

# Binghamton Metropolitan Transportation Study

P.O Box 1766  
Binghamton, NY 13902

Bryan Bunnell & Bobby Portorsnok  
Airport  
Village of Johnson City  
Mother Scratcher

File Name : Airport and Harry L PM Merged 2014  
Site Code : 250  
Start Date : 6/6/2014  
Page No : 1

## Groups Printed- Unshifted - Heavy Vehicles

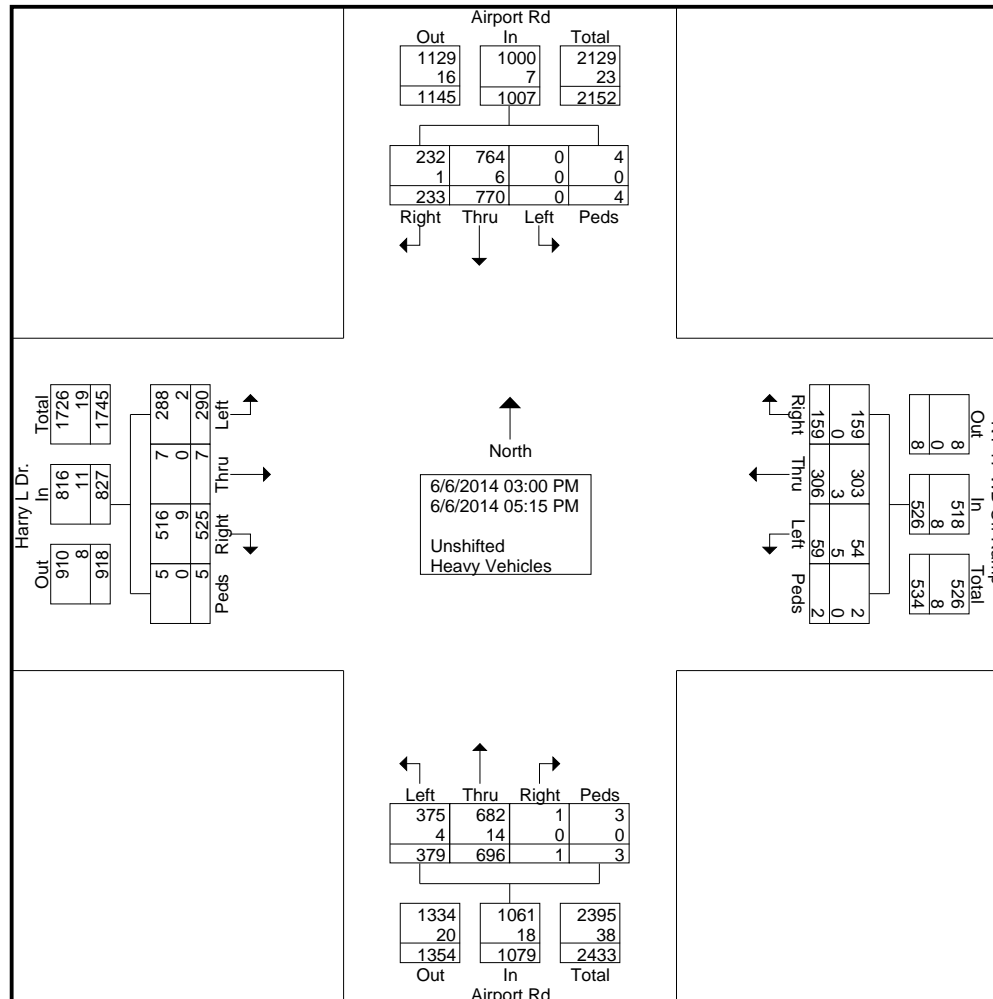
| Start Time       | Airport Rd<br>From North |      |      |      |            | NY 17 WB Off-Ramp<br>From East |      |      |      |            | Airport Rd<br>From South |      |      |      |            | Harry L Dr.<br>From West |      |      |      |            | Int. Total |
|------------------|--------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
|                  | 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         | 0                        | 0    | 0    | 0    | 0          | 9                              | 27   | 4    | 0    | 40         | 0                        | 56   | 27   | 0    | 83         | 0                        | 0    | 0    | 0    | 0          | 123        |
| 03:15 PM         | 26                       | 82   | 0    | 0    | 108        | 17                             | 34   | 7    | 0    | 58         | 0                        | 57   | 48   | 0    | 105        | 31                       | 2    | 23   | 0    | 56         | 327        |
| 03:30 PM         | 21                       | 72   | 0    | 0    | 93         | 11                             | 25   | 1    | 0    | 37         | 0                        | 83   | 29   | 0    | 112        | 56                       | 1    | 17   | 2    | 76         | 318        |
| 03:45 PM         | 34                       | 75   | 0    | 2    | 111        | 16                             | 38   | 5    | 0    | 59         | 1                        | 63   | 38   | 1    | 103        | 58                       | 3    | 32   | 1    | 94         | 367        |
| Total            | 81                       | 229  | 0    | 2    | 312        | 53                             | 124  | 17   | 0    | 194        | 1                        | 259  | 142  | 1    | 403        | 145                      | 6    | 72   | 3    | 226        | 1135       |
| 04:00 PM         | 18                       | 75   | 0    | 0    | 93         | 9                              | 36   | 9    | 1    | 55         | 0                        | 65   | 33   | 0    | 98         | 75                       | 0    | 31   | 0    | 106        | 352        |
| 04:15 PM         | 40                       | 85   | 0    | 0    | 125        | 30                             | 16   | 8    | 0    | 54         | 0                        | 73   | 52   | 0    | 125        | 39                       | 1    | 37   | 0    | 77         | 381        |
| 04:30 PM         | 23                       | 71   | 0    | 2    | 96         | 24                             | 30   | 9    | 0    | 63         | 0                        | 76   | 39   | 2    | 117        | 77                       | 0    | 39   | 1    | 117        | 393        |
