

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Matt DiRado
Court and State
Binghamton
Cool

File Name : Not Named 14
Site Code : 00000003
Start Date : 7/29/2013
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

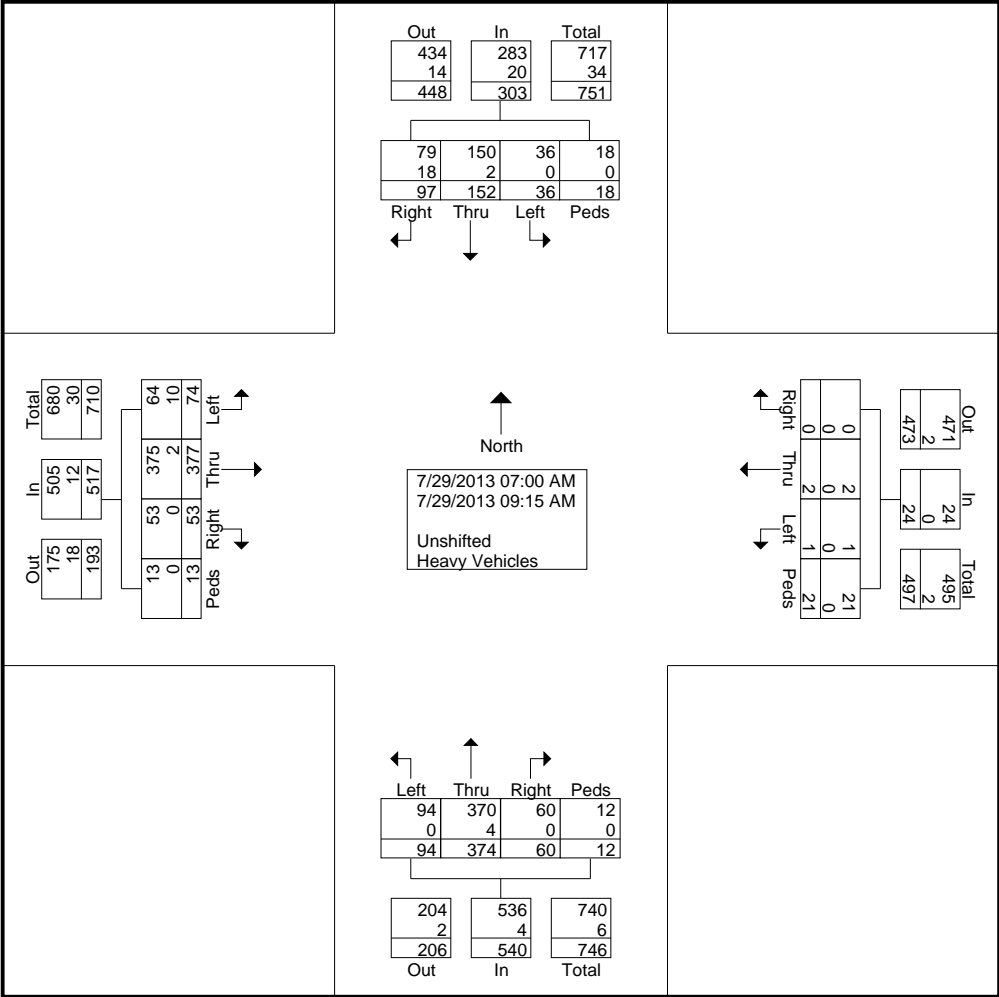
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	4	6	0	1	11	0	0	0	0	0	4	17	1	0	22	1	19	4	1	25	58
07:15 AM	8	11	2	0	21	0	0	0	2	2	2	30	7	2	41	1	19	2	5	27	91
07:30 AM	11	18	0	0	29	0	0	0	1	1	4	43	8	1	56	4	44	3	0	51	137
07:45 AM	17	14	4	4	39	0	0	0	0	0	6	28	7	0	41	3	45	5	0	53	133
Total	40	49	6	5	100	0	0	0	3	3	16	118	23	3	160	9	127	14	6	156	419
08:00 AM	5	8	1	1	15	0	0	0	3	3	3	53	9	1	66	10	37	9	2	58	142
08:15 AM	10	15	9	4	38	0	0	0	0	0	3	38	8	1	50	5	36	10	1	52	140
08:30 AM	10	10	4	1	25	0	2	0	0	2	8	50	8	2	68	4	44	8	1	57	152
08:45 AM	16	19	7	0	42	0	0	0	0	0	12	43	15	3	73	8	47	9	0	64	179
Total	41	52	21	6	120	0	2	0	3	5	26	184	40	7	257	27	164	36	4	231	613
09:00 AM	8	25	5	5	43	0	0	0	7	7	7	41	14	2	64	6	39	16	2	63	177
09:15 AM	8	26	4	2	40	0	0	1	8	9	11	31	17	0	59	11	47	8	1	67	175
Grand Total	97	152	36	18	303	0	2	1	21	24	60	374	94	12	540	53	377	74	13	517	1384
Apprch %	32	50.2	11.9	5.9		0	8.3	4.2	87.5		11.1	69.3	17.4	2.2		10.3	72.9	14.3	2.5		
Total %	7	11	2.6	1.3	21.9	0	0.1	0.1	1.5	1.7	4.3	27	6.8	0.9	39	3.8	27.2	5.3	0.9	37.4	
Unshifted	79	150	36	18	283	0	2	1	21	24	60	370	94	12	536	53	375	64	13	505	1348
% Unshifted	81.4	98.7	100	100	93.4	0	100	100	100	100	100	98.9	100	100	99.3	100	99.5	86.5	100	97.7	97.4
Heavy Vehicles	18	2	0	0	20	0	0	0	0	0	0	4	0	0	4	0	2	10	0	12	36
% Heavy Vehicles	18.6	1.3	0	0	6.6	0	0	0	0	0	0	1.1	0	0	0.7	0	0.5	13.5	0	2.3	2.6

