

# Binghamton Metropolitan Transportation Study

PO Box 1766  
Binghamton, NY 13902

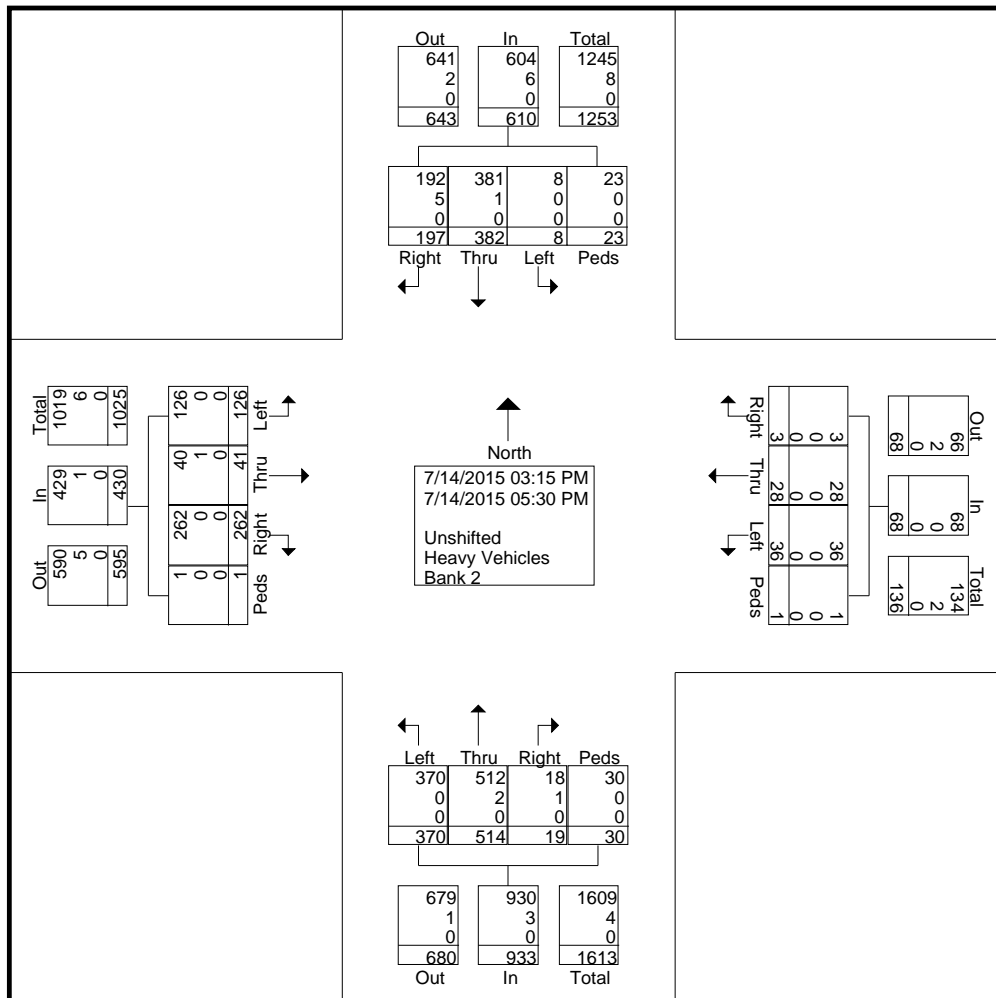
*Your Tagline Here*

Bobby Portorsnok  
Oak Hill and Clark  
Endicott  
SO MUGGY

File Name : Not Named 14  
Site Code : 135  
Start Date : 7/14/2015  
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	23	60	0	2	85	0	3	1	1	5	2	62	36	4	104	32	2	11	0	45	239
03:30 PM	15	33	1	5	54	0	2	3	0	5	1	45	35	6	87	29	8	9	0	46	192
03:45 PM	24	48	0	3	75	0	7	8	0	15	1	54	48	3	106	37	8	17	0	62	258
<b>Total</b>	<b>62</b>	<b>141</b>	<b>1</b>	<b>10</b>	<b>214</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>25</b>	<b>4</b>	<b>161</b>	<b>119</b>	<b>13</b>	<b>297</b>	<b>98</b>	<b>18</b>	<b>37</b>	<b>0</b>	<b>153</b>	<b>689</b>
04:00 PM	23	32	0	1	56	0	1	1	0	2	0	51	42	1	94	29	4	18	0	51	203
04:15 PM	29	54	0	3	86	0	1	3	0	4	2	54	37	1	94	30	2	20	0	52	236
04:30 PM	18	49	0	3	70	0	3	4	0	7	3	68	50	1	122	29	3	10	0	42	241
04:45 PM	21	27	5	0	53	2	2	8	0	12	4	49	30	2	85	27	5	6	0	38	188
<b>Total</b>	<b>91</b>	<b>162</b>	<b>5</b>	<b>7</b>	<b>265</b>	<b>2</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>25</b>	<b>9</b>	<b>222</b>	<b>159</b>	<b>5</b>	<b>395</b>	<b>115</b>	<b>14</b>	<b>54</b>	<b>0</b>	<b>183</b>	<b>868</b>
05:00 PM	3	8	2	2	15	0	1	2	0	3	1	30	21	1	53	8	2	4	0	14	85
05:15 PM	15	31	0	1	47	1	7	5	0	13	3	45	29	7	84	18	2	13	1	34	178
05:30 PM	26	40	0	3	69	0	1	1	0	2	2	56	42	4	104	23	5	18	0	46	221
<b>Grand Total</b>	<b>197</b>	<b>382</b>	<b>8</b>	<b>23</b>	<b>610</b>	<b>3</b>	<b>28</b>	<b>36</b>	<b>1</b>	<b>68</b>	<b>19</b>	<b>514</b>	<b>370</b>	<b>30</b>	<b>933</b>	<b>262</b>	<b>41</b>	<b>126</b>	<b>1</b>	<b>430</b>	<b>2041</b>
