

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bryan Bunnell
Brandywine and Henry
Binghamton-Downtown
Moisture Farmers

File Name : Henry and Brandywine AM 2014
Site Code : 27
Start Date : 6/4/2014
Page No : 1

Groups Printed- Unshifted - Heavy Vehicles

| Start Time | Brandywine From North | | | | | From East | | | | | Brandywine From South | | | | | Henry 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 | 18 | 25 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 23 | 0 | 75 | 9 | 0 | 6 | 0 | 15 | 133 |
| 07:15 AM | 16 | 39 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 25 | 2 | 90 | 9 | 0 | 3 | 0 | 12 | 157 |
| 07:30 AM | 21 | 53 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 21 | 0 | 99 | 11 | 0 | 10 | 0 | 21 | 194 |
| 07:45 AM | 28 | 52 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 29 | 0 | 102 | 13 | 0 | 4 | 0 | 17 | 199 |
| Total | 83 | 169 | 0 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | 98 | 2 | 366 | 42 | 0 | 23 | 0 | 65 | 683 |
| 08:00 AM | 19 | 48 | 0 | 2 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 20 | 0 | 85 | 6 | 0 | 5 | 0 | 11 | 165 |
| 08:15 AM | 25 | 36 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 28 | 0 | 100 | 9 | 0 | 14 | 1 | 24 | 185 |
| 08:30 AM | 20 | 41 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 19 | 0 | 83 | 12 | 0 | 7 | 0 | 19 | 163 |
| 08:45 AM | 24 | 35 | 0 | 1 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 23 | 1 | 80 | 9 | 0 | 13 | 0 | 22 | 162 |
| Total | 88 | 160 | 0 | 3 | 251 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 90 | 1 | 348 | 36 | 0 | 39 | 1 | 76 | 675 |
| 09:00 AM | 18 | 44 | 0 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 16 | 0 | 64 | 14 | 0 | 11 | 0 | 25 | 151 |
| 09:15 AM | 20 | 35 | 0 | 1 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 14 | 0 | 67 | 14 | 0 | 15 | 0 | 29 | 152 |
| Grand Total | 209 | 408 | 0 | 4 | 621 | 0 | 0 | 0 | 0 | 0 | 0 | 624 | 218 | 3 | 845 | 106 | 0 | 88 | 1 | 195 | 1661 |
| Apprch % | 33.7 | 65.7 | 0 | 0.6 | | 0 | 0 | 0 | 0 | | 0 | 73.8 | 25.8 | 0.4 | | 54.4 | 0 | 45.1 | 0.5 | | |
| Total % | 12.6 | 24.6 | 0 | 0.2 | 37.4 | 0 | 0 | 0 | 0 | 0 | 0 | 37.6 | 13.1 | 0.2 | 50.9 | 6.4 | 0 | 5.3 | 0.1 | 11.7 | |
| Unshifted | 201 | 376 | 0 | 4 | 581 | 0 | 0 | 0 | 0 | 0 | 0 | 586 | 211 | 3 | 800 | 100 | 0 | 85 | 1 | 186 | 1567 |
| % Unshifted | 96.2 | 92.2 | 0 | 100 | 93.6 | 0 | 0 | 0 | 0 | 0 | 0 | 93.9 | 96.8 | 100 | 94.7 | 94.3 | 0 | 96.6 | 100 | 95.4 | 94.3 |
| Heavy Vehicles | 8 | 32 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 7 | 0 | 45 | 6 | 0 | 3 | 0 | 9 | 94 |
| % Heavy Vehicles | 3.8 | 7.8 | 0 | 0 | 6.4 | 0 | 0 | 0 | 0 | 0 | 0 | 6.1 | 3.2 | 0 | 5.3 | 5.7 | 0 | 3.4 | 0 | 4.6 | 5.7 |

