

Binghamton Metropolitan Transportation Study

P.O Box 1766
Binghamton, NY 13902

Bryan Bunnell
Henry and Brandywine
Binghamton-Downtown
A Cavalcade of Post Delivery Trucks

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

Groups Printed- Unshifted - Heavy Vehicles

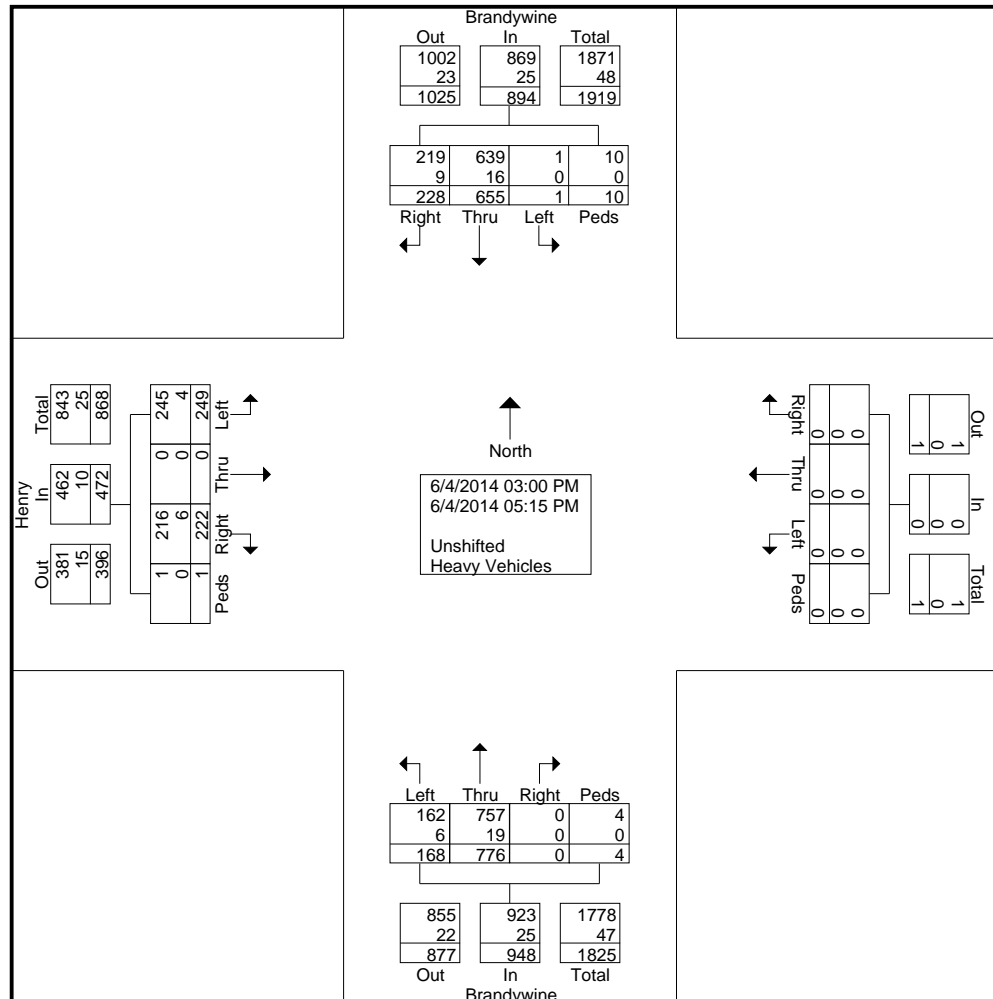
Start Time	Brandywine From North					From East					Brandywine From South					Henry From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	17	59	0	0	76	0	0	0	0	0	0	62	12	0	74	13	0	19	0	32	182
03:15 PM	22	64	0	0	86	0	0	0	0	0	0	71	18	0	89	21	0	22	0	43	218
03:30 PM	25	73	0	2	100	0	0	0	0	0	0	71	16	0	87	11	0	20	0	31	218
03:45 PM	28	58	0	0	86	0	0	0	0	0	0	73	14	0	87	19	0	35	0	54	227
Total	92	254	0	2	348	0	0	0	0	0	0	277	60	0	337	64	0	96	0	160	845
04:00 PM	18	66	0	1	85	0	0	0	0	0	0	88	26	1	115	26	0	27	0	53	253
04:15 PM	22	49	0	4	75	0	0	0	0	0	0	82	23	0	105	34	0	27	0	61	241
04:30 PM	23	79	1	0	103	0	0	0	0	0	0	82	16	2	100	25	0	17	0	42	245
04:45 PM	25	62	0	1	88	0	0	0	0	0	0	89	12	0	101	18	0	32	1	51	240
Total	88	256	1	6	351	0	0	0	0	0	0	341	77	3	421	103	0	103	1	207	979
05:00 PM	30	84	0	1	115	0	0	0	0	0	0	74	14	0	88	29	0	25	0	54	257
05:15 PM	18	61	0	1	80	0	0	0	0	0	0	84	17	1	102	26	0	25	0	51	233
Grand Total	228	655	1	10	894	0	0	0	0	0	0	776	168	4	948	222	0	249	1	472	2314
Apprch %	25.5	73.3	0.1	1.1		0	0	0	0	0	0	81.9	17.7	0.4		47	0	52.8	0.2		
Total %	9.9	28.3	0	0.4	38.6	0	0	0	0	0	0	33.5	7.3	0.2	41	9.6	0	10.8	0	20.4	
Unshifted	219	639	1	10	869	0	0	0	0	0	0	757	162	4	923	216	0	245	1	462	2254
% Unshifted	96.1	97.6	100	100	97.2	0	0	0	0	0	0	97.6	96.4	100	97.4	97.3	0	98.4	100	97.9	97.4
Heavy Vehicles	9	16	0	0	25	0	0	0	0	0	0	19	6	0	25	6	0	4	0	10	60
% Heavy Vehicles	3.9	2.4	0	0	2.8	0	0	0	0	0	0	2.4	3.6	0	2.6	2.7	0	1.6	0	2.1	2.6