Approch %	32.3	62.6	1.3	3.8		4.4	41.2	52.9	1.5		2	55.1	39.7	3.2		60.9	9.5	29.3	0.2		
<b>Total %</b>	<b>9.7</b>	<b>18.7</b>	<b>0.4</b>	<b>1.1</b>	<b>29.9</b>	<b>0.1</b>	<b>1.4</b>	<b>1.8</b>	<b>0</b>	<b>3.3</b>	<b>0.9</b>	<b>25.2</b>	<b>18.1</b>	<b>1.5</b>	<b>45.7</b>	<b>12.8</b>	<b>2</b>	<b>6.2</b>	<b>0</b>	<b>21.1</b>	
Unshifted	192	381	8	23	604	3	28	36	1	68	18	512	370	30	930	262	40	126	1	429	2031
% Unshifted	97.5	99.7	100	100	99	100	100	100	100	100	94.7	99.6	100	100	99.7	100	97.6	100	100	99.8	99.5
Heavy Vehicles																					
% Heavy Vehicles	2.5	0.3	0	0	1	0	0	0	0	0	5.3	0.4	0	0	0.3	0	2.4	0	0	0.2	0.5
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 05:30 PM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 03:45 PM																						
03:45 PM	24	48	0	3	75	0	7	8	0	15	1	54	48	3	106	37	8	17	0	62	258	
04:00 PM	23	32	0	1	56	0	1	1	0	2	0	51	42	1	94	29	4	18	0	51	203	
04:15 PM	29	54	0	3	86	0	1	3	0	4	2	54	37	1	94	30	2	20	0	52	236	
04:30 PM	18	49	0	3	70	0	3	4	0	7	3	68	50	1	122	29	3	10	0	42	241	
Total Volume	94	183	0	10	287	0	12	16	0	28	6	227	177	6	416	125	17	65	0	207	938	
% App. Total	32.8	63.8	0	3.5		0	42.9	57.1	0		1.4	54.6	42.5	1.4		60.4	8.2	31.4	0			
PHF	.810	.847	.000	.833	.834	.000	.429	.500	.000	.467	.500	.835	.885	.500	.852	.845	.531	.813	.000	.835	.909	
Unshifted	92	183	0	10	285	0	12	16	0	28	6	226	177	6	415	125	17	65	0	207	935	
% Unshifted	97.9	100	0	100	99.3	0	100	100	0	100	100	99.6	100	100	99.8	100	100	100	0	100	99.7	
Heavy Vehicles	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
% Heavy Vehicles	2.1	0	0	0	0.7	0	0	0	0	0	0	0.4	0	0	0.2	0	0	0	0	0	0	0.3
Bank 2	0	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	0

