



# Binghamton Metropolitan Transportation Study

P.O. BOX 1766

BINGHAMTON, NY 13902

Dom Dellos  
 Main / North PM  
 Endwell  
 Sunny and Hot, nice tanning opportunity

File Name : Main and North PM 2011  
 Site Code : 176  
 Start Date : 6/27/2011  
 Page No : 1

Groups Printed- Unshifted - Heavy vehicles

| Start Time       | North From North |      |      |      |            | Main From East |      |      |      |            | North From South |      |      |      |            | Main 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 |            |
| 03:00 PM         | 1                | 0    | 48   | 0    | 49         | 38             | 80   | 0    | 0    | 118        | 0                | 0    | 0    | 0    | 0          | 0              | 74   | 0    | 0    | 74         | 241        |
| 03:15 PM         | 1                | 0    | 53   | 0    | 54         | 42             | 79   | 0    | 3    | 124        | 0                | 0    | 0    | 0    | 0          | 1              | 77   | 0    | 0    | 78         | 256        |
| 03:30 PM         | 0                | 0    | 45   | 0    | 45         | 32             | 68   | 0    | 1    | 101        | 0                | 0    | 0    | 0    | 0          | 0              | 70   | 0    | 0    | 70         | 216        |
| 03:45 PM         | 2                | 0    | 69   | 0    | 71         | 54             | 97   | 1    | 1    | 153        | 0                | 0    | 0    | 1    | 1          | 3              | 96   | 0    | 4    | 103        | 328        |
| Total            | 4                | 0    | 215  | 0    | 219        | 166            | 324  | 1    | 5    | 496        | 0                | 0    | 0    | 1    | 1          | 4              | 317  | 0    | 4    | 325        | 1041       |
| 04:00 PM         | 1                | 0    | 43   | 0    | 44         | 49             | 85   | 1    | 0    | 135        | 0                | 0    | 0    | 2    | 2          | 0              | 84   | 0    | 2    | 86         | 267        |
| 04:15 PM         | 1                | 1    | 50   | 0    | 52         | 57             | 102  | 0    | 0    | 159        | 0                | 0    | 0    | 0    | 0          | 0              | 110  | 0    | 1    | 111        | 322        |
| 04:30 PM         | 3                | 1    | 40   | 0    | 44         | 45             | 128  | 1    | 0    | 174        | 0                | 0    | 0    | 0    | 0          | 2              | 108  | 0    | 0    | 110        | 328        |
| 04:45 PM         | 4                | 1    | 51   | 0    | 56         | 37             | 104  | 0    | 1    | 142        | 0                | 0    | 0    | 0    | 0          | 0              | 113  | 0    | 1    | 114        | 312        |
| Total            | 9                | 3    | 184  | 0    | 196        | 188            | 419  | 2    | 1    | 610        | 0                | 0    | 0    | 2    | 2          | 2              | 415  | 0    | 4    | 421        | 1229       |
| 05:00 PM         | 1                | 0    | 52   | 0    | 53         | 57             | 101  | 0    | 0    | 158        | 0                | 0    | 0    | 0    | 0          | 0              | 97   | 0    | 0    | 97         | 308        |
| 05:15 PM         | 1                | 0    | 39   | 0    | 40         | 36             | 120  | 1    | 1    | 158        | 0                | 0    | 0    | 1    | 1          | 0              | 111  | 0    | 1    | 112        | 311        |
| Grand Total      | 15               | 3    | 490  | 0    | 508        | 447            | 964  | 4    | 7    | 1422       | 0                | 0    | 0    | 4    | 4          | 6              | 940  | 0    | 9    | 955        | 2889       |
| Apprch %         | 3                | 0.6  | 96.5 | 0    |            | 31.4           | 67.8 | 0.3  | 0.5  |            | 0                | 0    | 0    | 100  |            | 0.6            | 98.4 | 0    | 0.9  |            |            |
| Total %          | 0.5              | 0.1  | 17   | 0    | 17.6       | 15.5           | 33.4 | 0.1  | 0.2  | 49.2       | 0                | 0    | 0    | 0.1  | 0.1        | 0.2            | 32.5 | 0    | 0.3  | 33.1       |            |
| Unshifted        | 15               | 3    | 467  | 0    | 485        | 439            | 942  | 4    | 7    | 1392       | 0                | 0    | 0    | 4    | 4          | 6              | 918  | 0    | 9    | 933        | 2814       |
| % Unshifted      | 100              | 100  | 95.3 | 0    | 95.5       | 98.2           | 97.7 | 100  | 100  | 97.9       | 0                | 0    | 0    | 100  | 100        | 100            | 97.7 | 0    | 100  | 97.7       | 97.4       |
| Heavy vehicles   | 0                | 0    | 23   | 0    | 23         | 8              | 22   | 0    | 0    | 30         | 0                | 0    | 0    | 0    | 0          | 0              | 22   | 0    | 0    | 22         | 75         |
| % Heavy vehicles | 0                | 0    | 4.7  | 0    | 4.5        | 1.8            | 2.3  | 0    | 0    | 2.1        | 0                | 0    | 0    | 0    | 0          | 0              | 2.3  | 0    | 0    | 2.3        | 2.6        |



