

# Binghamton Metropolitan Transportation Study

PO Box 1766  
Binghamton, NY 13902

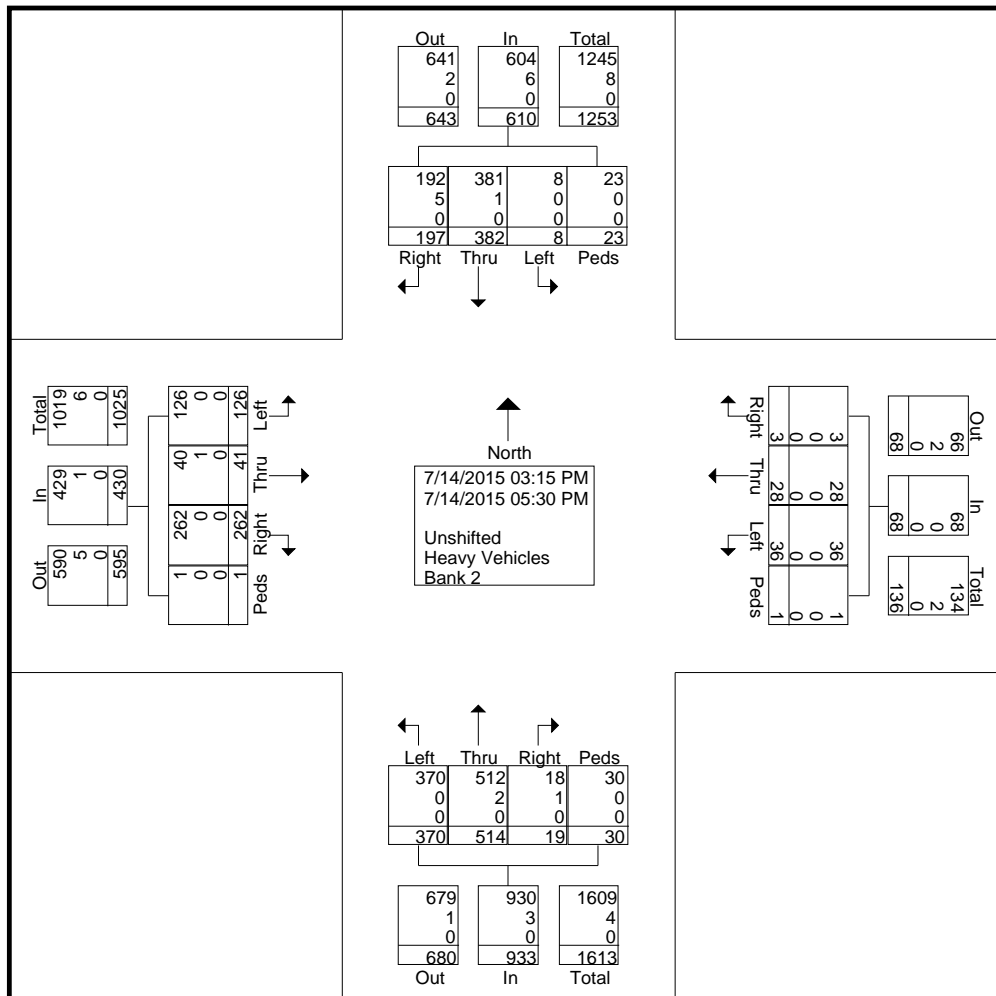
*Your Tagline Here*

Bobby Portorsnok  
Oak Hill and Clark  
Endicott  
SO MUGGY

File Name : Not Named 14  
Site Code : 135  
Start Date : 7/14/2015  
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  |             |
| 03:15 PM           | 23         | 60          | 0          | 2          | 85          | 0          | 3          | 1          | 1        | 5          | 2          | 62          | 36          | 4          | 104         | 32          | 2         | 11         | 0        | 45          | 239         |
| 03:30 PM           | 15         | 33          | 1          | 5          | 54          | 0          | 2          | 3          | 0        | 5          | 1          | 45          | 35          | 6          | 87          | 29          | 8         | 9          | 0        | 46          | 192         |
| 03:45 PM           | 24         | 48          | 0          | 3          | 75          | 0          | 7          | 8          | 0        | 15         | 1          | 54          | 48          | 3          | 106         | 37          | 8         | 17         | 0        | 62          | 258         |
| <b>Total</b>       | <b>62</b>  | <b>141</b>  | <b>1</b>   | <b>10</b>  | <b>214</b>  | <b>0</b>   | <b>12</b>  | <b>12</b>  | <b>1</b> | <b>25</b>  | <b>4</b>   | <b>161</b>  | <b>119</b>  | <b>13</b>  | <b>297</b>  | <b>98</b>   | <b>18</b> | <b>37</b>  | <b>0</b> | <b>153</b>  | <b>689</b>  |
| 04:00 PM           | 23         | 32          | 0          | 1          | 56          | 0          | 1          | 1          | 0        | 2          | 0          | 51          | 42          | 1          | 94          | 29          | 4         | 18         | 0        | 51          | 203         |
| 04:15 PM           | 29         | 54          | 0          | 3          | 86          | 0          | 1          | 3          | 0        | 4          | 2          | 54          | 37          | 1          | 94          | 30          | 2         | 20         | 0        | 52          | 236         |
| 04:30 PM           | 18         | 49          | 0          | 3          | 70          | 0          | 3          | 4          | 0        | 7          | 3          | 68          | 50          | 1          | 122         | 29          | 3         | 10         | 0        | 42          | 241         |
| 04:45 PM           | 21         | 27          | 5          | 0          | 53          | 2          | 2          | 8          | 0        | 12         | 4          | 49          | 30          | 2          | 85          | 27          | 5         | 6          | 0        | 38          | 188         |
| <b>Total</b>       | <b>91</b>  | <b>162</b>  | <b>5</b>   | <b>7</b>   | <b>265</b>  | <b>2</b>   | <b>7</b>   | <b>16</b>  | <b>0</b> | <b>25</b>  | <b>9</b>   | <b>222</b>  | <b>159</b>  | <b>5</b>   | <b>395</b>  | <b>115</b>  | <b>14</b> | <b>54</b>  | <b>0</b> | <b>183</b>  | <b>868</b>  |
