

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
Oak Hill and Pine
Endicott
I want buffalo chicken pizza

File Name : Not Named 2
Site Code : 138
Start Date : 7/11/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

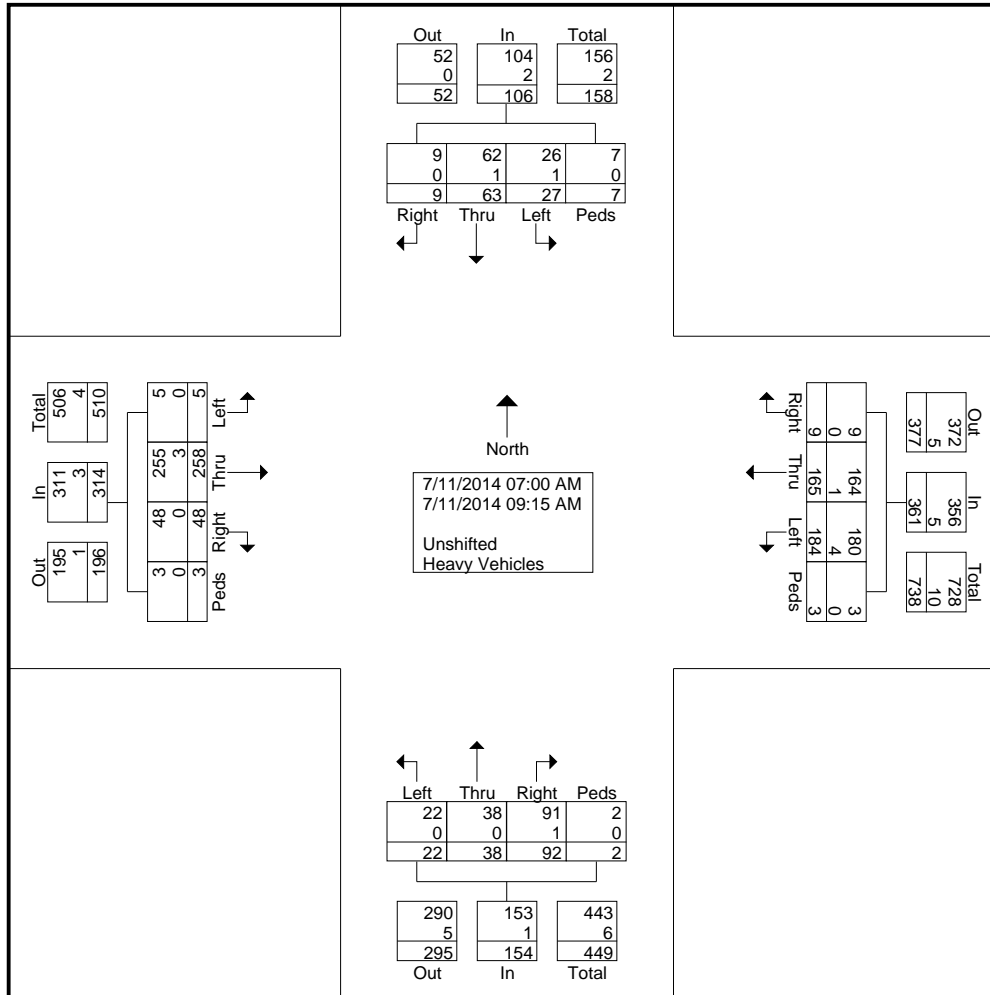
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	1	1	1	4	1	9	13	0	23	7	3	2	0	12	5	20	1	0	26	65
07:15 AM	0	5	4	1	10	1	17	17	0	35	0	2	1	0	3	6	21	0	0	27	75
07:30 AM	1	3	2	0	6	3	11	16	0	30	7	1	1	0	9	4	25	1	2	32	77
07:45 AM	2	10	3	1	16	0	7	25	0	32	10	4	2	0	16	3	33	0	0	36	100
Total	4	19	10	3	36	5	44	71	0	120	24	10	6	0	40	18	99	2	2	121	317
08:00 AM	1	7	1	1	10	0	23	13	0	36	9	3	3	0	15	5	36	1	0	42	103
08:15 AM	3	7	7	0	17	1	14	13	0	28	8	3	0	2	13	6	28	0	1	35	93
08:30 AM	0	9	1	0	10	0	16	22	0	38	11	4	1	0	16	2	23	0	0	25	89
08:45 AM	0	10	4	0	14	2	24	25	0	51	14	5	1	0	20	2	30	1	0	33	118
Total	4	33	13	1	51	3	77	73	0	153	42	15	5	2	64	15	117	2	1	135	403
09:00 AM	1	4	1	1	7	0	22	24	0	46	11	4	8	0	23	4	19	0	0	23	99
09:15 AM	0	7	3	2	12	1	22	16	3	42	15	9	3	0	27	11	23	1	0	35	116
Grand Total	9	63	27	7	106	9	165	184	3	361	92	38	22	2	154	48	258	5	3	314	935
Apprch %	8.5	59.4	25.5	6.6		2.5	45.7	51	0.8		59.7	24.7	14.3	1.3		15.3	82.2	1.6	1		
Total %	1	6.7	2.9	0.7	11.3	1	17.6	19.7	0.3	38.6	9.8	4.1	2.4	0.2	16.5	5.1	27.6	0.5	0.3	33.6	
Unshifted	9	62	26	7	104	9	164	180	3	356	91	38	22	2	153	48	255	5	3	311	924
% Unshifted	100	98.4	96.3	100	98.1	100	99.4	97.8	100	98.6	98.9	100	100	100	99.4	100	98.8	100	100	99	98.8
Heavy Vehicles	0	1	1	0	2	0	1	4	0	5	1	0	0	0	1	0	3	0	0	3	11
% Heavy Vehicles	0	1.6	3.7	0	1.9	0	0.6	2.2	0	1.4	1.1	0	0	0	0.6	0	1.2	0	0	1	1.2

