

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
Chenango and Eldredge
Binghamton
I SAW MY DAD!!!

File Name : Not Named 1
Site Code : 35
Start Date : 6/12/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

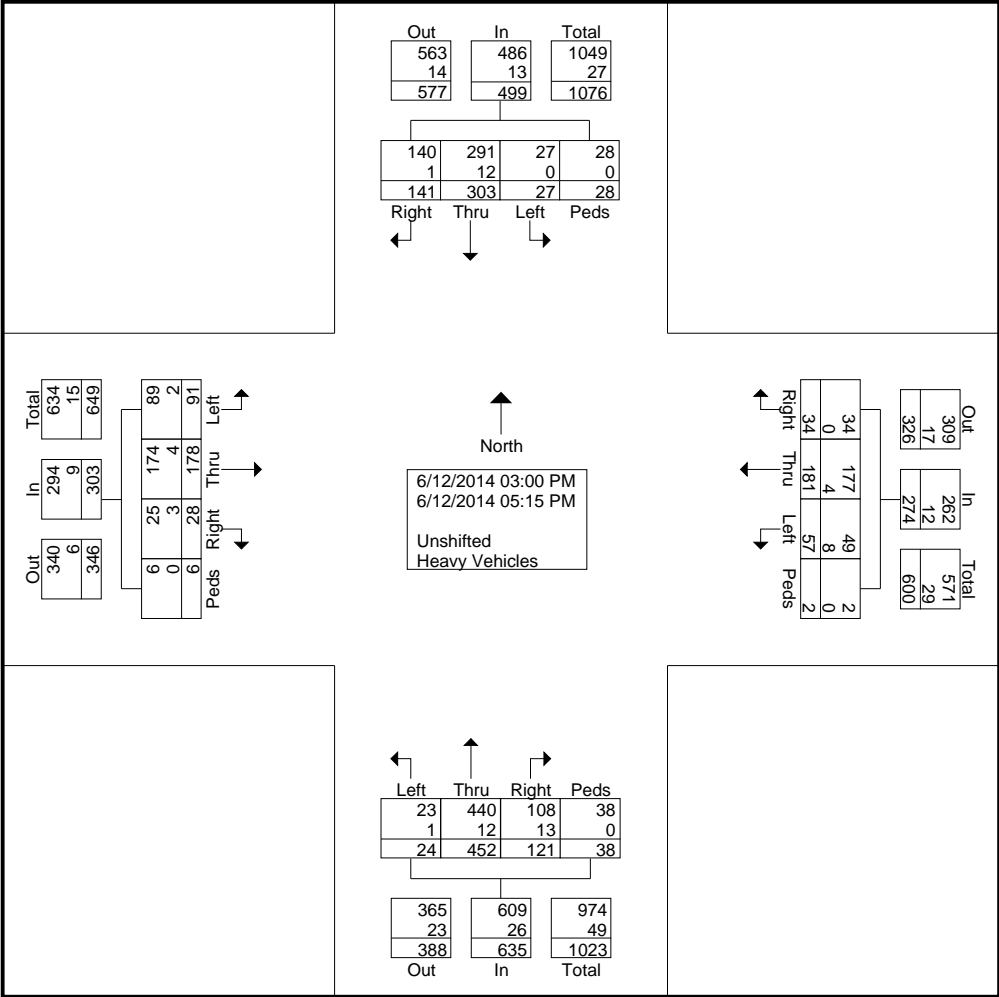
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|------------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 03:00 PM | 8 | 35 | 1 | 3 | 47 | 6 | 20 | 6 | 0 | 32 | 15 | 45 | 3 | 13 | 76 | 1 | 20 | 11 | 0 | 32 | 187 |
| 03:15 PM | 26 | 30 | 2 | 4 | 62 | 3 | 14 | 8 | 0 | 25 | 6 | 35 | 5 | 9 | 55 | 0 | 11 | 8 | 0 | 19 | 161 |
| 03:30 PM | 19 | 28 | 2 | 2 | 51 | 1 | 16 | 6 | 1 | 24 | 16 | 49 | 0 | 1 | 66 | 5 | 22 | 12 | 0 | 39 | 180 |
| 03:45 PM | 14 | 37 | 3 | 2 | 56 | 5 | 22 | 4 | 0 | 31 | 4 | 47 | 7 | 0 | 58 | 7 | 25 | 13 | 0 | 45 | 190 |
| Total | 67 | 130 | 8 | 11 | 216 | 15 | 72 | 24 | 1 | 112 | 41 | 176 | 15 | 23 | 255 | 13 | 78 | 44 | 0 | 135 | 718 |
| 04:00 PM | 18 | 34 | 3 | 4 | 59 | 7 | 22 | 7 | 0 | 36 | 10 | 43 | 2 | 1 | 56 | 0 | 34 | 11 | 0 | 45 | 196 |
| 04:15 PM | 7 | 27 | 7 | 2 | 43 | 6 | 16 | 4 | 0 | 26 | 13 | 42 | 0 | 5 | 60 | 6 | 12 | 3 | 0 | 21 | 150 |
| 04:30 PM | 9 | 31 | 3 | 2 | 45 | 0 | 20 | 8 | 0 | 28 | 19 | 61 | 4 | 3 | 87 | 2 | 18 | 12 | 0 | 32 | 192 |
| 04:45 PM | 19 | 28 | 1 | 3 | 51 | 3 | 15 | 5 | 0 | 23 | 14 | 47 | 2 | 2 | 65 | 2 | 8 | 8 | 2 | 20 | 159 |
| Total | 53 | 120 | 14 | 11 | 198 | 16 | 73 | 24 | 0 | 113 | 56 | 193 | 8 | 11 | 268 | 10 | 72 | 34 | 2 | 118 | 697 |
