

# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bryan Bunnell  
Riverside/Beethoven  
Binghamton West  
A Call From Dom

File Name : Riverside and Beethoven PM 2012  
Site Code : 108  
Start Date : 5/24/2012  
Page No : 1

## Groups Printed- Unshifted - Heavy Vehicles

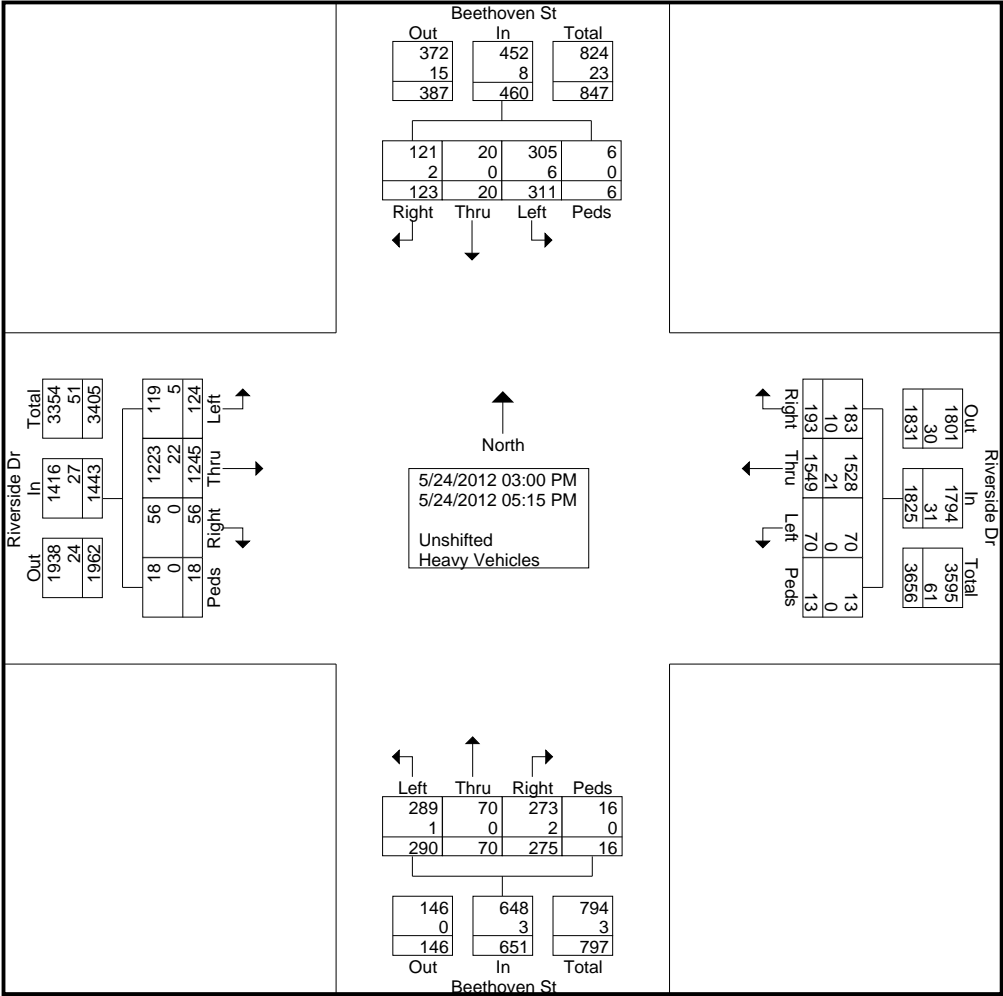
Start Time	Beethoven St From North					Riverside Dr From East					Beethoven St From South					Riverside Dr From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	14	2	33	0	49	14	150	6	3	173	19	6	18	0	43	13	104	20	1	138	403
03:15 PM	18	3	25	0	46	26	153	16	0	195	29	6	32	3	70	6	124	8	0	138	449
03:30 PM	7	1	43	0	51	22	159	8	0	189	32	3	27	1	63	6	132	12	0	150	453
03:45 PM	13	3	35	2	53	19	152	13	2	186	33	7	21	1	62	6	159	11	3	179	480
Total	52	9	136	2	199	81	614	43	5	743	113	22	98	5	238	31	519	51	4	605	1785
04:00 PM	11	3	31	3	48	21	173	5	1	200	24	10	30	1	65	8	126	14	3	151	464
04:15 PM	15	1	31	0	47	22	150	6	0	178	25	4	41	1	71	3	115	10	4	132	428
04:30 PM	11	4	32	0	47	15	163	8	2	188	37	8	34	1	80	3	119	9	3	134	449
04:45 PM	10	0	25	1	36	14	158	2	1	175	24	6	39	0	69	5	128	9	3	145	425
Total	47	8	119	4	178	72	644	21	4	741	110	28	144	3	285	19	488	42	13	562	1766
05:00 PM	14	1	21	0	36	19	144	2	2	167	33	10	31	4	78	3	129	16	0	148	429
05:15 PM	10	2	35	0	47	21	147	4	2	174	19	10	17	4	50	3	109	15	1	128	399
Grand Total	123	20	311	6	460	193	1549	70	13	1825	275	70	290	16	651	56	1245	124	18	1443	4379
Apprch %	26.7	4.3	67.6	1.3		10.6	84.9	3.8	0.7		42.2	10.8	44.5	2.5		3.9	86.3	8.6	1.2		
Total %	2.8	0.5	7.1	0.1	10.5	4.4	35.4	1.6	0.3	41.7	6.3	1.6	6.6	0.4	14.9	1.3	28.4	2.8	0.4	33	
Unshifted	121	20	305	6	452	183	1528	70	13	1794	273	70	289	16	648	56	1223	119	18	1416	4310
% Unshifted	98.4	100	98.1	100	98.3	94.8	98.6	100	100	98.3	99.3	100	99.7	100	99.5	100	98.2	96	100	98.1	98.4
Heavy Vehicles	2	0	6	0	8	10	21	0	0	31	2	0	1	0	3	0	22	5	0	27	69
% Heavy Vehicles	1.6	0	1.9	0	1.7	5.2	1.4	0	0	1.7	0.7	0	0.3	0	0.5	0	1.8	4	0	1.9	1.6

