# Congestion Management System (CMS)

### for the

### Syracuse Metropolitan Transportation Council

**Final Report**
**2004-2005 UPWP**

# Congestion Management System

## for the

## Syracuse Metropolitan Transportation Council

## Final Report

## May 2005

*For further information contact:*

*Danielle Krol, Senior Transportation Planner (or)*
*Sean Murphy, Transportation Analyst*
*Syracuse Metropolitan Transportation Council,*
*126 N. Salina St., 100 Clinton Square, Suite 100, Syracuse, NY 13202*
*Phone: (315) 422-5716   Fax: (315) 422-7753*
*Web site:  www.smtcmpo.org*

# TABLE OF CONTENTS

**EXECUTIVE SUMMARY**

# Congestion Management System
## Executive Summary

**Introduction**

The Syracuse Metropolitan Transportation Council's (SMTC) Congestion Management System (CMS) is currently designed to identify and monitor congestion biennially at selected locations throughout Onondaga County and is required by federal legislation. This process aids in identifying locations that may need improvements to relieve congestion.

The locations analyzed through the CMS process were reevaluated in the fall of 2003 by the CMS Study Advisory Committee (SAC). Data collected for the CMS consisted of Annual Average Daily Traffic (AADT) counts at approximately two hundred road segment locations and turning movement counts at thirty-one intersections. Another decision made by the SAC was to no longer collect AADT counts in 15-minute intervals. Because the SMTC area has minimal congestion, the SAC determined that hourly intervals were sufficient for the CMS analysis.

**Analysis and Results**

There are two tiers of analysis involved in evaluating congestion on road segments identified in the CMS report. The first level of analysis, Tier 1, consists of performance measures that are used to determine the volume to capacity (v/c) ratios at peak one-hour intervals. The CMS SAC determined that if the v/c ratio was greater than (>) 0.90, the location was considered to be congested. The CMS analysis revealed that fifty-seven road segments were congested in the PM peak hour.

Tier 2 analysis is a more detailed analysis that further examines congested locations that have been identified as having a v/c ratio > 0.90. The Transportation Research Board defines excess delay as "the amount of time spent at a given location that exceeds the maximum amount of time that is generally considered acceptable." The excess delay formula utilizes speed limits, pm peak hour volumes, and directional capacity to determine the extent of the congestion. This formula was applied to the fifty-seven congested road segment locations identified in the Tier 1 analysis. The five road segments with the highest level of congestion (known as excess delay) are listed below. Please note that the magnitude of excess delay did not rate as significant for any of these locations:

- I-690 from Access West St. to Access I-81 southbound
- I-690 from Access I-81 eastbound to Access Teall Ave.
- I-81 from Junction E. Adams St. to Access I-690
- State Route 92 from End Route 5 Overlap to Woodchuck Hill Rd.
- State Route 936 C/D from Syracuse East City Line to Junction Route 930P

In addition to the congested road segments noted above, thirteen intersections were determined to be congested, showing a Level of Service (LOS) E or F. While LOS E is an acceptable level of service for most intersections, it can indicate that an intersection is congested. Eight intersections

had a LOS of E. A LOS F indicates that an intersection is failing. Seven intersections were considered to be failing. Some intersections showed LOSs of both E and F (depending on the whether it was during the AM or PM peak period).

Through this year's CMS report, the SMTC also obtained speed counts from the New York State Department of Transportation (NYSDOT) at thirteen locations. The relationship between these speed counts and the traffic volume congestion analysis is best shown at Segment 12, Southbound Interstate 481, where sixty percent of vehicles are shown as traveling five miles per hour or more below the posted speed limit during the PM peak hour. The v/c ratio on this road segment is 1.0, further supporting that there is congestion here.

**Conclusion**

Various improvement projects that will most likely benefit the identified congested areas have been included on various municipal capital programs and the SMTC Transportation Improvement Program (TIP). Also, planning for such future improvements can take place through the SMTC Unified Planning Work Program (UPWP). Once completed, these projects should help to alleviate some of the congestion that has been identified through the CMS.

The Congestion Management System is an ongoing project that is to be completed on a biennial basis. The SAC agreed that moving the CMS reporting to a biennial task would be most supportive of and beneficial to the TIP process. This would assist the SMTC's Planning and Policy Committees in determining which potential TIP projects may help to alleviate congestion.

The SAC also agreed that the CMS should be improved so that it functions as a more useful tool for the SMTC and its member agencies. To that end, the SMTC is hosting a collaborative effort with all of the New York State Metropolitan Planning Organizations (NYSMPOs) to work with a consultant that will complete an examination of CMS's. For the smaller and medium-sized MPOs, such as the SMTC, the CMS has not developed a close fit with existing planning practices. Currently, where congestion is a marginal or absent issue, the CMS appears to offer limited benefits while consuming staff and member agency time and resources. In addition, a lack of federal guidance on this subject exacerbates the burden of satisfying the CMS requirement. Because the NYSMPOs and their member agencies are interested in making the CMS requirement more useful as a planning tool, the NYSMPOs have determined that undertaking a Shared Cost Initiative (SCI) relative to CMS best practices and products will be beneficial. The purpose of this SCI is to seek out examples from around the country of innovative approaches to satisfying the CMS requirement in which auxiliary benefits of the tasks and products associated with the CMS can be capitalized on. This study will be contracted, administered, and managed by the SMTC but will serve the interests of all the NYSMPOs. Through the Request for Proposals process, a consultant has been hired and work on the CMS SCI will begin in mid-2005.

Pending the results of the SCI, the SMTC will continue to collect and analyze data for the monitoring of congestion in the SMTC MPO area on a biennial basis. However, the project will remain on the SMTC's yearly Unified Planning Work Program (UPWP) so that traffic counts can be obtained each year for the CMS project.

# SECTION 1

## Congestion Management System Report

**Introuction**

The Syracuse Metropolitan Transportation Council's (SMTC) Congestion Management System (CMS) is a systematic process for managing congestion that provides information on the performance of the transportation system. Congestion is described in 23 CFR Part 500.109 as "the level at which transportation system performance is no longer acceptable due to traffic interference." The CMS is currently designed to identify and monitor congestion biennially at selected locations throughout Onondaga County and is required by federal legislation. This process aids in identifying locations that may need improvements to relieve congestion. The SMTC will offer assistance to its member agencies to establish strategies for addressing congestion at the identified locations. These strategies could be included in various municipal capital programs, the SMTC Transportation Improvement Program (TIP), or the SMTC Unified Planning Work Program (UPWP).

There are two tiers of analysis involved in the CMS process. The first level of analysis, Tier 1, consists of performance measures that are used to determine the volume to capacity (v/c) ratios at peak one-hour intervals. The second level of analysis, Tier 2, consists of a more detailed performance measure, excess delay.

**Data Acquisition**

The specific road segments and intersection locations to be analyzed were initially selected in the fall of 1997 by the CMS Study Advisory Committee (SAC), which consisted of the following agencies:

- City of Syracuse Department of Public Works (DPW)
- Onondaga County Department of Transportation (OCDOT)
- Syracuse-Onondaga County Planning Agency (SOCPA)
- Central New York Regional Transportation Authority (CNYRTA)
- New York State Department of Transportation (NYSDOT)
- New York State Thruway Authority (NYSTA)

In the fall of 2003, these same agencies reviewed and revised the road segment and intersection locations to be analyzed through the CMS, because the SAC is in the process of working towards coordinated use of the CMS report with the TIP and Long Range Transportation Plan (LRTP). In an effort to determine which road segment and intersection locations to add or remove from the CMS report, the SAC agreed to forward suggestions for additional CMS locations, as well as the removal of some locations, to the SMTC. In addition, SMTC staff reviewed T-Model results for locations that are expected to have volume-to-capacity (v/c) ratios greater than 0.50 by the year 2025. Both sets of locations were added as potential locations to be included in the CMS monitoring process. Then the SAC and SMTC jointly reviewed all of the locations together to determine which locations would be included in the 2004-2005 CMS report.

Another decision made by the SAC was to no longer collect Annual Average Daily Traffic (AADT) counts in 15-minute intervals. In the past, the CMS utilized fifteen-minute interval AADT counts to try to reveal a more defined period of time and volumes indicative of peak hour

traffic. However, because the SMTC area has minimal congestion, the SAC determined that hourly intervals were sufficient for the CMS analysis.

Data collected for the CMS now consists of AADT counts at approximately two hundred road segment locations collected in one-hour intervals, by direction (approximately 100 road segment locations were analyzed in the 2001-2002 CMS). The counts are currently collected on a rotating three-year cycle, where one-third of the counts are collected new each year. At this time, the NYSDOT provides the road segment counts to the SMTC. Given that the NYSDOT already completes their entire traffic count program on a three-year cycle, it was deemed most appropriate to continue with this traffic count collection cycle. Because of the quantity of new road segment traffic counts needed, the SMTC delayed completion of this CMS report until the 2004-2005 Unified Planning Work Program (UPWP). The SMTC obtained the necessary traffic counts through the NYSDOT's traffic count consultant in the late summer and fall of 2004. The locations of the road segment traffic counts are shown in *Figure 1*.

In addition to the road segment traffic counts, thirty-one intersections are included in the CMS (nineteen intersections were analyzed in the 2001-2002 CMS). The intersection locations are counted and analyzed during the two-hour morning (7-9 AM) and two-hour evening (4-6 PM) peak periods. These intersections are fundamental to the regional transportation system and have either a high volume of traffic moving through them, or are constrained by geometry and/or adjacent land use. The SAC also reviewed and revised the intersection count locations in the fall of 2003. The newly added intersection counts for the 2004-2005 CMS were completed by the NYSDOT's traffic count consultant. The SAC plans to update one-half of the intersection counts each time the CMS is completed. *Figure 2* identifies the locations of the intersection counts.

To reflect the efficiency of the transportation network independent of its capacity for vehicles, twenty-one peak period vehicle occupancy counts were collected at locations shown in *Figure 3*. The peak periods counted were 7-9 AM and 4-6 PM.

**Tier 1 Data Analysis**

Upon completion of the data collection, *Table 1, Road Segment Traffic Counts,* was compiled. Table 1 contains a description of each road segment count location, traffic volumes, and volume-to-capacity (v/c) ratios. As previously mentioned, traffic volumes were reported in one-hour intervals. The traffic counts available for the seven locations along the Thruway (I-90) were AADT counts by direction.

The next step in the Tier 1 process was to evaluate the level of congestion at all of the count locations by examining the v/c ratios for both the AM and PM peak hours. The CMS SAC determined that if the v/c ratio was greater than (>) 0.90, the location was considered to be congested. The Level of Service was derived for both the AM and PM peak hours as well. The Institute of Transportation Engineers (ITE) defines Level of Service as "the operational conditions within a traffic stream as perceived by users of the facility." Level of Service factors range from A - F. Level of Service A represents a free flow with individual vehicles unaffected by other vehicles, while a Level of Service E represents operating conditions at capacity, and a

Level of Service F defines a breakdown in the flow of traffic. The Level of Service for each road segment location was determined by using the table in *Appendix A*. Highway Capacity Software (HCS), as well as information from the Florida Department of Transportation, was used to create this table.

The NYSDOT completed the newly added intersection counts. Approximately one-half of the intersection count locations were previously completed by a consultant. The AM and PM peak hour intersection counts were recorded and complied into *Table 2, Intersection Traffic Counts.* The counts were entered into either Highway Capacity Software (HCS) or Synchro traffic signal timing software to determine the existing Level of Service that each intersection was operating at for both the AM and PM peak hours. The Level of Service for intersections is based on seconds of vehicle delay. *Appendix B* contains the HCS and Synchro calculations and printouts for each of the thirty-one intersections for both the AM and PM peak hours.

Vehicle occupancy counts were previously collected at selected locations for both the AM and PM peak hours. These counts indicate the number of people traveling in each vehicle. The vehicle occupancy counts are found in *Table 3, Vehicle Occupancy Counts*, along with the location of the counts, percentage of single occupancy vehicles (SOV), and the AM and PM average number of occupants per vehicle.

**Tier 1 Results**

Of the approximate two hundred road segment count locations analyzed, fifty-seven had a v/c ratio > 0.90 for the PM peak hour. *Table 4, Congested Road Segment Locations*, lists these fifty-seven locations and *Figure 4* displays the location of these road segments. The PM peak hour was analyzed to determine congestion in lieu of the AM peak hour, as a majority of the locations had higher traffic volumes during the PM peak hour. *Appendix C* outlines typical congested conditions, by facility type, and lists a number of contributing factors for congestion.

Of the thirty-one intersection count locations, thirteen were determined to have a Level of Service (LOS) E or F. These intersections are listed in *Table 5, Intersection LOS by Approach*. Some intersections showed LOSs of both E and F (depending on the whether it was during the AM or PM peak period). According to the ITE Transportation Planning Handbook, LOS E indicates that long delays, from about 55 to 80 seconds per vehicle, occur at these intersections. While LOS E is an acceptable level of service for most intersections, it can indicate that an intersection is congested. The following intersections have a LOS E:

- Morgan Rd/Buckley Rd (during the PM peak)
- S Salina St/Seneca Tnpk (during the AM peak)
- SR 5 & 92/Lyndon Rd (during the PM peak)
- SR 290/SR 635 (during both AM and PM peaks)
- SR 5/SR 635 (during the PM peak)
- Access I-81/SR 931J/SR 31 (during the PM peak)
- Old Rt 57/John Glenn Blvd (during the PM peak)
- Henry Clay Blvd/Buckley Rd (during the AM peak)

A LOS F indicates that an intersection is failing.  The following intersections are considered to be failing:

- SR 370/Old Liverpool Rd (during the PM peak)
- S Salina St/Seneca Tnpk (during the PM peak)
- SR 5 & 92/Lyndon Rd (during the AM peak)
- SR 257/Salt Springs Rd (during the AM peak)
- Buckley Rd/7$^{th}$ North St (during both AM and PM peaks)
- W Onondaga St/Geddes St (during both AM and PM peaks on W Onondaga St)
- Bellevue Ave/Geddes St (during both AM and PM peaks on Bellevue Ave)

*Figure 5, Congested Intersections*, displays the thirteen intersections that are congested or failing.

The average number of occupants per vehicle for the twenty-one locations counted was 1.29 during the PM peak period from 4-6 PM.  According to the 1995 Nationwide Personal Transportation Survey (NPTS) the average vehicle occupancy for New York State was 1.50.  In addition, the findings of the 2000 Census Transportation Planning Package (CTPP) support the concept that the number of persons per vehicle continues to remain relatively low, as 75.2% of Onondaga County residents drive alone to work.  The CTPP also indicated that 12.2% of Onondaga County workers carpooled to work and 4.5% utilized public transportation to get to work.

**Tier 2 Data Analysis**

Tier 2 analysis is a more detailed analysis that further examines congested locations that are identified as having a v/c ratio > 0.90.  Tier 2 uses the concept of "excess delay" as a performance measure for congestion.

The Transportation Research Board defines excess delay as "the amount of time spent at a given location that exceeds the maximum amount of time that is generally considered acceptable." The following formula was applied to the fifty-seven congested road segment locations identified in the Tier 1 analysis:

$$ExcessDelay**_{segment} = FreeflowTime * (1 + 0.15 * (\frac{DirectionalVolume}{DirectionalCapacity_{LOS"C"***}})^4 - 1.366)$$

**The excess delay equation was not used to determine the values for intersections because HCS and Synchro compute a more accurate result with the data given.

***Segment capacities at LOS "C" are 80% of the LOS D/E thresholds shown in the Excess Delay Thresholds chart on the following page.

*Free flow Time =*      Speed limit of the road segment
*Directional Volume =*  PM Peak Hour Volume
*Directional Capacity =* Number of lanes x (.80)(Excess Delay Threshold)

| Excess Delay Thresholds | |
|---|---|
| Facility Type | Excess Delay Threshold, LOS D/E |
| Freeway | 1500 vehicles/lane, one direction/hour |
| Multi-lane arterial w/ median | 1400 vehicles/lane, one direction/hour |
| Multi-lane arterial w/o median | 1250 vehicles/lane, one direction/hour |
| Two-lane arterial and collector | 1000 vehicles/direction/hour |
| Local (residential) road | 625 vehicles/direction/hour |

| Magnitude of PM Peak Hour Excess Delay | |
|---|---|
| Magnitude | Qualifications |
| 0 | 0.0     hours excess delay |
| 1 | 0.01 – 29.9 hours |
| 2 | 30.0 – 59.9 hours |
| 3 | 60.0 – 199.9 hours |
| 4 | 200 or more hours |
| A value of 2 rates as significant | |
| A value of 3 or 4 rates as critical | |

Following the research of methods used to determine excess delay, the SMTC decided to utilize the excess delay segment equation and thresholds utilized by the Capital District Transportation Committee (CDTC) in their CMS report. In terms of population, the CDTC MPO is similar to the SMTC MPO; therefore the equation and thresholds are reasonable for use in the Syracuse MPO area. With input from the member agencies and assistance from other MPOs, the SMTC will continue to refine the thresholds and the excess delay equation.

**Tier 2 Results**

Of the fifty-seven congested road segment locations identified in the Tier 1 analysis, five locations experienced excess delay:

- I-690 from Access West St. to Access I-81 southbound
- I-690 from Access I-81 eastbound to Access Teall Ave.
- I-81 from Junction E. Adams St. to Access I-690
- State Route 92 from End Route 5 Overlap to Woodchuck Hill Rd.
- State Route 936 C/D from Syracuse East City Line to Junction Route 930P

One location was identified as also experiencing excess delay through the 2001-2002 CMS report (I-81 from the Junction at East Adams Street to the Access at I-690). However, it is important to recall that this CMS did not utilize 15-minute peak hour counts in the analyses of the road segment locations for the 2004-2005 CMS. *Figure 6* displays the five locations

experiencing excess delay. According to the Magnitude of PM peak Hour Excess Delay chart on the previous page, each of these five locations has a magnitude of '1', indicating less substantial excess delay time than if the locations received a magnitude score greater than '1' *(refer to the highlighted locations in Table 4)*.

**Speed Data**

According to guidance received from the NYSDOT, MPOs will need to begin converting from the old measure of effectiveness (Level of Service) to the new method (excess delay) for their CMS reports. For congested roads, the NYSDOT indicates that accurate determination of excess delay can only be done by collecting hourly speed data. The NYSDOT also indicates that using volume to determine excess delay has been found to be inaccurate on congested roads. In order to reduce duplication of volume and speed counts, the NYSDOT has requested that this data be collected in cooperation with the NYSDOT, and preferably by the NYSDOT traffic count stations. This will also allow MPOs to utilize the NYSDOT's roadway characteristics file, which is linked to the speed and volumes files by station number.

To that end, as a starting point, speed counts at thirteen locations throughout the county were provided to the SMTC by the NYSDOT. The thirteen locations, shown in *Figure 7*, are as follows:

*Speed counts taken prior to the 2001-2002 CMS report:*
1) NY 5 between the NY 174 interchange and the Newport Road interchange.
2) Interstate 81 between Interchanges 25A and 26.
3) NY 298 between Midler Avenue Extension and NY 635 (between GM Circle and Carrier Circle).

*Speed counts taken prior to the 2004-2005 CMS report:*
4) NY 5 between the Hinsdale Road and NY 173 interchanges.
5) Interstate 690 Westbound between Interchanges 4 and 5.
6) Interstate 690 between Interchanges 8 and 9.
7) Interstate 690 between Interchange 17 and Interstate 481.
8) SR 930P (Bridge Street in DeWitt) between NY 5 and Interstate 690
9) Interstate 81 between Interchanges 27 and 28.
10) Interstate 81 between Interchanges 29 and 30.
11) Interstate 81 between Interchanges 31 and 32.

*Speed counts taken prior to both CMS reports:*
12) Interstate 481 between Interchanges 3 and 4.
13) NY 695 between the NY 5 interchange and the Interstate 690 interchange.

Segments 1, 2, 4, 5, 9, 10, 11, 12, and 13 are urban freeways with four or more lanes and a 65-mile per hour (mph) speed limit. Segments 6 and 7 are urban freeways with four or more lanes and a 55 mph speed limit. Segment 3 is a divided arterial with four or more lanes and a 55 mph speed limit. Segment 8 is an undivided arterial with four or more lanes and a 45 mph speed limit. *Charts 1 through 13* display the percentage of vehicles traveling within a certain speed

interval. These percentages are shown for the AM peak (7AM to 9AM) and the PM peak (4PM to 6PM) for both cardinal directions on each roadway.

Five of these road segments have been identified in the Tier 1 analysis as having a v/c ratio above .90. This indicates that there may be congestion at these five locations, which include the Segments 2, 6, 9, 10, and 12. The relationship between these speed counts and the traffic volume congestion analysis is best shown at Segment 12, Southbound Interstate 481, where sixty percent of vehicles are shown as traveling five miles per hour or more below the posted speed limit during the PM peak hour. The v/c ratio on this road segment is 1.0, further supporting that there is congestion here.

**Improvement Projects**

Some improvement projects that will most likely benefit the identified congested areas have been included on various municipal capital programs and the SMTC Transportation Improvement Program (TIP). Also, planning for such future improvements can take place through the SMTC Unified Planning Work Program (UPWP). The limited amount of capital resources and the need to maintain the existing infrastructure are major factors to consider when programming projects to relieve congestion.

