

Binghamton Metropolitan Transportation Study

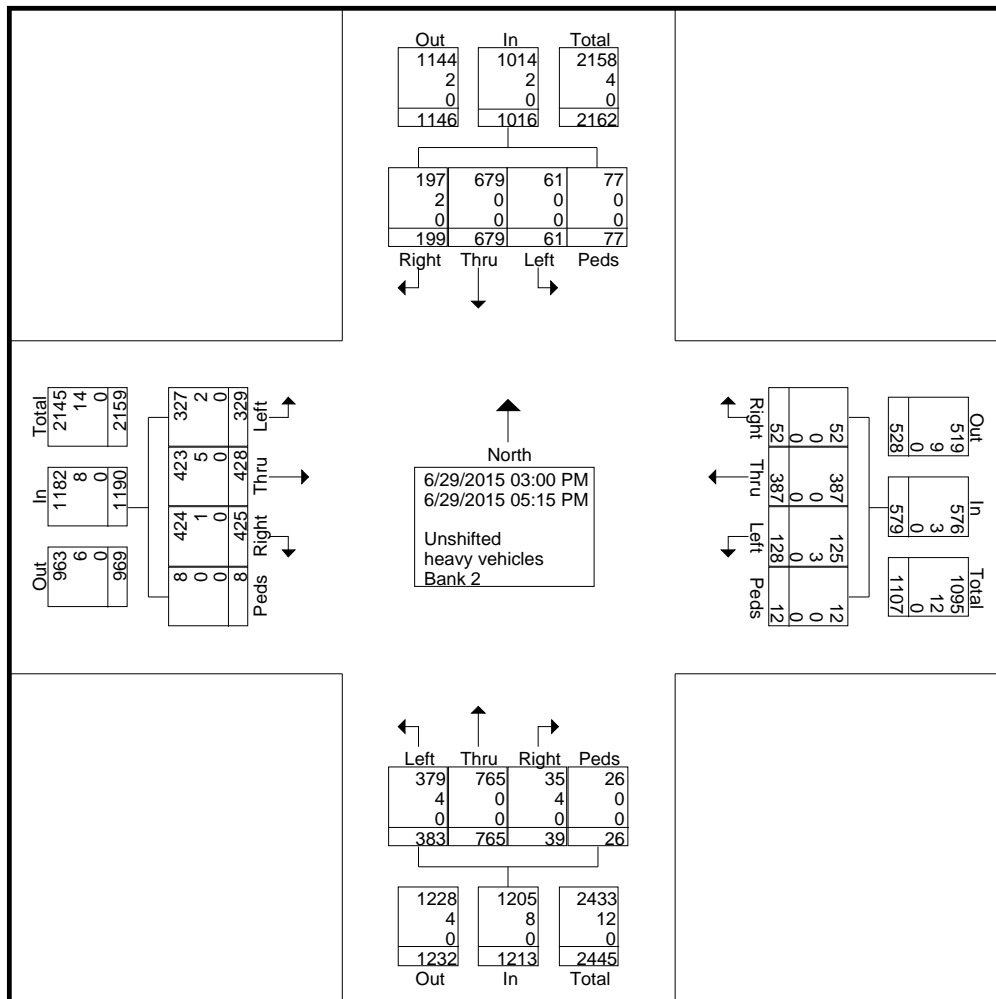
PO Box 1766
 Binghamton, NY 13902
Your Tagline Here