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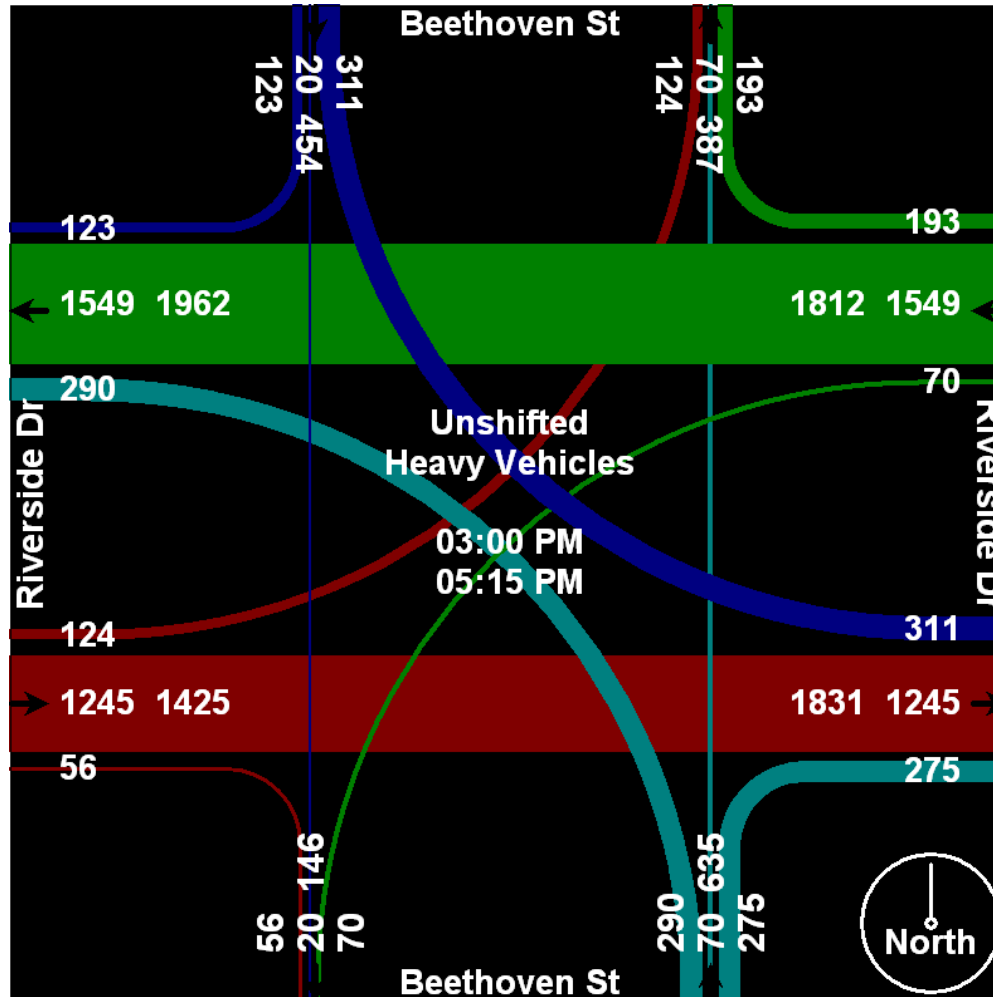