The following list of projects has been programmed within the 2001-2006 SMTC TIP and/or the 2003-2006 SMTC TIP. The locations of these projects are in close proximity to CMS identified congested locations:

| Route # or Road Name | PIN | Project Name | Project Status |
|---|---|---|---|
| 5/92 | 303472 | Routes 5 & 92 Demo Project | - Letting Date*: 6/05<br>- PS & E |
| 31 | 303753 | Route 31, Route 481 to Henry Clay Blvd, Phase I | - Let: 2/03<br>- Under construction |
| 31 | 303756 | Route 31 over Seneca River (Belgium Bridge) | - Let: 09/02 (delays due to archeological reasons)<br>- Under construction |
| I-81 | 350138 | Interstate 81 ITS Downtown | - Let: 01/04<br>- Under construction |
| 173 | 301912 | Route 173 (W Genesee St to Syracuse City Line) | - Let: 10/02<br>- Complete |
| 173/175 | 301921 | Route 173, OCC to Broad Rd, Route 175, OCC to Route 173 | - Let: 1/04<br>- Under construction |
| Old Rt 57 | 303251 | Liverpool to Blackberry | - Completed 2005<br>- Will be re-examined in next CMS |
| Intersection | 375269 | Henry Clay at Buckley – Intersection Improvements | - Completed 2005<br>- Will be re-evaluated in next CMS |

| Route # or Road Name | PIN | Project Name | Project Status |
|---|---|---|---|
| Intersection | 375286 | Henry Clay at Wetzel – Intersection Improvements | - Completed 2005<br>- Will be re-evaluated in next CMS |
| Taft Rd | 375298 | South Bay Rd to I-81 | - Letting Date: FFY 06/07 |
| N/A | 375438 | Variable Message Board ITS Project | - Start in FFY 04/05<br>- These are portable signs used in maintenance & incident management |
| Intersection | 375272 | Lodi St/N Salina Signal Improvements | - Preliminary Design 03/04<br>- Awaiting RFP response (due 4/18/05) |
| Intersection | 375281 | Kirkpatrick / Court / Solar St Improvements | - Let 2/04<br>- Nearly complete (except for a short stretch of Solar St) |
| Intersection | 375285 | Geddes/Genesee Sts Signal Interconnection | - Preliminary Design, Detailed Design: 03/04<br>- Awaiting RFP response (due 4/18/05) |
| Hiawatha Blvd. | 375307 | Hiawatha Blvd. Improvement, State Fair Blvd. to Park | - No activity to date |
| N/A | 380471 | Downtown Signal Interconnect System Operation | - Complete and operational (funding through 2010) |
| Rt 92 | 301016 | Syracuse City Line to Route 5 | - Letting Date: 6/05<br>- PE & E |
| Rt 370 | 328717 | Onondaga Lake Parkway | - Letting Date: 4/07<br>- Pre-scoping |
| I-81 | 350144 | I690 to Rt 11 Mattydale | - Letting Date: 1/08<br>- Preliminary Design |

\* All letting dates are for the letting of the construction contracts

The following list of projects have been identified as candidate projects for the 2005-2010 TIP, and are located in close proximity to CMS identified congested locations:

| Route # or Road Name | PIN | Sponsor | Project Name | Project Status |
|---|---|---|---|---|
| I-690 | 350633 | NYSDOT | ITS | - Let: 1/05<br>- Under Construction |
| I-481 | 305617 | NYSDOT | Freeway Incident Management System (F.I.M.S.) Phase III | - Letting Date: 10/06<br>- Scoping |

| Route # or Road Name | PIN | Sponsor | Project Name | Project Status |
|---|---|---|---|---|
| I-481 | 305618 | NYSDOT | F.I.M.S. Phase IV | - Letting Date: 10/07<br>- Scoping |
| N/A | 380523 | NYSDOT | TMC/ITS | - Letting Dates: 10/05, 10/06, 10/07, 10/08, 10/09, 10/10 |
| N/A | | City | Traffic Control Center Operations | - Letting Dates: 06/07, 08/09<br>- Operational |

Once completed, the aforementioned TIP projects should help to alleviate some of the congestion that has been identified through the CMS.

The Liverpool Area – Onondaga Lake Parkway Transportation Study, a 1999-2000 SMTC Unified Planning Work Program (UPWP) task, analyzed transportation and mobility issues within and surrounding the Village of Liverpool. Many of the congested road segment locations and intersections listed in the CMS for the Liverpool area were included as part of the study area for the Liverpool Area – Onondaga Lake Parkway Transportation Study. The SMTC's consultant for this project analyzed various alternatives and recommended a series of alternatives that would be effective in addressing the needs presented in The Liverpool Area – Onondaga Lake Parkway Transportation Study. The final recommended alternative made by the consultant included the following:

- Combining the benefits of the Onondaga County Settlement Plan** along with the development of a Liverpool Bypass from NYS Route 370 to Electronics Parkway
- Traffic Calming
- Pedestrian Signal Timings
- Reduced Speed Limit on Onondaga Lake Parkway

**The Onondaga County Settlement Plan, prepared by a consultant to Onondaga County, addresses the Village of Liverpool issues such as reducing congestion, strengthening the businesses, and providing a pedestrian and bicycle friendly environment, while the proposed bypass will provide alternative commuter and truck routes.

In November 2000, the NYSDOT decided to reduce the speed limit along Onondaga Lake Parkway from 55 miles per hour to 45 miles per hour from November 1st to April 1st annually. In addition, in June 1999 the Village of Liverpool requested and received Enhancement money to complete the Liverpool Commuter Corridor Beautification Project, a TEA-21 Enhancement Project (PIN 395015), which is now complete. The Village of Liverpool enhanced the streetscape in the village along a major commuter corridor (where Route 370 and County Route 57 divide in the center of the village business district), installed sidewalks and improved crosswalks in the corridor.

**Reporting on the CMS in the Future**

The Congestion Management System is an ongoing project that is to be completed on a biennial basis. The SAC agreed that moving the CMS reporting to a biennial task would be most supportive of and beneficial to the TIP process. This would assist the SMTC's Planning and Policy Committees in determining which potential TIP projects may help to alleviate congestion.

The SAC also agreed that the CMS should be improved so that it functions as a more useful tool for the SMTC and its member agencies. To that end, the SMTC is hosting a collaborative effort with all of the New York State Metropolitan Planning Organizations (NYSMPOs) to work with a consultant that will complete an examination of CMS's. For the smaller and medium-sized MPOs, such as the SMTC, the CMS has not developed a close fit with existing planning practices. Currently, where congestion is a marginal or absent issue, the CMS appears to offer limited benefits while consuming staff and member agency time and resources. In addition, a lack of federal guidance on this subject exacerbates the burden of satisfying the CMS requirement. Because the NYSMPOs and their member agencies are interested in making the CMS requirement more useful as a planning tool, the NYSMPOs have determined that undertaking a Shared Cost Initiative (SCI) relative to CMS best practices and products will be beneficial. The purpose of this SCI is to seek out examples from around the country of innovative approaches to satisfying the CMS requirement in which auxiliary benefits of the tasks and products associated with the CMS can be capitalized on. This study will be contracted, administered, and managed by the SMTC but will serve the interests of all the NYSMPOs. Through the Request for Proposals process, a consultant has been hired and work on the CMS SCI will begin in mid-2005.

Pending the results of the SCI, the SMTC will continue to collect and analyze data for the monitoring of congestion in the SMTC MPO area on a biennial basis. However, the project will remain on the SMTC's yearly Unified Planning Work Program (UPWP) so that traffic counts can be obtained each year for the CMS project.

# SECTION 2

## Figures 1 - 7
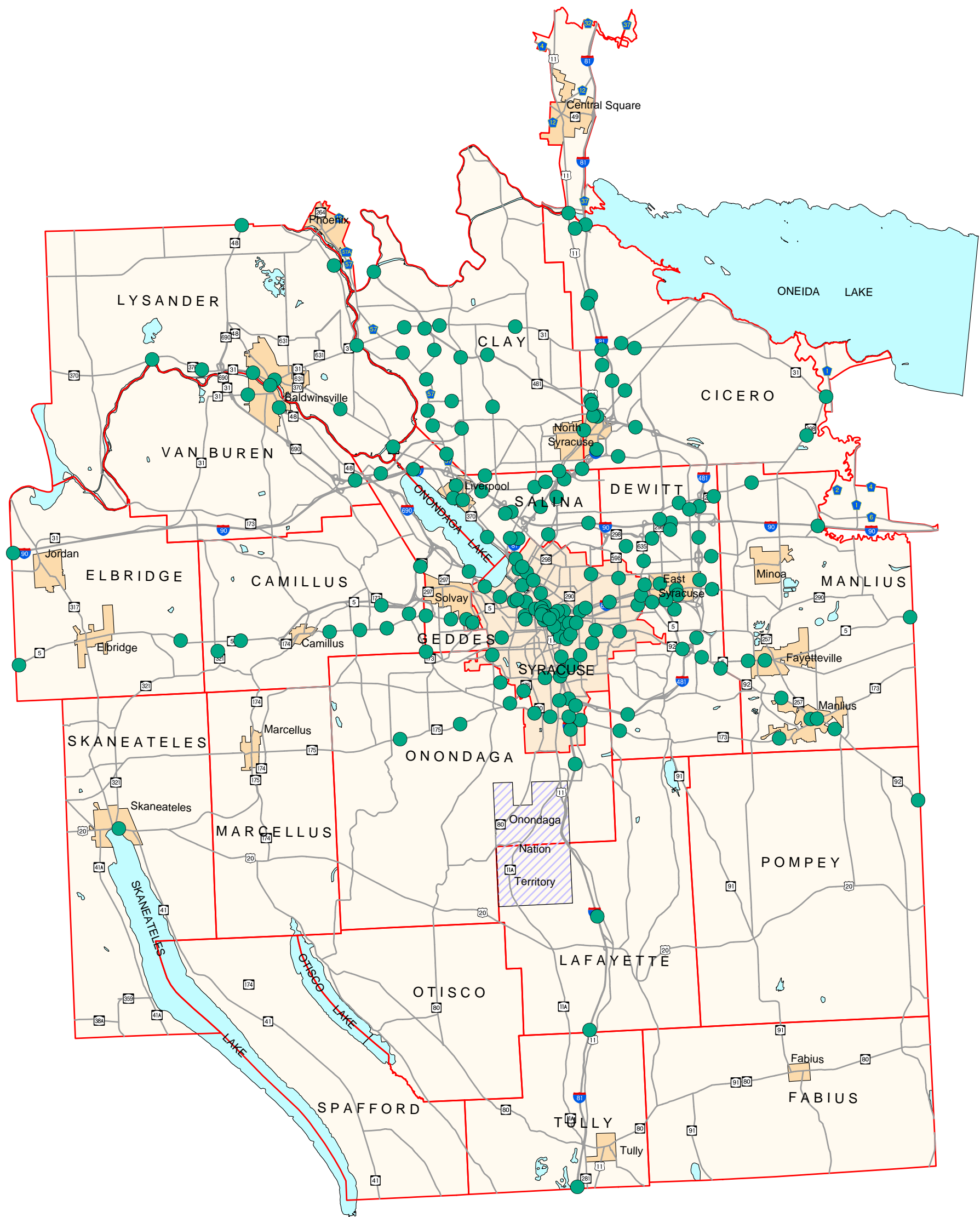
# Road Segment Count Locations

## 2004-2005 CMS Report

### Figure 1

ONEIDA LAKE

Central Square

Phoenix

LYSANDER

CLAY

CICERO

Baldwinsville

VAN BUREN

North Syracuse

Liverpool

DEWITT

SALINA

Minoa

MANLIUS

Jordan

ELBRIDGE

CAMILLUS

Solvay

East Syracuse

ONONDAGA LAKE

Elbridge

GEDDES

Fayetteville

Camillus

SYRACUSE

Manlius

SKANEATELES

Marcellus

ONONDAGA

Onondaga Nation Territory

POMPEY

MARCELLUS

Skaneateles

LAFAYETTE

OTISCO

SKANEATELES LAKE

OTISCO LAKE

Fabius

FABIUS

SPAFFORD

TULLY

Tully

0    2    4  Miles

0    2    4  Kilometers

N
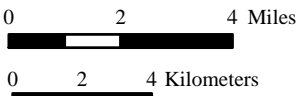
Basemap Copyrighted by NYSDOT
Data Sources: SMTC, NYSDOT, 2001
Prepared by SMTC, 02/2005

This map is for presentation purposes only.  The SMTC does not guarantee the accuracy or completeness of this map.

**Legend:**
- Road Segment Count Locations
- Classified Roadways
- Towns
- Villages
- City of Syracuse
- Water

# Intersection Count Locations
## 2004-2005 CMS Report
### Figure 2

ONEIDA LAKE

ONONDAGA LAKE

SKANEATELES LAKE

OTISCO LAKE

LYSANDER
CLAY
CICERO
VAN BUREN
Baldwinsville
Phoenix
North Syracuse
Liverpool
SALINA
DEWITT
ELBRIDGE
Jordan
CAMILLUS
Solvay
East Syracuse
Minoa
MANLIUS
Elbridge
Camillus
GEDDES
SYRACUSE
Fayetteville
Manlius
SKANEATELES
Marcellus
ONONDAGA
Skaneateles
MARCELLUS
POMPEY
Onondaga Nation Territory
LAFAYETTE
OTISCO
Fabius
SPAFFORD
TULLY
FABIUS
Tully
Central Square

0   2   4 Miles

0   2   4 Kilometers

N

This map is for presentation purposes only.  The SMTC does not guarantee the accuracy or completeness of this map.

**Legend:**
- ● Intersection Count Locations
- — Classified Roadways
- Towns
- Villages
- City of Syracuse
- Water

# Occupancy Count Locations

## 2004-2005 CMS Report

### Figure 3

ONEIDA LAKE

LYSANDER

CLAY

CICERO

Phoenix

Baldwinsville

VAN BUREN

Liverpool

SALINA

DEWITT

North Syracuse

Jordan

ELBRIDGE

CAMILLUS

ONONDAGA LAKE

Solvay

East Syracuse

Minoa

MANLIUS

Elbridge

Camillus

GEDDES

SYRACUSE

Fayetteville

Manlius

SKANEATELES

Marcellus

ONONDAGA

MARCELLUS

Skaneateles

SKANEATELES LAKE

Onondaga Nation Territory

POMPEY

LAFAYETTE

OTISCO LAKE

OTISCO

Fabius

SPAFFORD

TULLY

FABIUS

Tully

Central Square

100 Clinton Square
126 North Salina St, Suite 100
Syracuse, NY 13202
(315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

0     2     4  Miles

0     2     4  Kilometers

This map is for presentation purposes only.  The SMTC does not guarantee the accuracy or completeness of this map.

N

● Occupancy Count Locations
— Classified Roadways
  Towns
  Villages
  City of Syracuse
  Water

Basemap Copyrighted by NYSDOT
Data Sources: SMTC, NYSDOT, 2001
Prepared by SMTC, 02/2005

ONEIDA    LAKE

Central Square

Phoenix

LYSANDER

CLAY

CICERO

Baldwinsville

VAN BUREN

North Syracuse

Liverpool

DEWITT

SALINA

Minoa

MANLIUS

Jordan

ELBRIDGE

CAMILLUS

Solvay

East Syracuse

Elbridge

Camillus

GEDDES

SYRACUSE

Fayetteville

Marcellus

Manlius

SKANEATELES

ONONDAGA

POMPEY

Skaneateles

Onondaga Nation Territory

MARCELLUS

LAFAYETTE

OTISCO

Fabius

FABIUS

SPAFFORD

TULLY

Tully

ONONDAGA  LAKE

SKANEATELES    LAKE

OTISCO   LAKE

* Tier 1 Congested Locations have been determined on road segments where the volume-to-capacity ratio is greater than 1

# Tier 1 Congested Locations*

## 2004-2005 CMS Report

### Figure 4

N

0    2    4  Miles

0    2    4  Kilometers

This map is for presentation purposes only.  The SMTC does not guarantee the accuracy or completeness of this map.

Basemap Copyrighted by NYSDOT
Data Sources: SMTC, NYSDOT, 2001
Prepared by SMTC, 02/2005

Tier 1 Locations
Classified Roadways
Towns
Villages
City of Syracuse
Water

ONEIDA LAKE

Central Square

Phoenix

LYSANDER

CLAY

CICERO

Baldwinsville

VAN BUREN

North Syracuse

Liverpool

SALINA

DEWITT

ONONDAGA LAKE

Minoa

MANLIUS

Jordan

ELBRIDGE

CAMILLUS

Solvay

East Syracuse

Elbridge

GEDDES

SYRACUSE

Fayetteville

Camillus

Manlius

SKANEATELES

MARCELLUS

Marcellus

ONONDAGA

POMPEY

Skaneateles

Onondaga

Nation

Territory

OTISCO

LAFAYETTE

SKANEATELES LAKE

OTISCO LAKE

Fabius

SPAFFORD

FABIUS

TULLY

Tully

# Congested Intersections
## 2004-2005 CMS Report
### Figure 5

0    2    4  Miles

0    2    4  Kilometers

This map is for presentation purposes only.  The SMTC does not guarantee the accuracy or completeness of this map.

N

Intersection with:

● LOS F Intersection
● LOS E Intersection
— Classified Roadways
▢ Towns
▢ Villages
▢ City of Syracuse
▢ Water

ONEIDA LAKE

LYSANDER
Phoenix
Central Square
CLAY
CICERO

VAN BUREN
Baldwinsville
North Syracuse

ELBRIDGE
Jordan
CAMILLUS
Solvay
Liverpool
SALINA
DEWITT
Minoa
MANLIUS
East Syracuse
Fayetteville
Elbridge
Camillus
GEDDES
SYRACUSE
Manlius

SKANEATELES
Marcellus
ONONDAGA
POMPEY

MARCELLUS
Skaneateles
Onondaga Nation Territory
LAFAYETTE

OTISCO
OTISCO LAKE
SKANEATELES LAKE
FABIUS
Fabius

SPAFFORD
TULLY
Tully

* Tier 2 Congested Locations have been determined on Tier 1 road segments where there is excess delay. The Transportation Research Board defines excess delay as "the amount of time spent at a given location that exceeds the maximum amount of time that is generally considered acceptable."

# Tier 2 Excess Delay Locations*

## 2004-2005 CMS Report

### Figure 6

100 Clinton Square
126 North Salina St, Suite 100
Syracuse, NY 13202
(315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

0    2    4 Miles

0    2    4 Kilometers

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

N

● Tier 2 Locations
— Classified Roadways
☐ Towns
☐ Villages
☐ City of Syracuse
☐ Water

Basemap Copyrighted by NYSDOT
Data Sources: SMTC, NYSDOT, 2001
Prepared by SMTC, 02/2005

ONEIDA    LAKE

Central Square

Phoenix

LYSANDER

CLAY

CICERO

Baldwinsville

VAN BUREN

North
Syracuse

Liverpool

SALINA

DEWITT

Jordan

ELBRIDGE

CAMILLUS

Solvay

Minoa

East
Syracuse

MANLIUS

Elbridge

Camillus

GEDDES

Fayetteville

Manlius

SKANEATELES

Marcellus

SYRACUSE

ONONDAGA

Skaneateles

MARCELLUS

Onondaga

Nation

Territory

POMPEY

LAFAYETTE

OTISCO

Fabius

SPAFFORD

TULLY

FABIUS

Tully

ONONDAGA LAKE

SKANEATELES LAKE

OTISCO LAKE
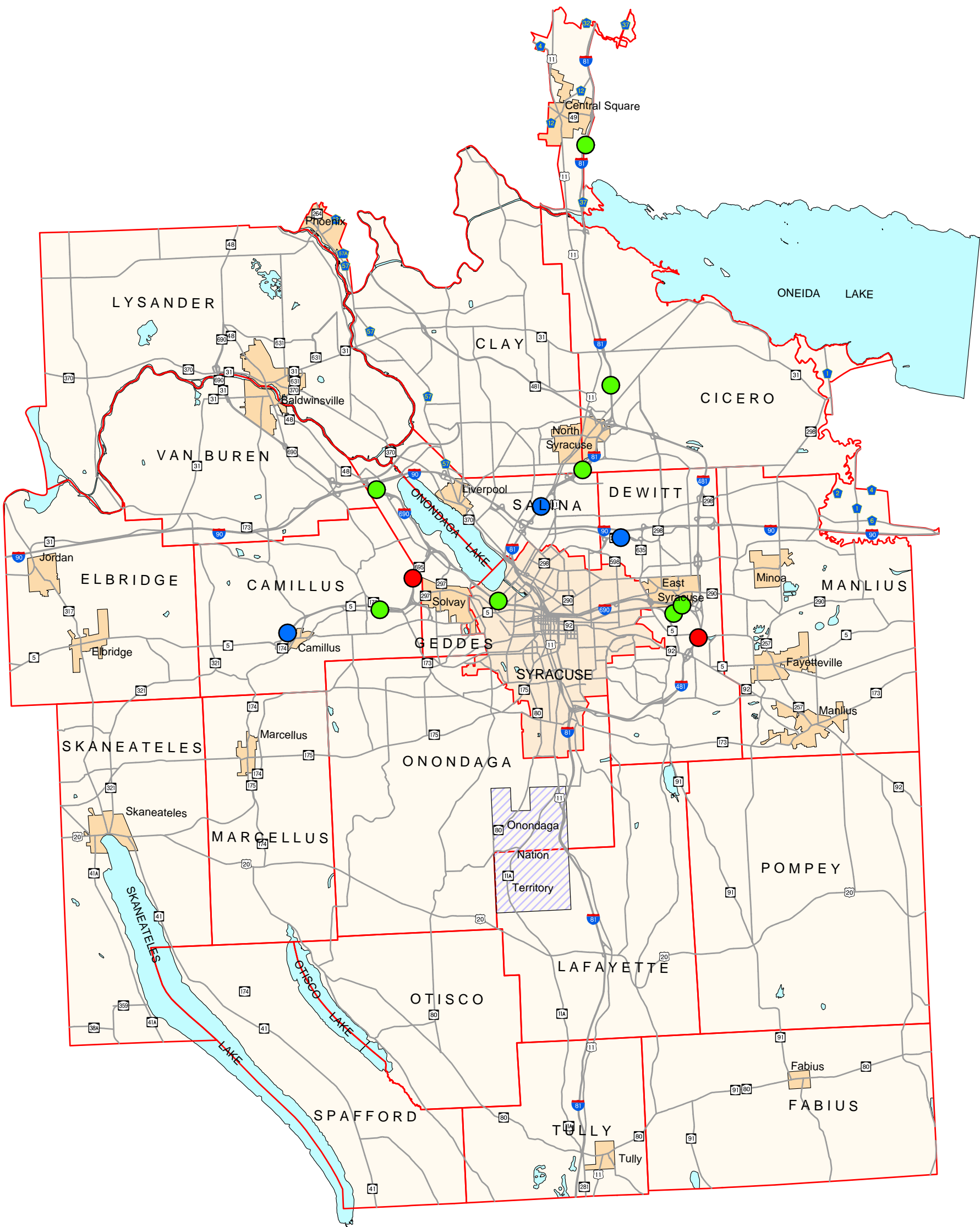
* Speed Count Locations are locations where vehicle speed data have been collected by NYSDOT

# Speed Count Locations*

## 2004-2005 CMS Report

Figure 7

N

0    2    4  Miles

0    2    4  Kilometers

This map is for presentation purposes only.  The SMTC does not guarantee the accuracy or completeness of this map.