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Page No : 2



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Start Date : 6/4/2014
Page No : 3

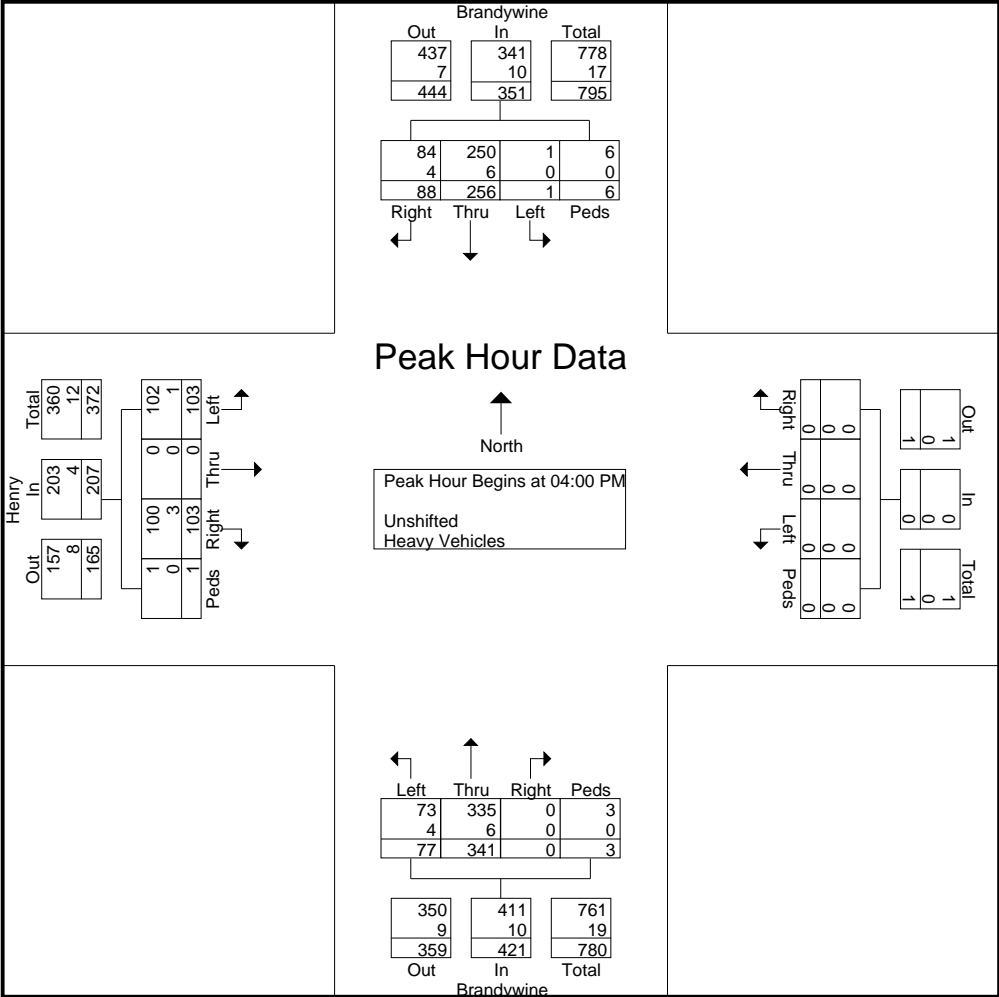
Start Time	Brandywine From North					From East					Brandywine From South					Henry From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	18	66	0	1	85	0	0	0	0	0	0	88	26	1	115	26	0	27	0	53	253
04:15 PM	22	49	0	4	75	0	0	0	0	0	0	82	23	0	105	34	0	27	0	61	241
04:30 PM	23	79	1	0	103	0	0	0	0	0	0	82	16	2	100	25	0	17	0	42	245
04:45 PM	25	62	0	1	88	0	0	0	0	0	0	89	12	0	101	18	0	32	1	51	240
Total Volume	88	256	1	6	351	0	0	0	0	0	0	341	77	3	421	103	0	103	1	207	979
% App. Total	25.1	72.9	0.3	1.7		0	0	0	0	0	0	81	18.3	0.7		49.8	0	49.8	0.5		
PHF	.880	.810	.250	.375	.852	.000	.000	.000	.000	.000	.000	.958	.740	.375	.915	.757	.000	.805	.250	.848	.967
Unshifted	84	250	1	6	341	0	0	0	0	0	0	335	73	3	411	100	0	102	1	203	955
% Unshifted	95.5	97.7	100	100	97.2	0	0	0	0	0	0	98.2	94.8	100	97.6	97.1	0	99.0	100	98.1	97.5
Heavy Vehicles	4	6	0	0	10	0	0	0	0	0	0	6	4	0	10	3	0	1	0	4	24
% Heavy Vehicles	4.5	2.3	0	0	2.8	0	0	0	0	0	0	1.8	5.2	0	2.4	2.9	0	1.0	0	1.9	2.5