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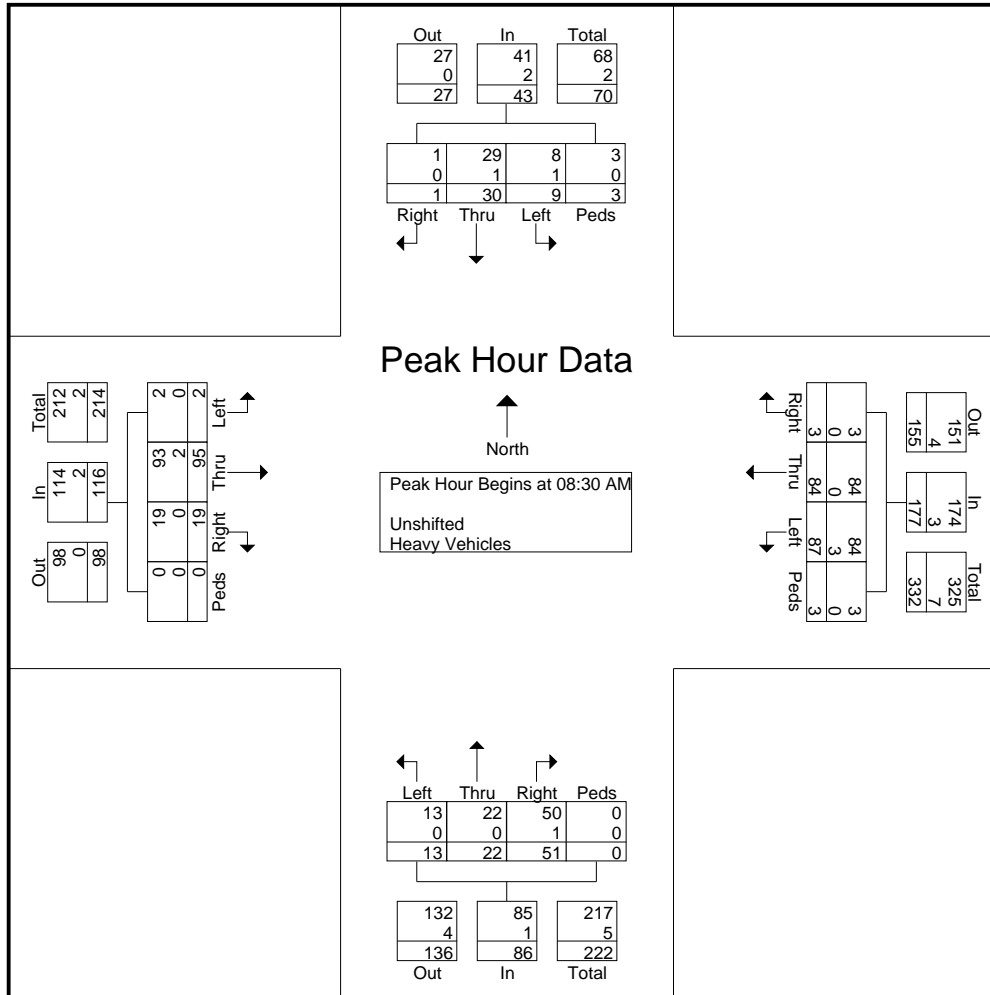
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	0	9	1	0	10	0	16	22	0	38	11	4	1	0	16	2	23	0	0	25	89
08:45 AM	0	10	4	0	14	2	24	25	0	51	14	5	1	0	20	2	30	1	0	33	118
09:00 AM	1	4	1	1	7	0	22	24	0	46	11	4	8	0	23	4	19	0	0	23	99
09:15 AM	0	7	3	2	12	1	22	16	3	42	15	9	3	0	27	11	23	1	0	35	116
Total Volume	1	30	9	3	43	3	84	87	3	177	51	22	13	0	86	19	95	2	0	116	422
% App. Total	2.3	69.8	20.9	7		1.7	47.5	49.2	1.7		59.3	25.6	15.1	0		16.4	81.9	1.7	0		
PHF	.250	.750	.563	.375	.768	.375	.875	.870	.250	.868	.850	.611	.406	.000	.796	.432	.792	.500	.000	.829	.894
Unshifted	1	29	8	3	41	3	84	84	3	174	50	22	13	0	85	19	93	2	0	114	414
% Unshifted	100	96.7	88.9	100	95.3	100	100	96.6	100	98.3	98.0	100	100	0	98.8	100	97.9	100	0	98.3	98.1
Heavy Vehicles	0	1	1	0	2	0	0	3	0	3	1	0	0	0	1	0	2	0	0	2	8
% Heavy Vehicles	0	3.3	11.1	0	4.7	0	0	3.4	0	1.7	2.0	0	0	0	1.2	0	2.1	0	0	1.7	1.9

