

Binghamton Metropolitan Transportation Study

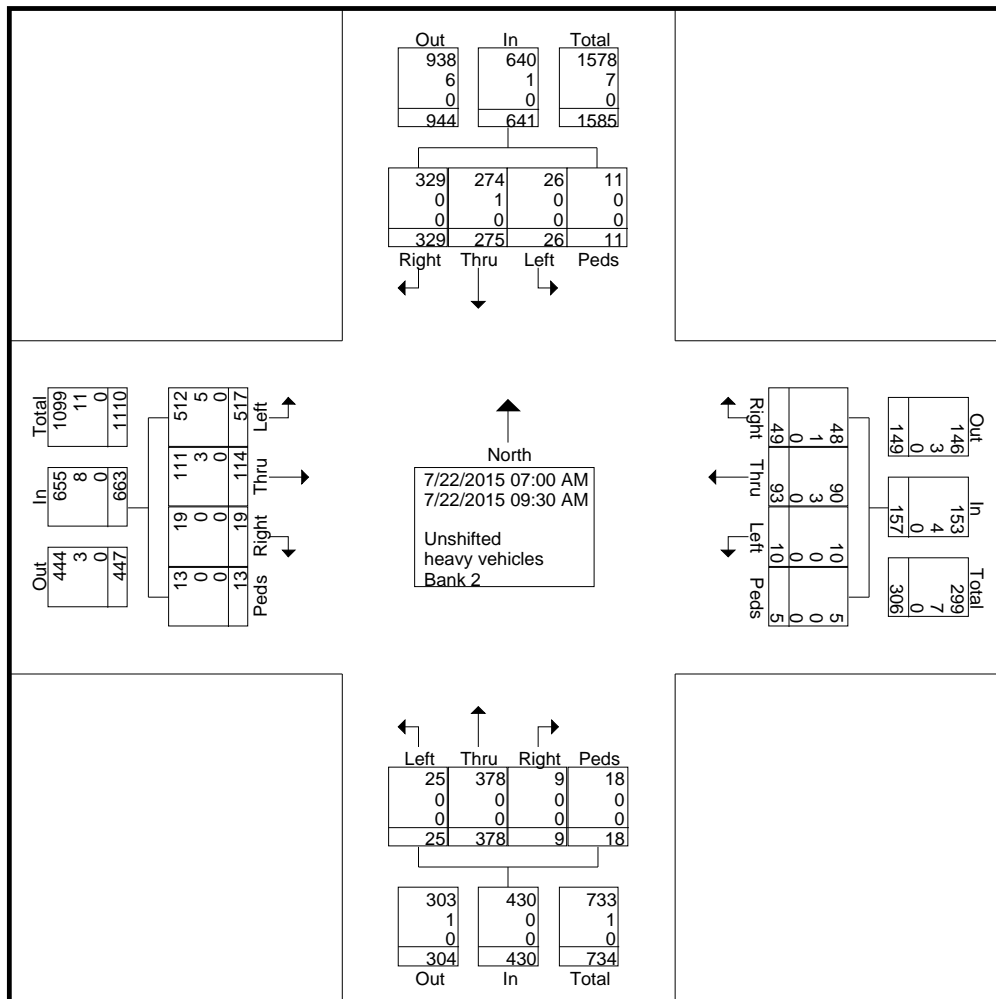
PO Box 1766
 Binghamton, NY 13902
Your Tagline Here

Lucille Dellos and Bobby Portorsnok
 Vestal/Washington
 City of Binghamton
 clear, sunny