Speed Count Locations
● From the 2001-2002 CMS Report
● From the 2004-2005 CMS Report
● From Both CMS Reports
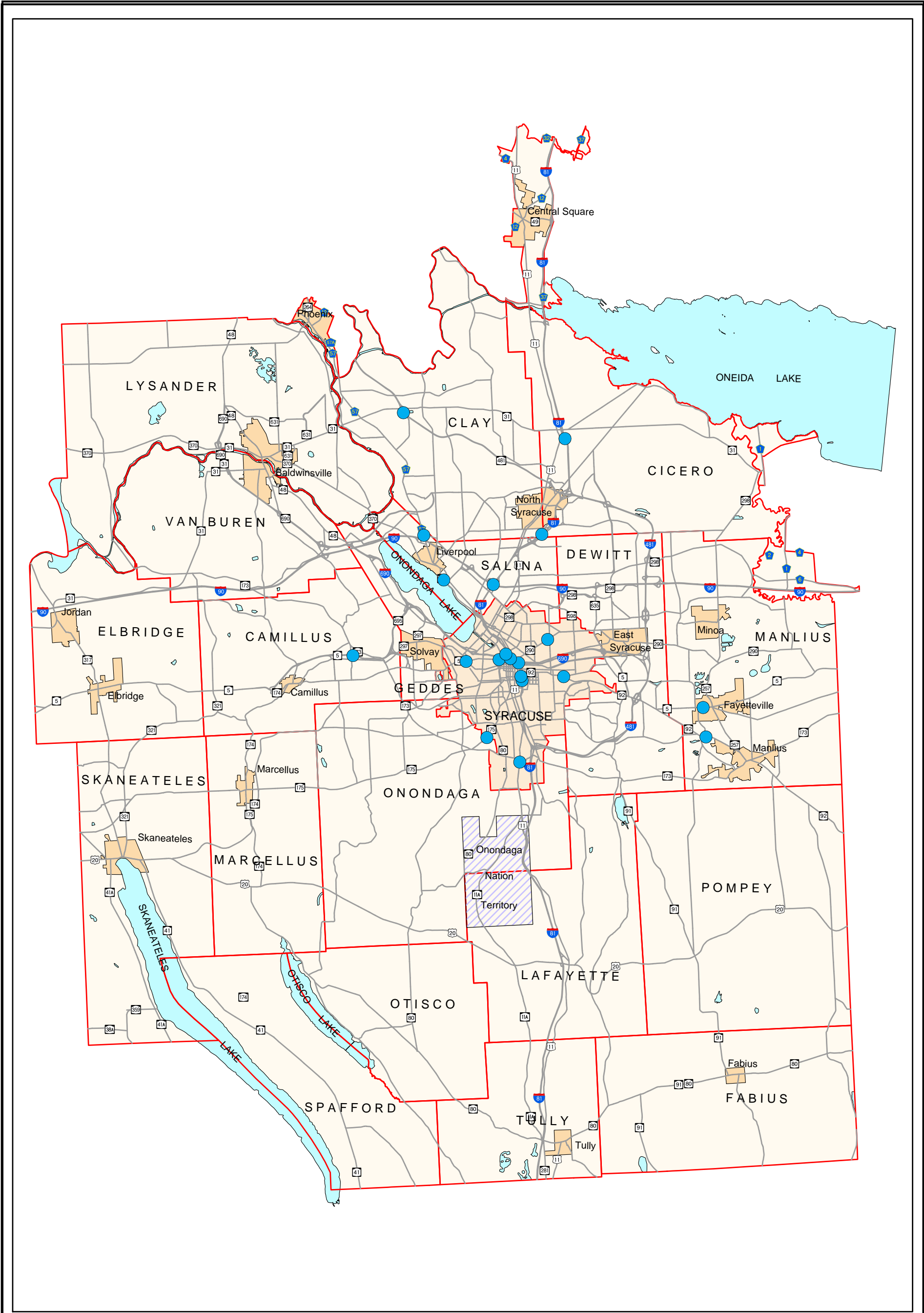─── Classified Roadways
Towns
Villages
City of Syracuse
Water

# SECTION 3

## Tables 1 - 5

# TABLE 1

## ROAD SEGMENT
## TRAFFIC COUNTS

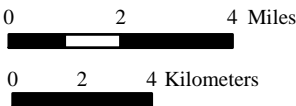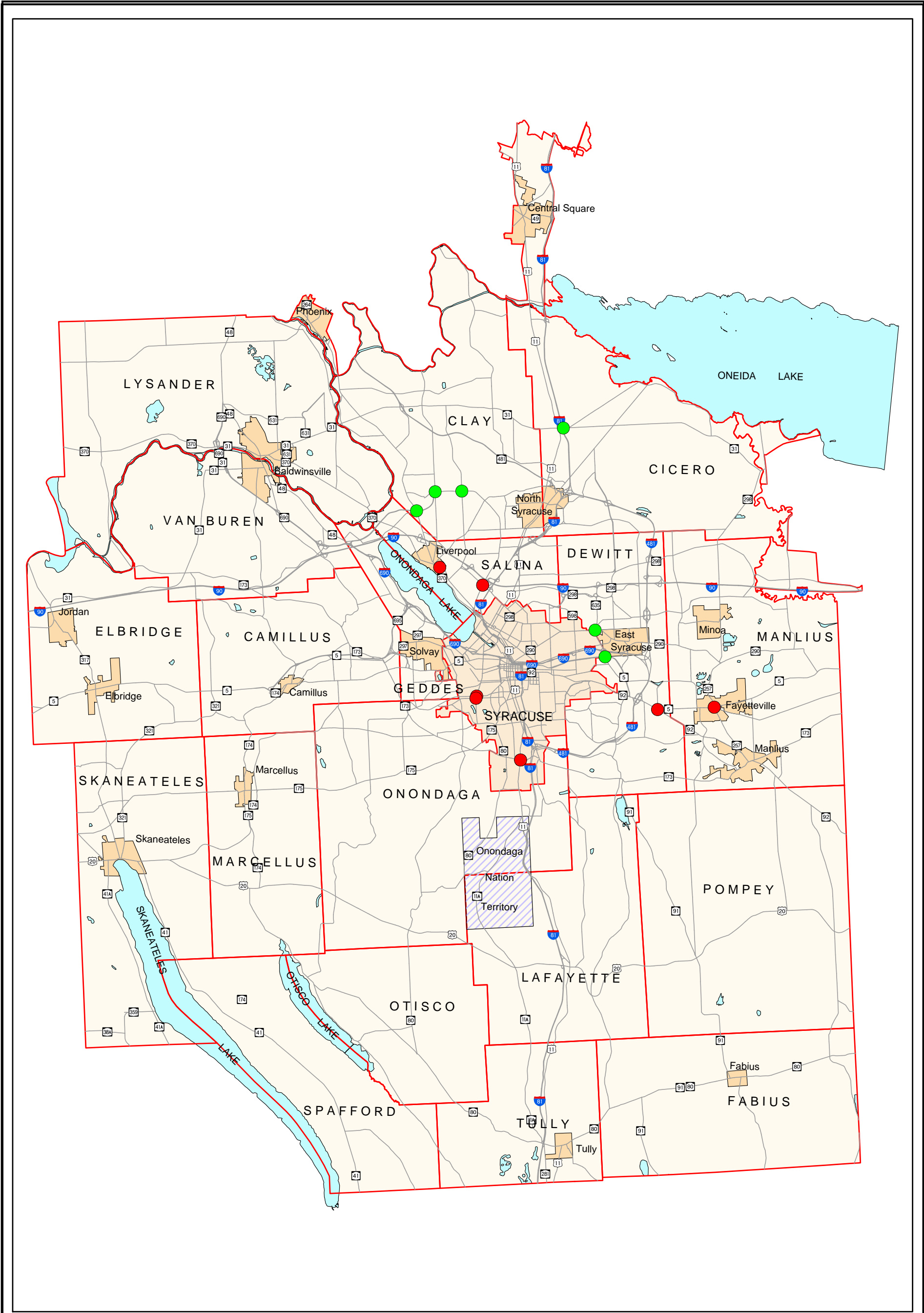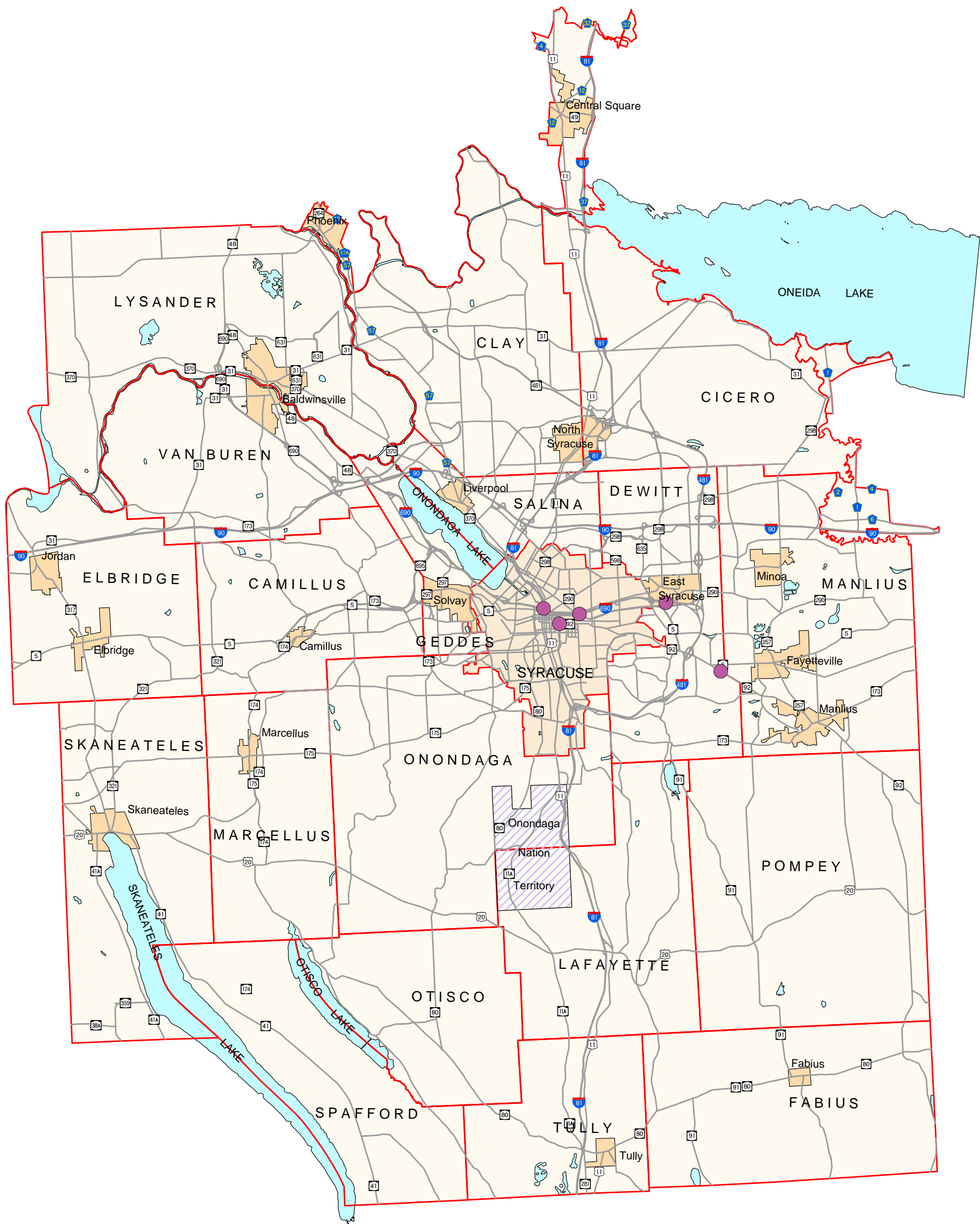| Count Loc Ref Marker | Sta # | Road # | Link Name | From/To | Year of DOT Counts | Exist Road* | Functional Class | Factored AM Peak Hour | | | | | Factored PM Peak Hour | | | | | Existing Road Service Volume "D" | PM PK V/C Ratio | V/C >.90 Requires Tier 2 | PM Peak Hour LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | NB | SB | EB | WB | Total | NB | SB | EB | WB | Total | | | | |
| 481I33012010 | 087 | I 481 | Int 1/Int 2 | Syracuse E City Ln/Acc Jamesville Rd | Oct-00 | 4UF | PA | 586 | 997 | | | 1,583 | 927 | 1,025 | | | 1,952 | 3,671 | 0.53 | | A-B |
| 481I33012052 | 072 | I 481 | Int 3/Int 4 | Acc Rts 5 92/Acc Rt 690I | Nov-02 | 6UF | PA | 2,988 | 2,030 | | | 5,018 | 2,263 | 3,093 | | | 5,356 | 5,506 | 0.97 | x | C-D |
| 481I33012060 | 102 | I 481 | Int 4/Int 5 | Acc Rt 690I/Acc Kirkville Rd | Jul-01 | 4UF | PA | 1,939 | 2,400 | | | 4,339 | 2,623 | 1,944 | | | 4,567 | 3,671 | 1.24 | x | F |
| 481I33012083 | 103 | I 481 | Int 5/Int 6 | Acc Kirkville Rd/Acc Rt 90I | Apr-01 | 4UF | PA | 999 | 2,090 | | | 3,089 | 2,066 | 1,336 | | | 3,402 | 3,671 | 0.93 | x | C-D |
| 481I33012095 | 243 | I 481 | Int 6/Int 7 | Acc Rt 90I/Acc Rt 298 | Jul-01 | 4UF | PA | 997 | 1,632 | | | 2,629 | 1,591 | 1,078 | | | 2,669 | 3,671 | 0.73 | | C-D |
| 481I33012135 | 245 | I 481 | Int 8/Int 9 | Jct Northern Blvd/Start Rt 481 Jct 81I End 481I | Jul-01 | 4UF | PA | 815 | 2,121 | | | 2,936 | 1,944 | 836 | | | 2,780 | 3,671 | 0.76 | | C-D |
| 690I33014008 | 549 | I 690 | Int 1/Int 5 | Int 39 90I Rt 690/Rt 90I is Under | Apr-02 | 4UF | PA | | | 1,948 | 856 | 2,804 | | | 1,032 | 1,984 | 3,016 | 3,671 | 0.82 | | C-D |
| 690I33011041 | 545 | I 690 | Int 6/CSB | Jct Rt 695/Syracuse W City Ln | Apr-01 | 6UF | PA | | | 4,560 | 1,510 | 6,070 | | | 2,038 | 4,965 | 7,003 | 5,506 | 1.27 | x | F |
| 690I33011041 | 545 | I 690 | CSB/Int 8 | Syracuse W City Ln/Acc Hiawatha Blvd | Apr-01 | 6UF | PA | | | 4,560 | 1,510 | 6,070 | | | 2,038 | 4,965 | 7,003 | 5,506 | 1.27 | x | F |
| 690I33012008 | 546 | I 690 | Int 8/Int 9 | Acc Hiawatha Blvd/Acc Rt 298 Bear St Art | Apr-00 | 6UF | PA | | | 4,577 | 1,482 | 6,059 | | | 1,814 | 4,181 | 5,995 | 5,506 | 1.09 | x | E |
| 690I33012014 | 059 | I 690 | Int 9/Int 10 | Acc Rt 298 Bear St Art/Acc Geddes St Half Int | Jul-02 | 6UF | PA | | | 4,061 | 1,184 | 5,245 | | | 1,619 | 3,906 | 5,525 | 5,506 | 1.00 | x | E |
| 690I33012018 | 060 | I 690 | Int 10/Int 11 | Acc Geddes St Half Int/Acc West St | Apr-01 | 6UF | PA | | | 4,410 | 1,674 | 6,084 | | | 2,092 | 4,206 | 6,298 | 5,506 | 1.14 | x | E |
| 690I33012022 | 061 | I 690 | Int 11/81 SB OFF | Acc West St/Acc 81I SB | Jul-02 | 4UF | PA | | | 3,084 | 2,477 | 5,561 | | | 2,891 | 3,863 | 6,754 | 3,671 | 1.84 | x | F |
| 690I33012030 | 062 | I 690 | 81 SB OFF/Int 13 | Acc 81 SB/Acc McBride St EB | Apr-00 | 6UF | PA | | | 3,188 | 2,695 | 5,883 | | | 3,415 | 3,770 | 7,185 | 5,506 | 1.30 | x | F |
| 690I33012032 | 063 | I 690 | Int 13/81 NB ON | Acc McBride St EB/Acc 81I EB | Apr-01 | 6UF | PA | | | 3,102 | 3,905 | 7,007 | | | 3,918 | 4,620 | 8,538 | 5,506 | 1.55 | x | F |
| 690I33012036 | 064 | I 690 | 81 NB On/Int 14 | Acc 81I EB/Acc Teall Ave | Apr-99 | 6UF | PA | | | 4,075 | 3,690 | 7,765 | | | 5,103 | 4,544 | 9,647 | 5,506 | 1.75 | x | F |
| 690I33012045 | 065 | I 690 | Int 14/Int 15 | Acc Teall Ave/Acc Midler Ave | Apr-02 | 6UF | PA | | | 3,473 | 3,843 | 7,316 | | | 4,722 | 3,786 | 8,508 | 5,506 | 1.55 | x | F |
| 690I33012054 | 074 | I 690 | Int 15/Int 16 | Acc Midler Av/Syracuse E C L Rt 635 | Apr-01 | 6UF | PA | | | 2,928 | 3,629 | 6,557 | | | 3,734 | 3,775 | 7,509 | 5,506 | 1.36 | x | F |
| 81I33031008 | 311 | I 81 | Int 13/Int 14 | Onondaga Co Ln/Jct Rt 80 | May-00 | 4UF | PA | 793 | 721 | | | 1,514 | 916 | 1,019 | | | 1,935 | 3,671 | 0.53 | | A-B |
| 81I33031062 | 585 | I 81 | Int 14/Int 15 | Jct Rt 80/Jct Rt 20 | Nov-02 | 4UF | PA | 442 | 222 | | | 664 | 364 | 521 | | | 885 | 3,671 | 0.24 | | A-B |
| 81I33031093 | 548 | I 81 | Int 15/Int 16 | Jct Rt 20/Jct Rt 11 | Jul-01 | 4UF | PA | 1,286 | 830 | | | 2,116 | 1,086 | 1,400 | | | 2,486 | 3,671 | 0.68 | | C-D |
| 81I33031137 | 054 | I 81 | Int 16/CSB | Jct Rt 11/Syracuse S City Ln | Jul-02 | 4UF | PA | 1,537 | 935 | | | 2,472 | 1,200 | 1,763 | | | 2,963 | 3,671 | 0.81 | | C-D |
| 81I33031137 | 054 | I 81 | CSB/Int 16A | Syracuse S City LN - Rt 11/Acc 481I | Jul-02 | 4UF | PA | 1,537 | 935 | | | 2,472 | 1,200 | 1,763 | | | 2,963 | 3,671 | 0.81 | | C-D |
| 81I33032017 | 007 | I 81 | Int 16A/Int 17 | Acc 481I/Jct Brighton Av | Apr-01 | 6UF | PA | 2,036 | 852 | | | 2,888 | 1,624 | 2,047 | | | 3,671 | 5,506 | 0.67 | | C-D |
| 81I33032024 | 010 | I 81 | Int 17/Int 17A | Jct Brighton Ave/Jct Colvin St | Sep-02 | 6UF | PA | 3,057 | 878 | | | 3,935 | 2,080 | 2,012 | | | 4,092 | 5,506 | 0.74 | | C-D |
| 81I33032031 | 011 | I 81 | Int 17/Int 18 | Jct Colvin St/Jct E Adams St | Mar-99 | 6UF | PA | 3,443 | 2,147 | | | 5,590 | 2,514 | 3,296 | | | 5,810 | 5,506 | 1.06 | x | E |
| 81I33032042 | 015 | I 81 | Int 18/Int 19 | Jct E Adams St/Acc 690I | Nov-01 | 4UF | PA | 2,371 | 3,424 | | | 5,795 | 4,016 | 2,808 | | | 6,824 | 3,671 | 1.86 | x | F |
| 81I33032056 | 586 | I 81 | Int 19/Int 22 | Acc Rt 690I/Jct Rt 298 Bear St | Sep-01 | 6UF | PA | 2,491 | 5,082 | | | 7,573 | 5,301 | 2,990 | | | 8,291 | 5,506 | 1.51 | x | F |
| 81I33032066 | 041 | I 81 | Int 22/Int 23 | Jct Rt 298 Bear St/Rt 370 | Sep-02 | 6UF | PA | 2,623 | 5,280 | | | 7,903 | 5,089 | 2,842 | | | 7,931 | 5,506 | 1.44 | x | F |
| 81I33033007 | 017 | I 81 | Int 23/CSB | Acc Rt 370/Syracuse N City Ln | Jun-01 | 6UF | PA | | | | | | | | | | 3,551 | 5,506 | 0.64 | | C-D |
| 81I33033007 | 035 | I 81 | CSB/Int 25A | Syracuse N City Ln/Jct Rt 90I | Sep-01 | 6UF | PA | 1,919 | 4,634 | | | 6,553 | 4,186 | 2,800 | | | 6,986 | 5,506 | 1.27 | x | F |
| 81I33033020 | 550 | I 81 | Int 25A/Int 26 | Jct Rt 90I/Jct Rt 11 | Nov-02 | 6UF | PA | 1,678 | 4,265 | | | 5,943 | 3,602 | 2,754 | | | 6,356 | 5,506 | 1.15 | x | E |
| 81I33033029 | 551 | I 81 | Int 26/Int 27 | Jct Rt 11/Airport Rd Jct | Sep-01 | 6UF | PA | 1,294 | 3,272 | | | 4,566 | 3,323 | 1,853 | | | 5,176 | 5,506 | 0.94 | x | C-D |
| 81I30333040 | 133 | I 81 | Int 27/Int 28 | Airport Rd Jct/Taft Rd Jct | Apr-00 | 6UF | PA | 1,235 | 3,319 | | | 4,554 | 3,407 | 1,856 | | | 5,263 | 5,506 | 0.96 | x | C-D |
| 81I33033048 | 134 | I 81 | Int 28/Int 29 | Jct Taft Rd/Jct Rt 481 | Apr-00 | 6UF | PA | 913 | 3,408 | | | 4,321 | 3,557 | 1,631 | | | 5,188 | 5,506 | 0.94 | x | C-D |
| 81I33033066 | 552 | I 81 | Int 29/Int 30 | Jct Rt 481/Jct Rt 31 | Sep-01 | 6UF | PA | 3,378 | 1,024 | | | 4,402 | 1,349 | 2,980 | | | 4,329 | 5,506 | 0.79 | | C-D |
| 81I33033110 | 553 | I 81 | Int 30/Int 31 | Jct Rt 31/Bartell Rd Jct | Nov-02 | 6UF | PA | 740 | 611 | | | 1,351 | 685 | 662 | | | 1,347 | 5,506 | 0.24 | | A-B |
| 81I34041005 | 315 | I 81 | Int 31/Int 32 | Acc Bartell Road/Acc Rt 49 | Apr-00 | 6UF | PA | 631 | 1,894 | | | 2,525 | 1,803 | 876 | | | 2,679 | 5,506 | 0.49 | | A-B |
| 11 33031095 | 168 | US 11 | S Salina St | Rt 173/Acc Rt 81I | Jun-00 | 2UU-I | MA | 553 | 451 | | | 1,004 | 590 | 852 | | | 1,442 | 1,267 | 1.14 | x | E |
| 11 33032047 | 013 | US 11 | S Salina St | Rt 92/Rt 5 | Oct-01 | 4UU-I | PA | 238 | 524 | | | 762 | 622 | 297 | | | 919 | 2,692 | 0.34 | | A-B |
| 11 33032063 | 032 | US 11 | N Salina St | Rt 298/Rt 370 | Mar-99 | 2UU-I | MA | 241 | 140 | | | 381 | 241 | 372 | | | 613 | 1,267 | 0.48 | | C-D |
| 11 33032007 | 213 | US 11 | Wolf St | City of Syracuse/Lemoyne Ave | Jun-00 | 4UU-I | MA | 344 | 314 | | | 658 | 420 | 430 | | | 850 | 2,692 | 0.32 | | A-B |
| 11 33033016 | 224 | US 11 | Brewerton Rd | Lemoyne Ave/Acc 81I | Apr-02 | 6UD-I | MA | 622 | 1,369 | | | 1,991 | 1,118 | 1,457 | | | 2,575 | 4,902 | 0.53 | | A-B |
| 11 33033028 | 225 | US 11 | Brewerton Rd | Acc 81I/Taft Rd | Sep-02 | 2UU-I | MA | 294 | 800 | | | 1,094 | 785 | 778 | | | 1,563 | 1,267 | 1.23 | x | E |
| 11 33033039 | 226 | US 11 | Brewerton Rd | Taft Rd/SR 931H | Oct-00 | 2UU-I | MA | 365 | 507 | | | 872 | 676 | 527 | | | 1,203 | 1,267 | 0.95 | x | C-D |

