

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bryan Bunnell
Front and BCC South Entrance
Town of Dickinson
A Corvette and a Henneman

File Name : Front and BCC South Entrance AM 2014
Site Code : 248
Start Date : 6/18/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

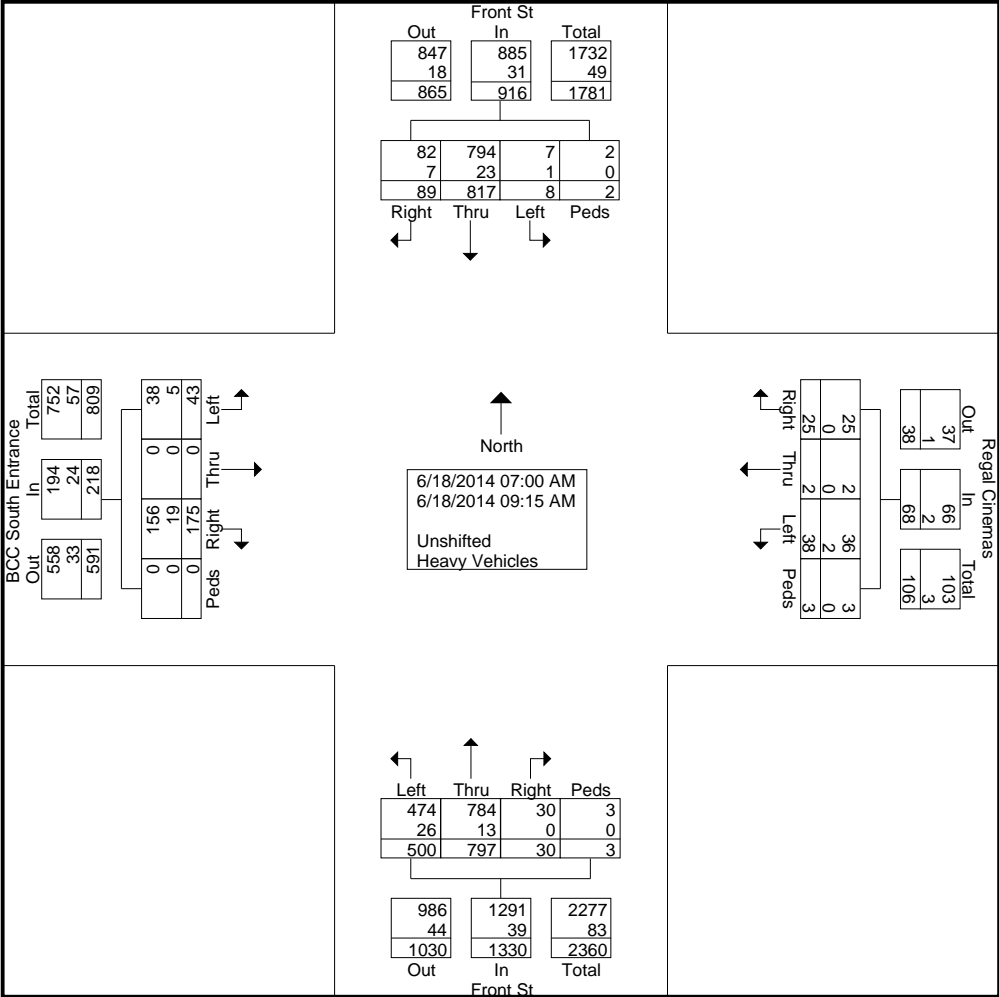
| Start Time | Front St From North | | | | | Regal Cinemas From East | | | | | Front St From South | | | | | BCC South Entrance From West | | | | | Int. Total |
|------------------|------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| | 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 | 4 | 70 | 0 | 0 | 74 | 0 | 0 | 1 | 0 | 1 | 1 | 35 | 15 | 0 | 51 | 17 | 0 | 6 | 0 | 23 | 149 |
| 07:15 AM | 9 | 79 | 0 | 1 | 89 | 1 | 0 | 3 | 0 | 4 | 1 | 41 | 30 | 0 | 72 | 20 | 0 | 4 | 0 | 24 | 189 |
| 07:30 AM | 7 | 81 | 1 | 0 | 89 | 6 | 1 | 2 | 3 | 12 | 1 | 72 | 49 | 0 | 122 | 8 | 0 | 3 | 0 | 11 | 234 |
| 07:45 AM | 25 | 113 | 1 | 1 | 140 | 3 | 0 | 4 | 0 | 7 | 1 | 88 | 99 | 1 | 189 | 10 | 0 | 2 | 0 | 12 | 348 |
| Total | 45 | 343 | 2 | 2 | 392 | 10 | 1 | 10 | 3 | 24 | 4 | 236 | 193 | 1 | 434 | 55 | 0 | 15 | 0 | 70 | 920 |
| 08:00 AM | 5 | 89 | 0 | 0 | 94 | 4 | 0 | 4 | 0 | 8 | 3 | 99 | 78 | 0 | 180 | 10 | 0 | 3 | 0 | 13 | 295 |
| 08:15 AM | 13 | 71 | 0 | 0 | 84 | 1 | 0 | 2 | 0 | 3 | 5 | 85 | 41 | 0 | 131 | 13 | 0 | 2 | 0 | 15 | 233 |
| 08:30 AM | 7 | 82 | 0 | 0 | 89 | 1 | 0 | 5 | 0 | 6 | 3 | 69 | 50 | 0 | 122 | 18 | 0 | 4 | 0 | 22 | 239 |
| 08:45 AM | 7 | 66 | 1 | 0 | 74 | 5 | 1 | 5 | 0 | 11 | 3 | 108 | 46 | 0 | 157 | 19 | 0 | 7 | 0 | 26 | 268 |
