

# 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

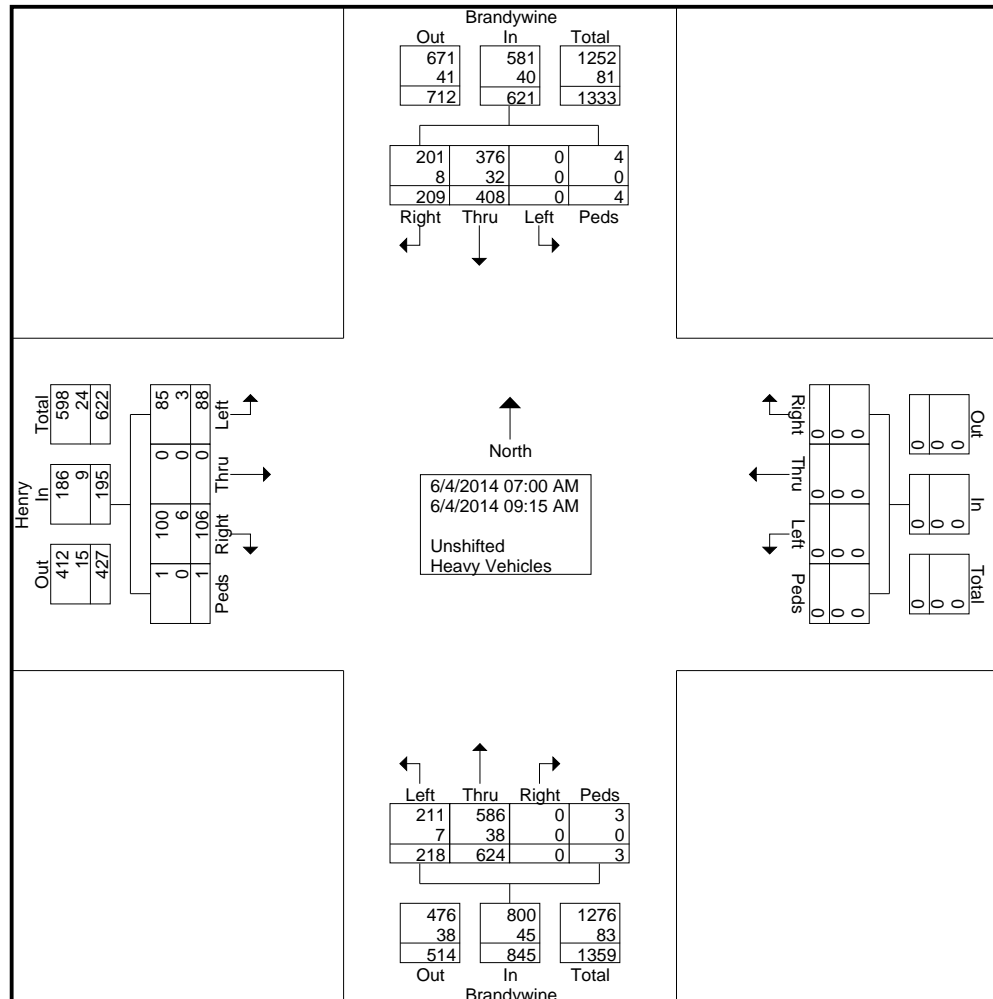
Start Time	Brandywine From North					From East					Brandywine From South					Henry From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	18	25	0	0	43	0	0	0	0	0	0	52	23	0	75	9	0	6	0	15	133
07:15 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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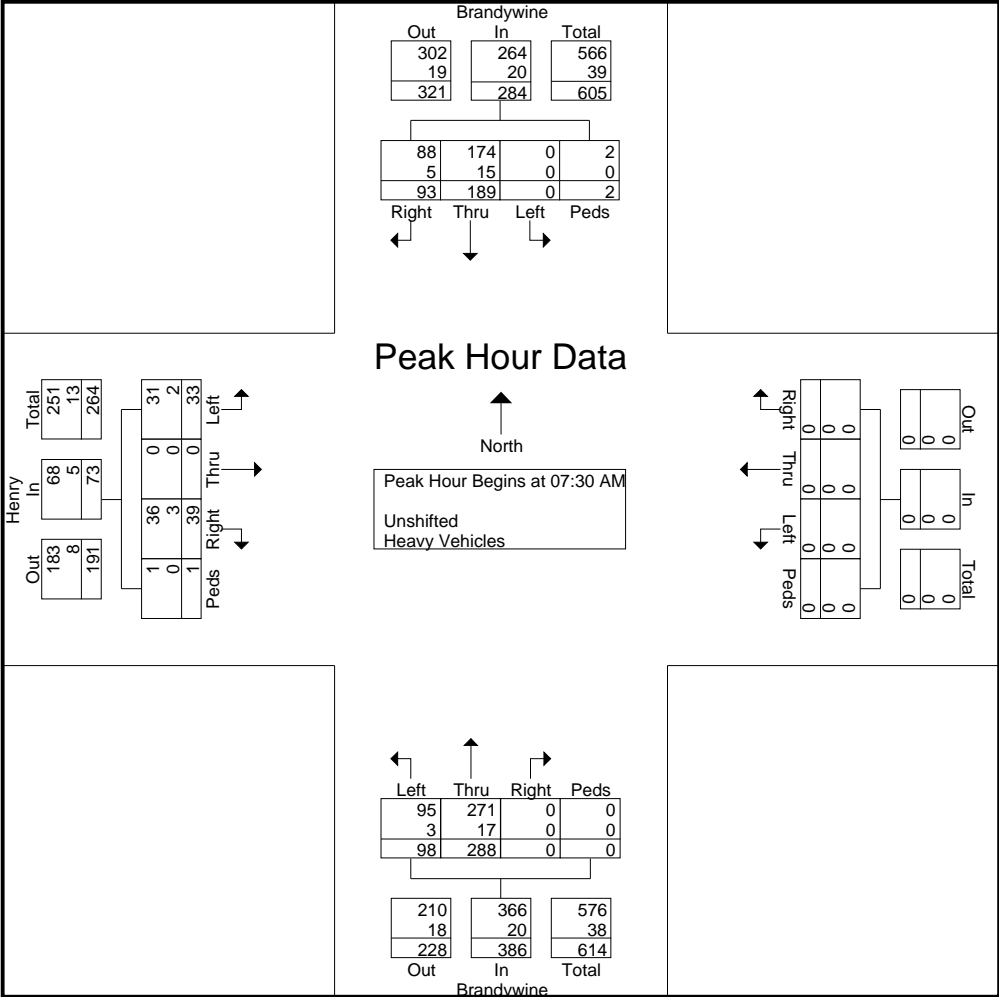
Start Time	Brandywine From North					From East					Brandywine From South					Henry From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	21	<b>53</b>	0	0	74	0	0	0	0	0	0	<b>78</b>	21	0	99	11	0	10	0	21	194
07:45 AM	<b>28</b>	52	0	0	<b>80</b>	0	0	0	0	0	0	73	<b>29</b>	0	<b>102</b>	<b>13</b>	0	4	0	17	<b>199</b>
08:00 AM	19	48	0	<b>2</b>	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	<b>14</b>	<b>1</b>	<b>24</b>	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	<b>53</b>	0	0	74	0	0	0	0	0	0	<b>78</b>	21	0	99	12	0	7	0	19	
+15 mins.	<b>28</b>	52	0	0	<b>80</b>	0	0	0	0	0	0	73	<b>29</b>	0	<b>102</b>	9	0	13	0	22	
+30 mins.	19	48	0	<b>2</b>	69	0	0	0	0	0	0	65	20	0	85	<b>14</b>	0	11	0	25	
+45 mins.	25	36	0	0	61	0	0	0	0	0	0	72	28	0	100	14	0	<b>15</b>	0	<b>29</b>	
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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