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	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 Each Approach Begins at:																					
	07:45 AM					08:30 AM					08:30 AM					07:30 AM					
+0 mins.	2	10	3	1	16	0	16	22	0	38	11	4	1	0	16	4	25	1	2	32	
+15 mins.	1	7	1	1	10	2	24	25	0	51	14	5	1	0	20	3	33	0	0	36	
+30 mins.	3	7	7	0	17	0	22	24	0	46	11	4	8	0	23	5	36	1	0	42	
+45 mins.	0	9	1	0	10	1	22	16	3	42	15	9	3	0	27	6	28	0	1	35	
Total Volume	6	33	12	2	53	3	84	87	3	177	51	22	13	0	86	18	122	2	3	145	
% App. Total	11.3	62.3	22.6	3.8		1.7	47.5	49.2	1.7		59.3	25.6	15.1	0		12.4	84.1	1.4	2.1		
PHF	.500	.825	.429	.500	.779	.375	.875	.870	.250	.868	.850	.611	.406	.000	.796	.750	.847	.500	.375	.863	
Unshifted	6	33	11	2	52	3	84	84	3	174	50	22	13	0	85	18	122	2	3	145	
% Unshifted	100	100	91.7	100	98.1	100	100	96.6	100	98.3	98	100	100	0	98.8	100	100	100	100	100	
Heavy Vehicles	0	0	1	0	1	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	
% Heavy Vehicles	0	0	8.3	0	1.9	0	0	3.4	0	1.7	2	0	0	0	1.2	0	0	0	0	0	

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