| 05:00 PM | 7 | 23 | 2 | 3 | 35 | 2 | 16 | 6 | 1 | 25 | 10 | 31 | 0 | 1 | 42 | 3 | 18 | 6 | 3 | 30 | 132 |
| 05:15 PM | 14 | 30 | 3 | 3 | 50 | 1 | 20 | 3 | 0 | 24 | 14 | 52 | 1 | 3 | 70 | 2 | 10 | 7 | 1 | 20 | 164 |
| Grand Total | 141 | 303 | 27 | 28 | 499 | 34 | 181 | 57 | 2 | 274 | 121 | 452 | 24 | 38 | 635 | 28 | 178 | 91 | 6 | 303 | 1711 |
| Apprch % | 28.3 | 60.7 | 5.4 | 5.6 | | 12.4 | 66.1 | 20.8 | 0.7 | | 19.1 | 71.2 | 3.8 | 6 | | 9.2 | 58.7 | 30 | 2 | | |
| Total % | 8.2 | 17.7 | 1.6 | 1.6 | 29.2 | 2 | 10.6 | 3.3 | 0.1 | 16 | 7.1 | 26.4 | 1.4 | 2.2 | 37.1 | 1.6 | 10.4 | 5.3 | 0.4 | 17.7 | |
| Unshifted | 140 | 291 | 27 | 28 | 486 | 34 | 177 | 49 | 2 | 262 | 108 | 440 | 23 | 38 | 609 | 25 | 174 | 89 | 6 | 294 | 1651 |
| % Unshifted | 99.3 | 96 | 100 | 100 | 97.4 | 100 | 97.8 | 86 | 100 | 95.6 | 89.3 | 97.3 | 95.8 | 100 | 95.9 | 89.3 | 97.8 | 97.8 | 100 | 97 | 96.5 |
| Heavy Vehicles | 1 | 12 | 0 | 0 | 13 | 0 | 4 | 8 | 0 | 12 | 13 | 12 | 1 | 0 | 26 | 3 | 4 | 2 | 0 | 9 | 60 |
| % Heavy Vehicles | 0.7 | 4 | 0 | 0 | 2.6 | 0 | 2.2 | 14 | 0 | 4.4 | 10.7 | 2.7 | 4.2 | 0 | 4.1 | 10.7 | 2.2 | 2.2 | 0 | 3 | 3.5 |

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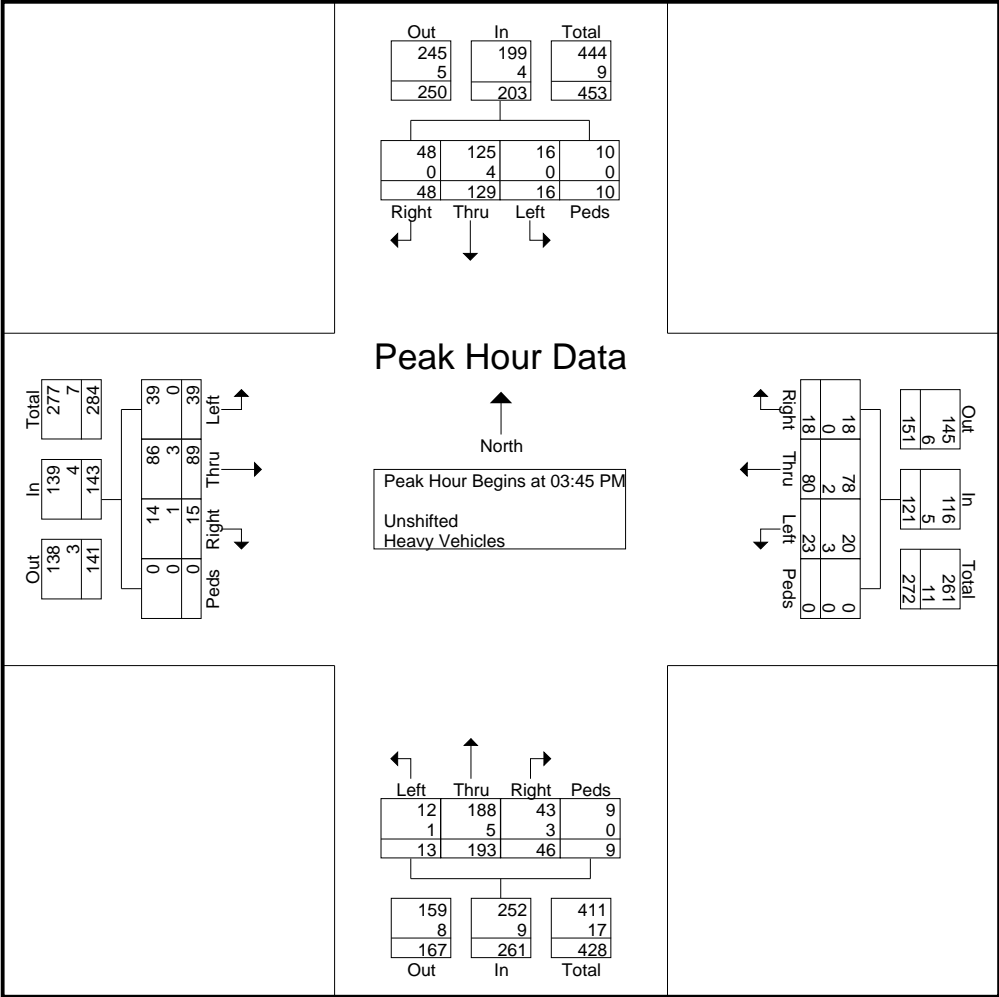
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|--|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | 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 03:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:45 PM | 14 | 37 | 3 | 2 | 56 | 5 | 22 | 4 | 0 | 31 | 4 | 47 | 7 | 0 | 58 | 7 | 25 | 13 | 0 | 45 | 190 |
