

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
Main and Loder
Endicott
wonderful weather

File Name : Not Named 3
Site Code : 162
Start Date : 7/10/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

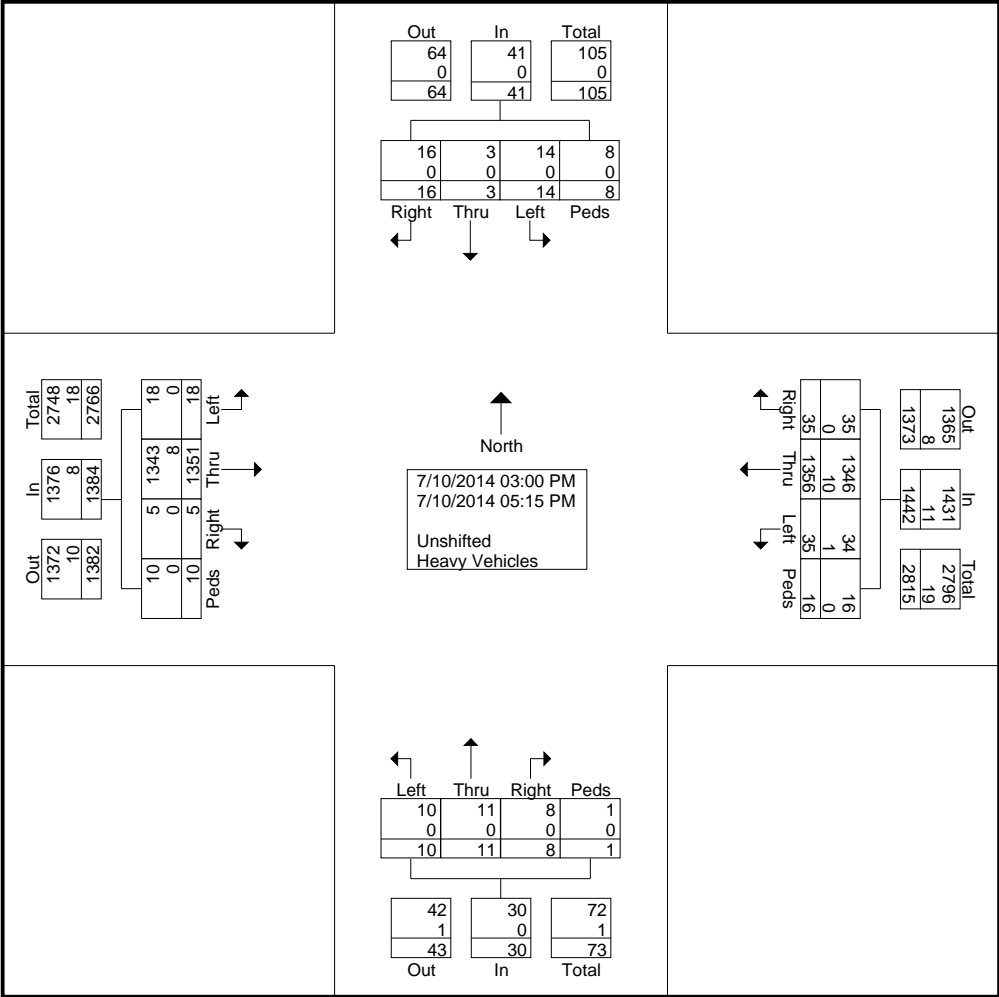
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	2	0	1	1	4	0	132	2	0	134	1	0	1	0	2	0	133	1	3	137	277
03:15 PM	1	0	0	0	1	7	120	5	3	135	2	2	3	0	7	0	123	10	1	134	277
03:30 PM	0	0	2	3	5	8	107	1	0	116	0	0	0	0	0	1	131	3	1	136	257
03:45 PM	1	0	0	0	1	0	128	1	0	129	0	1	0	0	1	1	104	0	2	107	238
Total	4	0	3	4	11	15	487	9	3	514	3	3	4	0	10	2	491	14	7	514	1049
04:00 PM	1	0	0	0	1	1	116	2	1	120	0	0	0	0	0	0	114	0	0	114	235
04:15 PM	0	1	5	0	6	3	131	5	2	141	0	1	2	0	3	1	114	1	0	116	266
04:30 PM	3	0	0	0	3	1	108	16	0	125	2	2	0	0	4	0	126	0	3	129	261
04:45 PM	0	0	3	0	3	0	112	0	0	112	1	1	1	0	3	0	142	0	0	142	260
Total	4	1	8	0	13	5	467	23	3	498	3	4	3	0	10	1	496	1	3	501	1022
05:00 PM	3	0	2	0	5	2	146	1	0	149	0	1	0	0	1	2	138	1	0	141	296
05:15 PM	5	2	1	4	12	13	256	2	10	281	2	3	3	1	9	0	226	2	0	228	530
Grand Total	16	3	14	8	41	35	1356	35	16	1442	8	11	10	1	30	5	1351	18	10	1384	2897
Apprch %	39	7.3	34.1	19.5		2.4	94	2.4	1.1		26.7	36.7	33.3	3.3		0.4	97.6	1.3	0.7		
Total %	0.6	0.1	0.5	0.3	1.4	1.2	46.8	1.2	0.6	49.8	0.3	0.4	0.3	0	1	0.2	46.6	0.6	0.3	47.8	
Unshifted	16	3	14	8	41	35	1346	34	16	1431	8	11	10	1	30	5	1343	18	10	1376	2878
% Unshifted	100	100	100	100	100	100	99.3	97.1	100	99.2	100	100	100	100	100	100	99.4	100	100	99.4	99.3
Heavy Vehicles	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	8	0	0	8	19
% Heavy Vehicles	0	0	0	0	0	0	0.7	2.9	0	0.8	0	0	0	0	0	0	0.6	0	0	0.6	0.7

