

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bryan Bunnell
Front St and BCC South Entrance
Town of Dickinson
Feels Like Friday

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

Groups Printed- Unshifted - Heavy Vehicles

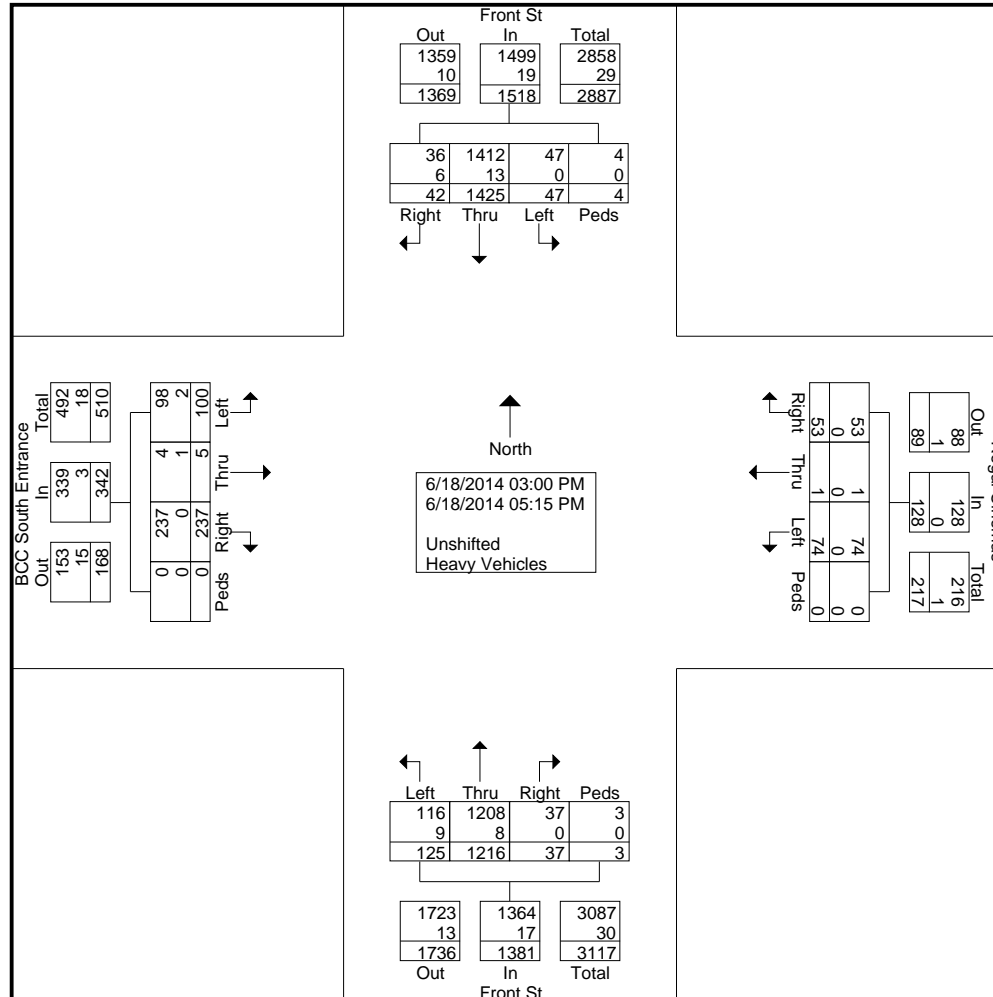
Start Time	Front St From North					Regal Cinemas From East					Front St From South					BCC South Entrance From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	4	119	3	0	126	4	0	5	0	9	0	113	7	0	120	12	0	6	0	18	273
03:15 PM	2	128	3	0	133	5	0	4	0	9	0	121	9	0	130	18	0	11	0	29	301
03:30 PM	7	135	2	0	144	6	0	10	0	16	6	124	10	0	140	60	0	21	0	81	381
03:45 PM	2	129	7	1	139	5	0	9	0	14	3	136	15	0	154	15	3	9	0	27	334
Total	15	511	15	1	542	20	0	28	0	48	9	494	41	0	544	105	3	47	0	155	1289
04:00 PM	9	184	3	0	196	3	0	11	0	14	5	112	18	1	136	35	0	20	0	55	401
04:15 PM	2	127	6	0	135	8	0	11	0	19	6	124	31	0	161	19	1	7	0	27	342
04:30 PM	5	157	3	3	168	4	0	3	0	7	3	126	7	1	137	39	1	8	0	48	360
04:45 PM	4	136	3	0	143	6	1	9	0	16	2	137	13	1	153	15	0	13	0	28	340
Total	20	604	15	3	642	21	1	34	0	56	16	499	69	3	587	108	2	48	0	158	1443
05:00 PM	2	169	8	0	179	8	0	4	0	12	9	114	7	0	130	17	0	5	0	22	343
05:15 PM	5	141	9	0	155	4	0	8	0	12	3	109	8	0	120	7	0	0	0	7	294
Grand Total	42	1425	47	4	1518	53	1	74	0	128	37	1216	125	3	1381	237	5	100	0	342	3369
Apprch %	2.8	93.9	3.1	0.3		41.4	0.8	57.8	0		2.7	88.1	9.1	0.2		69.3	1.5	29.2	0		
Total %	1.2	42.3	1.4	0.1	45.1	1.6	0	2.2	0	3.8	1.1	36.1	3.7	0.1	41	7	0.1	3	0	10.2	
Unshifted	36	1412	47	4	1499	53	1	74	0	128	37	1208	116	3	1364	237	4	98	0	339	3330
% Unshifted	85.7	99.1	100	100	98.7	100	100	100	0	100	100	99.3	92.8	100	98.8	100	80	98	0	99.1	98.8
Heavy Vehicles	6	13	0	0	19	0	0	0	0	0	0	8	9	0	17	0	1	2	0	3	39
% Heavy Vehicles	14.3	0.9	0	0	1.3	0	0	0	0	0	0	0.7	7.2	0	1.2	0	20	2	0	0.9	1.2