| 05:00 PM           | 3          | 8           | 2          | 2          | 15          | 0          | 1          | 2          | 0        | 3          | 1          | 30          | 21          | 1          | 53          | 8           | 2         | 4          | 0        | 14          | 85          |
| 05:15 PM           | 15         | 31          | 0          | 1          | 47          | 1          | 7          | 5          | 0        | 13         | 3          | 45          | 29          | 7          | 84          | 18          | 2         | 13         | 1        | 34          | 178         |
| 05:30 PM           | 26         | 40          | 0          | 3          | 69          | 0          | 1          | 1          | 0        | 2          | 2          | 56          | 42          | 4          | 104         | 23          | 5         | 18         | 0        | 46          | 221         |
| <b>Grand Total</b> | <b>197</b> | <b>382</b>  | <b>8</b>   | <b>23</b>  | <b>610</b>  | <b>3</b>   | <b>28</b>  | <b>36</b>  | <b>1</b> | <b>68</b>  | <b>19</b>  | <b>514</b>  | <b>370</b>  | <b>30</b>  | <b>933</b>  | <b>262</b>  | <b>41</b> | <b>126</b> | <b>1</b> | <b>430</b>  | <b>2041</b> |
| Approch %          | 32.3       | 62.6        | 1.3        | 3.8        |             | 4.4        | 41.2       | 52.9       | 1.5      |            | 2          | 55.1        | 39.7        | 3.2        |             | 60.9        | 9.5       | 29.3       | 0.2      |             |             |
| <b>Total %</b>     | <b>9.7</b> | <b>18.7</b> | <b>0.4</b> | <b>1.1</b> | <b>29.9</b> | <b>0.1</b> | <b>1.4</b> | <b>1.8</b> | <b>0</b> | <b>3.3</b> | <b>0.9</b> | <b>25.2</b> | <b>18.1</b> | <b>1.5</b> | <b>45.7</b> | <b>12.8</b> | <b>2</b>  | <b>6.2</b> | <b>0</b> | <b>21.1</b> |             |
| Unshifted          | 192        | 381         | 8          | 23         | 604         | 3          | 28         | 36         | 1        | 68         | 18         | 512         | 370         | 30         | 930         | 262         | 40        | 126        | 1        | 429         | 2031        |
| % Unshifted        | 97.5       | 99.7        | 100        | 100        | 99          | 100        | 100        | 100        | 100      | 100        | 94.7       | 99.6        | 100         | 100        | 99.7        | 100         | 97.6      | 100        | 100      | 99.8        | 99.5        |
| Heavy Vehicles     |            |             |            |            |             |            |            |            |          |            |            |             |             |            |             |             |           |            |          |             |             |
| % Heavy Vehicles   | 2.5        | 0.3         | 0          | 0          | 1           | 0          | 0          | 0          | 0        | 0          | 5.3        | 0.4         | 0           | 0          | 0.3         | 0           | 2.4       | 0          | 0        | 0.2         | 0.5         |
| 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           |