# TABLE 1
## (continued)

## ROAD SEGMENT
## TRAFFIC COUNTS

| Count Loc Ref Marker | Sta # | Road # | Link Name | From/To | Year of DOT Counts | Exist Road* | Functional Class | Factored AM Peak Hour | | | | | Factored PM Peak Hour | | | | | Existing Road Service Volume "D" | PM PK V/C Ratio | V/C >.90 Requires Tier 2 | PM Peak Hour LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | NB | SB | EB | WB | Total | NB | SB | EB | WB | Total | | | | |
| 11 33033055 | 220 | US 11 | Brewerton Rd | SR 931H/Caughdenoy Rd | May-00 | 4UU-I | MA | 450 | 1,168 | | | 1,618 | 1,387 | 880 | | | 2,267 | 2,692 | 0.84 | | C-D |
| 11 33033059 | 228 | US 11 | Brewerton Rd | Caughdenoy Rd/SR 31 | May-00 | 4UU-U | MA | 433 | 472 | | | 905 | 881 | 587 | | | 1,468 | 2,692 | 0.55 | | A-B |
| 11 33033078 | 231 | US 11 | Brewerton Rd | SR 31/Bartell Rd | May-00 | 2UU-I | MA | 218 | 261 | | | 479 | 504 | 270 | | | 774 | 1,267 | 0.61 | | C-D |
| 11 33033116 | 048 | SR 11 | Brewerton Rd | Acc81I Bartell Rd/Oswego County Line | Jul-02 | 2UU-I | MA | 227 | 564 | | | 791 | 798 | 410 | | | 1,208 | 1,267 | 0.95 | x | C-D |
| 173 33011086 | 154 | SR 173 | Warners Rd | Rt 297/Genesee St Fairmount | Aug-00 | 2UU-I | MA | 354 | 437 | | | 791 | 586 | 682 | | | 1,268 | 1,267 | 1.00 | x | E |
| 173 33011100 | 189 | SR 173 | Onondaga Rd | Genesee St Fairmount/Split Rock | Jun-01 | 2UU-I | MA | | | 471 | 377 | 848 | | | 579 | 600 | 1,179 | 1,267 | 0.93 | x | C-D |
| 173 33012002 | 110 | SR 173 | Seneca Tpke | City of Syracuse/RT 80 Valley Dr | Sep-02 | 2UU-U | MA | | | 682 | 733 | 1,415 | | | 609 | 893 | 1,502 | 1,267 | 1.19 | x | E |
| 173 33012006 | 160 | SR 173 | Seneca Tpke | Rt 80 Valley Dr/Rt 11 S Salina St | Aug-00 | 2UU-U | MA | | | 627 | 525 | 1,152 | | | 716 | 811 | 1,527 | 1,267 | 1.21 | x | E |
| 173 33012013 | 159 | SR 173 | Seneca Tpke | Rt 11 S Salina St/Brighton Ave | Jun-00 | 2UU-I | MA | | | 547 | 456 | 1,003 | | | 538 | 834 | 1,372 | 1,267 | 1.08 | x | E |
| 173 33012020 | 162 | SR 173 | Seneca Tpke | Brighton Av/Syracuse E City Ln | Oct-02 | 2UU-I | MA | | | 195 | 497 | 692 | | | 375 | 298 | 673 | 1,267 | 0.53 | | C-D |
| 173 33013028 | 171 | SR 173 | Seneca Tpke | Syracuse E City Ln/Rt 91 Jamesville | May-01 | 2UU-U | MA | | | 242 | 324 | 566 | | | 312 | 328 | 640 | 1,267 | 0.51 | | C-D |
| 173 33013067 | 181 | SR 173 | Seneca Tpke | Sweet Rd/Strt Rt 92 OLP Manlius | May-01 | 2UU-U | MA | | | 254 | 271 | 525 | | | 440 | 154 | 594 | 1,267 | 0.47 | | C-D |
| 175 33011020 | 020 | SR 175 | Seneca Tpke | End 174 Olp Marcellus/Bussey Rd | Aug-00 | 2UU-U | MA | | | 495 | 166 | 661 | | | 255 | 485 | 740 | 1,267 | 0.58 | | C-D |
| 175 33011133 | 147 | SR 175 | Seneca Tpke | Bussey Rd/Jct Rt 173 OLAP | May-01 | 2UU-U | MA | | | 721 | 353 | 1,074 | | | 439 | 669 | 1,108 | 1,267 | 0.87 | | C-D |
| 175 33011134 | 158 | SR 175 | South Ave | SR 173 OLAP/Syracuse S City Line | Sep-02 | 2UU-U | MA | | | 449 | 245 | 694 | | | 192 | 512 | 704 | 1,267 | 0.56 | | C-D |
| 175 33012003 | 242 | SR 175 | South Ave | Syracuse S City Ln/Rt 80 | May-01 | 2UU-U | MA | | | 556 | 258 | 814 | | | 335 | 485 | 820 | 1,267 | 0.65 | | C-D |
| 20 33081101 | 142 | US 20 | Genesee St | Rt 41/Rt 321 Skaneateles | Jul-01 | 2UU-I | PA | | | 404 | 376 | 780 | | | 496 | 512 | 1,008 | 1,267 | 0.80 | | C-D |
| 290 33012006 | 219 | SR 290 | Manlius St | E Syracuse W Village Line/Upton St | Jun-00 | 2UU-I | MA | | | 202 | 178 | 380 | | | 286 | 287 | 573 | 1,267 | 0.45 | | C-D |
| 290 33011024 | 190 | SR 290 | Manlius St | Upton St/Bridge St | Jul-02 | 2UU-I | MA | | | 558 | 433 | 991 | | | 686 | 706 | 1,392 | 1,267 | 1.10 | x | E |
| 290 33012032 | 036 | SR 290 | Manlius Center Rd | Bridge St/Fremont Rd | Jun-00 | 2UU-I | MA | | | 313 | 960 | 1,273 | | | 1,094 | 630 | 1,724 | 1,267 | 1.36 | x | E |
| 298 33011002 | 031 | SR 298 | Bear St | RT 690 Bear St/ Jct RT 81I | Jul-01 | 2UU-I | MA | | | 277 | 336 | 613 | | | 277 | 671 | 948 | 1,267 | 0.75 | | C-D |
| 298 33011024 | 030 | SR 298 | Court St | Jct Rt 81I/Rt 11 N Salina St | Sep-02 | 2UU-I | MA | | | 146 | 182 | 328 | | | 227 | 193 | 420 | 1,267 | 0.33 | | C-D |
| 298 33012031 | 593 | SR 298 | Carrier Pkwy | Rt 635 Acc 90I/Kinne St | May-97 | 4UU-I | MA | | | 737 | 687 | 1,424 | | | 866 | 627 | 1,493 | 2,692 | 0.55 | | A-B |
| 298 33012037 | 091 | SR 298 | Kinne St | Kinne St/CR 82 N Blvd | Jun-00 | 2UU-I | MA | | | 511 | 879 | 1,390 | | | 1,004 | 598 | 1,602 | 1,267 | 1.26 | x | E |
| 298 33012050 | 092 | SR 298 | Collamer Rd | CR 82 N Blvd/Fly Rd Collamer | Jun-00 | 2UU-I | MA | | | 221 | 535 | 756 | | | 520 | 275 | 795 | 1,267 | 0.63 | | C-D |
| 298 33012061 | 093 | SR 298 | Collamer Rd | Acc 481I/Fremont Rd | Jul-02 | 2UU-U | C | | | 170 | 708 | 878 | | | 690 | 233 | 923 | 1,267 | 0.73 | | C-D |
| 298 33012075 | 028 | SR 298 | Collamer Rd | Fremont Rd/Schepps Cor Rd | Oct-02 | 2UU-U | C | | | 102 | 631 | 733 | | | 487 | 194 | 681 | 1,267 | 0.54 | | C-D |
| 298 33012108 | 027 | SR 298 | Minoa-Bridgeport Rd | Schepps Cor Rd/Rt 31 End 298 | May-01 | 2UU-U | C | | | 125 | 593 | 718 | | | 606 | 230 | 836 | 1,267 | 0.66 | | C-D |
| 31 33031061 | 070 | SR 31 | Genesee St | Start 370 OLAP/RT 48 | Aug-02 | 2UU-I | PA | | | 203 | 268 | 471 | | | 350 | 307 | 657 | 1,267 | 0.52 | | C-D |
| 31 33031076 | 200 | SR 31 | Genesee St | Rt 48/ End 370 OLAP | Jun-01 | 2UU-I | PA | | | 703 | 422 | 1,125 | | | 745 | 730 | 1,475 | 1,267 | 1.16 | x | E |
| 31 33091169 | 209 | SR 31 | Belgium Rd | End Rt 370 OLP/CR 91 Old Rt 57 | May-00 | 2UU-I | PA | | | 563 | 446 | 1,009 | | | 724 | 895 | 1,619 | 1,267 | 1.28 | x | E |
| 31 33091180 | 215 | SR 31 | Route 31 | CR 91 Old Rt 57/Acc SR 481 | May-00 | 4UU-I | PA | | | 635 | 362 | 997 | | | 715 | 925 | 1,640 | 2,692 | 0.61 | | C-D |
| 31 33091195 | 076 | SR 31 | Route 31 | Acc Rt 481/Euclid Morgan Rd | Nov-02 | 4UU-U | PA | | | 498 | 569 | 1,067 | | | 811 | 816 | 1,627 | 2,692 | 0.60 | | C-D |
| 31 33091220 | 227 | SR 31 | Route 31 | Euclid Morgan Rd/US 11 | May-00 | 2UU-I | PA | | | 316 | 331 | 647 | | | 507 | 469 | 976 | 1,267 | 0.77 | | C-D |
| 31 33091249 | 229 | SR 31 | Route 31 | Rt 11 Cicero/Jct Rt 81I | May-01 | 4UU-I | PA | | | 818 | 659 | 1,477 | | | 970 | 972 | 1,942 | 2,692 | 0.72 | | C-D |
| 31 33091265 | 232 | SR 31 | Route 31 | Jct Rt 81I/S Bay Rd | Aug-01 | 4UU-I | MA | | | 151 | 360 | 511 | | | 577 | 324 | 901 | 2,692 | 0.33 | | A-B |
| 31 33091339 | 115 | SR 31 | Route 31 | Rt 298 Bridgeport/Madison County Line | May-01 | 2UU-I | MA | | | 225 | 624 | 849 | | | 754 | 404 | 1,158 | 1,267 | 0.91 | x | C-D |
| 321 33011079 | 909 | SR 321 | Bennetts Corners Rd | Bennetts Cor Rd Junction Ol/Jct Rt 5 End 321 | May-00 | 2UU-U | MC | | | 317 | 176 | 493 | | | 199 | 417 | 616 | 1,267 | 0.49 | | C-D |
| 370 33031024 | 192 | SR 370 | W Genesee Rd | Plainville Rd/Dunham Rd | Jul-00 | 2UU-U | PA | | | 423 | 113 | 536 | | | 201 | 416 | 617 | 1,267 | 0.49 | | C-D |
| 370 33031056 | 212 | SR 370 | W Genesee Rd | Dunham Rd/Rt 690 | Nov-02 | 2UU-U | PA | | | 539 | 170 | 709 | | | 253 | 514 | 767 | 1,267 | 0.61 | | C-D |
| 370 33031105 | 203 | SR 370 | Cold Springs Rd | End 31 OLAP/River Rd Cold Springs | Sep-02 | 2UU-U | MA | 210 | 510 | | | 720 | 450 | 283 | | | 733 | 1,267 | 0.58 | | C-D |
| 370 33031122 | 058 | SR 370 | Cold Springs Rd | River Rd Cold Springs/John Glenn Blvd | May-00 | 2UU-I | MA | | | 753 | 289 | 1,042 | | | 439 | 978 | 1,417 | 1,267 | 1.12 | x | E |
| 370 33031149 | 034 | SR 370 | Cold Springs Rd/2nd St | John Glenn Blvd/Old Rt 57 | Aug-02 | 2UU-I | MA | | | 414 | 223 | 637 | | | 425 | 476 | 901 | 1,267 | 0.71 | | C-D |
| 370 33031167 | 222 | SR 370 | Onondaga Lake Pkwy | Rt 931G Old Rt 57/Syracuse N City Ln | Aug-00 | 4UU-U | PA | | | 1,694 | 519 | 2,213 | | | 1,163 | 1,816 | 2,979 | 2,692 | 1.11 | x | E |
| 370 33032004 | 221 | SR 370 | Park St | Syracuse N City Ln/Rt 11 End 370 | Jul-00 | 2UU-I | MA | | | 244 | 406 | 650 | | | 382 | 802 | 1,184 | 1,267 | 0.93 | x | C-D |

