



Binghamton Metropolitan Transportation Study

P.O. BOX 1766

BINGHAMTON, NY 13902

Dom Dellos
 North / Main PM
 Owego
 Nice day, very warm

File Name : North and Main (Owego) PM 2011
 Site Code : 237
 Start Date : 8/16/2011
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

| Start Time | North From North | | | | | Main From East | | | | | From South | | | | | Main 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 | |
| 03:00 PM | 47 | 0 | 20 | 0 | 67 | 21 | 14 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 49 | 0 | 69 | 171 |
| 03:15 PM | 43 | 0 | 20 | 0 | 63 | 22 | 16 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 46 | 0 | 66 | 167 |
| 03:30 PM | 50 | 0 | 19 | 0 | 69 | 25 | 15 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 45 | 1 | 66 | 175 |
| 03:45 PM | 54 | 0 | 15 | 0 | 69 | 22 | 15 | 0 | 3 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 78 | 0 | 104 | 213 |
| Total | 194 | 0 | 74 | 0 | 268 | 90 | 60 | 0 | 3 | 153 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 218 | 1 | 305 | 726 |
| 04:00 PM | 57 | 0 | 12 | 0 | 69 | 16 | 25 | 0 | 2 | 43 | 0 | 0 | 0 | 1 | 1 | 0 | 23 | 73 | 1 | 97 | 210 |
| 04:15 PM | 72 | 0 | 27 | 0 | 99 | 12 | 27 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 65 | 4 | 93 | 232 |
| 04:30 PM | 63 | 0 | 30 | 1 | 94 | 33 | 32 | 0 | 2 | 67 | 0 | 0 | 0 | 1 | 1 | 0 | 37 | 70 | 1 | 108 | 270 |
| 04:45 PM | 77 | 0 | 18 | 0 | 95 | 13 | 18 | 0 | 1 | 32 | 0 | 0 | 0 | 1 | 1 | 0 | 20 | 63 | 3 | 86 | 214 |
| Total | 269 | 0 | 87 | 1 | 357 | 74 | 102 | 0 | 6 | 182 | 0 | 0 | 0 | 3 | 3 | 0 | 104 | 271 | 9 | 384 | 926 |
| 05:00 PM | 75 | 0 | 20 | 0 | 95 | 21 | 23 | 0 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 129 | 1 | 164 | 303 |
| 05:15 PM | 71 | 0 | 18 | 0 | 89 | 18 | 19 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 100 | 0 | 124 | 250 |
| Grand Total | 609 | 0 | 199 | 1 | 809 | 203 | 204 | 0 | 9 | 416 | 0 | 0 | 0 | 3 | 3 | 0 | 248 | 718 | 11 | 977 | 2205 |
| Apprch % | 75.3 | 0 | 24.6 | 0.1 | | 48.8 | 49 | 0 | 2.2 | | 0 | 0 | 0 | 100 | | 0 | 25.4 | 73.5 | 1.1 | | |
| Total % | 27.6 | 0 | 9 | 0 | 36.7 | 9.2 | 9.3 | 0 | 0.4 | 18.9 | 0 | 0 | 0 | 0.1 | 0.1 | 0 | 11.2 | 32.6 | 0.5 | 44.3 | |
| Unshifted | 537 | 0 | 185 | 1 | 723 | 199 | 193 | 0 | 9 | 401 | 0 | 0 | 0 | 3 | 3 | 0 | 231 | 628 | 11 | 870 | 1997 |
| % Unshifted | 88.2 | 0 | 93 | 100 | 89.4 | 98 | 94.6 | 0 | 100 | 96.4 | 0 | 0 | 0 | 100 | 100 | 0 | 93.1 | 87.5 | 100 | 89 | 90.6 |
| Heavy Vehicles | 72 | 0 | 14 | 0 | 86 | 4 | 11 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 90 | 0 | 107 | 208 |
| % Heavy Vehicles | 11.8 | 0 | 7 | 0 | 10.6 | 2 | 5.4 | 0 | 0 | 3.6 | 0 | 0 | 0 | 0 | 0 | 0 | 6.9 | 12.5 | 0 | 11 | 9.4 |