Lucille Dellos
 North/Mckinley
 Village of Endicott
 clear, partly sunny

File Name : North and Mckinley PM 2015
 Site Code : 00000000
 Start Date : 6/29/2015
 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 | |
| 03:00 PM | 11 | 44 | 9 | 7 | 71 | 1 | 37 | 8 | 0 | 46 | 5 | 46 | 18 | 0 | 69 | 27 | 32 | 14 | 0 | 73 | 259 |
| 03:15 PM | 23 | 60 | 2 | 7 | 92 | 7 | 25 | 14 | 0 | 46 | 5 | 64 | 39 | 0 | 108 | 27 | 47 | 29 | 1 | 104 | 350 |
| 03:30 PM | 19 | 67 | 8 | 5 | 99 | 7 | 53 | 18 | 0 | 78 | 1 | 77 | 32 | 1 | 111 | 52 | 47 | 30 | 0 | 129 | 417 |
| 03:45 PM | 23 | 50 | 4 | 7 | 84 | 3 | 33 | 9 | 0 | 45 | 8 | 84 | 38 | 3 | 133 | 46 | 49 | 21 | 0 | 116 | 378 |
| Total | 76 | 221 | 23 | 26 | 346 | 18 | 148 | 49 | 0 | 215 | 19 | 271 | 127 | 4 | 421 | 152 | 175 | 94 | 1 | 422 | 1404 |
| 04:00 PM | 16 | 69 | 5 | 4 | 94 | 4 | 32 | 8 | 0 | 44 | 7 | 75 | 31 | 4 | 117 | 52 | 37 | 25 | 4 | 118 | 373 |
| 04:15 PM | 19 | 64 | 5 | 2 | 90 | 8 | 41 | 14 | 1 | 64 | 1 | 75 | 50 | 3 | 129 | 33 | 38 | 42 | 0 | 113 | 396 |
| 04:30 PM | 31 | 92 | 9 | 20 | 152 | 4 | 24 | 15 | 5 | 48 | 3 | 69 | 40 | 2 | 114 | 38 | 43 | 39 | 1 | 121 | 435 |
| 04:45 PM | 26 | 88 | 8 | 14 | 136 | 7 | 28 | 15 | 0 | 50 | 4 | 95 | 49 | 7 | 155 | 42 | 41 | 44 | 1 | 128 | 469 |
| Total | 92 | 313 | 27 | 40 | 472 | 23 | 125 | 52 | 6 | 206 | 15 | 314 | 170 | 16 | 515 | 165 | 159 | 150 | 6 | 480 | 1673 |
| 05:00 PM | 14 | 78 | 5 | 2 | 99 | 2 | 45 | 10 | 4 | 61 | 4 | 79 | 48 | 2 | 133 | 57 | 47 | 40 | 0 | 144 | 437 |
| 05:15 PM | 17 | 67 | 6 | 9 | 99 | 9 | 69 | 17 | 2 | 97 | 1 | 101 | 38 | 4 | 144 | 51 | 47 | 45 | 1 | 144 | 484 |
| Grand Total | 199 | 679 | 61 | 77 | 1016 | 52 | 387 | 128 | 12 | 579 | 39 | 765 | 383 | 26 | 1213 | 425 | 428 | 329 | 8 | 1190 | 3998 |
| Apprch % | 19.6 | 66.8 | 6 | 7.6 | | 9 | 66.8 | 22.1 | 2.1 | | 3.2 | 63.1 | 31.6 | 2.1 | | 35.7 | 36 | 27.6 | 0.7 | | |
| Total % | 5 | 17 | 1.5 | 1.9 | 25.4 | 1.3 | 9.7 | 3.2 | 0.3 | 14.5 | 1 | 19.1 | 9.6 | 0.7 | 30.3 | 10.6 | 10.7 | 8.2 | 0.2 | 29.8 | |
| Unshifted | 197 | 679 | 61 | 77 | 1014 | 52 | 387 | 125 | 12 | 576 | 35 | 765 | 379 | 26 | 1205 | 424 | 423 | 327 | 8 | 1182 | 3977 |
| % Unshifted | 99 | 100 | 100 | 100 | 99.8 | 100 | 100 | 97.7 | 100 | 99.5 | 89.7 | 100 | 99 | 100 | 99.3 | 99.8 | 98.8 | 99.4 | 100 | 99.3 | 99.5 |
| heavy vehicles | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 4 | 0 | 8 | 1 | 5 | 2 | 0 | 8 | 21 |
| % 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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 clear, partly sunny

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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 03:00 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 31 | 92 | 9 | 20 | 152 | 4 | 24 | 15 | 5 | 48 | 3 | 69 | 40 | 2 | 114 | 38 | 43 | 39 | 1 | 121 | 435 |
| 04:45 PM | 26 | 88 | 8 | 14 | 136 | 7 | 28 | 15 | 0 | 50 | 4 | 95 | 49 | 7 | 155 | 42 | 41 | 44 | 1 | 128 | 469 |
| 05:00 PM | 14 | 78 | 5 | 2 | 99 | 2 | 45 | 10 | 4 | 61 | 4 | 79 | 48 | 2 | 133 | 57 | 47 | 40 | 0 | 144 | 437 |
| 05:15 PM | 17 | 67 | 6 | 9 | 99 | 9 | 69 | 17 | 2 | 97 | 1 | 101 | 38 | 4 | 144 | 51 | 47 | 45 | 1 | 144 | 484 |
| Total Volume | 88 | 325 | 28 | 45 | 486 | 22 | 166 | 57 | 11 | 256 | 12 | 344 | 175 | 15 | 546 | 188 | 178 | 168 | 3 | 537 | 1825 |
| % App. Total | 18.1 | 66.9 | 5.8 | 9.3 | | 8.6 | 64.8 | 22.3 | 4.3 | | 2.2 | 63 | 32.1 | 2.7 | | 35 | 33.1 | 31.3 | 0.6 | | |
| PHF | .710 | .883 | .778 | .563 | .799 | .611 | .601 | .838 | .550 | .660 | .750 | .851 | .893 | .536 | .881 | .825 | .947 | .933 | .750 | .932 | .943 |
| Unshifted | 87 | 325 | 28 | 45 | 485 | 22 | 166 | 57 | 11 | 256 | 12 | 344 | 173 | 15 | 544 | 187 | 175 | 167 | 3 | 532 | 1817 |
| % Unshifted | 98.9 | 100 | 100 | 100 | 99.8 | 100 | 100 | 100 | 100 | 100 | 100 | 100 | 98.9 | 100 | 99.6 | 99.5 | 98.3 | 99.4 | 100 | 99.1 | 99.6 |
| heavy vehicles | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 3 | 1 | 0 | 5 | 8 |
| % heavy vehicles | 1.1 | 0 | 0 | 0 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.1 | 0 | 0.4 | 0.5 | 1.7 | 0.6 | 0 | 0.9 | 0.4 |
| 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 |

