

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
NY 12 and River
Binghamton
kinda cold

File Name : Not Named 20
Site Code : 00000000
Start Date : 8/14/2013
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

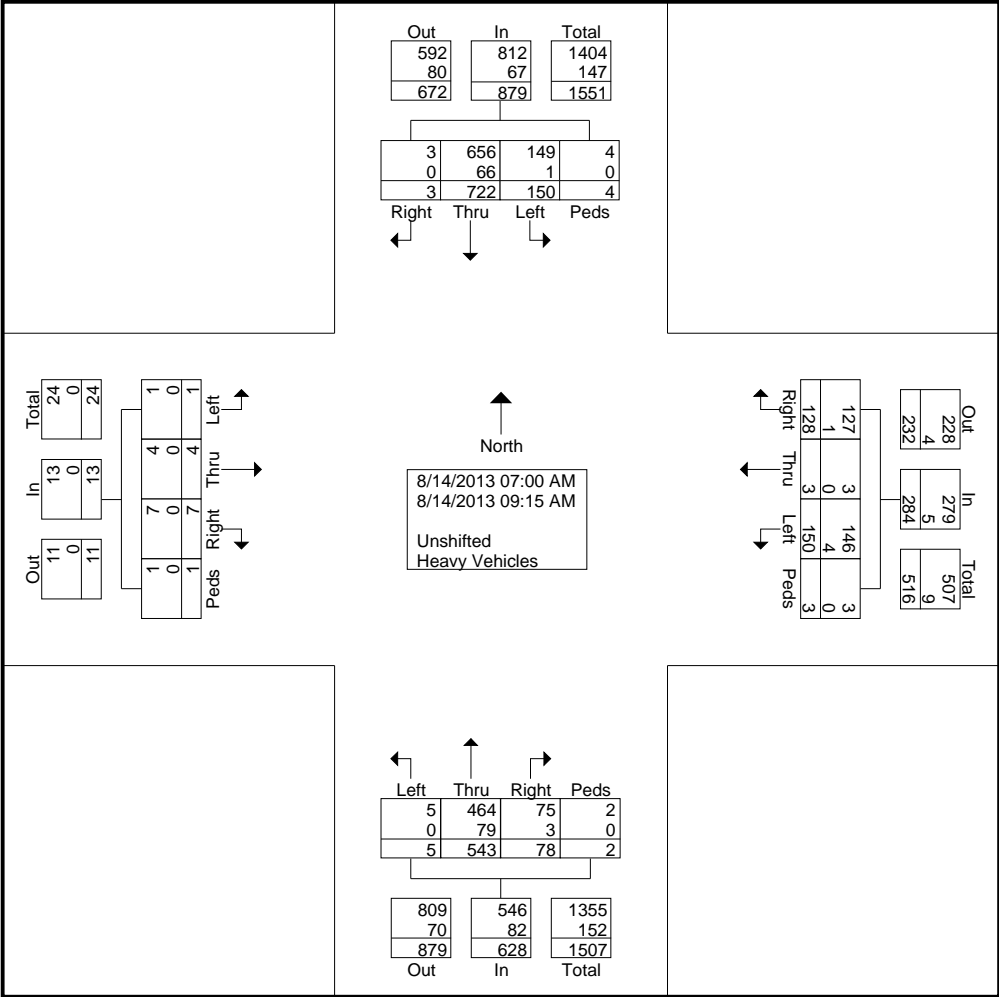
Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	55	9	0	64	9	0	11	0	20	2	49	0	0	51	0	0	1	0	1	136
07:15 AM	0	76	16	1	93	20	1	14	0	35	5	72	0	0	77	0	1	0	0	1	206
07:30 AM	1	99	17	1	118	16	0	12	0	28	5	58	0	0	63	0	0	0	0	0	209
07:45 AM	1	86	18	1	106	16	1	14	0	31	11	73	0	0	84	2	0	0	0	2	223
Total	2	316	60	3	381	61	2	51	0	114	23	252	0	0	275	2	1	1	0	4	774
08:00 AM	0	70	24	0	94	9	0	18	0	27	6	48	0	1	55	0	0	0	1	1	177
08:15 AM	0	95	15	0	110	12	1	17	0	30	16	58	1	0	75	1	1	0	0	2	217
08:30 AM	1	49	15	1	66	14	0	16	0	30	13	54	0	1	68	0	0	0	0	0	164
08:45 AM	0	78	10	0	88	10	0	26	3	39	6	53	2	0	61	0	1	0	0	1	189
Total	1	292	64	1	358	45	1	77	3	126	41	213	3	2	259	1	2	0	1	4	747
09:00 AM	0	59	13	0	72	13	0	10	0	23	11	45	1	0	57	2	1	0	0	3	155
09:15 AM	0	55	13	0	68	9	0	12	0	21	3	33	1	0	37	2	0	0	0	2	128
Grand Total	3	722	150	4	879	128	3	150	3	284	78	543	5	2	628	7	4	1	1	13	1804
Apprch %	0.3	82.1	17.1	0.5		45.1	1.1	52.8	1.1		12.4	86.5	0.8	0.3		53.8	30.8	7.7	7.7		
Total %	0.2	40	8.3	0.2	48.7	7.1	0.2	8.3	0.2	15.7	4.3	30.1	0.3	0.1	34.8	0.4	0.2	0.1	0.1	0.7	
Unshifted	3	656	149	4	812	127	3	146	3	279	75	464	5	2	546	7	4	1	1	13	1650
% Unshifted	100	90.9	99.3	100	92.4	99.2	100	97.3	100	98.2	96.2	85.5	100	100	86.9	100	100	100	100	100	91.5
Heavy Vehicles	0	66	1	0	67	1	0	4	0	5	3	79	0	0	82	0	0	0	0	0	154
% Heavy Vehicles	0	9.1	0.7	0	7.6	0.8	0	2.7	0	1.8	3.8	14.5	0	0	13.1	0	0	0	0	0	8.5