**TABLE 1**
**(continued)**

**ROAD SEGMENT**
**TRAFFIC COUNTS**

| Count Loc Ref Marker | Sta # | Road # | Link Name | From/To | Year of DOT Counts | Exist Road* | Functional Class | Factored AM Peak Hour | | | | | Factored PM Peak Hour | | | | | Existing Road Service Volume "D" | PM PK V/C Ratio | V/C >.90 Requires Tier 2 | PM Peak Hour LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | NB | SB | EB | WB | Total | NB | SB | EB | WB | Total | | | | |
| 48 33011047 | 079 | SR 48 | Syracuse St | CR 159 Van Buren Rd/CR 92 Old Rt 31 | Jul-01 | 2UU-I | MA | 262 | 294 | | | 556 | 416 | 544 | | | 960 | 1,267 | 0.76 | | C-D |
| 48 33011053 | 080 | SR 48 | Syracuse St | CR 92 Old Rt 31/Rt 31 370 | Jul-01 | 2UU-I | MA | 365 | 445 | | | 810 | 604 | 555 | | | 1,159 | 1,267 | 0.91 | x | C-D |
| 48 33011112 | 052 | SR 48 | Oswego Rd | Lamson Rd/Oswego County Line | Jun-01 | 2UU-U | MA | 219 | 351 | | | 570 | 400 | 265 | | | 665 | 1,267 | 0.52 | | C-D |
| 481 33011003 | 105 | SR 481 | Int 9/Int 10 | Rt 81I Onondaga Co/Rt 11 Conn | Apr-02 | 6UF | PA | 1,038 | 3,102 | | | 4,140 | 3,128 | 1,394 | | | 4,522 | 5,506 | 0.82 | | C-D |
| 481 33011047 | 100 | SR 481 | Int 10/Int 12 | Rt 11Conn/Acc Rt 31 | Jul-01 | 4UF | PA | 564 | 1,704 | | | 2,268 | 1,669 | 805 | | | 2,474 | 3,671 | 0.67 | | C-D |
| 481 34021006 | 101 | SR 481 | Int 12/Int 13 | Acc Rt 31/Oswego County Line | Jul-00 | 4UF | PA | 430 | 686 | | | 1,116 | 1,028 | 683 | | | 1,711 | 3,671 | 0.47 | | A-B |
| 5 33081000 | 044 | SR 5 | Genesee Tpke | Cayuga Co Ln/E Brutus St Rd | Jul-00 | 2UU-U | PA | | | 318 | 301 | 619 | | | 418 | 512 | 930 | 1,267 | 0.73 | | C-D |
| 5 33081065 | 024 | SR 5 | Genesee Tpke | Old Rt 368/Rt 321 Jct Bennetts Cor | May-00 | 2UU-U | PA | | | 486 | 309 | 795 | | | 401 | 659 | 1,060 | 1,267 | 0.84 | | C-D |
| 5 33081083 | 151 | SR 5 | Genesee Tpke | Jct Bennetts Cor/Rt 174 Camillus | Aug-02 | 2UU-I | PA | | | 1,004 | 507 | 1,511 | | | 578 | 1,163 | 1,741 | 1,267 | 1.37 | x | E |
| 5 33081329 | 198 | SR 5 | Camillus Bypass | Jct Hinsdale Rd/Acc Rt 173 | Apr-00 | 6UF | PA | | | 1,482 | 752 | 2,234 | | | 871 | 2,212 | 3,083 | 5,506 | 0.56 | | C-D |
| 5 33081154 | 155 | SR 5 | Genesee St | W Genesee St/Syracuse W City Line | Aug-02 | 4UU-I | PA | | | 523 | 320 | 843 | | | 482 | 800 | 1,282 | 2,692 | 0.48 | | A-B |
| 5 33081154 | 155 | SR 5 | Genesee St | Syracuse W City Ln/Syracuse W City Ln | Aug-02 | 4UU-U | PA | | | 523 | 320 | 843 | | | 482 | 800 | 1,282 | 2,692 | 0.48 | | A-B |
| 5 33081154 | 388 | SR 5 | Genesee St | City of Syracuse/West St Arterial | May-98 | 4UU-I | PA | | | 759 | 342 | 1,101 | | | 517 | 888 | 1,405 | 2,692 | 0.52 | | A-B |
| 5 33082030 | 386 | SR 5 | Erie Blvd | Rt 11/Rt 635 Syracuse E C L | Apr-00 | 4UU-I | PA | | | 395 | 497 | 892 | | | 961 | 843 | 1,804 | 2,692 | 0.67 | | C-D |
| 5 33083020 | 174 | SR 5 | Genesee St | Start Rt 92 OLAP Dewitt/Acc Rt 481I | Aug-02 | 4UD-I | PA | | | 807 | 1,380 | 2,187 | | | 1,669 | 1,513 | 3,182 | 3,172 | 1.00 | x | E |
| 5 33083027 | 175 | SR 5 | Genesee St | Acc 481I/End Rt 92 OLP Lyndon | Oct-99 | 4UU-I | PA | | | 1,333 | 2,375 | 3,708 | | | 2,824 | 1,680 | 4,504 | 2,692 | 1.67 | x | F |
| 5 33083042 | 106 | SR 5 | Genesee St | End Rt 92 OLP Lyndon/N Burdick St | Jul-00 | 4UU-I | MA | | | 536 | 897 | 1,433 | | | 1,109 | 814 | 1,923 | 2,692 | 0.71 | | C-D |
| 5 33083048 | 096 | SR 5 | Genesee St | Highbridge Rd/Salt Springs Rd | Jun-01 | 4UU-I | MA | | | 566 | 1,051 | 1,617 | | | 1,379 | 775 | 2,154 | 2,692 | 0.80 | | C-D |
| 5 33083096 | 045 | SR 5 | Genesee St | Rt 290 Mycenae/Madison County Line | Jun-00 | 2UU-U | MA | | | 210 | 742 | 952 | | | 785 | 350 | 1,135 | 1,267 | 0.90 | | C-D |
| 635 33011001 | 088 | SR 635 | Thompson Rd | Rt 5/Acc 690I Syracuse C Ln | Oct-00 | 6UD-I | PA | 606 | 1,113 | | | 1,719 | 1,145 | 1,583 | | | 2,728 | 4,902 | 0.56 | | A-B |
| 635 33011003 | 089 | SR 635 | Thompson Rd | Acc 690I Syracuse C Ln/Rt 290JCT Syracuse C | Oct-00 | 4UD-I | PA | 1,107 | 672 | | | 1,779 | 880 | 1,122 | | | 2,002 | 3,172 | 0.63 | | C-D |
| 635 33011015 | 090 | SR 635 | Thompson Rd | Rt 290JCT Syracuse City Ln/Rt 298 End 635 | Jun-00 | 4UU-I | PA | 1,027 | 640 | | | 1,667 | 788 | 958 | | | 1,746 | 2,692 | 0.65 | | C-D |
| 695 33011007 | 135 | SR 695 | Route 695 | Rt 5/690I End 695 | Nov-02 | 6UF | PA | 3,248 | 1,312 | | | 4,560 | 1,608 | 3,130 | | | 4,738 | 5,506 | 0.86 | | C-D |
| 92 33011006 | 537 | SR 92 | Genesee St | Rt 11 State St Syracuse/Syracuse E City Ln | Aug-00 | 4UU-I | PA | | | 204 | 511 | 715 | | | 525 | 387 | 912 | 2,692 | 0.34 | | A-B |
| 92 33012023 | 164 | SR 92 | Highbridge Rd | End Rt 5 OLP/Woodchuck Hill Rd | Aug-02 | 2UU-U | PA | | | 459 | 1,346 | 1,805 | | | 1,313 | 830 | 2,143 | 1,267 | 1.69 | x | E |
| 92 33012044 | 238 | SR 92 | Highbridge Rd | Woodchuck Hill Rd/Rt 257 Manlius | Oct-02 | 2UU-U | PA | | | 512 | 1,265 | 1,777 | | | 1,150 | 720 | 1,870 | 1,267 | 1.48 | x | E |
| 92 33012055 | 006 | SR 92 | Fayette St | Rt 257 Manlius/Strt 173 OLP Manlius | Aug-02 | 4UU-I | PA | | | 645 | 1,105 | 1,750 | | | 1,345 | 891 | 2,236 | 2,692 | 0.83 | | C-D |
| 92 33012048 | 182 | SR 92 | Seneca St | Start 173 OLAP Manlius/End 173 OLAP | Aug-01 | 4UU-I | PA | | | 636 | 1,076 | 1,712 | | | 1,399 | 765 | 2,164 | 2,692 | 0.80 | | C-D |
| 92 33012063 | 183 | SR 92 | Washington St | End Rt 173 OLP/Pompey Ctr Rd | Jun-00 | 2UU-U | PA | | | 408 | 898 | 1,306 | | | 977 | 536 | 1,513 | 1,267 | 1.19 | x | E |
| 92 33012100 | 184 | SR 92 | Cazenovia Rd | Oran-Delphi Rd/Madison County Line | Jun-00 | 2UU-U | PA | | | 224 | 429 | 653 | | | 494 | 244 | 738 | 1,267 | 0.58 | | C-D |
| 930B33011009 | 900 | SR 930B | West St | Rt 5 W Conn/Onondaga Co City of Syracu | Jul-02 | 6UF | PA | 1,050 | 2,663 | | | 3,713 | 2,988 | 1,596 | | | 4,584 | 5,506 | 0.83 | | C-D |
| 930C33011005 | 912 | SR 930C | Adams St | Rt 11 State St/Jct 81I | Apr-00 | 4UU-I | MA | 1,237 | | | | 1,237 | 1,947 | | | | 1,947 | 2,692 | 0.72 | | C-D |
| 930J33011001 | 902 | SR 930J | Bear Rd | Rt 11 Bear Rd Ext/End at So Bay Rd CR208 | Sep-02 | 4UD-J | MA | 1,140 | 302 | | | 1,442 | | | 765 | 345 | 1,110 | 3,172 | 0.35 | | A-B |
| 930P33011004 | 904 | SR 930P | Bridge St | Rt 5 Bridge St/Junction of Route 690I | Sep-02 | 4UU-I | PA | 323 | 418 | | | 741 | 804 | 766 | | | 1,570 | 2,692 | 0.58 | | A-B |
| 930P33011004 | 919 | SR 930P | Bridge St | Junction of Route 690I/Village of E Syr Rt 290 | Sep-02 | 4UD-I | PA | | | 772 | 1,146 | 1,918 | | | 1,399 | 1,235 | 2,634 | 3,172 | 0.83 | | C-D |
| 931G33011001 | 907 | SR 931G | Old Route 57 | Jct Rts 370-57/Onondaga Co Vill of Liverpool | May-00 | 4UU-I | PA | 632 | 1,269 | | | 1,901 | 1,494 | 742 | | | 2,236 | 2,692 | 0.83 | | C-D |
| 931H33011002 | 247 | SR 931H | Circle Dr | Rt 11 E Circle Dr/End at Start Circle Dr | Jul-01 | 4UD-I | PA | | | 242 | 155 | 397 | | | 661 | 383 | 1,044 | 3,172 | 0.33 | | A-B |
| 931K33011001 | 339314 | SR 931K | Soule Rd | Acc 481 SB/Rt 31 | May-04 | 4UD-I | C | | | 433 | 353 | 786 | | | 639 | 533 | 1,172 | 3,172 | 0.37 | | A-B |
| 936C33011001 | 917/918 | SR 936C/D | 690I Collectors | Syracuse East City Line/Jct Rt 930P | Nov-00 | 2UF | PA | | | 1,162 | 1,257 | 2,419 | | | 1,612 | 1,767 | 3,379 | 1,872 | 1.81 | x | F |
| | | **City Locations** | | | | | | | | | | | | | | | | | | | |
| | | | Grand Av | Avery Ave/Geddes St | Jun-04 | 2UU-I | MA | | | 557 | 204 | 761 | | | 317 | 635 | 952 | 1,267 | 0.75 | | C-D |
| | 502 | | Brighton Av | Salina St/State St | Apr-01 | 2UU-I | PA | | | | | 561 | | | | | 626 | 1,267 | 0.49 | | C-D |
| | 503 | | W Fayette St | Geddes St/West St | Apr-01 | 2UU-I | MA | | | | | 1,131 | | | | | 1,358 | 1,267 | 1.07 | x | E |
| | 1139 | | Teall Av | James St/Grant Blvd | Oct-02 | 2UU-I | PA | 357 | 395 | | | | 546 | 456 | | | 1,002 | 1,267 | 0.79 | | C-D |

# TABLE 1
# (continued)

# ROAD SEGMENT
# TRAFFIC COUNTS

| Count Loc Ref Marker | Sta # | Road # | Link Name | From/To | Year of DOT Counts | Exist Road* | Functional Class | Factored AM Peak Hour | | | | | Factored PM Peak Hour | | | | | Existing Road Service Volume "D" | PM PK V/C Ratio | V/C >.90 Requires Tier 2 | PM Peak Hour LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | NB | SB | EB | WB | Total | NB | SB | EB | WB | Total | | | | |
| | | | Midler Ave | Burnet Ave/James St | May-04 | 2UU-I | MA | 547 | 462 | | | 1,009 | 637 | 545 | | | 1,182 | 1,267 | 0.93 | x | C-D |
| | | | Burnet Ave | Lodi St/Teall Ave | Jul-02 | 2UU-I | MA | | | 272 | 417 | 689 | | | 525 | 338 | 863 | 1,267 | 0.68 | | C-D |
| | | | Franklin St | Jefferson St/Solar St | Sep-03 | 4UU-I | C | 340 | 534 | | | 874 | 640 | 342 | | | 982 | 2,692 | 0.36 | | A-B |
| | | | Clinton St | Water St/Herald Pl | May-04 | 2UU-I | MA | | 639 | | | 639 | | 305 | | | 305 | 1,267 | 0.24 | | A-B |
| | | | Salina St | W Onondaga St/W Genesee St | May-04 | 2UU-I | MA | 358 | 378 | | | 736 | 613 | 378 | | | 991 | 1,267 | 0.78 | | C-D |
| | | | Warren St | W Onondaga St/James St | May-04 | 2UU-I | MA | 287 | | | | 287 | 541 | | | | 541 | 1,267 | 0.43 | | C-D |
| | | | Montgomery St | E Fayette St/Jefferson St | Aug-04 | 2UU-I | C | | 180 | | | 180 | | 163 | | | 163 | 1,267 | 0.13 | | A-B |
| | | | Jefferson St | S Franklin St/ S Salina St | May-99 | 2UU-I | C | | | 214 | 231 | 445 | | | 155 | 231 | 386 | 1,267 | 0.30 | | C-D |
| | 1036 | | W Fayette St | S Salina St/S Franklin St | Nov-00 | 2UU-I | MA | | | 253 | 139 | 392 | | | 163 | 298 | 461 | 1,267 | 0.36 | | C-D |
| | 6058 | | Washington St | West St/McBride St | Oct-00 | 2UU-I | C | | | 36 | 164 | 200 | | | 78 | 439 | 517 | 1,267 | 0.41 | | C-D |
| | 1134 | | Harrison St | S Salina St/Almond St | Oct-00 | 4UU-I | PA | | | | 1,290 | 1,290 | | | | 728 | 728 | 2,692 | 0.27 | | A-B |
| | | | Adams St | Acc I81/Irving Ave. | Oct-01 | 2UU-I | MA | | | 1,647 | 0 | 1,647 | | | 880 | 0 | 880 | 1,267 | 0.69 | | C-D |
| | | | Almond St | Burt St/SR 930C (Adams) | Oct-01 | 2UU-I | MA | 128 | 601 | | | 729 | 594 | 245 | | | 839 | 1,267 | 0.66 | | C-D |
| | | | Irving Ave | VanBuren St/Waverly Ave | Nov-01 | 4UU-I | MA | 245 | 612 | | | 857 | 457 | 322 | | | 779 | 2,692 | 0.29 | | A-B |
| | | | Crouse Ave | Waverly Ave/Harrison Ave | Dec-02 | 2UU-I | C | 329 | | | | 329 | 468 | | | | 468 | 1,267 | 0.37 | | C-D |
| | | | Velasko Rd | Glenwood Ave/Avery Ave | Jun-04 | 2UU-I | MA | 391 | 251 | | | 642 | 349 | 468 | | | 817 | 1,267 | 0.64 | | C-D |
| | 310 | | Geddes St | I-690/Kirkpatrick St. | Aug-00 | 4UU-I | PA | 526 | 297 | | | 823 | 741 | 393 | | | 1,134 | 2,692 | 0.42 | | A-B |
| | 6043 | | W Brighton Ave | SR 175/US 11 | Sep-02 | 2UU-I | PA | | | 463 | 349 | 812 | | | 331 | 459 | 790 | 1,267 | 0.62 | | C-D |
| | | | Colvin St | Comstock Ave/Skytop Rd | Nov-01 | 2UU-I | MA | | | 653 | 681 | 1,334 | | | 680 | 908 | 1,588 | 1,267 | 1.25 | x | E |
| | | | Comstock Ave | Euclid Ave/University Pl | Mar-01 | 2UU-I | MA | 451 | 128 | | | 579 | 396 | 418 | | | 814 | 1,267 | 0.64 | | C-D |
| | | | Euclid Ave | Comstock Ave/Ostrum Ave | Mar-01 | 2UU-I | MA | | | 91 | 385 | 476 | | | 290 | 236 | 526 | 1,267 | 0.42 | | C-D |
| | | | Waverly Ave | Crouse Ave/University Ave | Dec-02 | 4UU-I | MA | | | 131 | 601 | 732 | | | 266 | 794 | 1,060 | 2,692 | 0.39 | | A-B |
| | | | Walnut Ave | Adams St/Fayette | May-04 | 2UU-I | L | 109 | | | | 109 | 344 | | | | 344 | 1,267 | 0.27 | | A-B |
| | 1032 | | Westcott St | Clarke St/Lenox Ave | Oct-00 | 2UU-I | C | 296 | 221 | | | 517 | 301 | 377 | | | 678 | 1,267 | 0.54 | | C-D |
| | 130 | | E Brighton Ave | Acc I-481 ramps/Rockcut Rd. | Nov-00 | 4UU-I | MA | 894 | 587 | | | 1,481 | 522 | 1,046 | | | 1,568 | 2,692 | 0.58 | | A-B |
| **County & Town Locations** | | | | | | | | | | | | | | | | | | | | |
| | | | Old Court St | Riddings Rd/Baker St | Aug-99 | 2UU-U | L | | | 139 | 110 | 249 | | | 140 | 117 | 257 | 1,267 | 0.20 | | A-B |
| | | CR 75 | Terry Rd | Onondaga Blvd./Onondaga Town Line | 2001 | 2UU-I | C | | | | | | | | | | 564 | 1,267 | 0.45 | | C-D |
| 07J/1114 | | CR 91 | Old Route 57 | Tulip St/N Village Ln | 2002 | 2UU-I | PA | | | | | | | | | | 1,088 | 1,267 | 0.86 | | C-D |
| | | CR 91 | Old Route 57 | Liverpool Bypass/Clay Town Line | 2002 | 4UU-I | PA | | | | | | 1,012 | 1,140 | | | 2,152 | 2,692 | 0.80 | | C-D |
| | | CR 91 | Old Route 57 | John Glenn Blvd/Blackberry | 2002 | 4UU-I | PA | | | | | | 1,108 | 1,010 | | | 2,118 | 2,692 | 0.79 | | C-D |
| | | CR 91 | Old Route 57 | Blackberry/Wetzel Rd | 2002 | 4UU-I | PA | | | | | | 1,170 | 955 | | | 2,125 | 2,692 | 0.79 | | C-D |
| | 506 | CR 91 | Old Route 57 | Wetzel Rd/Soule Rd | 2002 | 4UU-I | PA | | | | | | 1,169 | 929 | | | 2,098 | 2,692 | 0.78 | | C-D |
| | | CR 91 | Old Route 57 | Soule Rd/Gaskin | 2002 | 4UU-I | PA | | | | | | 808 | 861 | | | 1,669 | 2,692 | 0.62 | | C-D |
| | 507 | CR 208 | South Bay Rd | I81/Thompson Road | Apr-01 | 2UU-I | MA | | | | | 580 | | | | | 897 | 1,267 | 0.71 | | C-D |
| | 11J | CR 81 | John Glenn Blvd | I690/SR 370 | May-01 | 4UD-I | PA | | | 643 | 1,151 | 1,794 | | | 979 | 942 | 1,921 | 3,172 | 0.61 | | C-D |
| | 508 | CR 81 | John Glenn Blvd | Old Route 57/End | Jun-01 | 4UU-I | PA | | | 430 | 426 | 856 | | | 500 | 585 | 1,085 | 3,172 | 0.34 | | A-B |
| | 10J | CR 45 | Henry Clay Blvd | Buckley Road/Wetzel Road | Nov-03 | 2UU-I | MA | 224 | 492 | | | 716 | 534 | 225 | | | 759 | 1,267 | 0.60 | | C-D |
| | | CR 46 | Morgan Rd | SR 31/Wetzel Rd | May-00 | 2UU-U | MA | | | | | 964 | | | | | 1,179 | 1,267 | 0.93 | x | C-D |
| | | CR 252 | Wetzel Rd | Old Route 57/Morgan Rd | May-04 | 2UU-U | C | | | 510 | 207 | 717 | | | 331 | 436 | 767 | 1,267 | 0.61 | | C-D |
| | | CR 96 | Soule Rd | Old Route 57(Oswego Rd)/Rte 31 | May-04 | 2UU-U | C | | | 433 | 353 | 786 | | | 639 | 533 | 1,172 | 1,267 | 0.93 | x | C-D |
| | | CR 37 | River Rd | SR 31/Lamson Rd | May-04 | 2UU-U | C | 65 | 276 | | | 341 | 252 | 143 | | | 395 | 1,267 | 0.31 | | C-D |
| | | CR 123 | Lake Shore Rd | 160' East of Snowshoe | May-04 | 2UU-U | C | 109 | 313 | | | 422 | 335 | 224 | | | 559 | 1,267 | 0.44 | | C-D |
| | | CR 166 | Bartell Rd | Miller Rd/Acc 81I | 2002 | 2UU-U | C | | | | | N/A | | | | | 1,118 | 1,267 | 0.88 | | C-D |

**TABLE 1**
**(continued)**

**ROAD SEGMENT**
**TRAFFIC COUNTS**

| Count Loc Ref Marker | Sta # | Road # | Link Name | From/To | Year of DOT Counts | Exist Road* | Functional Class | Factored AM Peak Hour | | | | | Factored PM Peak Hour | | | | | Existing Road Service Volume "D" | PM PK V/C Ratio | V/C >.90 Requires Tier 2 | PM Peak Hour LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | NB | SB | EB | WB | Total | NB | SB | EB | WB | Total | | | | |
| | | CR 92 | Downer St | Rt 690/W Baldwins Village Line | Oct-01 | 2UU-I | C | | | 271 | 203 | 474 | | | 406 | 361 | 767 | 1,267 | 0.61 | | C-D |
| | | CR 222 | McDonald Rd | Velasko Rd/Glenwood Rd | Nov-01 | 2UU-U | C | | | 375 | 125 | 500 | | | 170 | 346 | 516 | 1,267 | 0.41 | | C-D |
| | | | Fay Rd | Salisbury Rd/SR 5 | Jun-04 | 2UU-U | MA | 228 | 152 | | | 380 | 218 | 206 | | | 424 | 1,267 | 0.33 | | C-D |
| | | CR 51 | Vine St | Commerce Blvd/Henry Clay Blvd | Nov-01 | 2UU-I | MA | | | 402 | 362 | 764 | | | 536 | 519 | 1,055 | 1,267 | 0.83 | | C-D |
| | | CR 45 | 7th North St | Buckley Road/Acc Rt 81I | Nov-01 | 4UU-I | MA | | | 784 | 1,238 | 2,022 | | | 1,066 | 923 | 1,989 | 2,692 | 0.74 | | C-D |
| | | CR 48 | Buckley Rd | SR 370/7th North St | Nov-01 | 2UU-U | MA | 379 | 353 | | | 732 | 554 | 478 | | | 1,032 | 1,267 | 0.81 | | C-D |
| | | CR 45 | Buckley Rd | 250' N of Hopkins Rd. (Taft/Hopkins) | May-04 | 2UU-U | MA | 394 | 438 | | | 832 | 631 | 522 | | | 1,153 | 1,267 | 0.91 | x | C-D |
| | | CR 76 | New Venture Gear Dr | SR 298/Fly Rd | May-04 | 4UU-U | C | | | 283 | 372 | 655 | | | 237 | 237 | 474 | 2,692 | 0.18 | | A-B |
| | | CR 251 | Fly Rd | New Venture Gear Dr/SR 298 | Nov-01 | 2UU-U | C | 180 | 312 | | | 492 | 335 | 91 | | | 426 | 1,267 | 0.34 | | C-D |
| | | | Bailey Rd | Buckley Rd/US 11 | May-04 | 2UU-U | C | | | 557 | 365 | 922 | | | 470 | 674 | 1,144 | 1,267 | 0.90 | x | C-D |
| | 509 | CR 19 | Taft Road | Church St/Thompson Rd | May-01 | 4UU-U | PA | | | 660 | 493 | 1,153 | | | 703 | 866 | 1,569 | 2,692 | 0.58 | | A-B |
| | 511 | CR 98 | Old SR 5 (W Genesee St) | SR 930W/SR 173 | May-01 | 4UU-I | MA | | | 607 | 552 | 1,159 | | | 819 | 1,306 | 2,125 | 2,692 | 0.79 | | C-D |
| | | CR 98 | Old SR 5 (W Genesee St) | 200' E of Whedon Rd (Hinsdale/Rt 173) | May-04 | 4UU-I | MA | | | 597 | 359 | 956 | | | 691 | 862 | 1,553 | 2,692 | 0.58 | | A-B |
| | 512 | CR 98 | Old SR 5 (W Genesee St) | Hinsdale Rd/Kasson Rd | May-04 | 4UU-I | MA | | | 836 | 437 | 1,273 | | | 783 | 1,014 | 1,797 | 2,692 | 0.67 | | C-D |
| | | CR 98 | Old SR 5 (W Genesee St) | 50' E of Windcrest Dr. (V-Camillus/Kasson Rd) | May-04 | 4UU-U | MA | | | 435 | 300 | 735 | | | 470 | 528 | 998 | 2,692 | 0.37 | | A-B |
| | 16E | CR 53 | Kirkville Rd | Girden Rd/Fremont Rd | May-00 | 2UU-U | C | | | 434 | 956 | 1,390 | | | 1,002 | 505 | 1,507 | 1,267 | 1.19 | x | E |
| | **Thruway Locations** | | | | | | | | | | | **AADT volumes** | | | | | | | | |
| | 306 | I 90 | Exit 34/Exit 34A | Inter 34A Rt 481I/Madison Co Line | 2003 | 4UF | PA | | | | | 40,200 | | | | | | | | | |
| | 305 | I 90 | Exit 34A/Exit 35 | Inter 35 Rt 298/Inter 34A Rt 481I | 2003 | 4UF | PA | | | | | 28,700 | | | | | | | | | |
| | 304 | I 90 | Exit 35/Exit 36 | Inter 36 Rt 81I/Inter 35 Rt 298 | 2003 | 4UF | PA | | | | | 33,500 | | | | | | | | | |
| | 303 | I 90 | Exit 36/Exit 37 | Inter 37 Electronics Pkwy/Inter 36 Rt 81I | 2003 | 4UF | PA | | | | | 39,200 | | | | | | | | | |
| | 302 | I 90 | Exit 37/Exit 38 | Inter 38 Liverpool/Inter 37 Electronics Pkwy | 2003 | 4UF | PA | | | | | 37,600 | | | | | | | | | |
| | 301 | I 90 | Exit 38/Exit 39 | Inter 39 Rts 690I & 690/Inter 38 Liverpool | 2003 | 4UF | PA | | | | | 34,500 | | | | | | | | | |
| | 300 | I 90 | Exit 39/Exit 40 | Onondaga Co Line/Inter 39 Rts 690I & 690 | 2003 | 4UF | PA | | | | | 38,200 | | | | | | | | | |