| 04:00 PM | 18 | 34 | 3 | 4 | 59 | 7 | 22 | 7 | 0 | 36 | 10 | 43 | 2 | 1 | 56 | 0 | 34 | 11 | 0 | 45 | 196 |
| 04:15 PM | 7 | 27 | 7 | 2 | 43 | 6 | 16 | 4 | 0 | 26 | 13 | 42 | 0 | 5 | 60 | 6 | 12 | 3 | 0 | 21 | 150 |
| 04:30 PM | 9 | 31 | 3 | 2 | 45 | 0 | 20 | 8 | 0 | 28 | 19 | 61 | 4 | 3 | 87 | 2 | 18 | 12 | 0 | 32 | 192 |
| Total Volume | 48 | 129 | 16 | 10 | 203 | 18 | 80 | 23 | 0 | 121 | 46 | 193 | 13 | 9 | 261 | 15 | 89 | 39 | 0 | 143 | 728 |
| % App. Total | 23.6 | 63.5 | 7.9 | 4.9 | | 14.9 | 66.1 | 19 | 0 | | 17.6 | 73.9 | 5 | 3.4 | | 10.5 | 62.2 | 27.3 | 0 | | |
| PHF | .667 | .872 | .571 | .625 | .860 | .643 | .909 | .719 | .000 | .840 | .605 | .791 | .464 | .450 | .750 | .536 | .654 | .750 | .000 | .794 | .929 |
| Unshifted | 48 | 125 | 16 | 10 | 199 | 18 | 78 | 20 | 0 | 116 | 43 | 188 | 12 | 9 | 252 | 14 | 86 | 39 | 0 | 139 | 706 |
| % Unshifted | 100 | 96.9 | 100 | 100 | 98.0 | 100 | 97.5 | 87.0 | 0 | 95.9 | 93.5 | 97.4 | 92.3 | 100 | 96.6 | 93.3 | 96.6 | 100 | 0 | 97.2 | 97.0 |
| Heavy Vehicles | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 3 | 0 | 5 | 3 | 5 | 1 | 0 | 9 | 1 | 3 | 0 | 0 | 4 | 22 |
| % Heavy Vehicles | 0 | 3.1 | 0 | 0 | 2.0 | 0 | 2.5 | 13.0 | 0 | 4.1 | 6.5 | 2.6 | 7.7 | 0 | 3.4 | 6.7 | 3.4 | 0 | 0 | 2.8 | 3.0 |

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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 Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 03:15 PM | | | | | 03:45 PM | | | | | 04:00 PM | | | | | 03:30 PM | | | | | |