| Total | 32 | 308 | 1 | 0 | 341 | 11 | 1 | 16 | 0 | 28 | 14 | 361 | 215 | 0 | 590 | 60 | 0 | 16 | 0 | 76 | 1035 |
| 09:00 AM | 6 | 84 | 2 | 0 | 92 | 3 | 0 | 5 | 0 | 8 | 5 | 100 | 60 | 0 | 165 | 29 | 0 | 7 | 0 | 36 | 301 |
| 09:15 AM | 6 | 82 | 3 | 0 | 91 | 1 | 0 | 7 | 0 | 8 | 7 | 100 | 32 | 2 | 141 | 31 | 0 | 5 | 0 | 36 | 276 |
| Grand Total | 89 | 817 | 8 | 2 | 916 | 25 | 2 | 38 | 3 | 68 | 30 | 797 | 500 | 3 | 1330 | 175 | 0 | 43 | 0 | 218 | 2532 |
| Apprch % | 9.7 | 89.2 | 0.9 | 0.2 | | 36.8 | 2.9 | 55.9 | 4.4 | | 2.3 | 59.9 | 37.6 | 0.2 | | 80.3 | 0 | 19.7 | 0 | | |
| Total % | 3.5 | 32.3 | 0.3 | 0.1 | 36.2 | 1 | 0.1 | 1.5 | 0.1 | 2.7 | 1.2 | 31.5 | 19.7 | 0.1 | 52.5 | 6.9 | 0 | 1.7 | 0 | 8.6 | |
| Unshifted | 82 | 794 | 7 | 2 | 885 | 25 | 2 | 36 | 3 | 66 | 30 | 784 | 474 | 3 | 1291 | 156 | 0 | 38 | 0 | 194 | 2436 |
| % Unshifted | 92.1 | 97.2 | 87.5 | 100 | 96.6 | 100 | 100 | 94.7 | 100 | 97.1 | 100 | 98.4 | 94.8 | 100 | 97.1 | 89.1 | 0 | 88.4 | 0 | 89 | 96.2 |
| Heavy Vehicles | 7 | 23 | 1 | 0 | 31 | 0 | 0 | 2 | 0 | 2 | 0 | 13 | 26 | 0 | 39 | 19 | 0 | 5 | 0 | 24 | 96 |
| % Heavy Vehicles | 7.9 | 2.8 | 12.5 | 0 | 3.4 | 0 | 0 | 5.3 | 0 | 2.9 | 0 | 1.6 | 5.2 | 0 | 2.9 | 10.9 | 0 | 11.6 | 0 | 11 | 3.8 |

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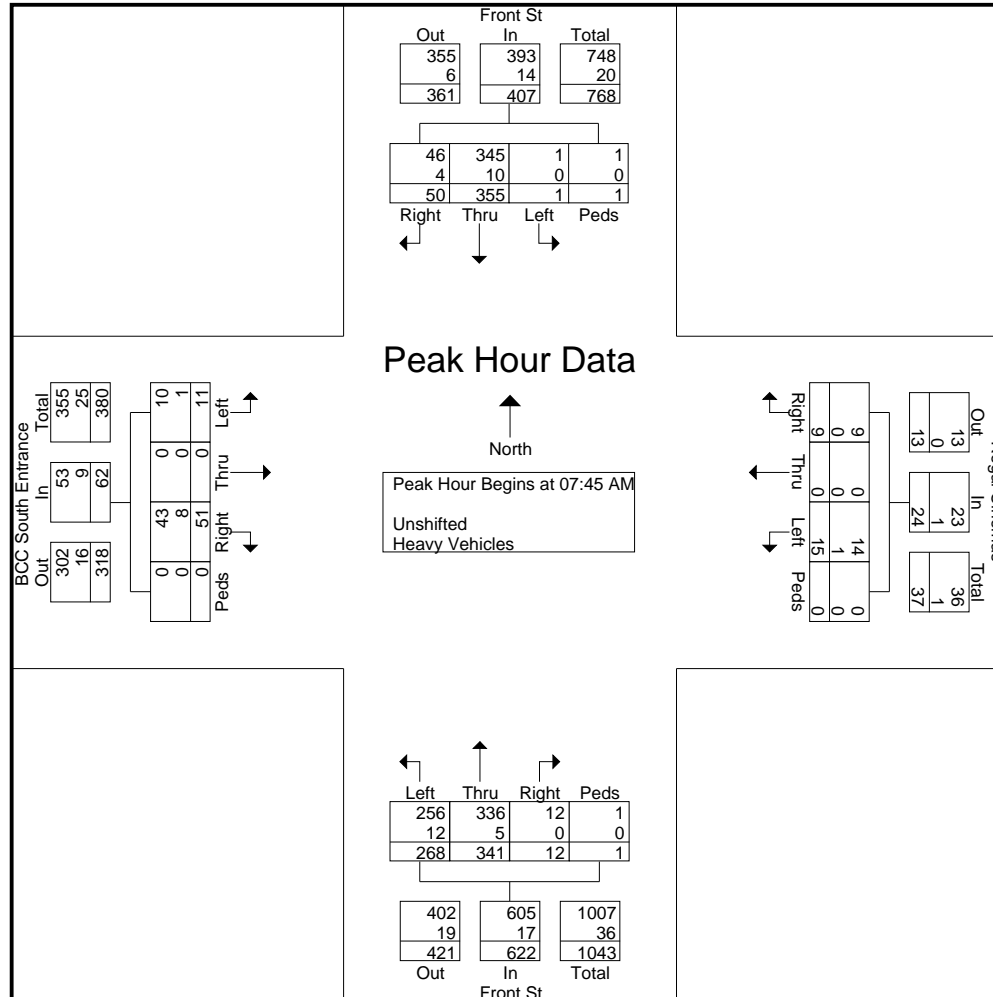
| Start Time | Front St From North | | | | | Regal Cinemas From East | | | | | Front St From South | | | | | BCC South Entrance From West | | | | | Int. Total |
|--|------------------------|------|------|------|------------|----------------------------|------|------|------|------------|------------------------|------|------|------|------------|---------------------------------|------|------|------|------------|------------|
