

# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bobby Portorsnok  
Main and Broad/Ave D  
Johnson City  
sunny and way too hot

File Name : Not Named 24  
Site Code : 00000206  
Start Date : 5/30/2013  
Page No : 1

## Groups Printed- Unshifted - Heavy Vehicles

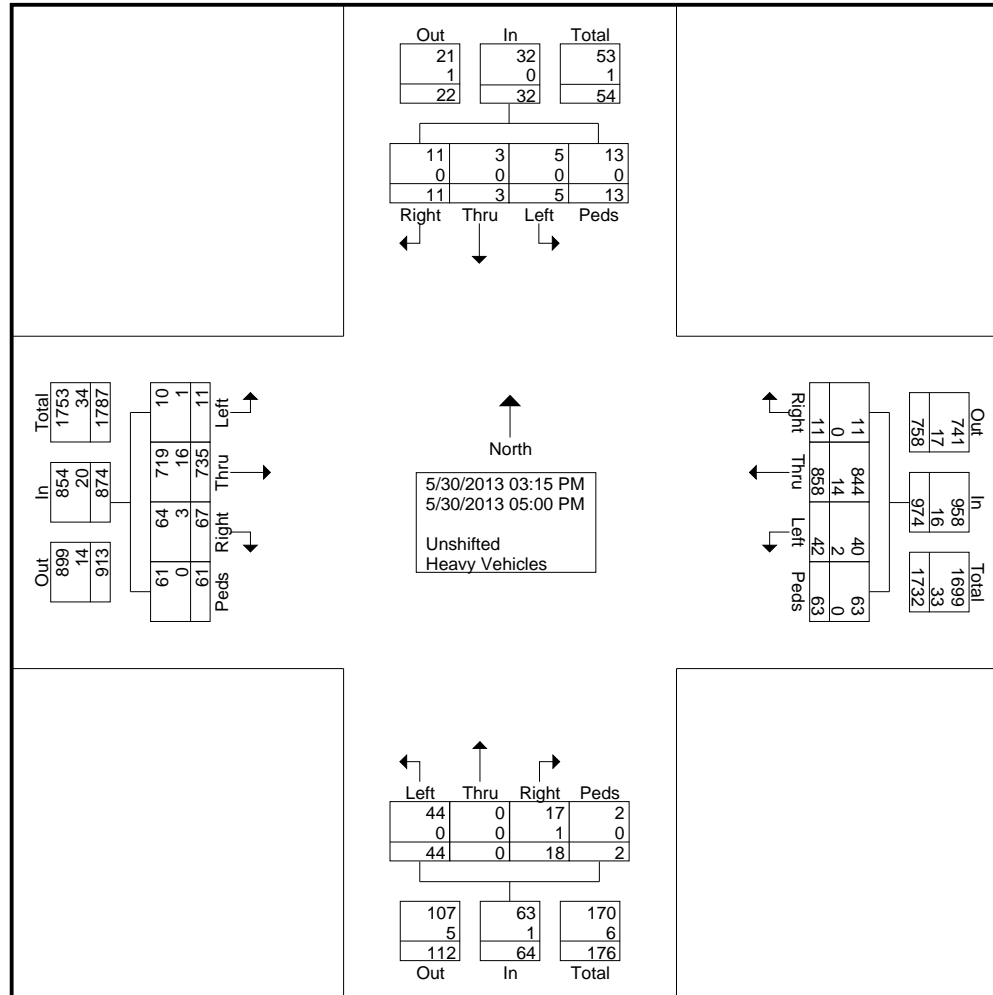
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:15 PM	3	0	0	1	4	2	122	4	17	145	1	0	4	0	5	3	81	2	7	93	247
03:30 PM	3	0	0	0	3	0	105	7	1	113	2	0	4	0	6	6	107	4	3	120	242
03:45 PM	2	2	0	1	5	1	122	7	7	137	1	0	6	0	7	7	110	1	6	124	273
Total	8	2	0	2	12	3	349	18	25	395	4	0	14	0	18	16	298	7	16	337	762
04:00 PM	1	0	1	3	5	3	97	7	8	115	4	0	6	0	10	11	88	0	4	103	233
04:15 PM	0	0	2	4	6	0	94	6	10	110	2	0	6	2	10	16	92	2	8	118	244
04:30 PM	1	0	1	2	4	1	109	2	4	116	4	0	2	0	6	6	68	1	4	79	205
04:45 PM	1	0	0	2	3	3	113	4	7	127	4	0	6	0	10	7	102	0	19	128	268
Total	3	0	4	11	18	7	413	19	29	468	14	0	20	2	36	40	350	3	35	428	950
05:00 PM	0	1	1	0	2	1	96	5	9	111	0	0	10	0	10	11	87	1	10	109	232
Grand Total	11	3	5	13	32	11	858	42	63	974	18	0	44	2	64	67	735	11	61	874	1944
Apprch %	34.4	9.4	15.6	40.6		1.1	88.1	4.3	6.5		28.1	0	68.8	3.1		7.7	84.1	1.3	7		
Total %	0.6	0.2	0.3	0.7	1.6	0.6	44.1	2.2	3.2	50.1	0.9	0	2.3	0.1	3.3	3.4	37.8	0.6	3.1	45	
Unshifted	11	3	5	13	32	11	844	40	63	958	17	0	44	2	63	64	719	10	61	854	1907
% Unshifted	100	100	100	100	100	100	98.4	95.2	100	98.4	94.4	0	100	100	98.4	95.5	97.8	90.9	100	97.7	98.1
Heavy Vehicles	0	0	0	0	0	0	14	2	0	16	1	0	0	0	1	3	16	1	0	20	37
% Heavy Vehicles	0	0	0	0	0	0	1.6	4.8	0	1.6	5.6	0	0	0	1.6	4.5	2.2	9.1	0	2.3	1.9