File Name : Not Named 13
 Site Code : 00000000
 Start Date : 7/22/2015
 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 | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 0 | 26 | 0 | 1 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 07:15 AM | 31 | 35 | 1 | 1 | 68 | 2 | 9 | 0 | 3 | 14 | 1 | 29 | 2 | 2 | 34 | 0 | 5 | 41 | 1 | 47 | 0 | 0 | 0 | 0 | 0 | 163 |
| 07:30 AM | 34 | 19 | 0 | 1 | 54 | 4 | 5 | 1 | 1 | 11 | 1 | 55 | 4 | 4 | 64 | 5 | 8 | 75 | 1 | 89 | 0 | 0 | 0 | 0 | 0 | 218 |
| 07:45 AM | 32 | 31 | 2 | 2 | 67 | 8 | 9 | 3 | 0 | 20 | 1 | 61 | 2 | 1 | 65 | 1 | 12 | 49 | 2 | 64 | 0 | 0 | 0 | 0 | 0 | 216 |
| Total | 97 | 85 | 3 | 4 | 189 | 18 | 26 | 4 | 4 | 52 | 3 | 171 | 8 | 8 | 190 | 6 | 25 | 165 | 4 | 200 | 0 | 0 | 0 | 0 | 0 | 631 |
| 08:00 AM | 54 | 50 | 3 | 0 | 107 | 3 | 12 | 0 | 0 | 15 | 1 | 33 | 1 | 1 | 36 | 4 | 21 | 81 | 1 | 107 | 0 | 0 | 0 | 0 | 0 | 265 |
| 08:15 AM | 42 | 34 | 2 | 2 | 80 | 5 | 9 | 0 | 0 | 14 | 1 | 43 | 2 | 2 | 48 | 2 | 8 | 44 | 1 | 55 | 0 | 0 | 0 | 0 | 0 | 197 |
| 08:30 AM | 16 | 18 | 1 | 2 | 37 | 5 | 9 | 3 | 0 | 17 | 0 | 31 | 5 | 0 | 36 | 0 | 8 | 32 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 130 |
| 08:45 AM | 5 | 11 | 1 | 0 | 17 | 5 | 15 | 2 | 0 | 22 | 1 | 41 | 3 | 3 | 48 | 1 | 3 | 25 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 116 |
| Total | 117 | 113 | 7 | 4 | 241 | 18 | 45 | 5 | 0 | 68 | 3 | 148 | 11 | 6 | 168 | 7 | 40 | 182 | 2 | 231 | 0 | 0 | 0 | 0 | 0 | 708 |
| 09:00 AM | 42 | 33 | 6 | 0 | 81 | 5 | 12 | 0 | 0 | 17 | 1 | 25 | 4 | 3 | 33 | 2 | 15 | 56 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 204 |
| 09:15 AM | 35 | 17 | 1 | 1 | 54 | 8 | 10 | 1 | 1 | 20 | 2 | 34 | 2 | 1 | 39 | 2 | 14 | 64 | 4 | 84 | 0 | 0 | 0 | 0 | 0 | 197 |
| 09:30 AM | 38 | 27 | 9 | 2 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 20 | 50 | 3 | 75 | 0 | 0 | 0 | 0 | 0 | 151 |
| Grand Total | 329 | 275 | 26 | 11 | 641 | 49 | 93 | 10 | 5 | 157 | 9 | 378 | 25 | 18 | 430 | 19 | 114 | 517 | 13 | 663 | 0 | 0 | 0 | 0 | 0 | 1891 |
| Apprch % | 51.3 | 42.9 | 4.1 | 1.7 | | 31.2 | 59.2 | 6.4 | 3.2 | | 2.1 | 87.9 | 5.8 | 4.2 | | 2.9 | 17.2 | 78 | 2 | | | | | | | |
| Total % | 17.4 | 14.5 | 1.4 | 0.6 | 33.9 | 2.6 | 4.9 | 0.5 | 0.3 | 8.3 | 0.5 | 20 | 1.3 | 1 | 22.7 | 1 | 6 | 27.3 | 0.7 | 35.1 | | | | | | |
| Unshifted | 329 | 274 | 26 | 11 | 640 | 48 | 90 | 10 | 5 | 153 | 9 | 378 | 25 | 18 | 430 | 19 | 111 | 512 | 13 | 655 | 0 | 0 | 0 | 0 | 0 | 1878 |
| % Unshifted | 100 | 99.6 | 100 | 100 | 99.8 | 98 | 96.8 | 100 | 100 | 97.5 | 100 | 100 | 100 | 100 | 100 | 100 | 97.4 | 99 | 100 | 98.8 | | | | | | 99.3 |
| heavy vehicles | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 13 |
| % 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 | 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 | 0 | 0 | 0 | 0 | 0 |



Binghamton Metropolitan Transportation Study

PO Box 1766
 Binghamton, NY 13902
Your Tagline Here

Lucille Dellos and Bobby Portorsnok
 Vestal/Washington
 City of Binghamton
 clear, sunny

File Name : Not Named 13
 Site Code : 00000000
 Start Date : 7/22/2015
 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 07:00 AM to 09:15 AM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 34 | 19 | 0 | 1 | 54 | 4 | 5 | 1 | 1 | 11 | 1 | 55 | 4 | 4 | 64 | 5 | 8 | 75 | 1 | 89 | 218 |
| 07:45 AM | 32 | 31 | 2 | 2 | 67 | 8 | 9 | 3 | 0 | 20 | 1 | 61 | 2 | 1 | 65 | 1 | 12 | 49 | 2 | 64 | 216 |
| 08:00 AM | 54 | 50 | 3 | 0 | 107 | 3 | 12 | 0 | 0 | 15 | 1 | 33 | 1 | 1 | 36 | 4 | 21 | 81 | 1 | 107 | 265 |
| 08:15 AM | 42 | 34 | 2 | 2 | 80 | 5 | 9 | 0 | 0 | 14 | 1 | 43 | 2 | 2 | 48 | 2 | 8 | 44 | 1 | 55 | 197 |
| Total Volume | 162 | 134 | 7 | 5 | 308 | 20 | 35 | 4 | 1 | 60 | 4 | 192 | 9 | 8 | 213 | 12 | 49 | 249 | 5 | 315 | 896 |
| % App. Total | 52.6 | 43.5 | 2.3 | 1.6 | | 33.3 | 58.3 | 6.7 | 1.7 | | 1.9 | 90.1 | 4.2 | 3.8 | | 3.8 | 15.6 | 79 | 1.6 | | |
| PHF | .750 | .670 | .583 | .625 | .720 | .625 | .729 | .333 | .250 | .750 | 1.00 | .787 | .563 | .500 | .819 | .600 | .583 | .769 | .625 | .736 | .845 |
| Unshifted | 162 | 133 | 7 | 5 | 307 | 19 | 34 | 4 | 1 | 58 | 4 | 192 | 9 | 8 | 213 | 12 | 47 | 249 | 5 | 313 | 891 |
| % Unshifted | 100 | 99.3 | 100 | 100 | 99.7 | 95.0 | 97.1 | 100 | 100 | 96.7 | 100 | 100 | 100 | 100 | 100 | 100 | 95.9 | 100 | 100 | 99.4 | 99.4 |
| heavy vehicles | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 5 |
| % heavy vehicles | 0 | 0.7 | 0 | 0 | 0.3 | 5.0 | 2.9 | 0 | 0 | 3.3 | 0 | 0 | 0 | 0 | 0 | 0 | 4.1 | 0 | 0 | 0.6 | 0.6 |
| 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 |