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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 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	99	17	1	118	16	0	12	0	28	5	58	0	0	63	0	0	0	0	0	209
07:45 AM	1	86	18	1	106	16	1	14	0	31	11	73	0	0	84	2	0	0	0	2	223
08:00 AM	0	70	24	0	94	9	0	18	0	27	6	48	0	1	55	0	0	0	1	1	177
08:15 AM	0	95	15	0	110	12	1	17	0	30	16	58	1	0	75	1	1	0	0	2	217
Total Volume	2	350	74	2	428	53	2	61	0	116	38	237	1	1	277	3	1	0	1	5	826
% App. Total	0.5	81.8	17.3	0.5		45.7	1.7	52.6	0		13.7	85.6	0.4	0.4		60	20	0	20		
PHF	.500	.884	.771	.500	.907	.828	.500	.847	.000	.935	.594	.812	.250	.250	.824	.375	.250	.000	.250	.625	.926
Unshifted	2	323	74	2	401	52	2	61	0	115	37	213	1	1	252	3	1	0	1	5	773
% Unshifted	100	92.3	100	100	93.7	98.1	100	100	0	99.1	97.4	89.9	100	100	91.0	100	100	0	100	100	93.6
Heavy Vehicles	0	27	0	0	27	1	0	0	0	1	1	24	0	0	25	0	0	0	0	0	53
% Heavy Vehicles	0	7.7	0	0	6.3	1.9	0	0	0	0.9	2.6	10.1	0	0	9.0	0	0	0	0	0	6.4

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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:																					
	07:30 AM					08:00 AM					07:45 AM					08:15 AM					
+0 mins.	1	99	17	1	118	9	0	18	0	27	11	73	0	0	84	1	1	0	0	2	
+15 mins.	1	86	18	1	106	12	1	17	0	30	6	48	0	1	55	0	0	0	0	0	
+30 mins.	0	70	24	0	94	14	0	16	0	30	16	58	1	0	75	0	1	0	0	1	
+45 mins.	0	95	15	0	110	10	0	26	3	39	13	54	0	1	68	2	1	0	0	3	
Total Volume	2	350	74	2	428	45	1	77	3	126	46	233	1	2	282	3	3	0	0	6	
% App. Total	0.5	81.8	17.3	0.5		35.7	0.8	61.1	2.4		16.3	82.6	0.4	0.7		50	50	0	0		
PHF	.500	.884	.771	.500	.907	.804	.250	.740	.250	.808	.719	.798	.250	.500	.839	.375	.750	.000	.000	.500	
Unshifted	2	323	74	2	401	44	1	73	3	121	44	209	1	2	256	3	3	0	0	6	
% Unshifted	100	92.3	100	100	93.7	97.8	100	94.8	100	96	95.7	89.7	100	100	90.8	100	100	0	0	100	
Heavy Vehicles	0	27	0	0	27	1	0	4	0	5	2	24	0	0	26	0	0	0	0	0	
% Heavy Vehicles	0	7.7	0	0	6.3	2.2	0	5.2	0	4	4.3	10.3	0	0	9.2	0	0	0	0	0	

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