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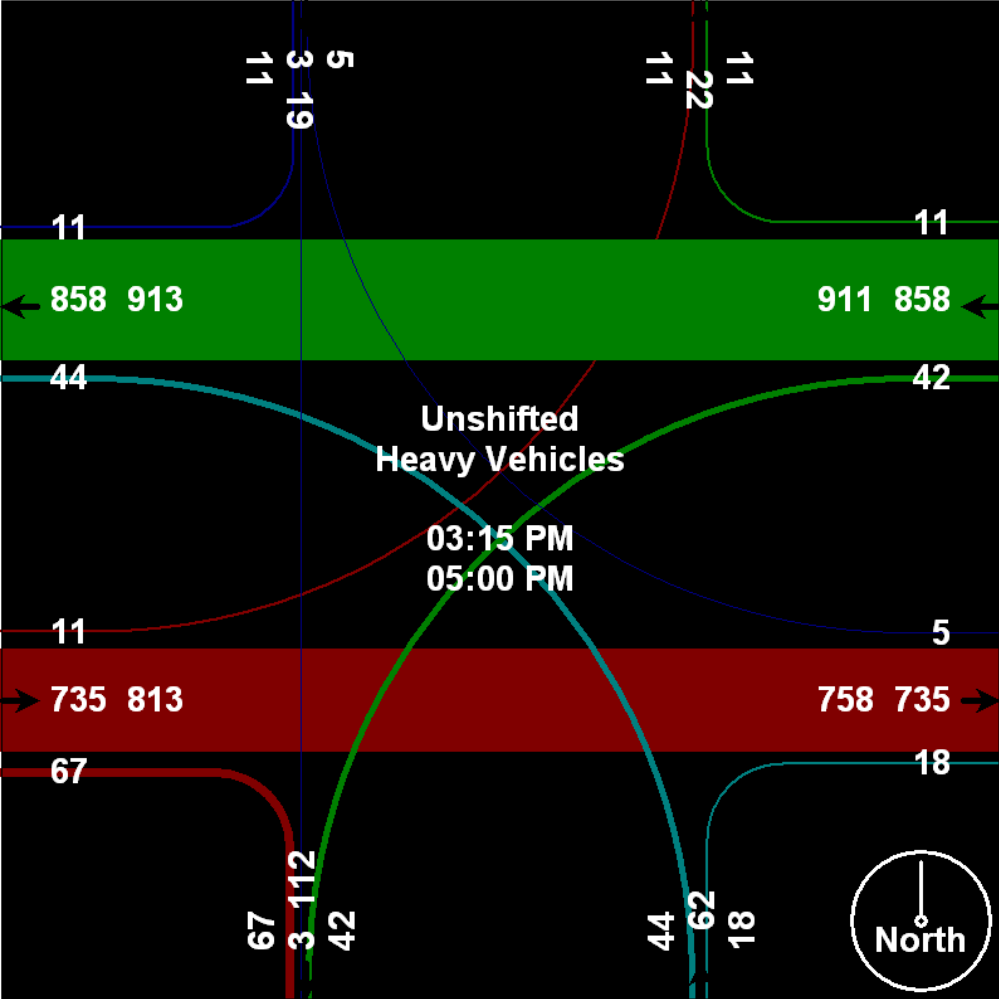