| | 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 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 25 | 113 | 1 | 1 | 140 | 3 | 0 | 4 | 0 | 7 | 1 | 88 | 99 | 1 | 189 | 10 | 0 | 2 | 0 | 12 | 348 |
| 08:00 AM | 5 | 89 | 0 | 0 | 94 | 4 | 0 | 4 | 0 | 8 | 3 | 99 | 78 | 0 | 180 | 10 | 0 | 3 | 0 | 13 | 295 |
| 08:15 AM | 13 | 71 | 0 | 0 | 84 | 1 | 0 | 2 | 0 | 3 | 5 | 85 | 41 | 0 | 131 | 13 | 0 | 2 | 0 | 15 | 233 |
| 08:30 AM | 7 | 82 | 0 | 0 | 89 | 1 | 0 | 5 | 0 | 6 | 3 | 69 | 50 | 0 | 122 | 18 | 0 | 4 | 0 | 22 | 239 |
| Total Volume | 50 | 355 | 1 | 1 | 407 | 9 | 0 | 15 | 0 | 24 | 12 | 341 | 268 | 1 | 622 | 51 | 0 | 11 | 0 | 62 | 1115 |
| % App. Total | 12.3 | 87.2 | 0.2 | 0.2 | | 37.5 | 0 | 62.5 | 0 | | 1.9 | 54.8 | 43.1 | 0.2 | | 82.3 | 0 | 17.7 | 0 | | |
| PHF | .500 | .785 | .250 | .250 | .727 | .563 | .000 | .750 | .000 | .750 | .600 | .861 | .677 | .250 | .823 | .708 | .000 | .688 | .000 | .705 | .801 |
| Unshifted | 46 | 345 | 1 | 1 | 393 | 9 | 0 | 14 | 0 | 23 | 12 | 336 | 256 | 1 | 605 | 43 | 0 | 10 | 0 | 53 | 1074 |
| % Unshifted | 92.0 | 97.2 | 100 | 100 | 96.6 | 100 | 0 | 93.3 | 0 | 95.8 | 100 | 98.5 | 95.5 | 100 | 97.3 | 84.3 | 0 | 90.9 | 0 | 85.5 | 96.3 |
| Heavy Vehicles | 4 | 10 | 0 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 12 | 0 | 17 | 8 | 0 | 1 | 0 | 9 | 41 |
| % Heavy Vehicles | 8.0 | 2.8 | 0 | 0 | 3.4 | 0 | 0 | 6.7 | 0 | 4.2 | 0 | 1.5 | 4.5 | 0 | 2.7 | 15.7 | 0 | 9.1 | 0 | 14.5 | 3.7 |