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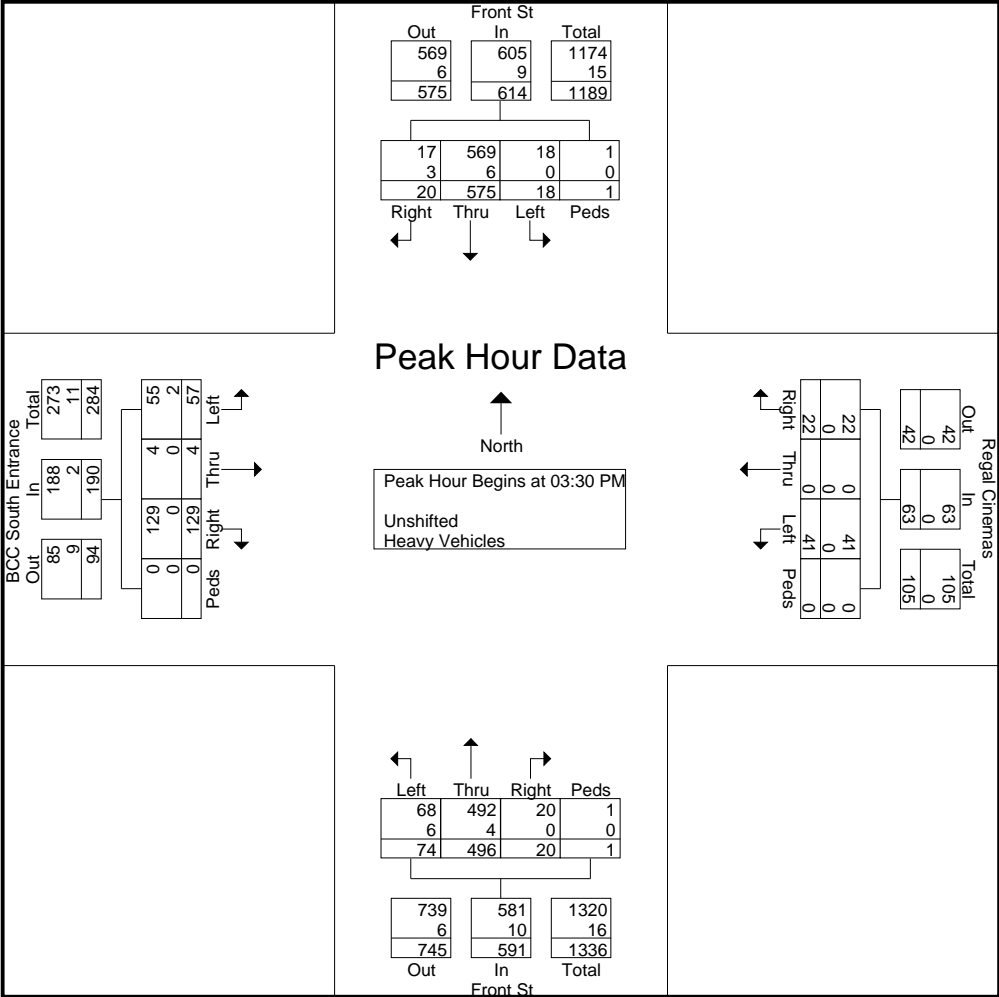
Start Time	Front St From North					Regal Cinemas From East					Front St From South					BCC South Entrance From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	7	135	2	0	144	6	0	10	0	16	6	124	10	0	140	60	0	21	0	81	381
03:45 PM	2	129	7	1	139	5	0	9	0	14	3	136	15	0	154	15	3	9	0	27	334
04:00 PM	9	184	3	0	196	3	0	11	0	14	5	112	18	1	136	35	0	20	0	55	401
04:15 PM	2	127	6	0	135	8	0	11	0	19	6	124	31	0	161	19	1	7	0	27	342
Total Volume	20	575	18	1	614	22	0	41	0	63	20	496	74	1	591	129	4	57	0	190	1458
% App. Total	3.3	93.6	2.9	0.2		34.9	0	65.1	0		3.4	83.9	12.5	0.2		67.9	2.1	30	0		
PHF	.556	.781	.643	.250	.783	.688	.000	.932	.000	.829	.833	.912	.597	.250	.918	.538	.333	.679	.000	.586	.909
Unshifted	17	569	18	1	605	22	0	41	0	63	20	492	68	1	581	129	4	55	0	188	1437
% Unshifted	85.0	99.0	100	100	98.5	100	0	100	0	100	100	99.2	91.9	100	98.3	100	100	96.5	0	98.9	98.6
Heavy Vehicles	3	6	0	0	9	0	0	0	0	0	0	4	6	0	10	0	0	2	0	2	21
% Heavy Vehicles	15.0	1.0	0	0	1.5	0	0	0	0	0	0	0.8	8.1	0	1.7	0	0	3.5	0	1.1	1.4