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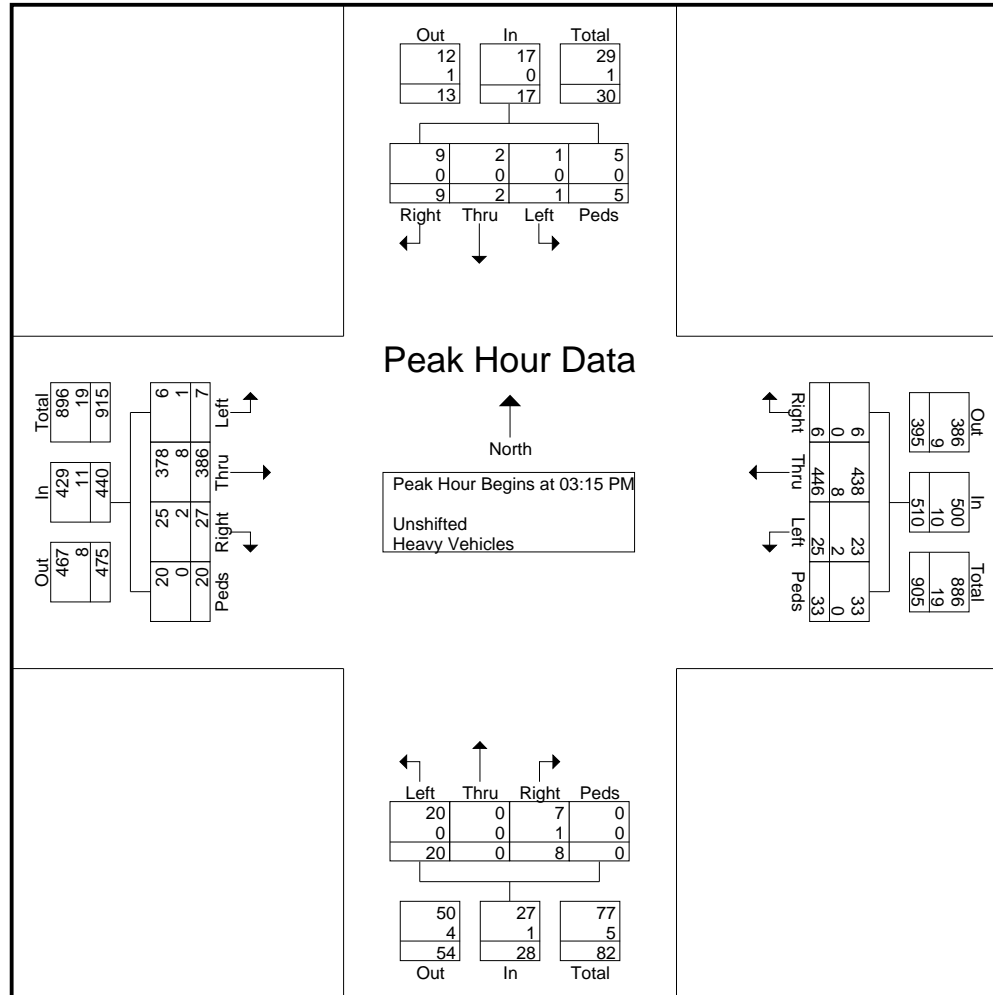
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	3	0	0	1	4	2	122	4	17	145	1	0	4	0	5	3	81	2	7	93	247
03:30 PM	3	0	0	0	3	0	105	7	1	113	2	0	4	0	6	6	107	4	3	120	242
03:45 PM	2	2	0	1	5	1	122	7	7	137	1	0	6	0	7	7	110	1	6	124	273
04:00 PM	1	0	1	3	5	3	97	7	8	115	4	0	6	0	10	11	88	0	4	103	233
Total Volume	9	2	1	5	17	6	446	25	33	510	8	0	20	0	28	27	386	7	20	440	995
% App. Total	52.9	11.8	5.9	29.4		1.2	87.5	4.9	6.5		28.6	0	71.4	0		6.1	87.7	1.6	4.5		
PHF	.750	.250	.250	.417	.850	.500	.914	.893	.485	.879	.500	.000	.833	.000	.700	.614	.877	.438	.714	.887	.911
Unshifted	9	2	1	5	17	6	438	23	33	500	7	0	20	0	27	25	378	6	20	429	973
% Unshifted	100	100	100	100	100	100	98.2	92.0	100	98.0	87.5	0	100	0	96.4	92.6	97.9	85.7	100	97.5	97.8
Heavy Vehicles	0	0	0	0	0	0	8	2	0	10	1	0	0	0	1	2	8	1	0	11	22
% Heavy Vehicles	0	0	0	0	0	0	1.8	8.0	0	2.0	12.5	0	0	0	3.6	7.4	2.1	14.3	0	2.5	2.2

