

# Binghamton Metropolitan Transportation Study

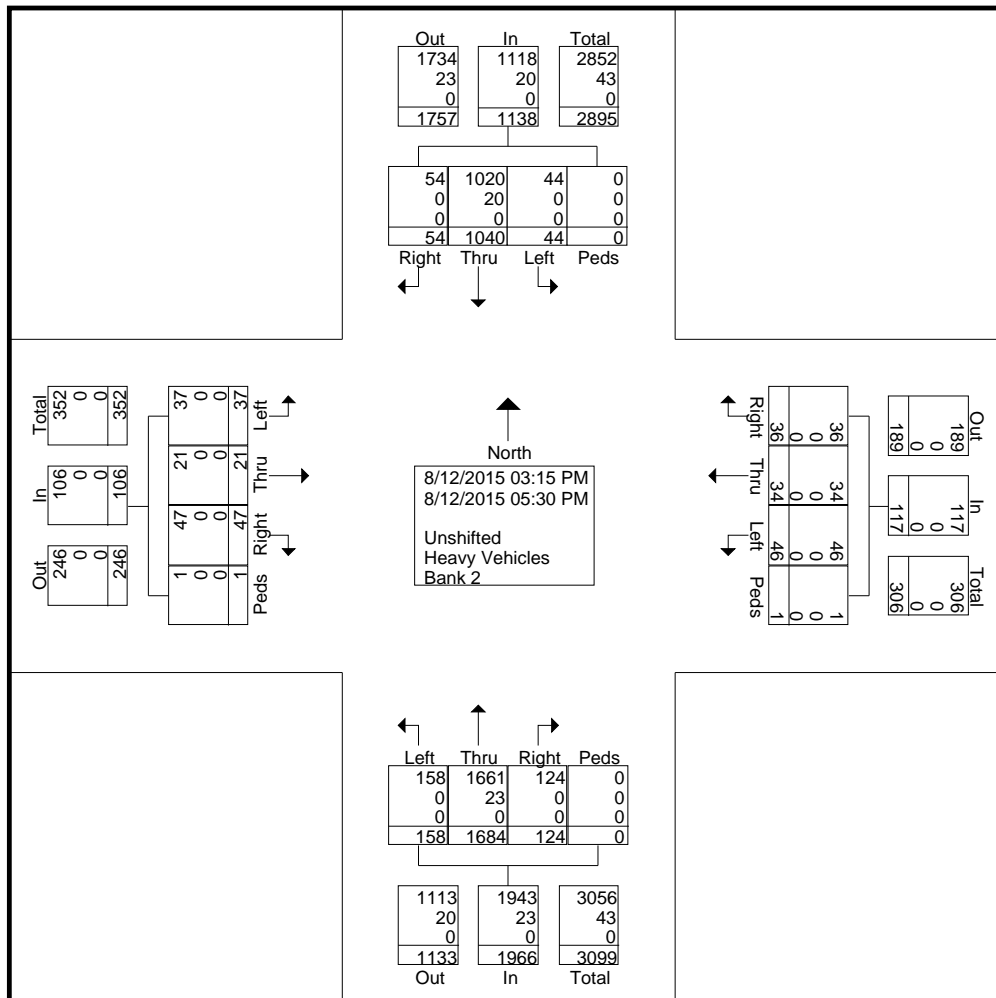
PO Box 1766  
 Binghamton, NY 13902  
*Your Tagline Here*

Bobby Portorsnok  
 NY 7 and Old State  
 Port Dickinson  
 Consistency

File Name : Not Named 1  
 Site Code : 244  
 Start Date : 8/12/2015  
 Page No : 1