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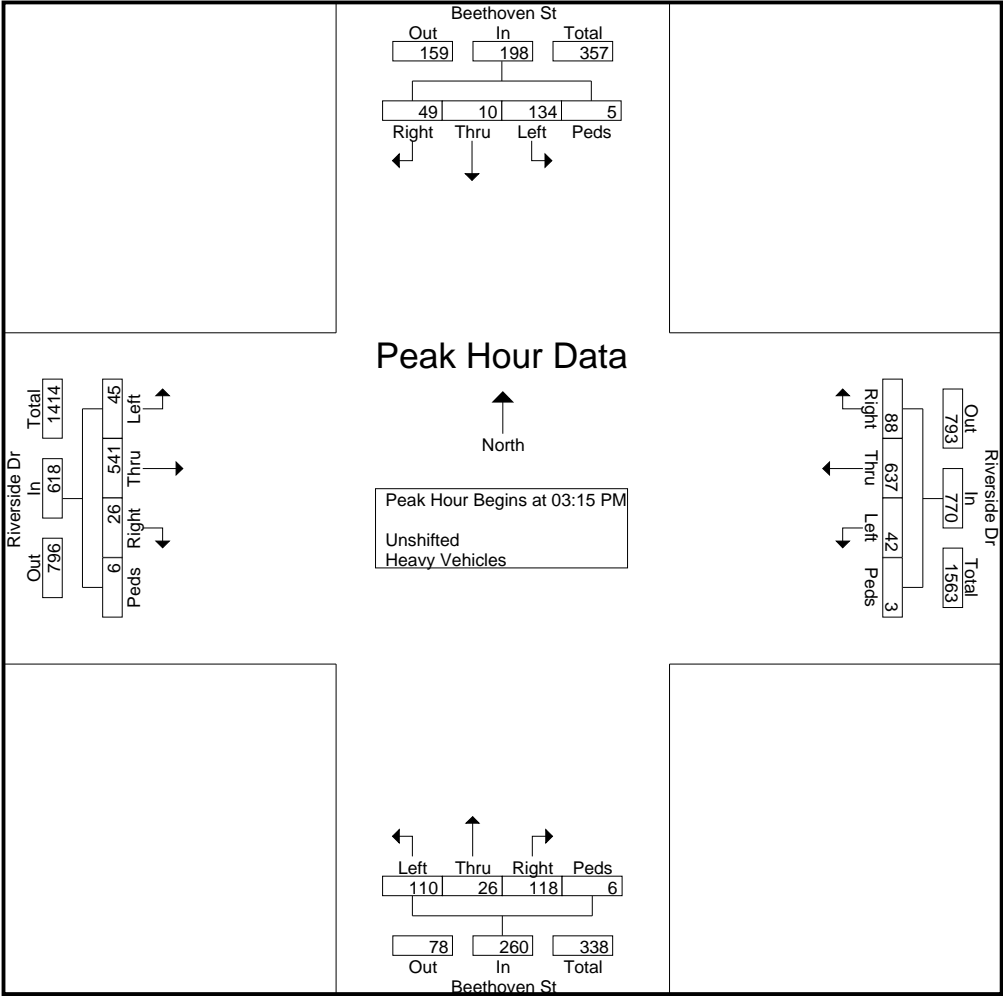
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	<b>18</b>	<b>3</b>	25	0	46	<b>26</b>	153	<b>16</b>	0	195	29	6	<b>32</b>	<b>3</b>	<b>70</b>	6	124	8	0	138	449
03:30 PM	7	1	<b>43</b>	0	51	22	159	8	0	189	32	3	27	1	63	6	132	12	0	150	453
03:45 PM	13	3	35	2	<b>53</b>	19	152	13	2	186	<b>33</b>	7	21	1	62	6	<b>159</b>	11	<b>3</b>	<b>179</b>	<b>480</b>
04:00 PM	11	3	31	<b>3</b>	48	21	<b>173</b>	5	1	<b>200</b>	24	<b>10</b>	30	1	65	<b>8</b>	126	<b>14</b>	3	151	464
Total Volume	49	10	134	5	198	88	637	42	3	770	118	26	110	6	260	26	541	45	6	618	1846
% App. Total	24.7	5.1	67.7	2.5		11.4	82.7	5.5	0.4		45.4	10	42.3	2.3		4.2	87.5	7.3	1		
PHF	.681	.833	.779	.417	.934	.846	.921	.656	.375	.963	.894	.650	.859	.500	.929	.813	.851	.804	.500	.863	.961