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	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 04:45 PM - Peak 1 of 1																						
Peak Hour for Each Approach Begins at:																						
	04:00 PM					03:30 PM					03:30 PM					03:15 PM						
+0 mins.	9	184	3	0	196	6	0	10	0	16	6	124	10	0	140	18	0	11	0	29		
+15 mins.	2	127	6	0	135	5	0	9	0	14	3	136	15	0	154	60	0	21	0	81		
+30 mins.	5	157	3	3	168	3	0	11	0	14	5	112	18	1	136	15	3	9	0	27		
+45 mins.	4	136	3	0	143	8	0	11	0	19	6	124	31	0	161	35	0	20	0	55		
Total Volume	20	604	15	3	642	22	0	41	0	63	20	496	74	1	591	128	3	61	0	192		
% App. Total	3.1	94.1	2.3	0.5		34.9	0	65.1	0		3.4	83.9	12.5	0.2		66.7	1.6	31.8	0			
PHF	.556	.821	.625	.250	.819	.688	.000	.932	.000	.829	.833	.912	.597	.250	.918	.533	.250	.726	.000	.593		
Unshifted	15	598	15	3	631	22	0	41	0	63	20	492	68	1	581	128	3	59	0	190		
% Unshifted	75	99	100	100	98.3	100	0	100	0	100	100	99.2	91.9	100	98.3	100	100	96.7	0	99		
Heavy Vehicles	5	6	0	0	11	0	0	0	0	0	0	4	6	0	10	0	0	2	0	2		
% Heavy Vehicles	25	1	0	0	1.7	0	0	0	0	0	0	0.8	8.1	0	1.7	0	0	3.3	0	1		

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