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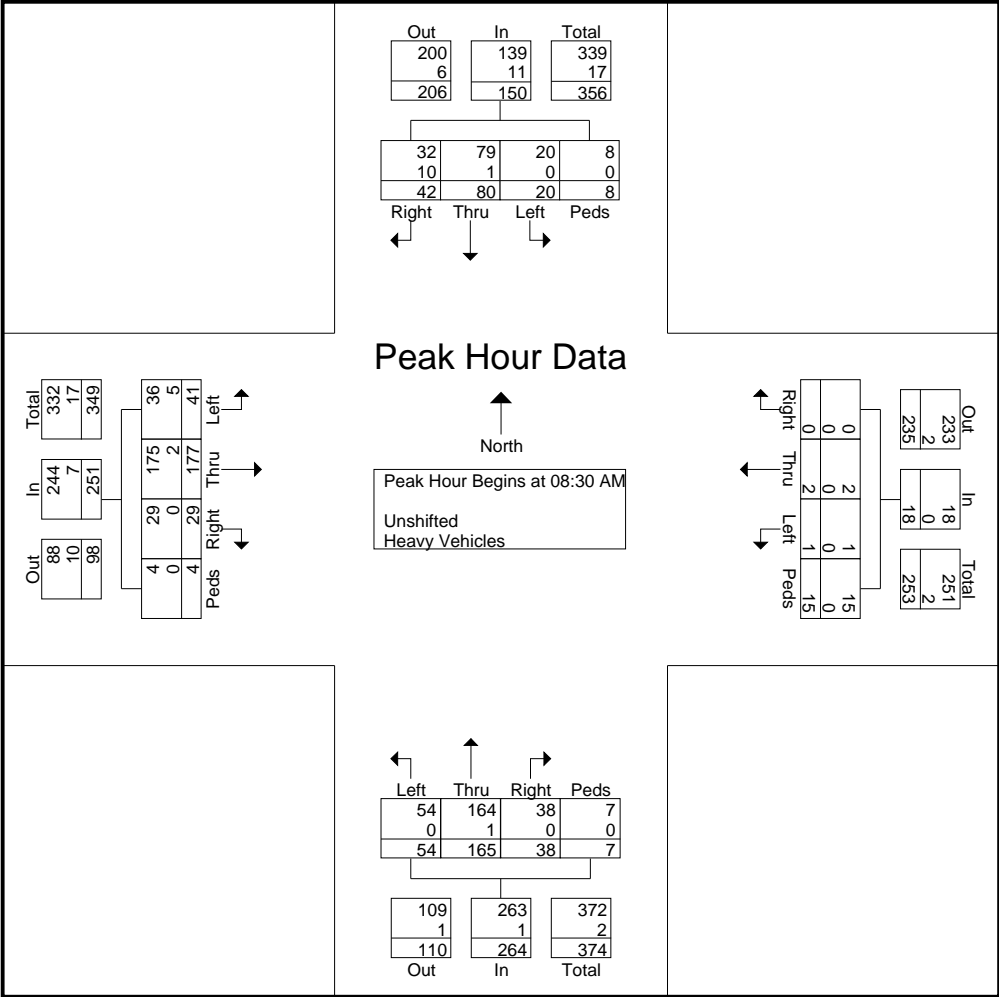
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	10	10	4	1	25	0	2	0	0	2	8	50	8	2	68	4	44	8	1	57	152
08:45 AM	16	19	7	0	42	0	0	0	0	0	12	43	15	3	73	8	47	9	0	64	179
09:00 AM	8	25	5	5	43	0	0	0	7	7	7	41	14	2	64	6	39	16	2	63	177
09:15 AM	8	26	4	2	40	0	0	1	8	9	11	31	17	0	59	11	47	8	1	67	175
Total Volume	42	80	20	8	150	0	2	1	15	18	38	165	54	7	264	29	177	41	4	251	683
% App. Total	28	53.3	13.3	5.3		0	11.1	5.6	83.3		14.4	62.5	20.5	2.7		11.6	70.5	16.3	1.6		
PHF	.656	.769	.714	.400	.872	.000	.250	.250	.469	.500	.792	.825	.794	.583	.904	.659	.941	.641	.500	.937	.954
Unshifted	32	79	20	8	139	0	2	1	15	18	38	164	54	7	263	29	175	36	4	244	664
% Unshifted	76.2	98.8	100	100	92.7	0	100	100	100	100	100	99.4	100	100	99.6	100	98.9	87.8	100	97.2	97.2
Heavy Vehicles	10	1	0	0	11	0	0	0	0	0	0	1	0	0	1	0	2	5	0	7	19
% Heavy Vehicles	23.8	1.3	0	0	7.3	0	0	0	0	0	0	0.6	0	0	0.4	0	1.1	12.2	0	2.8	2.8