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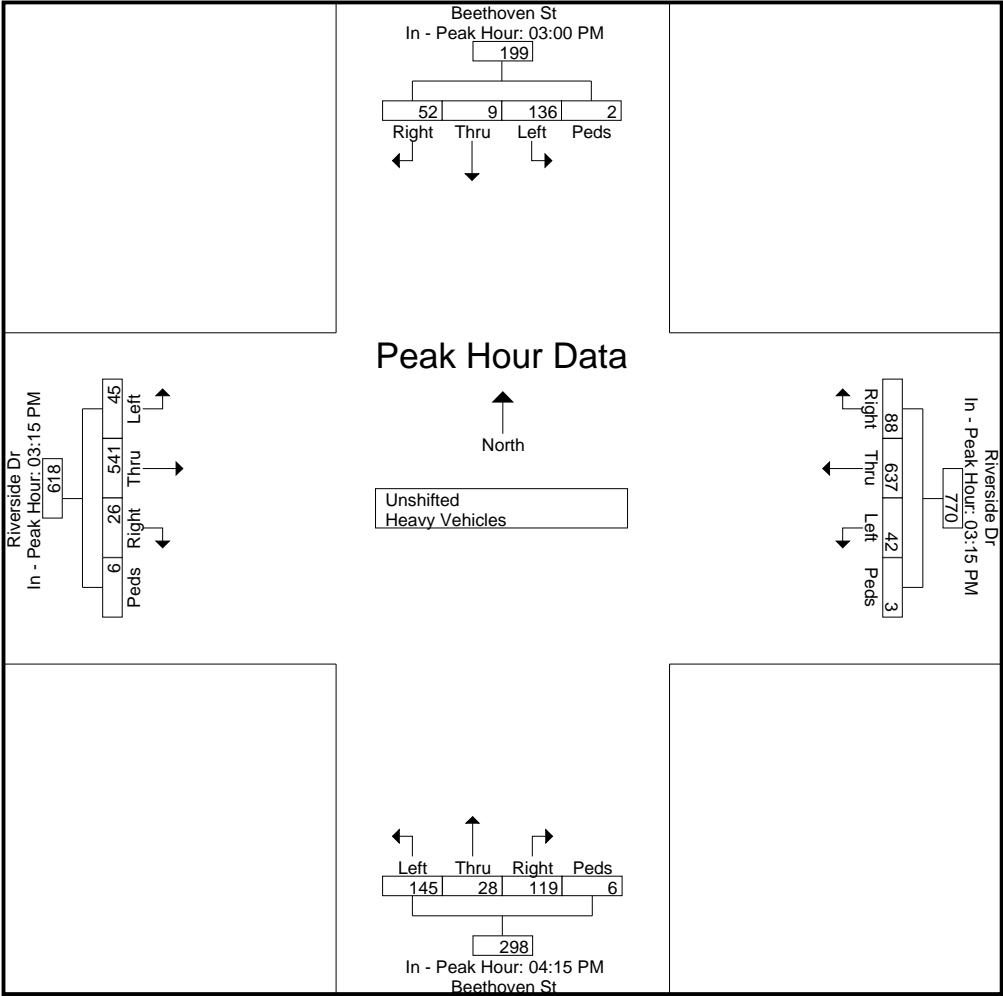
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Peak Hour Analysis From 03:00 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:15 PM					04:15 PM					03:15 PM					
+0 mins.	14	2	33	0	49	<b>26</b>	153	<b>16</b>	0	195	25	4	<b>41</b>	1	71	6	124	8	0	138	
+15 mins.	<b>18</b>	<b>3</b>	25	0	46	22	159	8	0	189	<b>37</b>	8	34	1	<b>80</b>	6	132	12	0	150	
+30 mins.	7	1	<b>43</b>	0	51	19	152	13	<b>2</b>	186	24	6	39	0	69	6	<b>159</b>	11	<b>3</b>	<b>179</b>	
+45 mins.	13	3	35	<b>2</b>	<b>53</b>	21	<b>173</b>	5	1	<b>200</b>	33	<b>10</b>	31	<b>4</b>	78	<b>8</b>	126	<b>14</b>	3	151	
Total Volume	52	9	136	2	199	88	637	42	3	770	119	28	145	6	298	26	541	45	6	618	
% App. Total	26.1	4.5	68.3	1		11.4	82.7	5.5	0.4		39.9	9.4	48.7	2		4.2	87.5	7.3	1		
PHF	.722	.750	.791	.250	.939	.846	.921	.656	.375	.963	.804	.700	.884	.375	.931	.813	.851	.804	.500	.863	

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