Groups Printed- Unshifted - Heavy Vehicles - Bank 2

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	105	2	0	110	1	4	5	0	10	10	150	16	0	176	3	1	5	0	9	305
03:30 PM	5	105	4	0	114	3	4	3	0	10	11	158	17	0	186	5	2	5	0	12	322
03:45 PM	6	99	5	0	110	5	6	4	0	15	14	168	14	0	196	3	3	2	0	8	329
<b>Total</b>	<b>14</b>	<b>309</b>	<b>11</b>	<b>0</b>	<b>334</b>	<b>9</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>476</b>	<b>47</b>	<b>0</b>	<b>558</b>	<b>11</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>29</b>	<b>956</b>
04:00 PM	7	111	3	0	121	4	2	3	0	9	8	158	17	0	183	5	1	5	0	11	324
04:15 PM	5	101	3	0	109	5	3	5	0	13	10	166	17	0	193	6	6	5	1	18	333
04:30 PM	7	110	3	0	120	3	4	4	0	11	10	150	17	0	177	5	1	5	0	11	319
04:45 PM	4	102	8	0	114	4	2	7	1	14	10	197	12	0	219	5	1	5	0	11	358
<b>Total</b>	<b>23</b>	<b>424</b>	<b>17</b>	<b>0</b>	<b>464</b>	<b>16</b>	<b>11</b>	<b>19</b>	<b>1</b>	<b>47</b>	<b>38</b>	<b>671</b>	<b>63</b>	<b>0</b>	<b>772</b>	<b>21</b>	<b>9</b>	<b>20</b>	<b>1</b>	<b>51</b>	<b>1334</b>
05:00 PM	6	89	6	0	101	2	0	1	0	3	9	130	9	0	148	8	3	2	0	13	265
05:15 PM	8	119	3	0	130	6	4	5	0	15	21	220	19	0	260	5	3	2	0	10	415
05:30 PM	3	99	7	0	109	3	5	9	0	17	21	187	20	0	228	2	0	1	0	3	357
<b>Grand Total</b>	<b>54</b>	<b>1040</b>	<b>44</b>	<b>0</b>	<b>1138</b>	<b>36</b>	<b>34</b>	<b>46</b>	<b>1</b>	<b>117</b>	<b>124</b>	<b>1684</b>	<b>158</b>	<b>0</b>	<b>1966</b>	<b>47</b>	<b>21</b>	<b>37</b>	<b>1</b>	<b>106</b>	<b>3327</b>
Apprch %	4.7	91.4	3.9	0		30.8	29.1	39.3	0.9		6.3	85.7	8	0		44.3	19.8	34.9	0.9		
<b>Total %</b>	<b>1.6</b>	<b>31.3</b>	<b>1.3</b>	<b>0</b>	<b>34.2</b>	<b>1.1</b>	<b>1</b>	<b>1.4</b>	<b>0</b>	<b>3.5</b>	<b>3.7</b>	<b>50.6</b>	<b>4.7</b>	<b>0</b>	<b>59.1</b>	<b>1.4</b>	<b>0.6</b>	<b>1.1</b>	<b>0</b>	<b>3.2</b>	
Unshifted	54	1020	44	0	1118	36	34	46	1	117	124	1661	158	0	1943	47	21	37	1	106	3284
% Unshifted	100	98.1	100	0	98.2	100	100	100	100	100	100	98.6	100	0	98.8	100	100	100	100	100	98.7
Heavy Vehicles	0	1.9	0	0	1.8	0	0	0	0	0	0	1.4	0	0	1.2	0	0	0	0	0	1.3
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 03:15 PM to 04:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	5	105	4	0	114	3	4	3	0	10	11	158	17	0	186	5	2	5	0	12	322
03:45 PM	6	99	5	0	110	5	6	4	0	15	14	168	14	0	196	3	3	2	0	8	329
04:00 PM	7	111	3	0	121	4	2	3	0	9	8	158	17	0	183	5	1	5	0	11	324
04:15 PM	5	101	3	0	109	5	3	5	0	13	10	166	17	0	193	6	6	5	1	18	333
Total Volume	23	416	15	0	454	17	15	15	0	47	43	650	65	0	758	19	12	17	1	49	1308
% App. Total	5.1	91.6	3.3	0		36.2	31.9	31.9	0		5.7	85.8	8.6	0		38.8	24.5	34.7	2		
PHF	.821	.937	.750	.000	.938	.850	.625	.750	.000	.783	.768	.967	.956	.000	.967	.792	.500	.850	.250	.681	.982
Unshifted	23	409	15	0	447	17	15	15	0	47	43	640	65	0	748	19	12	17	1	49	1291
% Unshifted	100	98.3	100	0	98.5	100	100	100	0	100	100	98.5	100	0	98.7	100	100	100	100	100	98.7
Heavy Vehicles	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	17
% Heavy Vehicles	0	1.7	0	0	1.5	0	0	0	0	0	0	1.5	0	0	1.3	0	0	0	0	0	1.3
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

