

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bobby Portorsnok
Chenango/E Arterial/Beacon
Port Dickinson
Perfect reading weather

File Name : Not Named 2
Site Code : 245
Start Date : 7/16/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

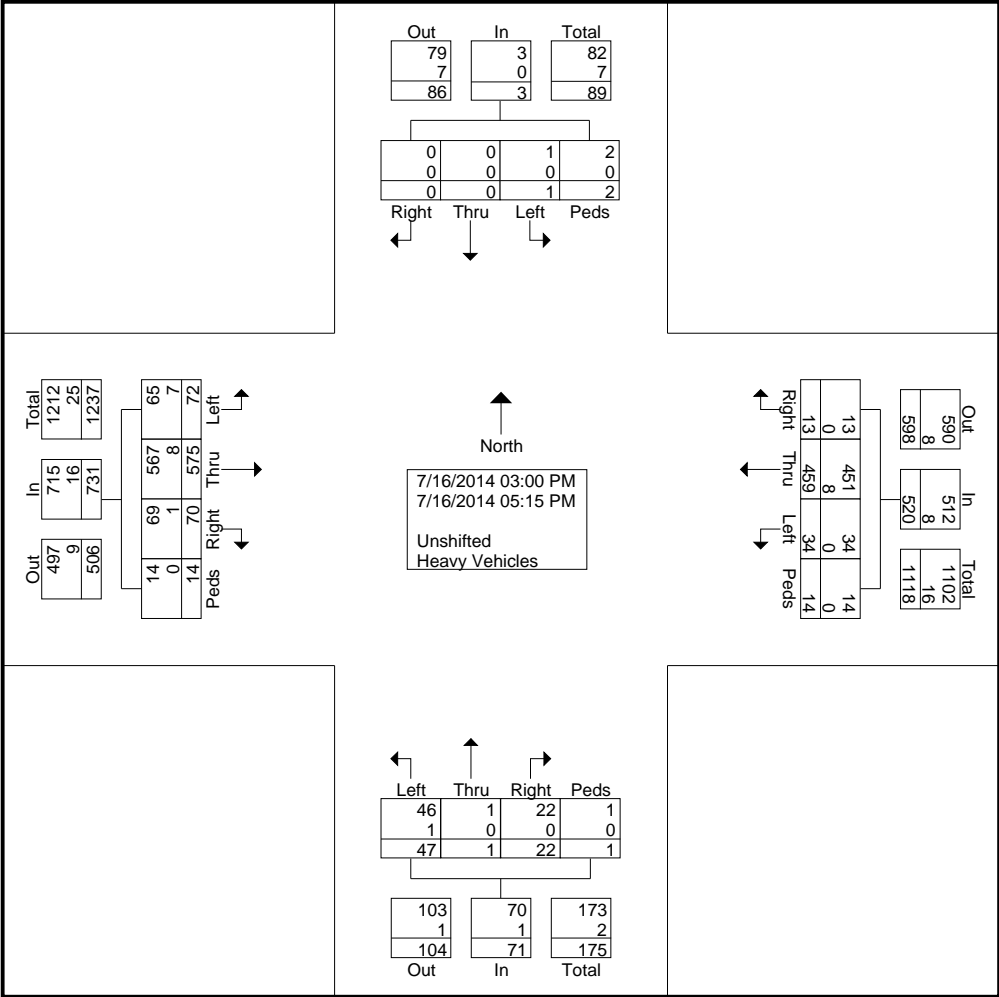
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|------------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 5 | 6 | 44 | 2 | 0 | 5 | 0 | 7 | 5 | 57 | 9 | 5 | 76 | 127 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 3 | 2 | 42 | 2 | 1 | 2 | 0 | 5 | 1 | 49 | 6 | 0 | 56 | 103 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 73 | 0 | 1 | 75 | 2 | 0 | 8 | 0 | 10 | 11 | 48 | 8 | 1 | 68 | 153 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 55 | 1 | 0 | 58 | 2 | 0 | 4 | 0 | 6 | 7 | 56 | 11 | 0 | 74 | 138 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 198 | 9 | 9 | 219 | 8 | 1 | 19 | 0 | 28 | 24 | 210 | 34 | 6 | 274 | 521 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 44 | 5 | 0 | 52 | 1 | 0 | 3 | 1 | 5 | 9 | 59 | 5 | 1 | 74 | 131 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 47 | 7 | 2 | 59 | 3 | 0 | 3 | 0 | 6 | 8 | 60 | 11 | 1 | 80 | 145 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 4 | 1 | 53 | 3 | 0 | 7 | 0 | 10 | 3 | 49 | 6 | 1 | 59 | 122 |
| 04:45 PM | 0 | 0 | 1 | 2 | 3 | 3 | 29 | 2 | 0 | 34 | 3 | 0 | 4 | 0 | 7 | 9 | 76 | 4 | 3 | 92 | 136 |
| Total | 0 | 0 | 1 | 2 | 3 | 10 | 167 | 18 | 3 | 198 | 10 | 0 | 17 | 1 | 28 | 29 | 244 | 26 | 6 | 305 | 534 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 2 | 2 | 53 | 2 | 0 | 5 | 0 | 7 | 9 | 63 | 3 | 1 | 76 | 136 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 5 | 0 | 50 | 2 | 0 | 6 | 0 | 8 | 8 | 58 | 9 | 1 | 76 | 134 |
| Grand Total | 0 | 0 | 1 | 2 | 3 | 13 | 459 | 34 | 14 | 520 | 22 | 1 | 47 | 1 | 71 | 70 | 575 | 72 | 14 | 731 | 1325 |
| Apprch % | 0 | 0 | 33.3 | 66.7 | | 2.5 | 88.3 | 6.5 | 2.7 | | 31 | 1.4 | 66.2 | 1.4 | | 9.6 | 78.7 | 9.8 | 1.9 | | |
| Total % | 0 | 0 | 0.1 | 0.2 | 0.2 | 1 | 34.6 | 2.6 | 1.1 | 39.2 | 1.7 | 0.1 | 3.5 | 0.1 | 5.4 | 5.3 | 43.4 | 5.4 | 1.1 | 55.2 | |
| Unshifted | 0 | 0 | 1 | 2 | 3 | 13 | 451 | 34 | 14 | 512 | 22 | 1 | 46 | 1 | 70 | 69 | 567 | 65 | 14 | 715 | 1300 |
| % Unshifted | 0 | 0 | 100 | 100 | 100 | 100 | 98.3 | 100 | 100 | 98.5 | 100 | 100 | 97.9 | 100 | 98.6 | 98.6 | 98.6 | 90.3 | 100 | 97.8 | 98.1 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 1 | 8 | 7 | 0 | 16 | 25 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.7 | 0 | 0 | 1.5 | 0 | 0 | 2.1 | 0 | 1.4 | 1.4 | 1.4 | 9.7 | 0 | 2.2 | 1.9 |