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| Start Time | Front St From North | | | | | Regal Cinemas From East | | | | | Front St From South | | | | | BCC South Entrance 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 Each Approach Begins at: | | | | | | | | | | | | | | | | | | | | | | |
| | 07:15 AM | | | | | 08:30 AM | | | | | 07:30 AM | | | | | 08:30 AM | | | | | | |
| +0 mins. | 9 | 79 | 0 | 1 | 89 | 1 | 0 | 5 | 0 | 6 | 1 | 72 | 49 | 0 | 122 | 18 | 0 | 4 | 0 | 22 | | |
| +15 mins. | 7 | 81 | 1 | 0 | 89 | 5 | 1 | 5 | 0 | 11 | 1 | 88 | 99 | 1 | 189 | 19 | 0 | 7 | 0 | 26 | | |
| +30 mins. | 25 | 113 | 1 | 1 | 140 | 3 | 0 | 5 | 0 | 8 | 3 | 99 | 78 | 0 | 180 | 29 | 0 | 7 | 0 | 36 | | |
| +45 mins. | 5 | 89 | 0 | 0 | 94 | 1 | 0 | 7 | 0 | 8 | 5 | 85 | 41 | 0 | 131 | 31 | 0 | 5 | 0 | 36 | | |
| Total Volume | 46 | 362 | 2 | 2 | 412 | 10 | 1 | 22 | 0 | 33 | 10 | 344 | 267 | 1 | 622 | 97 | 0 | 23 | 0 | 120 | | |
| % App. Total | 11.2 | 87.9 | 0.5 | 0.5 | | 30.3 | 3 | 66.7 | 0 | | 1.6 | 55.3 | 42.9 | 0.2 | | 80.8 | 0 | 19.2 | 0 | | | |
| PHF | .460 | .801 | .500 | .500 | .736 | .500 | .250 | .786 | .000 | .750 | .500 | .869 | .674 | .250 | .823 | .782 | .000 | .821 | .000 | .833 | | |
| Unshifted | 44 | 358 | 1 | 2 | 405 | 10 | 1 | 20 | 0 | 31 | 10 | 339 | 260 | 1 | 610 | 88 | 0 | 20 | 0 | 108 | | |
| % Unshifted | 95.7 | 98.9 | 50 | 100 | 98.3 | 100 | 100 | 90.9 | 0 | 93.9 | 100 | 98.5 | 97.4 | 100 | 98.1 | 90.7 | 0 | 87 | 0 | 90 | | |
| Heavy Vehicles | 2 | 4 | 1 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 7 | 0 | 12 | 9 | 0 | 3 | 0 | 12 | | |
| % Heavy Vehicles | 4.3 | 1.1 | 50 | 0 | 1.7 | 0 | 0 | 9.1 | 0 | 6.1 | 0 | 1.5 | 2.6 | 0 | 1.9 | 9.3 | 0 | 13 | 0 | 10 | | |

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