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| Start Time | Brandywine From North | | | | | From East | | | | | Brandywine From South | | | | | Henry 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 07:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:30 AM | 21 | 53 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 21 | 0 | 99 | 11 | 0 | 10 | 0 | 21 | 194 |
| 07:45 AM | 28 | 52 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 29 | 0 | 102 | 13 | 0 | 4 | 0 | 17 | 199 |
| 08:00 AM | 19 | 48 | 0 | 2 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 20 | 0 | 85 | 6 | 0 | 5 | 0 | 11 | 165 |
| 08:15 AM | 25 | 36 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 28 | 0 | 100 | 9 | 0 | 14 | 1 | 24 | 185 |
| Total Volume | 93 | 189 | 0 | 2 | 284 | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 98 | 0 | 386 | 39 | 0 | 33 | 1 | 73 | 743 |
| % App. Total | 32.7 | 66.5 | 0 | 0.7 | | 0 | 0 | 0 | 0 | 0 | 0 | 74.6 | 25.4 | 0 | | 53.4 | 0 | 45.2 | 1.4 | | |
| PHF | .830 | .892 | .000 | .250 | .888 | .000 | .000 | .000 | .000 | .000 | .000 | .923 | .845 | .000 | .946 | .750 | .000 | .589 | .250 | .760 | .933 |
| Unshifted | 88 | 174 | 0 | 2 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 95 | 0 | 366 | 36 | 0 | 31 | 1 | 68 | 698 |
| % Unshifted | 94.6 | 92.1 | 0 | 100 | 93.0 | 0 | 0 | 0 | 0 | 0 | 0 | 94.1 | 96.9 | 0 | 94.8 | 92.3 | 0 | 93.9 | 100 | 93.2 | 93.9 |
| Heavy Vehicles | 5 | 15 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 20 | 3 | 0 | 2 | 0 | 5 | 45 |
| % Heavy Vehicles | 5.4 | 7.9 | 0 | 0 | 7.0 | 0 | 0 | 0 | 0 | 0 | 0 | 5.9 | 3.1 | 0 | 5.2 | 7.7 | 0 | 6.1 | 0 | 6.8 | 6.1 |

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| Start Time | Brandywine From North | | | | | From East | | | | | Brandywine From South | | | | | Henry 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: | | | | | | | | | | | | | | | | | | | | | |
| | 07:30 AM | | | | | 07:00 AM | | | | | 07:30 AM | | | | | 08:30 AM | | | | | |
| +0 mins. | 21 | 53 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 21 | 0 | 99 | 12 | 0 | 7 | 0 | 19 | |
| +15 mins. | 28 | 52 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 29 | 0 | 102 | 9 | 0 | 13 | 0 | 22 | |
| +30 mins. | 19 | 48 | 0 | 2 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 20 | 0 | 85 | 14 | 0 | 11 | 0 | 25 | |
| +45 mins. | 25 | 36 | 0 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 28 | 0 | 100 | 14 | 0 | 15 | 0 | 29 | |
| Total Volume | 93 | 189 | 0 | 2 | 284 | 0 | 0 | 0 | 0 | 0 | 0 | 288 | 98 | 0 | 386 | 49 | 0 | 46 | 0 | 95 | |
| % App. Total | 32.7 | 66.5 | 0 | 0.7 | | 0 | 0 | 0 | 0 | | 0 | 74.6 | 25.4 | 0 | | 51.6 | 0 | 48.4 | 0 | | |
| PHF | .830 | .892 | .000 | .250 | .888 | .000 | .000 | .000 | .000 | .000 | .000 | .923 | .845 | .000 | .946 | .875 | .000 | .767 | .000 | .819 | |
| Unshifted | 88 | 174 | 0 | 2 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 271 | 95 | 0 | 366 | 46 | 0 | 45 | 0 | 91 | |
| % Unshifted | 94.6 | 92.1 | 0 | 100 | 93 | 0 | 0 | 0 | 0 | 0 | 0 | 94.1 | 96.9 | 0 | 94.8 | 93.9 | 0 | 97.8 | 0 | 95.8 | |
| Heavy Vehicles | 5 | 15 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 20 | 3 | 0 | 1 | 0 | 4 | |
| % Heavy Vehicles | 5.4 | 7.9 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 5.9 | 3.1 | 0 | 5.2 | 6.1 | 0 | 2.2 | 0 | 4.2 | |

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