| +0 mins. | 26 | 30 | 2 | 4 | 62 | 5 | 22 | 4 | 0 | 31 | 10 | 43 | 2 | 1 | 56 | 5 | 22 | 12 | 0 | 39 | |
| +15 mins. | 19 | 28 | 2 | 2 | 51 | 7 | 22 | 7 | 0 | 36 | 13 | 42 | 0 | 5 | 60 | 7 | 25 | 13 | 0 | 45 | |
| +30 mins. | 14 | 37 | 3 | 2 | 56 | 6 | 16 | 4 | 0 | 26 | 19 | 61 | 4 | 3 | 87 | 0 | 34 | 11 | 0 | 45 | |
| +45 mins. | 18 | 34 | 3 | 4 | 59 | 0 | 20 | 8 | 0 | 28 | 14 | 47 | 2 | 2 | 65 | 6 | 12 | 3 | 0 | 21 | |
| Total Volume | 77 | 129 | 10 | 12 | 228 | 18 | 80 | 23 | 0 | 121 | 56 | 193 | 8 | 11 | 268 | 18 | 93 | 39 | 0 | 150 | |
| % App. Total | 33.8 | 56.6 | 4.4 | 5.3 | | 14.9 | 66.1 | 19 | 0 | | 20.9 | 72 | 3 | 4.1 | | 12 | 62 | 26 | 0 | | |
| PHF | .740 | .872 | .833 | .750 | .919 | .643 | .909 | .719 | .000 | .840 | .737 | .791 | .500 | .550 | .770 | .643 | .684 | .750 | .000 | .833 | |
| Unshifted | 77 | 124 | 10 | 12 | 223 | 18 | 78 | 20 | 0 | 116 | 53 | 191 | 7 | 11 | 262 | 16 | 91 | 39 | 0 | 146 | |
| % Unshifted | 100 | 96.1 | 100 | 100 | 97.8 | 100 | 97.5 | 87 | 0 | 95.9 | 94.6 | 99 | 87.5 | 100 | 97.8 | 88.9 | 97.8 | 100 | 0 | 97.3 | |
| Heavy Vehicles | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 3 | 0 | 5 | 3 | 2 | 1 | 0 | 6 | 2 | 2 | 0 | 0 | 4 | |
| % Heavy Vehicles | 0 | 3.9 | 0 | 0 | 2.2 | 0 | 2.5 | 13 | 0 | 4.1 | 5.4 | 1 | 12.5 | 0 | 2.2 | 11.1 | 2.2 | 0 | 0 | 2.7 | |

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