| 04:45 PM         | 35                       | 126  | 0    | 0    | 161        | 11                             | 43   | 9    | 0    | 63         | 0                        | 83   | 50   | 0    | 133        | 61                       | 0    | 39   | 1    | 101        | 458        |
| Total            | 116                      | 357  | 0    | 2    | 475        | 74                             | 125  | 35   | 1    | 235        | 0                        | 297  | 174  | 2    | 473        | 252                      | 1    | 146  | 2    | 401        | 1584       |
| 05:00 PM         | 25                       | 114  | 0    | 0    | 139        | 16                             | 27   | 3    | 0    | 46         | 0                        | 58   | 26   | 0    | 84         | 75                       | 0    | 31   | 0    | 106        | 375        |
| 05:15 PM         | 11                       | 70   | 0    | 0    | 81         | 16                             | 30   | 4    | 1    | 51         | 0                        | 82   | 37   | 0    | 119        | 53                       | 0    | 41   | 0    | 94         | 345        |
| Grand Total      | 233                      | 770  | 0    | 4    | 1007       | 159                            | 306  | 59   | 2    | 526        | 1                        | 696  | 379  | 3    | 1079       | 525                      | 7    | 290  | 5    | 827        | 3439       |
| Apprch %         | 23.1                     | 76.5 | 0    | 0.4  |            | 30.2                           | 58.2 | 11.2 | 0.4  |            | 0.1                      | 64.5 | 35.1 | 0.3  |            | 63.5                     | 0.8  | 35.1 | 0.6  |            |            |
| Total %          | 6.8                      | 22.4 | 0    | 0.1  | 29.3       | 4.6                            | 8.9  | 1.7  | 0.1  | 15.3       | 0                        | 20.2 | 11   | 0.1  | 31.4       | 15.3                     | 0.2  | 8.4  | 0.1  | 24         |            |
| Unshifted        | 232                      | 764  | 0    | 4    | 1000       | 159                            | 303  | 54   | 2    | 518        | 1                        | 682  | 375  | 3    | 1061       | 516                      | 7    | 288  | 5    | 816        | 3395       |
| % Unshifted      | 99.6                     | 99.2 | 0    | 100  | 99.3       | 100                            | 99   | 91.5 | 100  | 98.5       | 100                      | 98   | 98.9 | 100  | 98.3       | 98.3                     | 100  | 99.3 | 100  | 98.7       | 98.7       |
| Heavy Vehicles   | 1                        | 6    | 0    | 0    | 7          | 0                              | 3    | 5    | 0    | 8          | 0                        | 14   | 4    | 0    | 18         | 9                        | 0    | 2    | 0    | 11         | 44         |
| % Heavy Vehicles | 0.4                      | 0.8  | 0    | 0    | 0.7        | 0                              | 1    | 8.5  | 0    | 1.5        | 0                        | 2    | 1.1  | 0    | 1.7        | 1.7                      | 0    | 0.7  | 0    | 1.3        | 1.3        |