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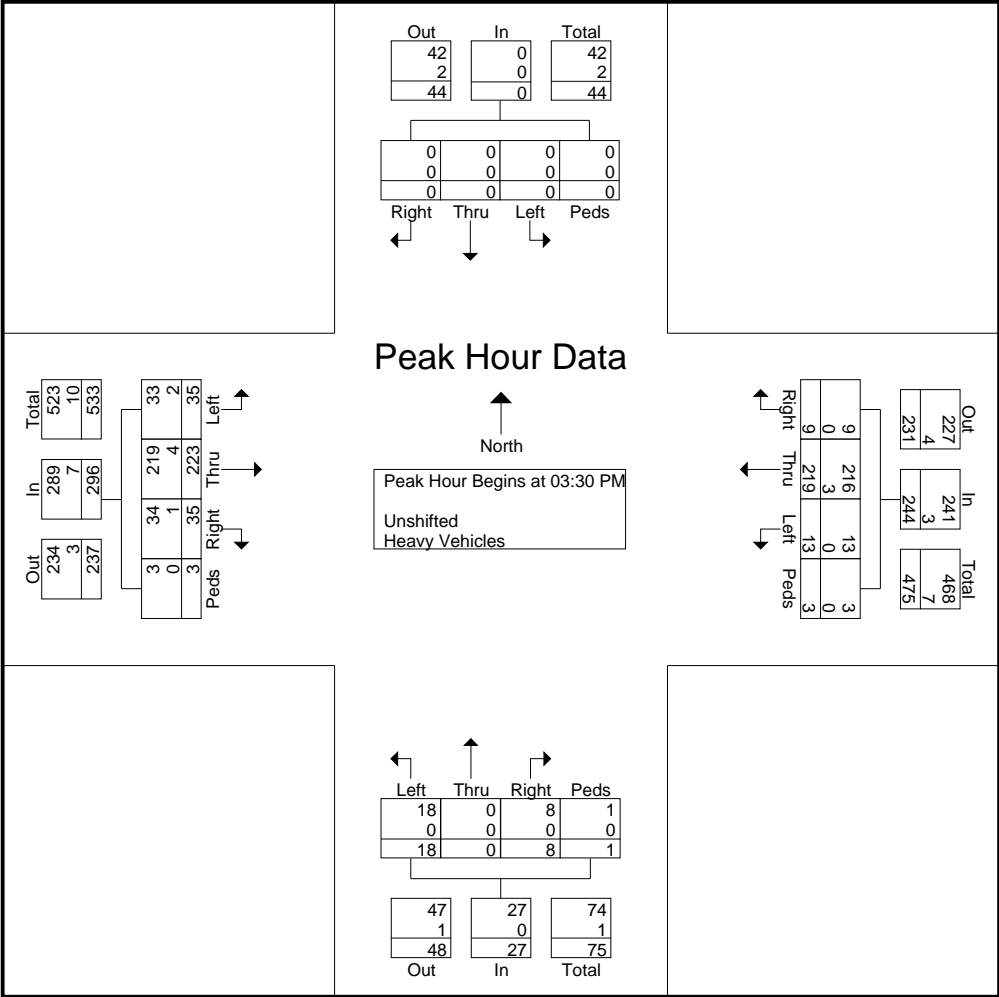
| Start Time | From North | | | | | From East | | | | | From South | | | | | From West | | | | | Int. Total |
|--|------------|------|------|------|------------|-----------|------|------|------|------------|------------|------|------|------|------------|-----------|------|------|------|------------|------------|
| | 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 03:00 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 73 | 0 | 1 | 75 | 2 | 0 | 8 | 0 | 10 | 11 | 48 | 8 | 1 | 68 | 153 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 55 | 1 | 0 | 58 | 2 | 0 | 4 | 0 | 6 | 7 | 56 | 11 | 0 | 74 | 138 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 44 | 5 | 0 | 52 | 1 | 0 | 3 | 1 | 5 | 9 | 59 | 5 | 1 | 74 | 131 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 47 | 7 | 2 | 59 | 3 | 0 | 3 | 0 | 6 | 8 | 60 | 11 | 1 | 80 | 145 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 9 | 219 | 13 | 3 | 244 | 8 | 0 | 18 | 1 | 27 | 35 | 223 | 35 | 3 | 296 | 567 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 3.7 | 89.8 | 5.3 | 1.2 | | 29.6 | 0 | 66.7 | 3.7 | | 11.8 | 75.3 | 11.8 | 1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .750 | .750 | .464 | .375 | .813 | .667 | .000 | .563 | .250 | .675 | .795 | .929 | .795 | .750 | .925 | .926 |
| Unshifted | 0 | 0 | 0 | 0 | 0 | 9 | 216 | 13 | 3 | 241 | 8 | 0 | 18 | 1 | 27 | 34 | 219 | 33 | 3 | 289 | 557 |
| % Unshifted | 0 | 0 | 0 | 0 | 0 | 100 | 98.6 | 100 | 100 | 98.8 | 100 | 0 | 100 | 100 | 100 | 97.1 | 98.2 | 94.3 | 100 | 97.6 | 98.2 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 2 | 0 | 7 | 10 |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 | 0 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 2.9 | 1.8 | 5.7 | 0 | 2.4 | 1.8 |