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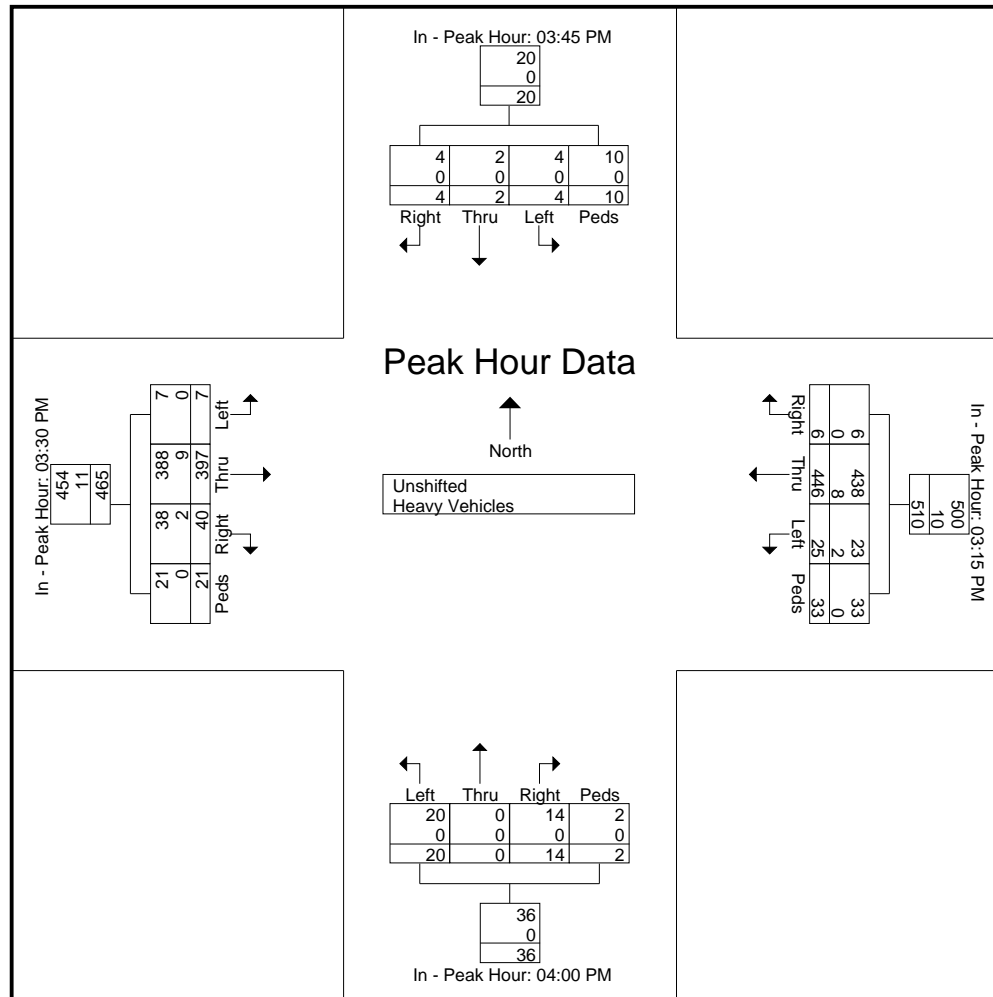
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:15 PM to 05:00 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:45 PM					03:15 PM					04:00 PM					03:30 PM					
+0 mins.	2	2	0	1	5	2	122	4	17	145	4	0	6	0	10	6	107	4	3	120	
+15 mins.	1	0	1	3	5	0	105	7	1	113	2	0	6	2	10	7	110	1	6	124	
+30 mins.	0	0	2	4	6	1	122	7	7	137	4	0	2	0	6	11	88	0	4	103	
+45 mins.	1	0	1	2	4	3	97	7	8	115	4	0	6	0	10	16	92	2	8	118	
Total Volume	4	2	4	10	20	6	446	25	33	510	14	0	20	2	36	40	397	7	21	465	
% App. Total	20	10	20	50	20	1.2	87.5	4.9	6.5	510	38.9	0	55.6	5.6	36	8.6	85.4	1.5	4.5	465	
PHF	.500	.250	.500	.625	.833	.500	.914	.893	.485	.879	.875	.000	.833	.250	.900	.625	.902	.438	.656	.938	
Unshifted	4	2	4	10	20	6	438	23	33	500	14	0	20	2	36	38	388	7	21	454	
% Unshifted	100	100	100	100	100	100	98.2	92	100	98	100	0	100	100	100	95	97.7	100	100	97.6	
Heavy Vehicles	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	2	9	0	0	11	
% Heavy Vehicles	0	0	0	0	0	0	1.8	8	0	2	0	0	0	0	0	5	2.3	0	0	2.4	

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