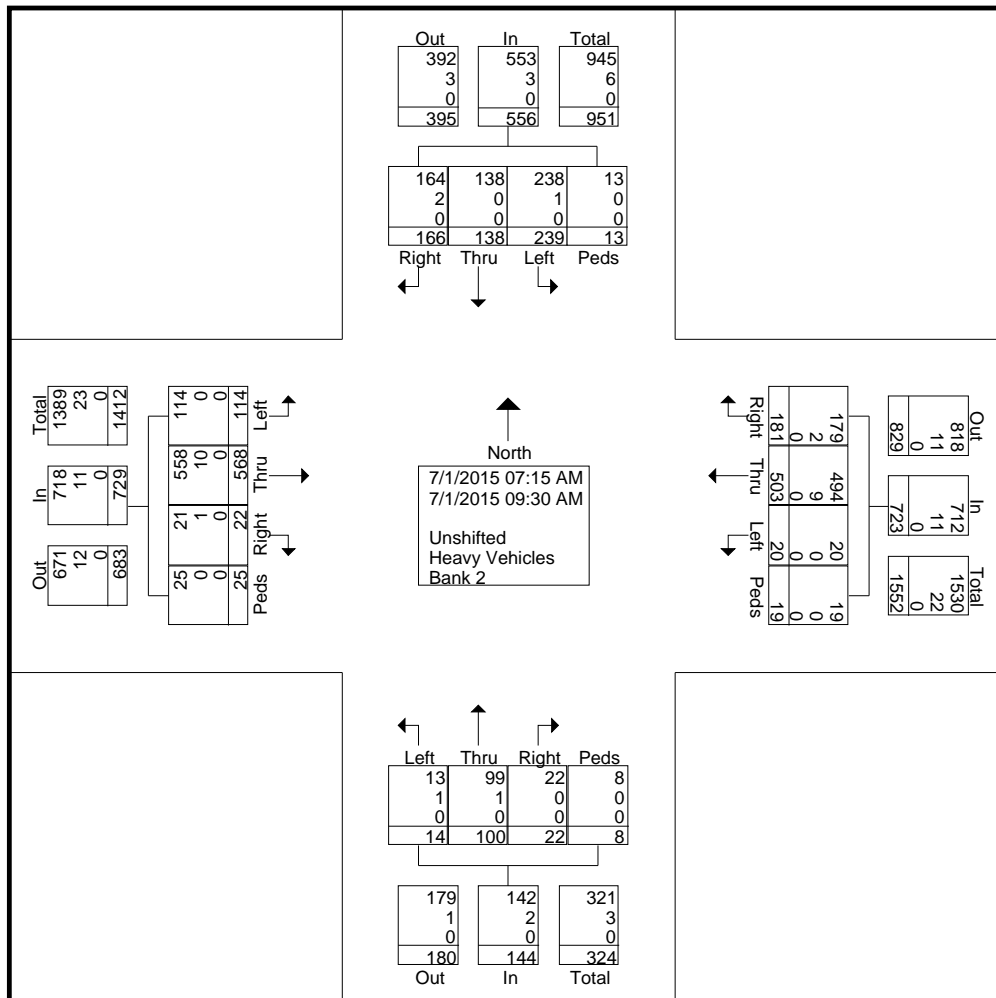
PO Box 1766
 Binghamton, NY 13902
Your Tagline Here

Bobby Portorsnok
 Main and Glenwood
 Binghamton
 Oh the people you'll meet

File Name : Not Named 7
 Site Code : 93
 Start Date : 7/1/2015
 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 | 15 | 7 | 21 | 1 | 44 | 15 | 25 | 1 | 0 | 41 | 2 | 8 | 2 | 0 | 12 | 0 | 44 | 7 | 1 | 52 | 149 |
| 07:30 AM | 16 | 10 | 17 | 0 | 43 | 20 | 27 | 1 | 0 | 48 | 1 | 11 | 1 | 0 | 13 | 0 | 43 | 7 | 0 | 50 | 154 |
| 07:45 AM | 18 | 12 | 23 | 1 | 54 | 18 | 32 | 1 | 0 | 51 | 2 | 7 | 1 | 1 | 11 | 0 | 48 | 10 | 1 | 59 | 175 |
| Total | 49 | 29 | 61 | 2 | 141 | 53 | 84 | 3 | 0 | 140 | 5 | 26 | 4 | 1 | 36 | 0 | 135 | 24 | 2 | 161 | 478 |
| 08:00 AM | 12 | 14 | 26 | 0 | 52 | 19 | 38 | 0 | 2 | 59 | 2 | 11 | 0 | 0 | 13 | 2 | 48 | 9 | 1 | 60 | 184 |
| 08:15 AM | 6 | 14 | 21 | 1 | 42 | 14 | 46 | 1 | 0 | 61 | 2 | 5 | 1 | 2 | 10 | 2 | 46 | 3 | 1 | 52 | 165 |
| 08:30 AM | 19 | 18 | 31 | 1 | 69 | 17 | 43 | 1 | 3 | 64 | 4 | 13 | 1 | 1 | 19 | 8 | 66 | 10 | 5 | 89 | 241 |
| 08:45 AM | 15 | 20 | 25 | 1 | 61 | 18 | 58 | 4 | 4 | 84 | 4 | 9 | 1 | 0 | 14 | 4 | 68 | 10 | 0 | 82 | 241 |
| Total | 52 | 66 | 103 | 3 | 224 | 68 | 185 | 6 | 9 | 268 | 12 | 38 | 3 | 3 | 56 | 16 | 228 | 32 | 7 | 283 | 831 |
| 09:00 AM | 25 | 15 | 24 | 2 | 66 | 22 | 69 | 4 | 1 | 96 | 4 | 10 | 3 | 0 | 17 | 1 | 60 | 17 | 0 | 78 | 257 |
| 09:15 AM | 23 | 12 | 28 | 3 | 66 | 18 | 92 | 4 | 8 | 122 | 1 | 14 | 4 | 0 | 19 | 2 | 64 | 20 | 13 | 99 | 306 |
| 09:30 AM | 17 | 16 | 23 | 3 | 59 | 20 | 73 | 3 | 1 | 97 | 0 | 12 | 0 | 4 | 16 | 3 | 81 | 21 | 3 | 108 | 280 |
| Grand Total | 166 | 138 | 239 | 13 | 556 | 181 | 503 | 20 | 19 | 723 | 22 | 100 | 14 | 8 | 144 | 22 | 568 | 114 | 25 | 729 | 2152 |
| Approch % | 29.9 | 24.8 | 43 | 2.3 | | 25 | 69.6 | 2.8 | 2.6 | | 15.3 | 69.4 | 9.7 | 5.6 | | 3 | 77.9 | 15.6 | 3.4 | | |
| Total % | 7.7 | 6.4 | 11.1 | 0.6 | 25.8 | 8.4 | 23.4 | 0.9 | 0.9 | 33.6 | 1 | 4.6 | 0.7 | 0.4 | 6.7 | 1 | 26.4 | 5.3 | 1.2 | 33.9 | |