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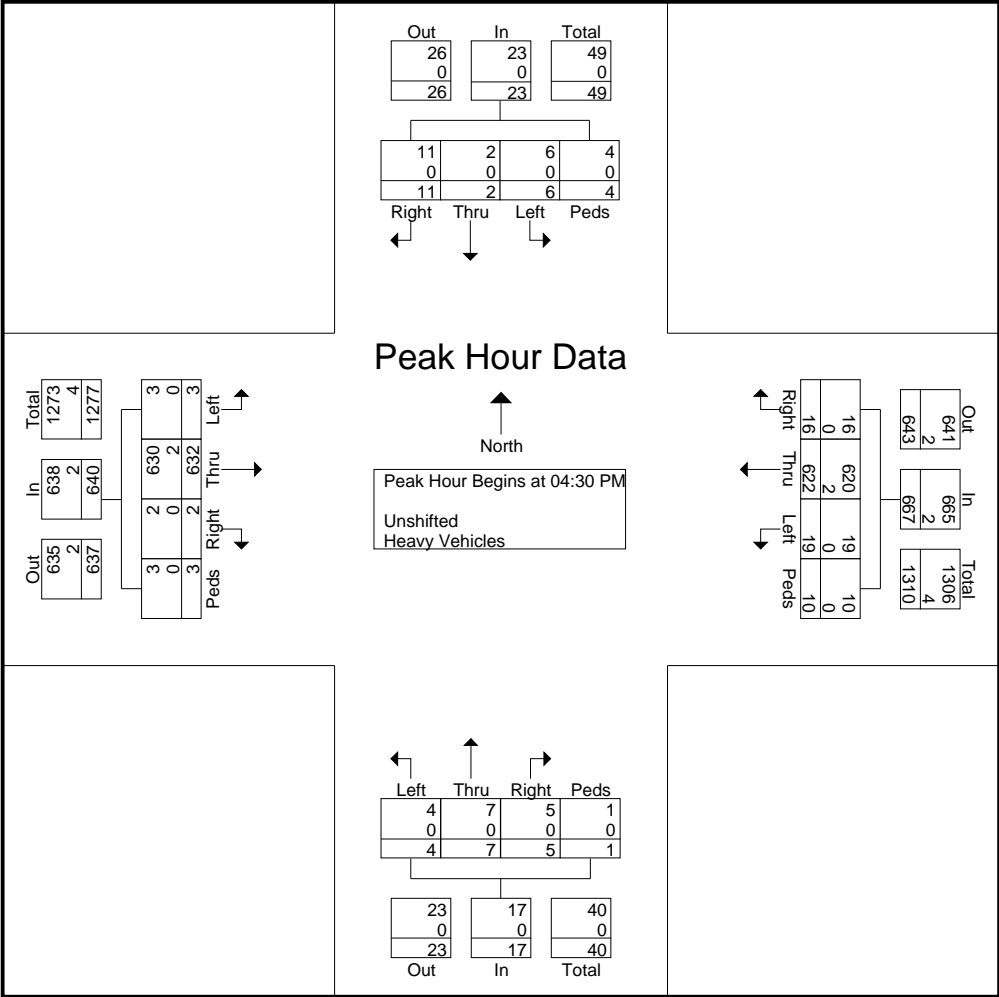
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	0	0	0	3	1	108	16	0	125	2	2	0	0	4	0	126	0	3	129	261
04:45 PM	0	0	3	0	3	0	112	0	0	112	1	1	1	0	3	0	142	0	0	142	260
05:00 PM	3	0	2	0	5	2	146	1	0	149	0	1	0	0	1	2	138	1	0	141	296
05:15 PM	5	2	1	4	12	13	256	2	10	281	2	3	3	1	9	0	226	2	0	228	530
Total Volume	11	2	6	4	23	16	622	19	10	667	5	7	4	1	17	2	632	3	3	640	1347
% App. Total	47.8	8.7	26.1	17.4		2.4	93.3	2.8	1.5		29.4	41.2	23.5	5.9		0.3	98.8	0.5	0.5		
PHF	.550	.250	.500	.250	.479	.308	.607	.297	.250	.593	.625	.583	.333	.250	.472	.250	.699	.375	.250	.702	.635
Unshifted	11	2	6	4	23	16	620	19	10	665	5	7	4	1	17	2	630	3	3	638	1343
% Unshifted	100	100	100	100	100	100	99.7	100	100	99.7	100	100	100	100	100	100	99.7	100	100	99.7	99.7
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Heavy Vehicles	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0.3