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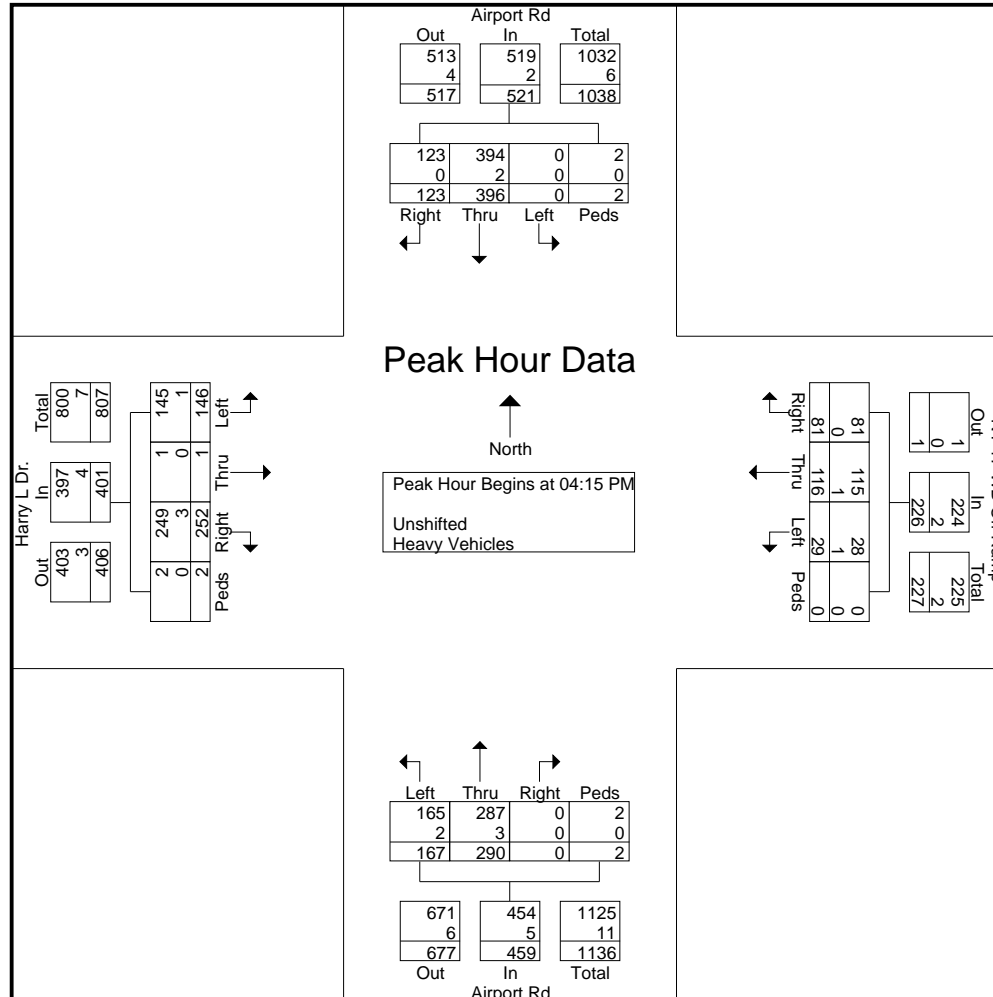
| Start Time   | Airport Rd<br>From North |      |      |      |            | NY 17 WB Off-Ramp<br>From East |      |      |      |            | Airport Rd<br>From South |      |      |      |            | Harry L Dr.<br>From West |      |      |      |            | Int. Total |
|--|--------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|--------------------------|------|------|------|------------|--------------------------|------|------|------|------------|------------|
|  | 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 05:00 PM - Peak 1 of 1 |                          |      |      |      |            |                                |      |      |      |            |                          |      |      |      |            |                          |      |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 04:15 PM       |                          |      |      |      |            |                                |      |      |      |            |                          |      |      |      |            |                          |      |      |      |            |            |
| 04:15 PM   | 40                       | 85   | 0    | 0    | 125        | 30                             | 16   | 8    | 0    | 54         | 0                        | 73   | 52   | 0    | 125        | 39                       | 1    | 37   | 0    | 77         | 381        |
| 04:30 PM   | 23                       | 71   | 0    | 2    | 96         | 24                             | 30   | 9    | 0    | 63         | 0                        | 76   | 39   | 2    | 117        | 77                       | 0    | 39   | 1    | 117        | 393        |
| 04:45 PM   | 35                       | 126  | 0    | 0    | 161        | 11                             | 43   | 9    | 0    | 63         | 0                        | 83   | 50   | 0    | 133        | 61                       | 0    | 39   | 1    | 101        | 458        |
| 05:00 PM   | 25                       | 114  | 0    | 0    | 139        | 16                             | 27   | 3    | 0    | 46         | 0                        | 58   | 26   | 0    | 84         | 75                       | 0    | 31   | 0    | 106        | 375        |
| Total Volume   | 123                      | 396  | 0    | 2    | 521        | 81                             | 116  | 29   | 0    | 226        | 0                        | 290  | 167  | 2    | 459        | 252                      | 1    | 146  | 2    | 401        | 1607       |
| % App. Total   | 23.6                     | 76   | 0    | 0.4  |            | 35.8                           | 51.3 | 12.8 | 0    |            | 0                        | 63.2 | 36.4 | 0.4  |            | 62.8                     | 0.2  | 36.4 | 0.5  |            |            |
| PHF  | .769                     | .786 | .000 | .250 | .809       | .675                           | .674 | .806 | .000 | .897       | .000                     | .873 | .803 | .250 | .863       | .818                     | .250 | .936 | .500 | .857       | .877       |
| Unshifted  | 123                      | 394  | 0    | 2    | 519        | 81                             | 115  | 28   | 0    | 224        | 0                        | 287  | 165  | 2    | 454        | 249                      | 1    | 145  | 2    | 397        | 1594       |
| % Unshifted  | 100                      | 99.5 | 0    | 100  | 99.6       | 100                            | 99.1 | 96.6 | 0    | 99.1       | 0                        | 99.0 | 98.8 | 100  | 98.9       | 98.8                     | 100  | 99.3 | 100  | 99.0       | 99.2       |
| Heavy Vehicles   | 0                        | 2    | 0    | 0    | 2          | 0                              | 1    | 1    | 0    | 2          | 0                        | 3    | 2    | 0    | 5          | 3                        | 0    | 1    | 0    | 4          | 13         |
| % Heavy Vehicles   | 0                        | 0.5  | 0    | 0    | 0.4        | 0                              | 0.9  | 3.4  | 0    | 0.9        | 0                        | 1.0  | 1.2  | 0    | 1.1        | 1.2                      | 0    | 0.7  | 0    | 1.0        | 0.8        |