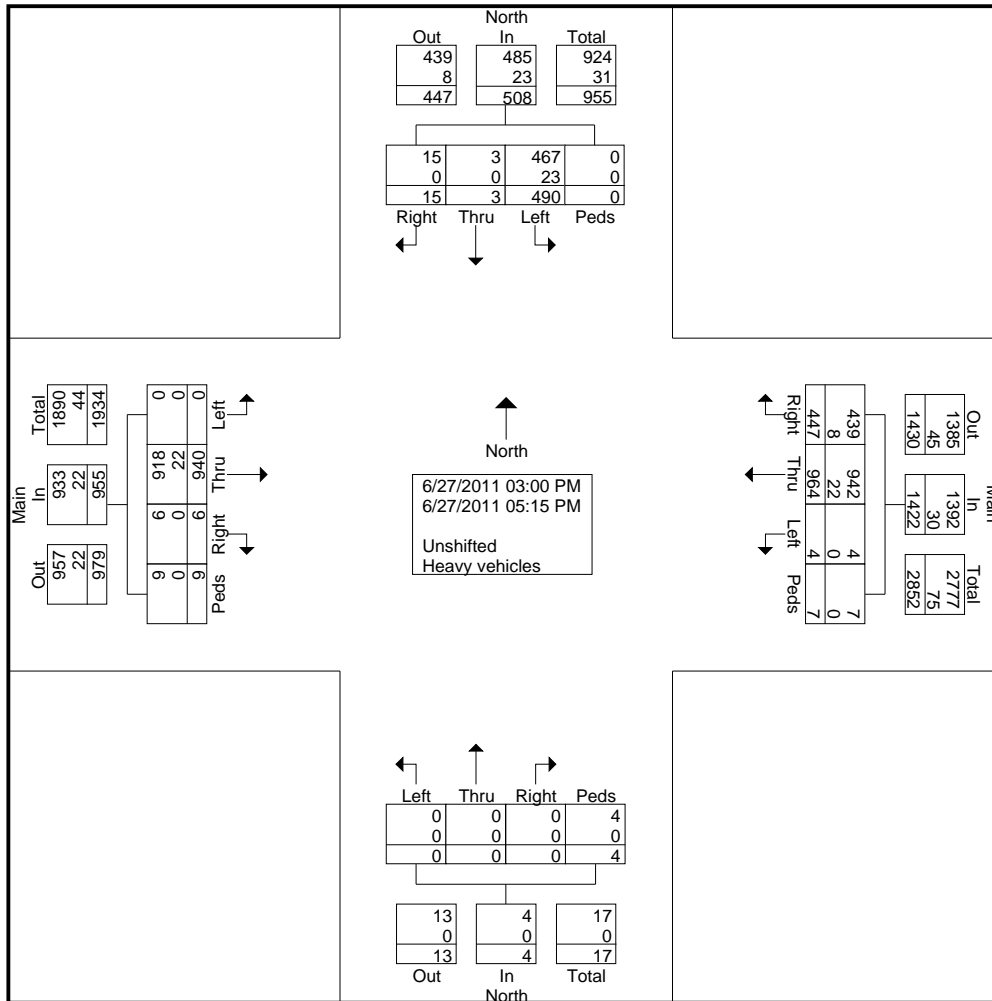
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| Start Time                                                 | North From North |      |      |      |            | Main From East |      |      |      |            | North From South |      |      |      |            | Main From West |      |      |      |            | 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 03:00 PM to 05:00 PM - Peak 1 of 1 |                  |      |      |      |            |                |      |      |      |            |                  |      |      |      |            |                |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                  |      |      |      |            |                |      |      |      |            |                  |      |      |      |            |                |      |      |      |            |            |
| 04:15 PM                                                   | 1                | 1    | 50   | 0    | 52         | 57             | 102  | 0    | 0    | 159        | 0                | 0    | 0    | 0    | 0          | 0              | 110  | 0    | 1    | 111        | 322        |
| 04:30 PM                                                   | 3                | 1    | 40   | 0    | 44         | 45             | 128  | 1    | 0    | 174        | 0                | 0    | 0    | 0    | 0          | 2              | 108  | 0    | 0    | 110        | 328        |
| 04:45 PM                                                   | 4                | 1    | 51   | 0    | 56         | 37             | 104  | 0    | 1    | 142        | 0                | 0    | 0    | 0    | 0          | 0              | 113  | 0    | 1    | 114        | 312        |
| 05:00 PM                                                   | 1                | 0    | 52   | 0    | 53         | 57             | 101  | 0    | 0    | 158        | 0                | 0    | 0    | 0    | 0          | 0              | 97   | 0    | 0    | 97         | 308        |
| Total Volume                                               | 9                | 3    | 193  | 0    | 205        | 196            | 435  | 1    | 1    | 633        | 0                | 0    | 0    | 0    | 0          | 2              | 428  | 0    | 2    | 432        | 1270       |
| % App. Total                                               | 4.4              | 1.5  | 94.1 | 0    |            | 31             | 68.7 | 0.2  | 0.2  |            | 0                | 0    | 0    | 0    |            | 0.5            | 99.1 | 0    | 0.5  |            |            |
| PHF                                                        | .563             | .750 | .928 | .000 | .915       | .860           | .850 | .250 | .250 | .909       | .000             | .000 | .000 | .000 | .000       | .250           | .947 | .000 | .500 | .947       | .968       |

