

# Binghamton Metropolitan Transportation Study

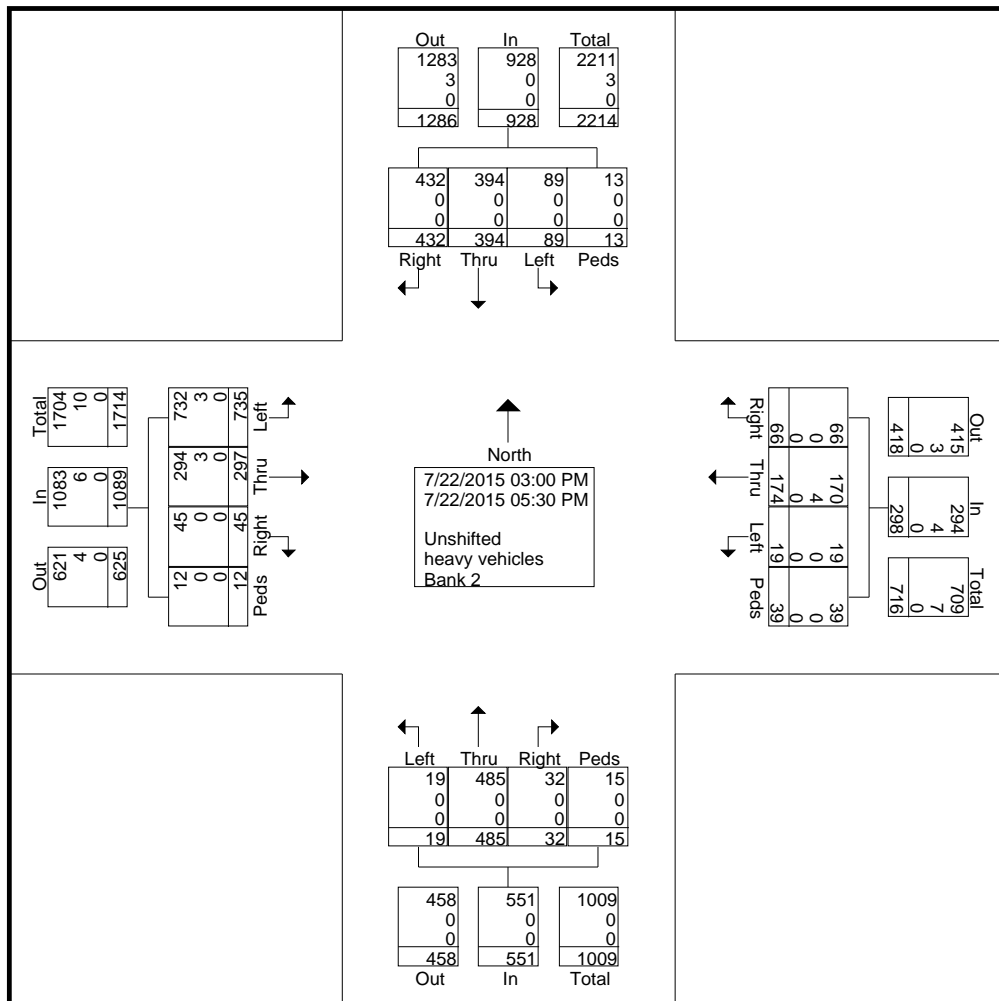
PO Box 1766  
 Binghamton, NY 13902  
*Your Tagline Here*