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| Start Time   | Airport Rd From North |      |      |      |            | NY 17 WB Off-Ramp From East |      |      |      |            | Airport Rd From South |      |      |      |            | Harry L 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 |            |
| Peak Hour Analysis From 03:00 PM to 05:00 PM - Peak 1 of 1 |                       |      |      |      |            |                             |      |      |      |            |                       |      |      |      |            |                       |      |      |      |            |            |
| Peak Hour for Each Approach Begins at:                     |                       |      |      |      |            |                             |      |      |      |            |                       |      |      |      |            |                       |      |      |      |            |            |
|  | 04:15 PM              |      |      |      |            | 04:00 PM                    |      |      |      |            | 04:00 PM              |      |      |      |            | 04:00 PM              |      |      |      |            |            |
| +0 mins.   | 40                    | 85   | 0    | 0    | 125        | 9                           | 36   | 9    | 1    | 55         | 0                     | 65   | 33   | 0    | 98         | 75                    | 0    | 31   | 0    | 106        |            |
| +15 mins.  | 23                    | 71   | 0    | 2    | 96         | 30                          | 16   | 8    | 0    | 54         | 0                     | 73   | 52   | 0    | 125        | 39                    | 1    | 37   | 0    | 77         |            |
| +30 mins.  | 35                    | 126  | 0    | 0    | 161        | 24                          | 30   | 9    | 0    | 63         | 0                     | 76   | 39   | 2    | 117        | 77                    | 0    | 39   | 1    | 117        |            |
| +45 mins.  | 25                    | 114  | 0    | 0    | 139        | 11                          | 43   | 9    | 0    | 63         | 0                     | 83   | 50   | 0    | 133        | 61                    | 0    | 39   | 1    | 101        |            |
| Total Volume   | 123                   | 396  | 0    | 2    | 521        | 74                          | 125  | 35   | 1    | 235        | 0                     | 297  | 174  | 2    | 473        | 252                   | 1    | 146  | 2    | 401        |            |
| % App. Total   | 23.6                  | 76   | 0    | 0.4  |            | 31.5                        | 53.2 | 14.9 | 0.4  |            | 0                     | 62.8 | 36.8 | 0.4  |            | 62.8                  | 0.2  | 36.4 | 0.5  |            |            |
| PHF  | .769                  | .786 | .000 | .250 | .809       | .617                        | .727 | .972 | .250 | .933       | .000                  | .895 | .837 | .250 | .889       | .818                  | .250 | .936 | .500 | .857       |            |
| Unshifted  | 123                   | 394  | 0    | 2    | 519        | 74                          | 124  | 33   | 1    | 232        | 0                     | 292  | 170  | 2    | 464        | 249                   | 1    | 145  | 2    | 397        |            |
| % Unshifted  | 100                   | 99.5 | 0    | 100  | 99.6       | 100                         | 99.2 | 94.3 | 100  | 98.7       | 0                     | 98.3 | 97.7 | 100  | 98.1       | 98.8                  | 100  | 99.3 | 100  | 99         |            |
| Heavy Vehicles   | 0                     | 2    | 0    | 0    | 2          | 0                           | 1    | 2    | 0    | 3          | 0                     | 5    | 4    | 0    | 9          | 3                     | 0    | 1    | 0    | 4          |            |
| % Heavy Vehicles   | 0                     | 0.5  | 0    | 0    | 0.4        | 0                           | 0.8  | 5.7  | 0    | 1.3        | 0                     | 1.7  | 2.3  | 0    | 1.9        | 1.2                   | 0    | 0.7  | 0    | 1          |            |

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