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 Page No : 4



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Page No : 5

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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:

	03:15 PM					03:00 PM					04:00 PM					03:45 PM				
+0 mins.	22	64	0	0	86	0	0	0	0	0	0	88	26	1	115	19	0	35	0	54
+15 mins.	25	73	0	2	100	0	0	0	0	0	0	82	23	0	105	26	0	27	0	53
+30 mins.	28	58	0	0	86	0	0	0	0	0	0	82	16	2	100	34	0	27	0	61
+45 mins.	18	66	0	1	85	0	0	0	0	0	0	89	12	0	101	25	0	17	0	42
Total Volume	93	261	0	3	357	0	0	0	0	0	0	341	77	3	421	104	0	106	0	210
% App. Total	26.1	73.1	0	0.8		0	0	0	0	0	0	81	18.3	0.7		49.5	0	50.5	0	
PHF	.830	.894	.000	.375	.893	.000	.000	.000	.000	.000	.000	.958	.740	.375	.915	.765	.000	.757	.000	.861
Unshifted	89	257	0	3	349	0	0	0	0	0	0	335	73	3	411	100	0	104	0	204
% Unshifted	95.7	98.5	0	100	97.8	0	0	0	0	0	0	98.2	94.8	100	97.6	96.2	0	98.1	0	97.1
Heavy Vehicles	4	4	0	0	8	0	0	0	0	0	0	6	4	0	10	4	0	2	0	6
% Heavy Vehicles	4.3	1.5	0	0	2.2	0	0	0	0	0	0	1.8	5.2	0	2.4	3.8	0	1.9	0	2.9

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 Page No : 6