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

File Name : Vestal and Washington PM 2015 Merged  
 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						
03:00 PM	0	0	0	0	0	6	13	2	1	22	2	29	2	0	33	0	0	1	0	1	0	0	0	0	0	56
03:15 PM	51	39	9	0	99	12	20	2	2	36	1	31	4	0	36	5	23	84	0	112	0	0	0	0	0	283
03:30 PM	42	26	11	3	82	5	25	5	5	40	3	74	2	0	79	4	24	72	2	102	2	2	0	0	0	303
03:45 PM	56	38	8	1	103	4	14	1	0	19	0	36	1	4	41	7	40	88	2	137	2	2	0	0	0	300
<b>Total</b>	<b>149</b>	<b>103</b>	<b>28</b>	<b>4</b>	<b>284</b>	<b>27</b>	<b>72</b>	<b>10</b>	<b>8</b>	<b>117</b>	<b>6</b>	<b>170</b>	<b>9</b>	<b>4</b>	<b>189</b>	<b>16</b>	<b>87</b>	<b>245</b>	<b>4</b>	<b>352</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>942</b>
04:00 PM	43	55	11	3	112	6	17	1	3	27	4	55	4	0	63	4	21	75	0	100	0	0	0	0	0	302
04:15 PM	47	40	7	0	94	13	33	1	10	57	5	68	0	0	73	7	34	74	2	117	2	2	0	0	0	341
04:30 PM	46	38	11	0	95	8	17	4	12	41	6	71	0	6	83	6	33	68	1	108	1	1	0	0	0	327
04:45 PM	47	38	9	0	94	3	10	2	3	18	4	48	2	5	59	2	31	59	3	95	3	3	0	0	0	266
<b>Total</b>	<b>183</b>	<b>171</b>	<b>38</b>	<b>3</b>	<b>395</b>	<b>30</b>	<b>77</b>	<b>8</b>	<b>28</b>	<b>143</b>	<b>19</b>	<b>242</b>	<b>6</b>	<b>11</b>	<b>278</b>	<b>19</b>	<b>119</b>	<b>276</b>	<b>6</b>	<b>420</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1236</b>
05:00 PM	31	39	6	0	76	2	10	0	1	13	3	33	0	0	36	4	40	75	1	120	1	1	0	0	0	245
05:15 PM	37	45	11	6	99	7	15	1	2	25	4	35	4	0	43	5	25	67	1	98	1	1	0	0	0	265
05:30 PM	32	36	6	0	74	0	0	0	0	0	0	5	0	0	5	1	26	72	0	99	0	0	0	0	0	178
<b>Grand Total</b>	<b>432</b>	<b>394</b>	<b>89</b>	<b>13</b>	<b>928</b>	<b>66</b>	<b>174</b>	<b>19</b>	<b>39</b>	<b>298</b>	<b>32</b>	<b>485</b>	<b>19</b>	<b>15</b>	<b>551</b>	<b>45</b>	<b>297</b>	<b>735</b>	<b>12</b>	<b>1089</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2866</b>
<b>Apprch %</b>	<b>46.6</b>	<b>42.5</b>	<b>9.6</b>	<b>1.4</b>	<b>928</b>	<b>22.1</b>	<b>58.4</b>	<b>6.4</b>	<b>13.1</b>	<b>298</b>	<b>5.8</b>	<b>88</b>	<b>3.4</b>	<b>2.7</b>	<b>551</b>	<b>4.1</b>	<b>27.3</b>	<b>67.5</b>	<b>1.1</b>	<b>1089</b>	<b>1.1</b>	<b>1.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2866</b>
<b>Total %</b>	<b>15.1</b>	<b>13.7</b>	<b>3.1</b>	<b>0.5</b>	<b>32.4</b>	<b>2.3</b>	<b>6.1</b>	<b>0.7</b>	<b>1.4</b>	<b>10.4</b>	<b>1.1</b>	<b>16.9</b>	<b>0.7</b>	<b>0.5</b>	<b>19.2</b>	<b>1.6</b>	<b>10.4</b>	<b>25.6</b>	<b>0.4</b>	<b>38</b>	<b>0.4</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>
<b>Unshifted</b>	<b>432</b>	<b>394</b>	<b>89</b>	<b>13</b>	<b>928</b>	<b>66</b>	<b>170</b>	<b>19</b>	<b>39</b>	<b>294</b>	<b>32</b>	<b>485</b>	<b>19</b>	<b>15</b>	<b>551</b>	<b>45</b>	<b>294</b>	<b>732</b>	<b>12</b>	<b>1083</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2856</b>
<b>% Unshifted</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>97.7</b>	<b>100</b>	<b>100</b>	<b>98.7</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>99</b>	<b>99.6</b>	<b>100</b>	<b>99.4</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>99.7</b>
<b>heavy vehicles</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>
<b>% heavy vehicles</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Bank 2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>% Bank 2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Binghamton Metropolitan Transportation Study

PO Box 1766  
 Binghamton, NY 13902  
*Your Tagline Here*

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

File Name : Vestal and Washington PM 2015 Merged  
 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 03:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
<b>03:45 PM</b>	56	38	8	1	103	4	14	1	0	19	0	36	1	4	41	7	40	88	2	137	300
04:00 PM	43	55	11	3	112	6	17	1	3	27	4	55	4	0	63	4	21	75	0	100	302
04:15 PM	47	40	7	0	94	13	33	1	10	57	5	68	0	0	73	7	34	74	2	117	341
04:30 PM	46	38	11	0	95	8	17	4	12	41	6	71	0	6	83	6	33	68	1	108	327
Total Volume	192	171	37	4	404	31	81	7	25	144	15	230	5	10	260	24	128	305	5	462	1270
% App. Total	47.5	42.3	9.2	1		21.5	56.2	4.9	17.4		5.8	88.5	1.9	3.8		5.2	27.7	66	1.1		
PHF	.857	.777	.841	.333	.902	.596	.614	.438	.521	.632	.625	.810	.313	.417	.783	.857	.800	.866	.625	.843	.931
Unshifted	192	171	37	4	404	31	79	7	25	142	15	230	5	10	260	24	127	303	5	459	1265
% Unshifted	100	100	100	100	100	100	97.5	100	100	98.6	100	100	100	100	100	100	99.2	99.3	100	99.4	99.6
heavy vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	5
% heavy vehicles	0	0	0	0	0	0	2.5	0	0	1.4	0	0	0	0	0	0	0.8	0.7	0	0.6	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