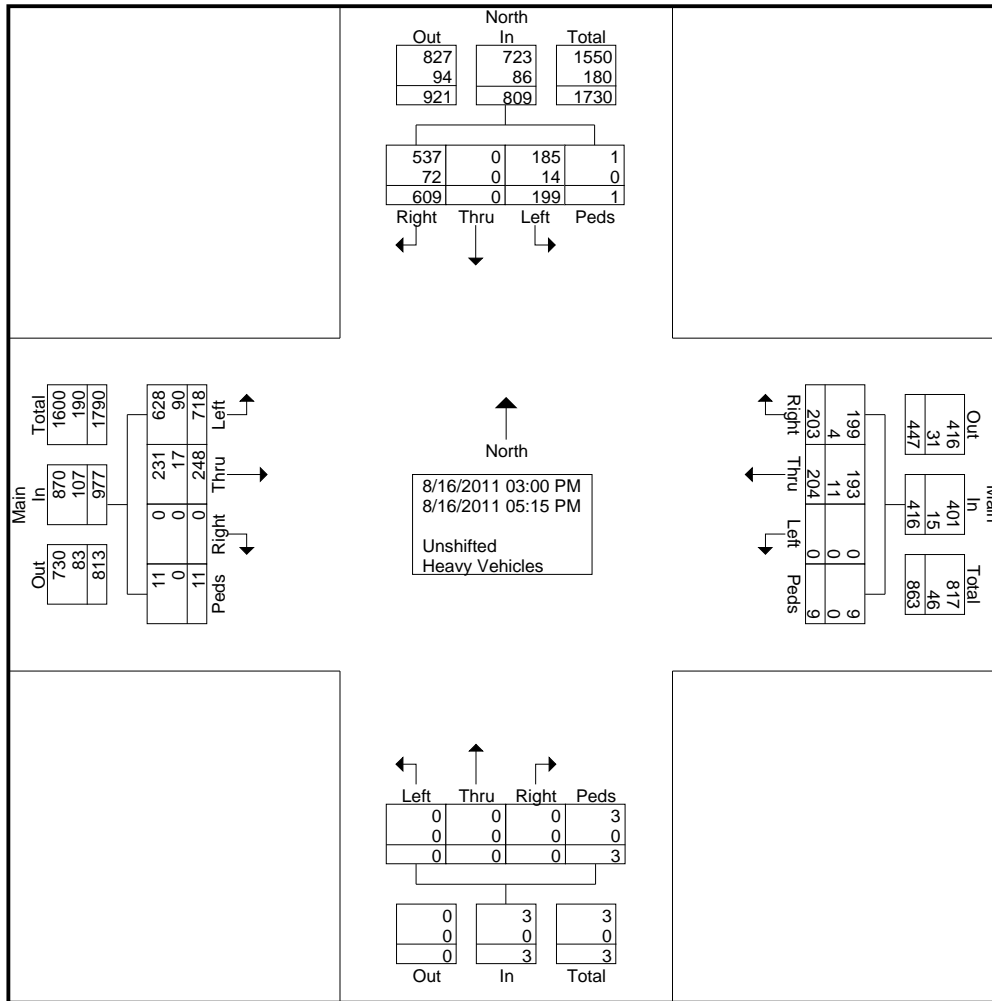
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| Start Time | North From North | | | | | Main From East | | | | | From South | | | | | Main From West | | | | | Int. Total |
|--|------------------|------|------|------|------------|----------------|------|------|------|------------|------------|------|------|------|------------|----------------|------|------|------|------------|------------|
| | 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 03:00 PM to 04:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:45 PM | 54 | 0 | 15 | 0 | 69 | 22 | 15 | 0 | 3 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 78 | 0 | 104 | 213 |
| 04:00 PM | 57 | 0 | 12 | 0 | 69 | 16 | 25 | 0 | 2 | 43 | 0 | 0 | 0 | 1 | 1 | 0 | 23 | 73 | 1 | 97 | 210 |
| 04:15 PM | 72 | 0 | 27 | 0 | 99 | 12 | 27 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 65 | 4 | 93 | 232 |
| 04:30 PM | 63 | 0 | 30 | 1 | 94 | 33 | 32 | 0 | 2 | 67 | 0 | 0 | 0 | 1 | 1 | 0 | 37 | 70 | 1 | 108 | 270 |
| Total Volume | 246 | 0 | 84 | 1 | 331 | 83 | 99 | 0 | 8 | 190 | 0 | 0 | 0 | 2 | 2 | 0 | 110 | 286 | 6 | 402 | 925 |
| % App. Total | 74.3 | 0 | 25.4 | 0.3 | | 43.7 | 52.1 | 0 | 4.2 | | 0 | 0 | 0 | 100 | | 0 | 27.4 | 71.1 | 1.5 | | |
| PHF | .854 | .000 | .700 | .250 | .836 | .629 | .773 | .000 | .667 | .709 | .000 | .000 | .000 | .500 | .500 | .000 | .743 | .917 | .375 | .931 | .856 |