\* The first value represents the number of lanes. The second value represents whether the roadway is Urbanized "U" or a Transitional area "T". The third value indicates whether the roadway segment is a Freeway "F", Undivided "U", or Divided "D". The fourth value, separated by a dash, indicates whether the segment is Uninterrupted "U" or Interrupted "I". Example: 4UU-I is a 4 lane, urban, undivided, interrupted (signalized), roadway segment

\*\* PA = Principal Arterial
MA = Minor Arterial
C = Collector

\*\*\* Maximum values were obtained from Appendix A, Level of Service Tables

**TABLE 2**

**INTERSECTION TRAFFIC COUNTS**

| Intersection | Signal Owner | Year of Traffic Counts | AM PEAK Southbound Left | Thru | Right | Westbound Left | Thru | Right | Northbound Left | Thru | Right | Eastbound Left | Thru | Right | Total AM Peak Hr Intersection Volume | AM Peak Hour LOS | PM PEAK Southbound Left | Thru | Right | Westbound Left | Thru | Right | Northbound Left | Thru | Right | Eastbound Left | Thru | Right | Total PM Peak Hr Intersection Volume | PM Peak Hour LOS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Morgan Road @ Buckley Road | OCDOT | Jun-04 | 259 | 705 | 194 | 95 | 274 | 118 | 79 | 188 | 87 | 168 | 493 | 210 | 2,870 | D | 128 | 259 | 174 | 94 | 606 | 208 | 207 | 661 | 119 | 250 | 335 | 113 | 3,154 | E |
| SR 370/Old Liverpool Rd | State | Oct-01 | 403 | 1,869 | 0 | 39 | 57 | 284 | 0 | 591 | 26 | 0 | 39 | 51 | 3,359 | C | 298 | 670 | 2 | 30 | 77 | 619 | 0 | 1,779 | 36 | 0 | 89 | 43 | 3,643 | F |
| SR 931G @ Tulip St | State | Oct-01 | 0 | 800 | 28 | 676 | 44 | 1 | 5 | 270 | 263 | 11 | 33 | 8 | 2,139 | C | 4 | 415 | 47 | 287 | 64 | 12 | 0 | 966 | 601 | 46 | 71 | 6 | 2,519 | C |
| Butternut @ Grant Blvd (North) | City | Oct-01 | 0 | 151 | 30 | 112 | 265 | 49 | 0 | 0 | 0 | 0 | 0 | 226 | 833 | B | 0 | 122 | 30 | 123 | 329 | 166 | 0 | 0 | 0 | 0 | 0 | 294 | 1,064 | B |
| Butternut @ Grant Blvd (South) | City | Oct-01 | 59 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 0 | 183 | A | 88 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 0 | 213 | A |
| Midler Ave @ James St | City | Oct-01 | 129 | 299 | 54 | 47 | 367 | 64 | 141 | 395 | 63 | 45 | 366 | 88 | 2,058 | C | 169 | 392 | 66 | 33 | 451 | 56 | 202 | 367 | 82 | 27 | 441 | 108 | 2,394 | D |
| James St @ Teall Ave | City | Jan-02 | 6 | 328 | 150 | 68 | 422 | 11 | 138 | 279 | 92 | 56 | 210 | 111 | 1,871 | C | 11 | 333 | 83 | 98 | 320 | 13 | 113 | 368 | 105 | 160 | 445 | 102 | 2,151 | C |
| Butternut @ Lodi St | City | Jun-04 | 147 | 280 | 40 | 52 | 136 | 55 | 19 | 159 | 49 | 29 | 312 | 28 | 1,306 | B | 118 | 221 | 41 | 90 | 282 | 121 | 66 | 316 | 84 | 65 | 232 | 28 | 1,664 | C |
| Genesee St @ Erie Blvd West | City | Jun-04 | 25 | 188 | 154 | 0 | 337 | 18 | 38 | 31 | 7 | 1 | 831 | 385 | 2,015 | C | 19 | 63 | 212 | 1 | 815 | 67 | 198 | 99 | 16 | 2 | 592 | 102 | 2,186 | C |
| W Onondaga St @ Geddes St | City | Oct-01 | 5 | 296 | 24 | 9 | 19 | 8 | 26 | 607 | 16 | 31 | 63 | 11 | 1,115 | * | 3 | 108 | 20 | 2 | 33 | 5 | 9 | 99 | 2 | 12 | 18 | 3 | 314 | * |
| SR 173 (East) @ SR 175 | State | Oct-01 | 8 | 17 | 226 | 43 | 675 | 9 | 51 | 25 | 54 | 486 | 784 | 76 | 2,454 | B | 13 | 12 | 370 | 27 | 865 | 11 | 29 | 8 | 22 | 249 | 664 | 41 | 2,311 | B |
| SR 175 @ SR 173 (West) | State | Oct-01 | 483 | 0 | 6 | 0 | 543 | 335 | 0 | 0 | 0 | 0 | 929 | 0 | 2,296 | C | 527 | 0 | 5 | 0 | 790 | 478 | 0 | 0 | 0 | 0 | 480 | 0 | 2,280 | C |
| S Salina St @ Seneca Tpke | City | Oct-01 | 41 | 187 | 82 | 90 | 375 | 28 | 166 | 290 | 202 | 106 | 506 | 158 | 2,231 | E | 60 | 275 | 160 | 226 | 504 | 33 | 164 | 203 | 117 | 117 | 417 | 200 | 2,476 | F |
| Colvin St @ Comstock | City | Nov-01 | 97 | 49 | 42 | 116 | 356 | 209 | 30 | 234 | 239 | 166 | 317 | 7 | 1,862 | C | 241 | 199 | 189 | 226 | 432 | 250 | 14 | 109 | 212 | 72 | 227 | 15 | 2,186 | C |
| Columbus @ Genesee St | City | Nov-01 | 106 | 40 | 26 | 0 | 632 | 74 | 6 | 17 | 4 | 46 | 171 | 3 | 1,125 | C | 161 | 43 | 26 | 2 | 283 | 68 | 5 | 25 | 5 | 126 | 591 | 6 | 1,341 | C |
| S Geddes St @ Bellevue Ave | City | Oct-01 | 28 | 263 | 19 | 3 | 43 | 46 | 11 | 576 | 49 | 27 | 70 | 18 | 1,153 | ** | 34 | 400 | 54 | 6 | 97 | 31 | 18 | 231 | 9 | 38 | 67 | 19 | 1,004 | ** |
| Salina St @ Castle St | City | Nov-01 | 10 | 196 | 15 | 53 | 56 | 17 | 41 | 424 | 54 | 32 | 150 | 22 | 1,070 | A | 12 | 442 | 38 | 152 | 162 | 20 | 51 | 339 | 67 | 41 | 70 | 25 | 1,419 | A |
| Adams St @ Almond | State | Oct-01 | 950 | 655 | 0 | 0 | 0 | 0 | 0 | 1045 | 378 | 481 | 451 | 259 | 4,219 | C | 452 | 827 | 0 | 0 | 0 | 0 | 0 | 893 | 90 | 1176 | 436 | 591 | 4,465 | D |
| Harrison St @ Almond St | City | Oct-01 | 0 | 1457 | 113 | 104 | 295 | 504 | 444 | 929 | 76 | 0 | 0 | 0 | 3,922 | C | 0 | 1086 | 90 | 357 | 295 | 1171 | 171 | 1911 | 13 | 0 | 0 | 0 | 5,094 | D |
| Irving Ave @ Waverly Ave | City | Nov-01 | 204 | 380 | 0 | 232 | 0 | 64 | 0 | 122 | 123 | 0 | 0 | 0 | 1,125 | B | 182 | 179 | 0 | 150 | 0 | 92 | 0 | 206 | 265 | 0 | 0 | 0 | 1,074 | B |
| SR 5 @ Lyndon Road | State | Jun-04 | 20 | 5 | 90 | 0 | 1172 | 21 | 32 | 7 | 16 | 34 | 654 | 22 | 4,020 | F | 48 | 6 | 90 | 0 | 947 | 25 | 57 | 11 | 17 | 92 | 1293 | 58 | 4,804 | E |
| SR 92 @ Lyndon Road | | | 26 | | | 0 | 1371 | 21 | | | 8 | | 521 | | | | 166 | | | 0 | 794 | 49 | | | 7 | | 1144 | | | |
| SR 5 @ SR 257 | State | Dec-03 | 30 | 110 | 29 | 23 | 462 | 34 | 524 | 125 | 39 | 5 | 222 | 0 | 1,603 | D | 60 | 114 | 28 | 35 | 397 | 40 | 300 | 112 | 73 | 15 | 563 | 1 | 1,738 | D |
| SR 257 @ Salt Springs Road | State | Dec-03 | 28 | 84 | 0 | 13 | 0 | 393 | 0 | 310 | 9 | 1 | 78 | 133 | 1,049 | F | 48 | 97 | 0 | 22 | 0 | 208 | 0 | 274 | 16 | 32 | 367 | 148 | 1,212 | C |
| SR 290 @ SR 635 (James/Thompson) | State | Jun-04 | 95 | 1011 | 198 | 159 | 254 | 79 | 50 | 1208 | 55 | 185 | 334 | 18 | 3,646 | E | 71 | 1023 | 157 | 200 | 377 | 79 | 108 | 1021 | 157 | 212 | 418 | 36 | 3,859 | E |
| SR 5 @ SR 930P (Erie/Bridge St/Orrick) | State | Aug-02 | 162 | 57 | 112 | 38 | 212 | 143 | 21 | 86 | 26 | 120 | 261 | 11 | 1,249 | C | 481 | 148 | 293 | 129 | 790 | 403 | 45 | 129 | 46 | 346 | 940 | 13 | 3,763 | D |
| SR 5 @ SR 635 (Erie/Thompson) | State | Jun-04 | 297 | 299 | 382 | 39 | 230 | 141 | 60 | 327 | 29 | 163 | 220 | 12 | 2,199 | B | 528 | 428 | 393 | 167 | 559 | 454 | 61 | 367 | 88 | 403 | 706 | 15 | 4,169 | D |
| Acc I 81/SR 931J (Pardee Rd) @ SR 31 | State | Oct-02 | 12 | 0 | 136 | 0 | 1056 | 93 | 146 | 44 | 221 | 99 | 571 | 0 | 2,378 | C | 14 | 0 | 99 | 0 | 945 | 242 | 348 | 94 | 534 | 306 | 924 | 0 | 3,506 | E |
| Old Route 57 @ John Glenn Blvd | OCDOT | Apr-04 | 54 | 1095 | 347 | 115 | 285 | 47 | 66 | 450 | 93 | 240 | 344 | 252 | 3,388 | D | 92 | 687 | 383 | 138 | 363 | 101 | 173 | 1207 | 125 | 402 | 381 | 116 | 4,168 | E |
| Henry Clay Blvd @ Wetzel Rd | OCDOT | Apr-04 | 81 | 443 | 47 | 29 | 111 | 53 | 114 | 122 | 19 | 17 | 136 | 55 | 1,227 | C | 75 | 218 | 24 | 25 | 207 | 113 | 144 | 432 | 26 | 86 | 142 | 79 | 1,571 | D |
| Henry Clay Blvd @ Buckley Rd | OCDOT | Apr-04 | 36 | 466 | 87 | 54 | 209 | 31 | 157 | 210 | 29 | 17 | 314 | 375 | 1,985 | E | 45 | 219 | 43 | 31 | 376 | 42 | 357 | 605 | 74 | 56 | 376 | 198 | 2,422 | D |
| South Bay Rd @ Taft Rd | State | Oct-02 | 51 | 242 | 65 | 161 | 523 | 96 | 74 | 142 | 78 | 28 | 429 | 149 | 2,038 | C | 71 | 213 | 97 | 141 | 674 | 189 | 306 | 424 | 162 | 110 | 576 | 126 | 3,089 | D |
| US 11 @ Taft Rd | State | Oct-02 | 61 | 335 | 99 | 80 | 507 | 42 | 137 | 114 | 24 | 112 | 499 | 318 | 2,328 | C | 87 | 369 | 114 | 128 | 590 | 171 | 366 | 342 | 94 | 218 | 592 | 272 | 3,343 | D |
| Buckley Rd @ 7th North St | OCDOT | Nov-01 | 267 | 188 | 41 | 115 | 501 | 622 | 104 | 211 | 64 | 82 | 453 | 50 | 2,698 | F | 385 | 255 | 68 | 164 | 404 | 355 | 97 | 332 | 125 | 87 | 556 | 59 | 2,887 | F |

* and **: The intersections of W Onondaga St @ Geddes St and Bellevue Ave @ Geddes St operate with a flashing traffic light, red flashing on W Onondaga St and Bellevue Ave and yellow flashing on Geddes St. Because of the flashing traffic lights, the intersections essentially operate as unsignalized two-way stop intersections. Therefore, each intersection was evaluated as an unsignalized two-way stop intersection using HCS software. In HCS, Level of Service (LOS) for unsignalized intersections is determined for each approach, not for the intersection as a whole. In addition, for unsignalized intersections in HCS, the software only gives a LOS for conflicting movements. All other movements are considered to be free flow movements.

*  W Onondaga St @ Geddes St:
  AM Peak LOS for W Onondaga St Westbound: E    PM Peak LOS for W Onondaga St Westbound: E
  AM Peak LOS for W Onondaga St Eastbound: F    PM Peak LOS for W Onondaga St Eastbound: F

** Bellevue Ave @ Geddes St:
  AM Peak LOS for Bellevue Ave Westbound: D    PM Peak LOS for Bellevue Ave Westbound: E
  AM Peak LOS for Bellevue Ave Eastbound: F    PM Peak LOS for Bellevue Ave Eastbound: F

**TABLE 3**

**VEHICLE OCCUPANCY COUNTS**

| Location Description | Segment | AM | PM | Count Week | AM Vehicle Occupancy | | | | | | Total | Percent SOV* | AM Ave. # Occupants per Vehicle | PM Vehicle Occupancy | | | | | | Total | Percent SOV* | PM Ave. # Occupants per Vehicle |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 1 | 2 | 3 | 4 | 5 | 6 | | | | 1 | 2 | 3 | 4 | 5 | 6 | | | |
| SR 481 @ SR 31 | | 481 SB entrance ramp | 481 NB exit ramp | 5/12/1998 | 2097 | 176 | 14 | 3 | 0 | 1 | 2291 | 91.53% | 1.10 | 1429 | 216 | 23 | 9 | 1 | 0 | 1678 | 85.16% | 1.17 |
| I81 @ SR 31 | | I81 SB entrance ramp | I81 NB exit ramp | 6/11/1998 | 1351 | 142 | 16 | 6 | 0 | 0 | 1515 | 89.17% | 1.13 | 1355 | 267 | 40 | 12 | 3 | 1 | 1678 | 80.75% | 1.24 |
| I81 @ Taft Rd | | I81 SB entrance ramp | I81 NB exit ramp | 5/19/1998 | 930 | 116 | 3 | 0 | 0 | 0 | 1049 | 88.66% | 1.12 | 1233 | 254 | 27 | 2 | 0 | 0 | 1516 | 81.33% | 1.21 |
| I81 @ I90 | | both directions | both directions | 7/7/1998 | 1322 | 302 | 52 | 19 | 1 | 0 | 1696 | 77.95% | 1.28 | 1518 | 752 | 150 | 60 | 6 | 0 | 2486 | 61.06% | 1.51 |
| I81 @ I90 | | both directions | both directions | 8/19/1998 | 1202 | 281 | 43 | 25 | 6 | 1 | 1558 | 77.15% | 1.30 | 1388 | 671 | 136 | 75 | 10 | 3 | 2283 | 60.80% | 1.54 |
| I90 @ SR 57 | | I90 ramp both directions | I90 ramp both directions | 5/26/1998 | 1152 | 124 | 19 | 4 | 0 | 0 | 1299 | 88.68% | 1.13 | 1004 | 161 | 20 | 5 | 2 | 0 | 1192 | 84.23% | 1.19 |
| Onondaga Lake Parkway | Near park entrance | both directions | both directions | 7/1/1998 | 3306 | 423 | 25 | 5 | 1 | 0 | 3760 | 87.93% | 1.13 | 3748 | 878 | 118 | 48 | 2 | 0 | 4794 | 78.18% | 1.26 |
| SR 5 @Hinsdale Rd | | SR 5 entrance ramp | SR 5 exit ramp | 6/8/1998 | 2155 | 217 | 23 | 2 | 1 | 0 | 2398 | 89.87% | 1.11 | 1532 | 304 | 37 | 9 | | | 1882 | 81.40% | 1.22 |
| W Genesee @ Erie Blvd | | both directions | both directions | 7/14/1998 | 2184 | 325 | 27 | 13 | 1 | 1 | 2551 | 85.61% | 1.17 | 2225 | 583 | 110 | 36 | 0 | 1 | 2955 | 75.30% | 1.31 |
| James St @ Teall Av | | both directions | both directions | 7/2/1998 | 1252 | 278 | 24 | 8 | 0 | 0 | 1562 | 80.15% | 1.22 | 1576 | 528 | 68 | 29 | 5 | 1 | 2207 | 71.41% | 1.35 |
| SR 5 | Highbridge/Rt 257 | both directions | both directions | 6/17/1998 | 1957 | 214 | 10 | 3 | 0 | 0 | 2184 | 89.61% | 1.11 | 1710 | 520 | 105 | 31 | 6 | 0 | 2372 | 72.09% | 1.36 |
| SR 92 | Highbridge/Rt 257 | both directions | both directions | 6/24/1998 | 2396 | 258 | 28 | 7 | 3 | 0 | 2692 | 89.00% | 1.13 | 2000 | 521 | 113 | 26 | 9 | 3 | 2672 | 74.85% | 1.33 |
| E Genesee @ Salt Springs Rd | | both directions | both directions | 7/8/1998 | 1075 | 181 | 19 | 3 | 0 | 0 | 1278 | 84.12% | 1.18 | 1269 | 404 | 64 | 24 | 6 | 1 | 1768 | 71.78% | 1.36 |
| S Salina St @ Seneca Tnpk | | both directions | both directions | 6/25/1998 | 1021 | 195 | 13 | 2 | 1 | 0 | 1232 | 82.87% | 1.19 | 1432 | 523 | 102 | 20 | 7 | 1 | 2085 | 68.68% | 1.39 |
| South Av | SR 173/ Valley Dr | | | 6/10/1998 | 1343 | 166 | 17 | 6 | 0 | 0 | 1532 | 87.66% | 1.14 | 1226 | 249 | 37 | 14 | | | 1526 | 80.34% | 1.24 |
| I81 @ Harrison/Almond | | SB on Almond & ramp | WB on Harrison | 8/5/1998 | 2921 | 511 | 41 | 14 | 0 | 0 | 3487 | 83.77% | 1.18 | 2267 | 563 | 85 | 21 | 4 | 1 | 2941 | 77.08% | 1.28 |
| I81 @ Adams/Almond | | NB on Almond from ramp | Adams EB & 81 SB ramp | 8/12/1998 | 1775 | 303 | 42 | 9 | 2 | 0 | 2131 | 83.29% | 1.20 | 3332 | 611 | 86 | 30 | 7 | 2 | 4068 | 81.91% | 1.22 |
| I 690 @ Townsend/McBride | | exit ramp @ Townsend | entrance ramp @ Mcbride | 8/26/1998 | 2333 | 376 | 28 | 8 | 1 | 1 | 2747 | 84.93% | 1.17 | 1356 | 250 | 22 | 7 | 0 | 0 | 1635 | 82.94% | 1.19 |
| I81 @ Clinton/Salina Exit | | Clinton/Salina | I81 on ramp @ Pearl St | 7/22/1998 | 2284 | 328 | 9 | 2 | 0 | 0 | 2623 | 87.08% | 1.13 | 1877 | 368 | 57 | 12 | 6 | 1 | 2321 | 80.87% | 1.24 |
| I81 @ Franklin/West Exit | | I81 off ramp @ West St | I81 on ramp @ Butternut | 7/29/1998 | 1291 | 104 | 8 | 2 | 0 | 0 | 1405 | 91.89% | 1.09 | 1596 | 296 | 37 | 13 | 2 | 0 | 1944 | 82.10% | 1.21 |
| I690 off ramp @ Genesee St | | ramp & Genesee | ramp & Genesee | 7/15/1998 | 2111 | 329 | 29 | 3 | 2 | 0 | 2474 | 85.33% | 1.16 | 1426 | 384 | 56 | 17 | 7 | 1 | 1891 | 75.41% | 1.31 |
| **Totals** | | | | | **37,458** | **5,349** | **490** | **144** | **19** | **4** | **43,464** | **86.01%** | **1.16** | **36,499** | **9,303** | **1,493** | **500** | **83** | **16** | **47,894** | **76.56%** | **1.29** |