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Site Code : 135  
Start Date : 7/14/2015  
Page No : 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 |            |
| Peak Hour Analysis From 03:15 PM to 05:30 PM - Peak 1 of 1 |            |      |      |      |            |           |      |      |      |            |            |      |      |      |            |           |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:45 PM       |            |      |      |      |            |           |      |      |      |            |            |      |      |      |            |           |      |      |      |            |            |
| 03:45 PM   | 24         | 48   | 0    | 3    | 75         | 0         | 7    | 8    | 0    | 15         | 1          | 54   | 48   | 3    | 106        | 37        | 8    | 17   | 0    | 62         | 258        |
| 04:00 PM   | 23         | 32   | 0    | 1    | 56         | 0         | 1    | 1    | 0    | 2          | 0          | 51   | 42   | 1    | 94         | 29        | 4    | 18   | 0    | 51         | 203        |
| 04:15 PM   | 29         | 54   | 0    | 3    | 86         | 0         | 1    | 3    | 0    | 4          | 2          | 54   | 37   | 1    | 94         | 30        | 2    | 20   | 0    | 52         | 236        |
| 04:30 PM   | 18         | 49   | 0    | 3    | 70         | 0         | 3    | 4    | 0    | 7          | 3          | 68   | 50   | 1    | 122        | 29        | 3    | 10   | 0    | 42         | 241        |
| Total Volume   | 94         | 183  | 0    | 10   | 287        | 0         | 12   | 16   | 0    | 28         | 6          | 227  | 177  | 6    | 416        | 125       | 17   | 65   | 0    | 207        | 938        |
| % App. Total   | 32.8       | 63.8 | 0    | 3.5  |            | 0         | 42.9 | 57.1 | 0    |            | 1.4        | 54.6 | 42.5 | 1.4  |            | 60.4      | 8.2  | 31.4 | 0    |            |            |
| PHF  | .810       | .847 | .000 | .833 | .834       | .000      | .429 | .500 | .000 | .467       | .500       | .835 | .885 | .500 | .852       | .845      | .531 | .813 | .000 | .835       | .909       |
| Unshifted  | 92         | 183  | 0    | 10   | 285        | 0         | 12   | 16   | 0    | 28         | 6          | 226  | 177  | 6    | 415        | 125       | 17   | 65   | 0    | 207        | 935        |
| % Unshifted  | 97.9       | 100  | 0    | 100  | 99.3       | 0         | 100  | 100  | 0    | 100        | 100        | 99.6 | 100  | 100  | 99.8       | 100       | 100  | 100  | 0    | 100        | 99.7       |
| Heavy Vehicles   | 2          | 0    | 0    | 0    | 2          | 0         | 0    | 0    | 0    | 0          | 0          | 1    | 0    | 0    | 1          | 0         | 0    | 0    | 0    | 0          | 3          |
| % Heavy Vehicles   | 2.1        | 0    | 0    | 0    | 0.7        | 0         | 0    | 0    | 0    | 0          | 0          | 0.4  | 0    | 0    | 0.2        | 0         | 0    | 0    | 0    | 0          | 0.3        |
| 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          |