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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:																					
	04:30 PM					04:30 PM					04:30 PM					04:30 PM					
+0 mins.	3	0	0	0	3	1	108	16	0	125	2	2	0	0	4	0	126	0	3	129	
+15 mins.	0	0	3	0	3	0	112	0	0	112	1	1	1	0	3	0	142	0	0	142	
+30 mins.	3	0	2	0	5	2	146	1	0	149	0	1	0	0	1	2	138	1	0	141	
+45 mins.	5	2	1	4	12	13	256	2	10	281	2	3	3	1	9	0	226	2	0	228	
Total Volume	11	2	6	4	23	16	622	19	10	667	5	7	4	1	17	2	632	3	3	640	
% App. Total	47.8	8.7	26.1	17.4		2.4	93.3	2.8	1.5		29.4	41.2	23.5	5.9		0.3	98.8	0.5	0.5		
PHF	.550	.250	.500	.250	.479	.308	.607	.297	.250	.593	.625	.583	.333	.250	.472	.250	.699	.375	.250	.702	
Unshifted	11	2	6	4	23	16	620	19	10	665	5	7	4	1	17	2	630	3	3	638	
% Unshifted	100	100	100	100	100	100	99.7	100	100	99.7	100	100	100	100	100	100	99.7	100	100	99.7	
Heavy Vehicles	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	
% Heavy Vehicles	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	

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