* Single Occupancy Vehicle

# TABLE 4

## CONGESTED ROAD SEGMENT LOCATIONS

| Count Location Reference Marker | Station # | Road # or Road Name | From/To | Year of DOT Counts | Exist Road* | Functional Class** | Factored AM Peak Hour | | | | | Factored PM Peak Hour | | | | | Existing Road Service Vol "D"*** | PM PK V/C Ratio | AM Peak Hour LOS | PM Peak Hour LOS | Excess Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | NB | SB | EB | WB | Total | NB | SB | EB | WB | Total | | | | | |
| 481I33012052 | 072 | I 481 | Acc Rts 5 92/Acc Rt 690I | Nov-02 | 6UF | PA | 2,988 | 2,030 | | | 5,018 | 2,263 | 3,093 | | | 5,356 | 5,506 | 0.97 | C-D | C-D | -20.80 |
| 481I33012060 | 102 | I 481 | Acc Rt 690I/Acc Kirkville Rd | Jul-01 | 4UF | PA | 1,939 | 2,400 | | | 4,339 | 2,623 | 1,944 | | | 4,567 | 3,671 | 1.24 | F | F | -15.80 |
| 481I33012083 | 103 | I 481 | Acc Kirkville Rd/Acc Rt 90I | Apr-01 | 4UF | PA | 999 | 2,090 | | | 3,089 | 2,066 | 1,336 | | | 3,402 | 3,671 | 0.93 | C-D | C-D | -21.33 |
| 690I33011041 | 545 | I 690 | Jct Rt 695/Syracuse W City Ln | Apr-01 | 6UF | PA | | | 4,560 | 1,510 | 6,070 | | | 2,038 | 4,965 | 7,003 | 5,506 | 1.27 | E | F | -12.75 |
| 690I33011041 | 545 | I 690 | Syracuse W City Ln/Acc Hiawatha Blvd | Apr-01 | 6UF | PA | | | 4,560 | 1,510 | 6,070 | | | 2,038 | 4,965 | 7,003 | 5,506 | 1.27 | E | F | -12.75 |
| 690I33012008 | 546 | I 690 | Acc Hiawatha Blvd/Acc Rt 298 Bear St Art | Apr-00 | 6UF | PA | | | 4,577 | 1,482 | 6,059 | | | 1,814 | 4,181 | 5,995 | 5,506 | 1.09 | E | E | -16.16 |
| 690I33012014 | 059 | I 690 | Acc Rt 298 Bear St Art/Acc Geddes St Half Int | Jul-02 | 6UF | PA | | | 4,061 | 1,184 | 5,245 | | | 1,619 | 3,906 | 5,525 | 5,506 | 1.00 | C-D | E | -17.27 |
| 690I33012018 | 060 | I 690 | Acc Geddes St Half Int/Acc West St | Apr-01 | 6UF | PA | | | 4,410 | 1,674 | 6,084 | | | 2,092 | 4,206 | 6,298 | 5,506 | 1.14 | E | E | -12.52 |
| 690I33012022 | 061 | I 690 | Acc West St/Acc 81I SB | Jul-02 | 4UF | PA | | | 3,084 | 2,477 | 5,561 | | | 2,891 | 3,863 | 6,754 | 3,671 | 1.84 | F | F | 9.99 |
| 690I33012030 | 062 | I 690 | Acc 81 SB/Acc McBride St EB | Apr-00 | 6UF | PA | | | 3,188 | 2,695 | 5,883 | | | 3,415 | 3,770 | 7,185 | 5,506 | 1.30 | E | F | -9.78 |
| 690I33012032 | 063 | I 690 | Acc McBride St EB/Acc 81I EB | Apr-01 | 6UF | PA | | | 3,102 | 3,905 | 7,007 | | | 3,918 | 4,620 | 8,538 | 5,506 | 1.55 | F | F | -3.12 |
| 690I33012036 | 064 | I 690 | Acc 81I EB/Acc Teall Ave | Apr-99 | 6UF | PA | | | 4,075 | 3,690 | 7,765 | | | 5,103 | 4,544 | 9,647 | 5,506 | 1.75 | F | F | 6.46 |
| 690I33012045 | 065 | I 690 | Acc Teall Ave/Acc Midler Ave | Apr-02 | 6UF | PA | | | 3,473 | 3,843 | 7,316 | | | 4,722 | 3,786 | 8,508 | 5,506 | 1.55 | F | F | -4.04 |
| 690I33012054 | 074 | I 690 | Acc Midler Av/Syracuse E C L Rt 635 | Apr-01 | 6UF | PA | | | 2,928 | 3,629 | 6,557 | | | 3,734 | 3,775 | 7,509 | 5,506 | 1.36 | F | F | -10.37 |
| 81I33032031 | 011 | I 81 | Jct Colvin St/Jct E Adams St | Mar-99 | 6UF | PA | 3,443 | 2,147 | | | 5,590 | 2,514 | 3,296 | | | 5,810 | 5,506 | 1.06 | E | E | -13.61 |
| 81I33032042 | 015 | I 81 | Jct E Adams St/Acc 690I | Nov-01 | 4UF | PA | 2,371 | 3,424 | | | 5,795 | 4,016 | 2,808 | | | 6,824 | 3,671 | 1.86 | F | F | 11.10 |
| 81I33032056 | 586 | I 81 | Acc Rt 690I/Jct Rt 298 Bear St | Sep-01 | 6UF | PA | 2,491 | 5,082 | | | 7,573 | 5,301 | 2,990 | | | 8,291 | 5,506 | 1.51 | F | F | -4.60 |
| 81I33032066 | 041 | I 81 | Jct Rt 298 Bear St/Rt 370 | Sep-02 | 6UF | PA | 2,623 | 5,280 | | | 7,903 | 5,089 | 2,842 | | | 7,931 | 5,506 | 1.44 | F | F | -7.98 |
| 81I33033007 | 035 | I 81 | Syracuse N City Ln/Jct Rt 90I | Sep-01 | 6UF | PA | 1,919 | 4,634 | | | 6,553 | 4,186 | 2,800 | | | 6,986 | 5,506 | 1.27 | F | F | -15.15 |
| 81I33033020 | 550 | I 81 | Jct Rt 90I/Jct Rt 11 | Nov-02 | 6UF | PA | 1,678 | 4,265 | | | 5,943 | 3,602 | 2,754 | | | 6,356 | 5,506 | 1.15 | E | F | -17.87 |
| 81I33033029 | 551 | I 81 | Jct Rt 11/Airport Rd Jct | Sep-01 | 6UF | PA | 1,294 | 3,272 | | | 4,566 | 3,323 | 1,853 | | | 5,176 | 5,506 | 0.94 | C-D | C-D | -21.19 |
| 81I30333040 | 133 | I 81 | Airport Rd Jct/Taft Rd Jct | Apr-00 | 6UF | PA | 1,235 | 3,319 | | | 4,554 | 3,407 | 1,856 | | | 5,263 | 5,506 | 0.96 | C-D | C-D | -21.01 |
| 81I33033048 | 134 | I 81 | Jct Taft Rd/Jct Rt 481 | Apr-00 | 6UF | PA | 913 | 3,408 | | | 4,321 | 3,557 | 1,631 | | | 5,188 | 5,506 | 0.94 | C-D | C-D | -21.16 |
| 11 33031095 | 168 | US 11 | Rt 173/Acc Rt 81I | Jun-00 | 2UU-I | MA | 553 | 451 | | | 1,004 | 590 | 852 | | | 1,442 | 1,267 | 1.14 | C-D | E | -8.01 |
| 11 33033028 | 225 | US 11 | Acc 81I/Taft Rd | Sep-02 | 2UU-I | MA | 294 | 800 | | | 1,094 | 785 | 778 | | | 1,563 | 1,267 | 1.23 | C-D | E | -8.03 |
| 11 33033039 | 226 | US 11 | Taft Rd/SR 931H | Oct-00 | 2UU-I | MA | 365 | 507 | | | 872 | 676 | 527 | | | 1,203 | 1,267 | 0.95 | C-D | E | -11.13 |
| 11 33033116 | 048 | SR 11 | Acc81I Bartell Rd/Oswego County Line | Jul-02 | 2UU-I | MA | 227 | 564 | | | 791 | 798 | 410 | | | 1,208 | 1,267 | 0.95 | C-D | E | -11.10 |
| 173 33011086 | 154 | SR 173 | Rt 297/Genesee St Fairmount | Aug-00 | 2UU-U | MA | 354 | 437 | | | 791 | 586 | 682 | | | 1,268 | 1,267 | 1.00 | C-D | E | -10.74 |
| 173 33011100 | 189 | SR 173 | Genesee St Fairmount/Split Rock | Jun-01 | 2UU-I | MA | | | 471 | 377 | 848 | | | 579 | 600 | 1,179 | 1,267 | 0.93 | C-D | C-D | -11.26 |
| 173 33012002 | 110 | SR 173 | City of Syracuse/RT 80 Valley Dr | Sep-02 | 2UU-U | MA | | | 682 | 733 | 1,415 | | | 609 | 893 | 1,502 | 1,267 | 1.19 | E | E | -7.49 |
| 173 33012006 | 160 | SR 173 | Rt 80 Valley Dr/Rt 11 S Salina St | Aug-00 | 2UU-I | MA | | | 627 | 525 | 1,152 | | | 716 | 811 | 1,527 | 1,267 | 1.21 | C-D | E | -7.25 |
| 173 33012013 | 159 | SR 173 | Rt 11 S Salina St/Brighton Ave | Jun-00 | 2UU-I | MA | | | 547 | 456 | 1,003 | | | 538 | 834 | 1,372 | 1,267 | 1.08 | C-D | E | -8.55 |
| 290 33011024 | 190 | SR 290 | Upton St/Bridge St | Jul-02 | 2UU-I | MA | | | 558 | 433 | 991 | | | 686 | 706 | 1,392 | 1,267 | 1.10 | C-D | E | -8.40 |
| 290 33012032 | 036 | SR 290 | Bridge St/Fremont Rd | Jun-00 | 2UU-I | MA | | | 313 | 960 | 1,273 | | | 1,094 | 630 | 1,724 | 1,267 | 1.36 | E | E | -6.55 |
| 298 33012037 | 091 | SR 298 | Kinne St/CR 82 N Blvd | Jun-00 | 2UU-I | MA | | | 511 | 879 | 1,390 | | | 1,004 | 598 | 1,602 | 1,267 | 1.26 | E | E | -9.69 |
| 31 33031076 | 200 | SR 31 | Rt 48/ End 370 OLAP | Jun-01 | 2UU-I | PA | | | 703 | 422 | 1,125 | | | 745 | 730 | 1,475 | 1,267 | 1.16 | C-D | E | -7.73 |
| 31 33091169 | 209 | SR 31 | End Rt 370 OLP/CR 91 Old Rt 57 | May-00 | 2UU-I | PA | | | 563 | 446 | 1,009 | | | 724 | 895 | 1,619 | 1,267 | 1.28 | C-D | E | -9.39 |
| 31 33091339 | 115 | SR 31 | Rt 298 BridgeportMadison County Line | May-01 | 2UU-I | MA | | | 225 | 624 | 849 | | | 754 | 404 | 1,158 | 1,267 | 0.91 | C-D | C-D | -9.75 |
| 370 33031122 | 058 | SR 370 | River Rd Cold Springs/John Glenn Blvd | May-00 | 2UU-I | MA | | | 753 | 289 | 1,042 | | | 439 | 978 | 1,417 | 1,267 | 1.12 | C-D | E | -10.95 |
| 370 33031167 | 222 | SR 370 | Rt 931G Old Rt 57/Syracuse N City Ln | Aug-00 | 4UU-U | PA | 1,694 | 519 | | | 2,213 | 1,163 | 1,816 | | | 2,979 | 2,692 | 1.11 | C-D | E | -14.39 |
| 370 33032004 | 221 | SR 370 | Syracuse N City Ln/Rt 11 End 370 | Jul-00 | 2UU-I | MA | | | 244 | 406 | 650 | | | 382 | 802 | 1,184 | 1,267 | 0.93 | C-D | C-D | -9.63 |

**TABLE 4**
**(continued)**

**CONGESTED ROAD SEGMENT LOCATIONS**

| Count Location Reference Marker | Station # | Road # or Road Name | From/To | Year of DOT Counts | Exist Road* | Functional Class** | Factored AM Peak Hour NB | SB | EB | WB | Total | Factored PM Peak Hour NB | SB | EB | WB | Total | Existing Road Service Vol "D"*** | PM PK V/C Ratio | AM Peak Hour LOS | PM Peak Hour LOS | Excess Delay |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48 33011053 | 080 | SR 48 | CR 92 Old Rt 31/Rt 31 370 | Jul-01 | 2UU-I | MA | 365 | 445 | | | 810 | 604 | 555 | | | 1,159 | 1,267 | 0.91 | C-D | C-D | -9.74 |
| 5 33081083 | 151 | SR 5 | Jct Bennetts Cor/Rt 174 Camillus | Aug-02 | 2UU-I | PA | | | 1,004 | 507 | 1,511 | | | 578 | 1,163 | 1,741 | 1,267 | 1.37 | E | E | -8.56 |
| 5 33083020 | 174 | SR 5 | Start Rt 92 OLAP Dewitt/Acc Rt 481I | Aug-02 | 4UD-I | PA | | | 807 | 1,380 | 2,187 | | | 1,669 | 1,513 | 3,182 | 3,172 | 1.00 | C-D | E | -13.11 |
| 5 33083027 | 175 | SR 5 | Acc 481I/End Rt 92 OLP Lyndon | Oct-99 | 4UU-I | PA | | | 1,333 | 2,375 | 3,708 | | | 2,824 | 1,680 | 4,504 | 2,692 | 1.67 | F | F | -4.99 |
| 92 33012023 | 164 | SR 92 | End Rt 5 OLP/Woodchuck Hill Rd | Aug-02 | 2UU-U | PA | | | 459 | 1,346 | 1,805 | | | 1,313 | 830 | 2,143 | 1,267 | 1.69 | E | E | 5.84 |
| 92 33012044 | 238 | SR 92 | Woodchuck Hill Rd/Rt 257 Manlius | Oct-02 | 2UU-U | PA | | | 512 | 1,265 | 1,777 | | | 1,150 | 720 | 1,870 | 1,267 | 1.48 | E | E | -4.31 |
| 92 33012063 | 183 | SR 92 | End Rt 173 OLP/Pompey Ctr Rd | Jun-00 | 2UU-U | PA | | | 408 | 898 | 1,306 | | | 977 | 536 | 1,513 | 1,267 | 1.19 | E | E | -9.84 |
| 936C33011001 | 917/918 | SR 936C/D | Syracuse East City Line/Jct Rt 930P | Nov-00 | 2UF | PA | | | 1,162 | 1,257 | 2,419 | | | 1,612 | 1,767 | 3,379 | 1,872 | 1.81 | F | F | 12.29 |
| | 503 | W Fayette St | Geddes St/West St | Apr-01 | 2UU-I | MA | | | | | 1,131 | | | | | 1,358 | 1,267 | 1.07 | C-D | E | -8.64 |
| | | Midler Ave | Burnet Ave/James St | May-04 | 2UU-I | MA | 547 | 462 | | | 1,009 | 637 | 545 | | | 1,182 | 1,267 | 0.93 | C-D | C-D | -9.64 |
| | | Colvin St | Comstock Ave/Skytop Rd | Nov-01 | 2UU-I | MA | | | 653 | 681 | 1,334 | | | 680 | 908 | 1,588 | 1,267 | 1.25 | E | E | -6.61 |
| | | Morgan Rd | SR 31/Wetzel Rd | May-00 | 2UU-U | MA | | | | | 964 | | | | | 1,179 | 1,267 | 0.93 | C-D | C-D | -14.48 |
| | | Soule Rd | Old Route 57(Oswego Rd)/Rte 31 | May-04 | 2UU-U | C | | | 433 | 353 | 786 | | | 639 | 533 | 1,172 | 1,267 | 0.93 | C-D | C-D | -11.30 |
| | | Buckley Rd | 250' N of Hopkins Rd. (Taft/Hopkins) | May-04 | 2UU-U | MA | 394 | 438 | | | 832 | 631 | 522 | | | 1,153 | 1,267 | 0.91 | C-D | C-D | -11.39 |
| | | Bailey Rd | Buckley Rd/US 11 | May-04 | 2UU-U | C | | | 557 | 365 | 922 | | | 470 | 674 | 1,144 | 1,267 | 0.90 | C-D | C-D | -9.80 |
| | 16E | Kirkville Rd | Girden Rd/Fremont Rd | May-00 | 2UU-U | C | | | 434 | 956 | 1,390 | | | 1,002 | 505 | 1,507 | 1,267 | 1.19 | E | E | -11.16 |

**Note:** Locations with Excess Delay are highlighted. A location has Excess Delay when the value is > .01 (refer to Magnitude of PM Peak Hour Excess Delay, pg. 4-5)

* The first value represents the number of lanes. The second value represents whether the roadway is Urbanized "U" or
 a Transitional area "T". The third value indicates whether the roadway segment is a Freeway "F", Undivided "U", or
 Divided "D". The fourth value, separated by a dash, indicates whether the segment is Uninterrupted "U" or Interrupted "I".
 Example:  4UU-I is a 4 lane, urban, undivided, interrupted (signalized), roadway segment

** PA = Principal Arterial
 MA = Minor Arterial
 C = Collector

*** Maximum values were obtained from
 Appendix A, Level of Service Tables

**TABLE 5**

**INTERSECTION  LEVEL OF SERVICE (LOS) BY APPROACH**

| Intersection | Signal Owner | Year of Traffic Counts | AM PEAK LOS by Approach | | | | AM Peak Entire Intersection | PM PEAK LOS by Approach | | | | PM Peak Entire Intersection |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Southbound | Westbound | Northbound | Eastbound | | Southbound | Westbound | Northbound | Eastbound | |
| Morgan Road @ Buckley Road | County | Jun-04 | C | D | D | D | D | D | E | E | D | E |
| SR 370@Old Liverpool Rd | State | Oct-01 | C | C | B | C | C | B | C | F | C | F |
| SR 931G @ Tulip St | State | Oct-01 | C | C | C | D | C | A | B | C | B | C |
| Butternut @ Grant Blvd (North) | City | Oct-01 | B | B | | B | B | B | B | | B | B |
| Butternut @ Grant Blvd (South) | City | Oct-01 | A | | A | | A | A | | A | | A |
| Midler Ave @ James St | City | Oct-01 | C | C | D | C | C | D | C | E | C | D |
| James St @ Teall Ave | City | Jan-02 | C | B | C | B | C | C | C | C | C | C |
| Butternut @ Lodi St | City | Jun-04 | B | C | B | C | B | B | E | C | C | C |
| Genesee St @ Erie Blvd West | City | Jun-04 | D | B | D | B | C | D | C | C | B | C |
| W Onondaga St @ Geddes St | City | Oct-01 | * | E | * | F | * | * | E | * | F | * |
| SR 173 (East) @ SR 175 | State | Oct-01 | B | C | E | A | B | B | C | D | A | B |
| SR 175 @ SR 173 (West) | State | Oct-01 | D | A | | B | C | F | B | | B | C |
| S Salina St @ Seneca Tpke | City | Oct-01 | D | C | F | D | E | E | F | D | E | F |
| Colvin St @ Comstock | City | Nov-01 | B | C | C | C | C | C | D | B | C | C |
| Columbus @ Genesee St | City | Nov-01 | D | B | C | B | C | D | B | C | C | C |
| S Geddes St @ Bellevue Ave | City | Oct-01 | * | D | * | F | * | * | E | * | F | * |
| Salina St @ Castle St | City | Nov-01 | A | B | A | B | A | A | B | A | B | A |
| Adams St @ Almond St | State | Oct-01 | B | | D | D | C | C | | C | F | D |
| Harrison St @ Almond St | City | Oct-01 | D | C | B | | C | C | E | B | | D |
| Irving Ave @ Waverly Ave | City | Nov-01 | B | C | B | | B | B | B | C | | B |
| Route 635 @ Route 290 | State | Jun-04 | D | D | F | D | E | E | F | E | F | E |
| Route 5 @ Route 635 | State | Jun-04 | B | B | C | C | B | F | C | E | D | E |
| Route 5 @ Route 930P | State | Aug-02 | B | C | B | C | C | D | E | C | D | D |
| I-81 @ 31 @ 931J | State | Oct-02 | E | C | C | B | C | E | F | D | E | E |
| Old Rt 57@John Glenn Blvd | County | Apr-04 | C | C | B | F | D | C | C | D | F | E |
| Wetzel Rd@Henry Clay Blvd | County | Apr-04 | C | B | C | B | C | B | C | F | C | D |
| Buckley Rd@Henry Clay Blvd | County | Apr-04 | F | E | C | D | E | D | D | C | D | D |
| 7th North St@Buckley Rd | County | Nov-01 | F | F | E | E | F | F | F | E | F | F |
| US 11 @ Taft Rd | State | Oct-02 | C | C | C | C | C | D | D | D | D | D |
| Taft Rd @ South Bay Rd | State | Oct-02 | C | C | C | C | C | E | D | C | D | D |
| NY 5 @ NY 92 | State | Jun-04 | E | 5: F, 92: F | D | C | F | F | 5: E, 92: D | D | E | E |
| NY 5 @ NY 257 | State | Dec-03 | D | D | D | C | D | E | D | B | E | D |
| NY 257 @ Salt Springs Rd | State | Dec-03 | A | F | C | B | F | B | E | C | B | C |

**\*** The intersections of W Onondaga St @ Geddes St and Bellevue Ave @ Geddes St operate with a flashing traffic light, red flashing on W Onondaga St and Bellevue Ave and yellow flashing on Geddes St.  Because of the flashing traffic lights, the intersections essentially operate as unsignalized two-way stop intersections.  Therefore, each intersection was evaluated as an unsignalized two-way stop intersection using HCS software.  In HCS, Level of Service (LOS) for unsignalized intersections is determined for each approach, not for the intersection as a whole.  In addition, for unsignalized intersections in HCS, the software only gives a LOS for conflicting movements.  All other movements are considered to be free flow movements.