| Unshifted | 164 | 138 | 238 | 13 | 553 | 179 | 494 | 20 | 19 | 712 | 22 | 99 | 13 | 8 | 142 | 21 | 558 | 114 | 25 | 718 | 2125 |
| % Unshifted | 98.8 | 100 | 99.6 | 100 | 99.5 | 98.9 | 98.2 | 100 | 100 | 98.5 | 100 | 99 | 92.9 | 100 | 98.6 | 95.5 | 98.2 | 100 | 100 | 98.5 | 98.7 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.2 | 0 | 0.4 | 0 | 0.5 | 1.1 | 1.8 | 0 | 0 | 1.5 | 0 | 1 | 7.1 | 0 | 1.4 | 4.5 | 1.8 | 0 | 0 | 1.5 | 1.3 |
| 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 09:00 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 08:15 AM | 6 | 14 | 21 | 1 | 42 | 14 | 46 | 1 | 0 | 61 | 2 | 5 | 1 | 2 | 10 | 2 | 46 | 3 | 1 | 52 | 165 |
| 08:30 AM | 19 | 18 | 31 | 1 | 69 | 17 | 43 | 1 | 3 | 64 | 4 | 13 | 1 | 1 | 19 | 8 | 66 | 10 | 5 | 89 | 241 |
| 08:45 AM | 15 | 20 | 25 | 1 | 61 | 18 | 58 | 4 | 4 | 84 | 4 | 9 | 1 | 0 | 14 | 4 | 68 | 10 | 0 | 82 | 241 |
| 09:00 AM | 25 | 15 | 24 | 2 | 66 | 22 | 69 | 4 | 1 | 96 | 4 | 10 | 3 | 0 | 17 | 1 | 60 | 17 | 0 | 78 | 257 |
| Total Volume | 65 | 67 | 101 | 5 | 238 | 71 | 216 | 10 | 8 | 305 | 14 | 37 | 6 | 3 | 60 | 15 | 240 | 40 | 6 | 301 | 904 |
| % App. Total | 27.3 | 28.2 | 42.4 | 2.1 | | 23.3 | 70.8 | 3.3 | 2.6 | | 23.3 | 61.7 | 10 | 5 | | 5 | 79.7 | 13.3 | 2 | | |
| PHF | .650 | .838 | .815 | .625 | .862 | .807 | .783 | .625 | .500 | .794 | .875 | .712 | .500 | .375 | .789 | .469 | .882 | .588 | .300 | .846 | .879 |
| Unshifted | 63 | 67 | 101 | 5 | 236 | 70 | 213 | 10 | 8 | 301 | 14 | 37 | 5 | 3 | 59 | 14 | 235 | 40 | 6 | 295 | 891 |
| % Unshifted | 96.9 | 100 | 100 | 100 | 99.2 | 98.6 | 98.6 | 100 | 100 | 98.7 | 100 | 100 | 83.3 | 100 | 98.3 | 93.3 | 97.9 | 100 | 100 | 98.0 | 98.6 |
| Heavy Vehicles | 2 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 0 | 6 | 13 |
| % Heavy Vehicles | 3.1 | 0 | 0 | 0 | 0.8 | 1.4 | 1.4 | 0 | 0 | 1.3 | 0 | 0 | 16.7 | 0 | 1.7 | 6.7 | 2.1 | 0 | 0 | 2.0 | 1.4 |
| 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 |