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Page No : 5

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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:																					
	08:30 AM					08:30 AM					08:30 AM					08:30 AM					
+0 mins.	10	10	4	1	25	0	2	0	0	2	8	50	8	2	68	4	44	8	1	57	
+15 mins.	16	19	7	0	42	0	0	0	0	0	12	43	15	3	73	8	47	9	0	64	
+30 mins.	8	25	5	5	43	0	0	0	7	7	7	41	14	2	64	6	39	16	2	63	
+45 mins.	8	26	4	2	40	0	0	1	8	9	11	31	17	0	59	11	47	8	1	67	
Total Volume	42	80	20	8	150	0	2	1	15	18	38	165	54	7	264	29	177	41	4	251	
% App. Total	28	53.3	13.3	5.3		0	11.1	5.6	83.3		14.4	62.5	20.5	2.7		11.6	70.5	16.3	1.6		
PHF	.656	.769	.714	.400	.872	.000	.250	.250	.469	.500	.792	.825	.794	.583	.904	.659	.941	.641	.500	.937	
Unshifted	32	79	20	8	139	0	2	1	15	18	38	164	54	7	263	29	175	36	4	244	
% Unshifted	76.2	98.8	100	100	92.7	0	100	100	100	100	100	99.4	100	100	99.6	100	98.9	87.8	100	97.2	
Heavy Vehicles	10	1	0	0	11	0	0	0	0	0	0	1	0	0	1	0	2	5	0	7	
% Heavy Vehicles	23.8	1.2	0	0	7.3	0	0	0	0	0	0	0.6	0	0	0.4	0	1.1	12.2	0	2.8	

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Page No : 6