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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 03:00 PM to 05:15 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | |
| | 04:00 PM | | | | | 03:30 PM | | | | | 04:30 PM | | | | | 04:15 PM | | | | | |
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 73 | 0 | 1 | 75 | 3 | 0 | 7 | 0 | 10 | 8 | 60 | 11 | 1 | 80 | |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 55 | 1 | 0 | 58 | 3 | 0 | 4 | 0 | 7 | 3 | 49 | 6 | 1 | 59 | |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 44 | 5 | 0 | 52 | 2 | 0 | 5 | 0 | 7 | 9 | 76 | 4 | 3 | 92 | |
| +45 mins. | 0 | 0 | 1 | 2 | 3 | 3 | 47 | 7 | 2 | 59 | 2 | 0 | 6 | 0 | 8 | 9 | 63 | 3 | 1 | 76 | |
| Total Volume | 0 | 0 | 1 | 2 | 3 | 9 | 219 | 13 | 3 | 244 | 10 | 0 | 22 | 0 | 32 | 29 | 248 | 24 | 6 | 307 | |
| % App. Total | 0 | 0 | 33.3 | 66.7 | | 3.7 | 89.8 | 5.3 | 1.2 | | 31.2 | 0 | 68.8 | 0 | | 9.4 | 80.8 | 7.8 | 2 | | |
| PHF | .000 | .000 | .250 | .250 | .250 | .750 | .750 | .464 | .375 | .813 | .833 | .000 | .786 | .000 | .800 | .806 | .816 | .545 | .500 | .834 | |
| Unshifted | 0 | 0 | 1 | 2 | 3 | 9 | 216 | 13 | 3 | 241 | 10 | 0 | 21 | 0 | 31 | 28 | 246 | 19 | 6 | 299 | |
| % Unshifted | 0 | 0 | 100 | 100 | 100 | 100 | 98.6 | 100 | 100 | 98.8 | 100 | 0 | 95.5 | 0 | 96.9 | 96.6 | 99.2 | 79.2 | 100 | 97.4 | |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 5 | 0 | 8 | |
| % Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 | 0 | 0 | 1.2 | 0 | 0 | 4.5 | 0 | 3.1 | 3.4 | 0.8 | 20.8 | 0 | 2.6 | |

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