# SECTION 4

**Charts 1 - 13**

# CHART 1

## TRAFFIC VOLUMES BY SPEED CLASSIFICATION
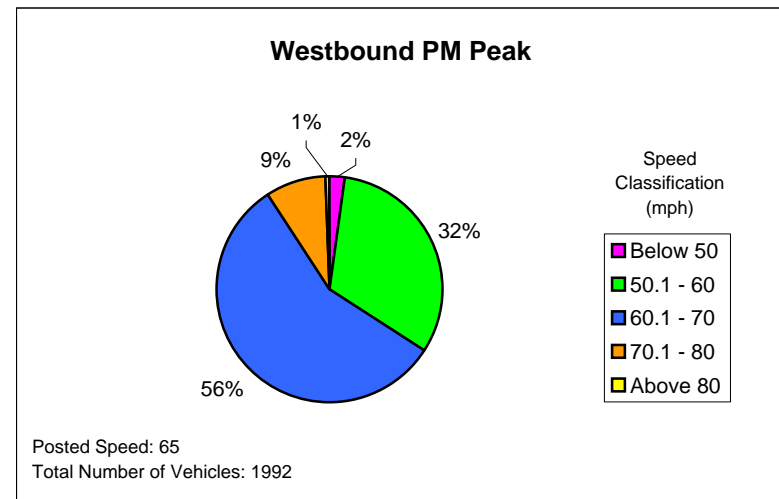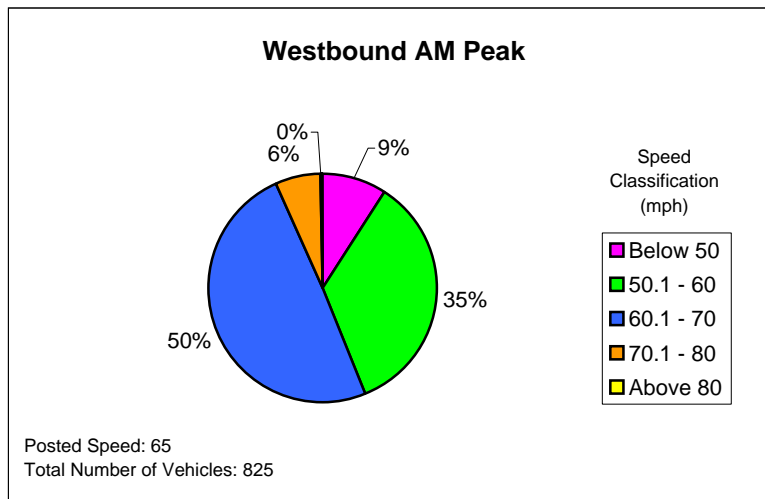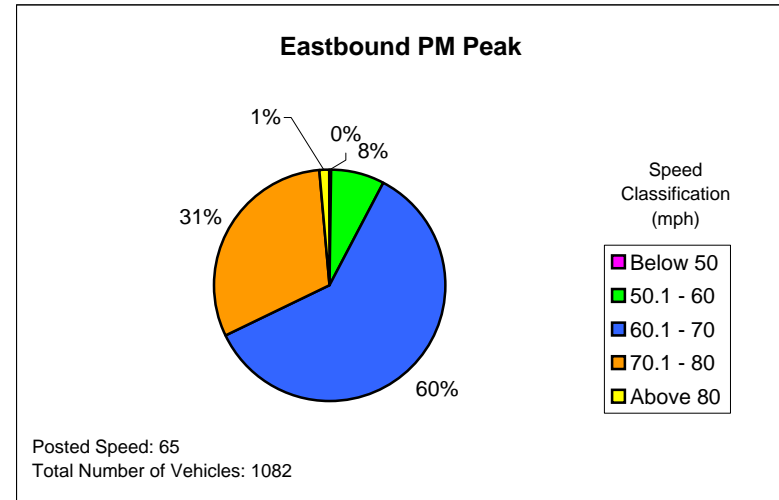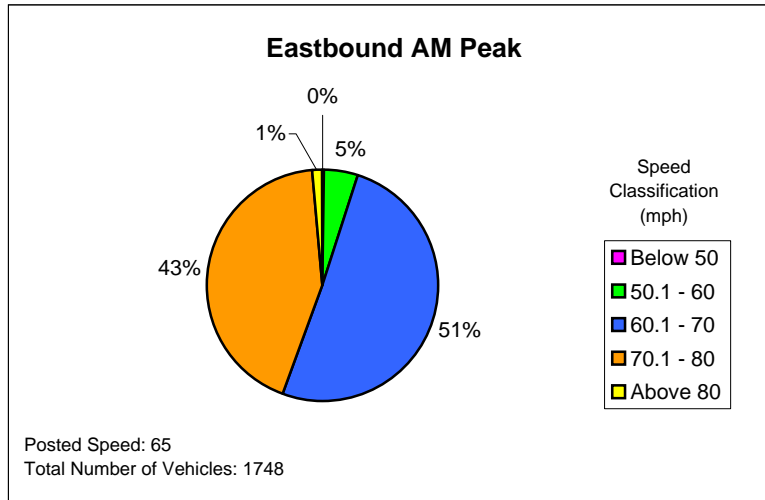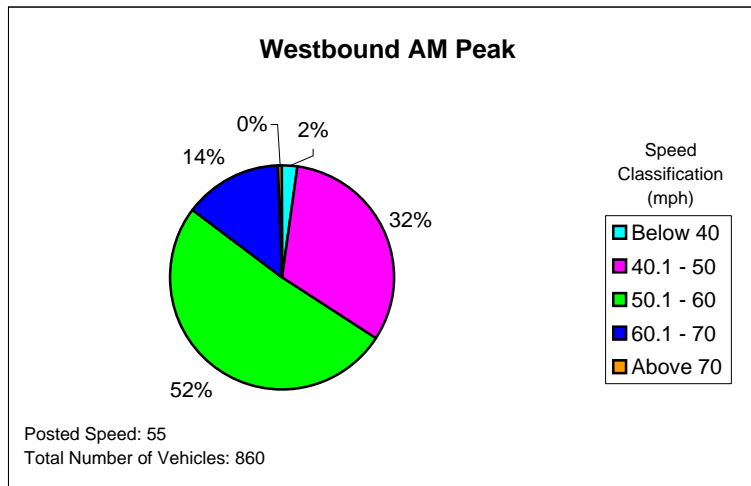
## NY 5 Between NY 174 and Newport Road

### Eastbound AM Peak

0%
1%
5%
43%
51%

**Speed Classification (mph)**
- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 1748

### Eastbound PM Peak

1%
0%
8%
31%
60%

**Speed Classification (mph)**
- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 1082

### Westbound AM Peak

0%
6%
9%
35%
50%

**Speed Classification (mph)**
- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 825

### Westbound PM Peak

1%
2%
9%
32%
56%

**Speed Classification (mph)**
- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 1992

Syracuse Metropolitan Transportation Council
2004-2005 CMS

# CHART 2

## TRAFFIC VOLUMES BY SPEED CLASSIFICATION

## Interstate 81 Between Interchanges 25A and 26

### Northbound AM Peak

1% 1%
19%
19%
60%

Speed Classification (mph)
- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 3670

### Northbound PM Peak

0% 1%
18%
21%
60%

Speed Classification (mph)
- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 9056

### Southbound AM Peak

0% 1%
15%
19%
65%

Speed Classification (mph)
- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 8541

### Southbound PM Peak

0% 1%
10%
24%
65%

Speed Classification (mph)
- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 5542

Syracuse Metropolitan Transportation Council
2004-2005 CMS

# CHART 3

## TRAFFIC VOLUMES BY SPEED CLASSIFICATION

## NY 298 Between Midler Ave Extension and NY 635
## (between Military Circle and Carrier Circle)

### Eastbound AM Peak

1%
2%
9%
26%
62%

Speed Classification (mph)
- Below 40
- 40.1 - 50
- 50.1 - 60
- 60.1 - 70
- Above 70

Posted Speed: 55
Total Number of Vehicles: 769

### Eastbound PM Peak

0%
1%
10%
27%
62%

Speed Classification (mph)
- Below 40
- 40.1 - 50
- 50.1 - 60
- 60.1 - 70
- Above 70

Posted Speed: 55
Total Number of Vehicles: 716

### Westbound AM Peak

0%
2%
14%
32%
52%

Speed Classification (mph)
- Below 40
- 40.1 - 50
- 50.1 - 60
- 60.1 - 70
- Above 70

Posted Speed: 55
Total Number of Vehicles: 860

### Westbound PM Peak

1%
1%
11%
25%
62%

Speed Classification (mph)
- Below 40
- 40.1 - 50
- 50.1 - 60
- 60.1 - 70
- Above 70

Posted Speed: 55
Total Number of Vehicles: 664

Syracuse Metropolitan Transportation Council
2004-2005 CMS

**CHART 4**

**TRAFFIC VOLUMES BY SPEED CLASSIFICATION**

**NY 5 Between Hinsdale Rd and NY 173**

### Eastbound AM Peak

1%
1%
24%
13%
61%

Speed
Classification
(mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 4406

### Eastbound PM Peak

2%
0%
4%
35%
59%

Speed
Classification
(mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 2290

### Westbound AM Peak

8%
0%
2%
36%
54%

Speed
Classification
(mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
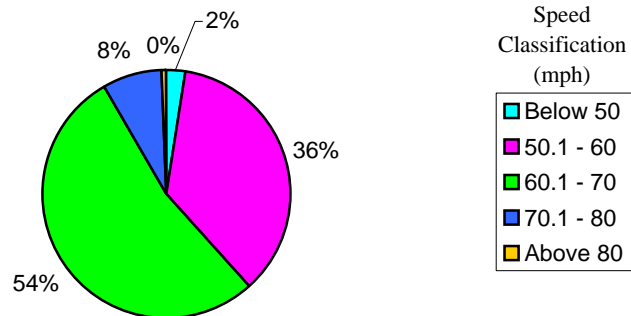
Posted Speed: 65
Total Number of Vehicles: 1812

### Westbound PM Peak

1%
1%
16%
18%
64%

Speed
Classification
(mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 4488

Syracuse Metropolitan Transportation Council
2004-2005 CMS
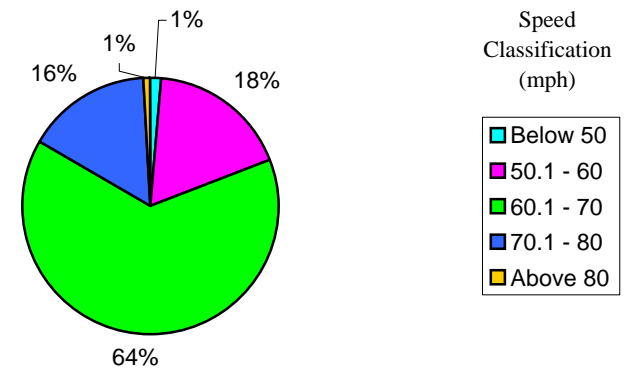
**CHART 5**

**TRAFFIC VOLUMES BY SPEED CLASSIFICATION**

**Interstate 690 Westbound Between Interchanges 4 and 5**

**Westbound AM Peak**

2%  2%  13%

30%

53%

Speed
Classification
(mph)

☐ Below 50
☐ 50.1 - 60
☐ 60.1 - 70
☐ 70.1 - 80
☐ Above 80
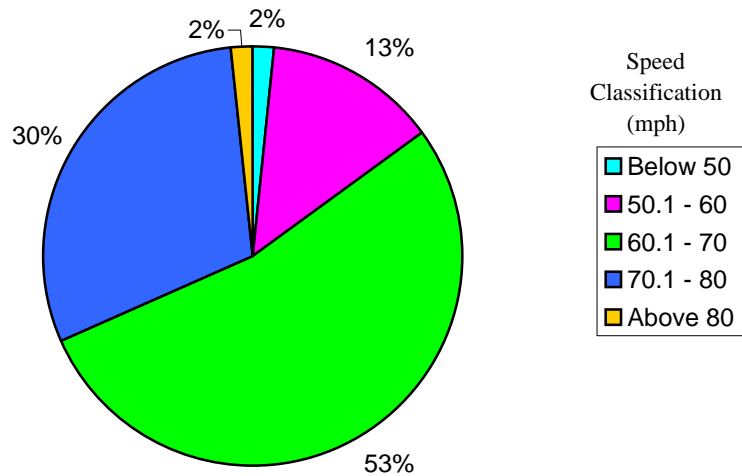
Posted Speed: 65
Total Number of Vehicles: 2384

**Westbound PM Peak**

1%  1%  18%

25%

55%

Speed
Classification
(mph)

☐ Below 50
☐ 50.1 - 60
☐ 60.1 - 70
☐ 70.1 - 80
☐ Above 80

Posted Speed: 65
Total Number of Vehicles: 5899

Syracuse Metropolitan Transportation Council
2004-2005 CMS
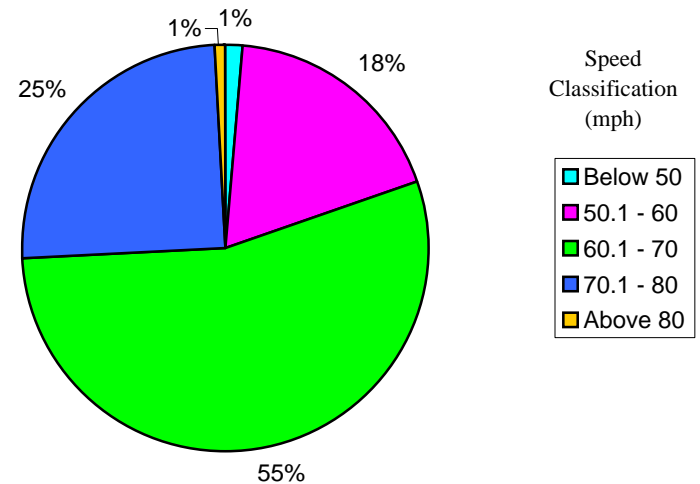
# CHART 6

## TRAFFIC VOLUMES BY SPEED CLASSIFICATION

## Interstate 690 Between Interchanges 8 and 9

### Eastbound AM Peak

0%
9%
3%
35%
53%

Speed
Classification
(mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
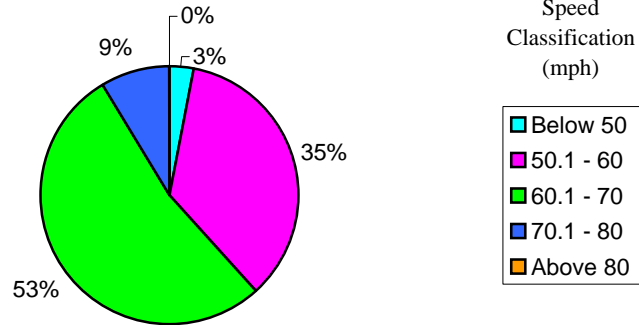
Posted Speed: 55
Total Number of Vehicles: 8838

### Eastbound PM Peak

1% 1%
17%
23%
58%

Speed
Classification
(mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
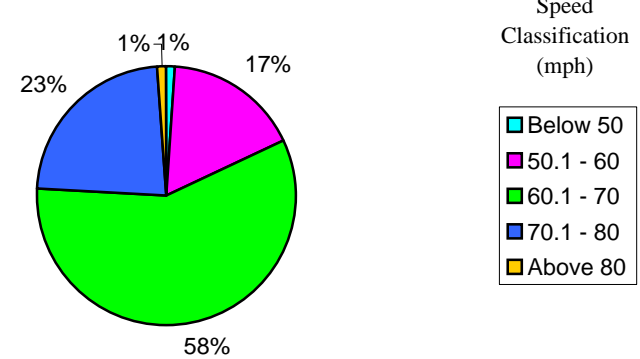
Posted Speed: 55
Total Number of Vehicles: 3884

### Westbound AM Peak

0%
11%
2%
29%
58%

Speed
Classification
(mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
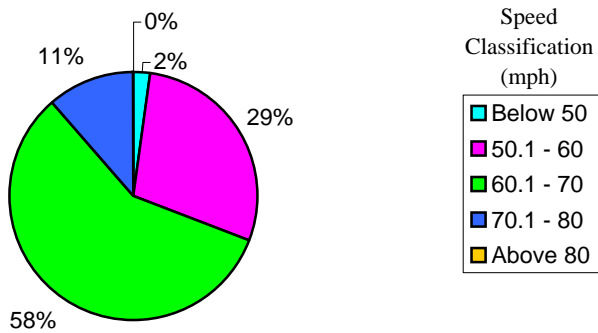
Posted Speed: 55
Total Number of Vehicles: 2888

### Westbound PM Peak

0%
6%
3%
32%
59%

Speed
Classification
(mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 55
Total Number of Vehicles: 8781

Syracuse Metropolitan Transportation Council
2004-2005 CMS
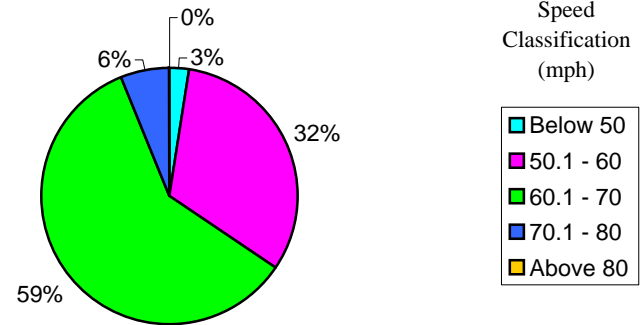
# CHART 7

## TRAFFIC VOLUMES BY SPEED CLASSIFICATION

## Interstate 690 Between Interchange 17 and Interstate 481

### Eastbound AM Peak

1%
1%
16%
18%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

64%
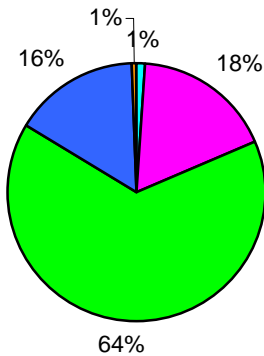
Posted Speed: 55
Total Number of Vehicles: 2901

### Eastbound PM Peak

0%
1%
14%
16%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

69%
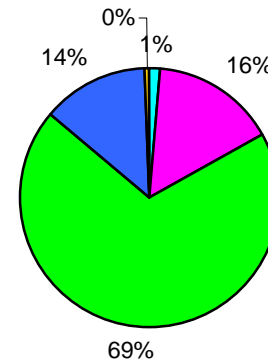
Posted Speed: 55
Total Number of Vehicles: 6520

### Westbound AM Peak

0%
8%
2%
31%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

59%
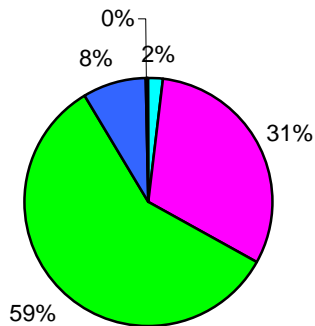
Posted Speed: 55
Total Number of Vehicles: 4902

### Westbound PM Peak

0%
8%
3%
32%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

57%

Posted Speed: 55
Total Number of Vehicles: 3282

Syracuse Metropolitan Transportation Council
2004-2005 CMS
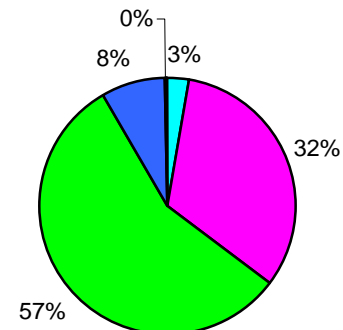
**CHART 8**

**TRAFFIC VOLUMES BY SPEED CLASSIFICATION**

## SR 930P Between NY 5 and I-690

### Northbound AM Peak

Speed Classification (mph)

1%
0%
14%
24%
61%

- Below 20
- 20.1 - 30
- 30.1 - 40
- 40.1 - 50
- Above 50
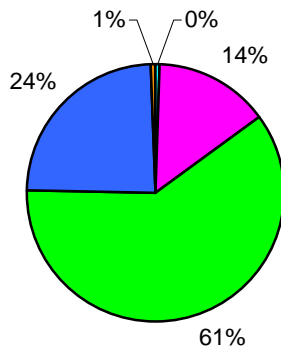
Posted Speed: 45
Total Number of Vehicles: 656

### Northbound PM Peak

Speed Classification (mph)

0%
6%
14%
26%
54%

- Below 20
- 20.1 - 30
- 30.1 - 40
- 40.1 - 50
- Above 50
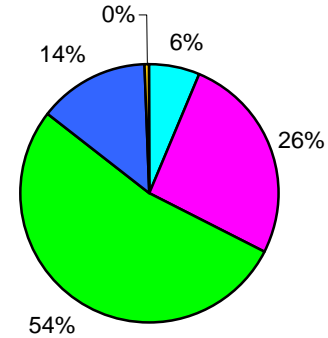
Posted Speed: 45
Total Number of Vehicles: 1769

### Southbound AM Peak

Speed Classification (mph)

3%
0%
5%
42%
50%

- Below 20
- 20.1 - 30
- 30.1 - 40
- 40.1 - 50
- Above 50
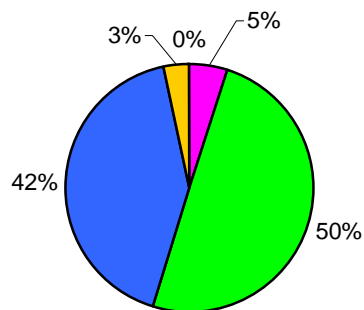
Posted Speed: 45
Total Number of Vehicles: 754

### Southbound PM Peak

Speed Classification (mph)

2%
0%
3%
43%
52%

- Below 20
- 20.1 - 30
- 30.1 - 40
- 40.1 - 50
- Above 50

Posted Speed: 45
Total Number of Vehicles: 1604

Syracuse Metropolitan Transportation Council
2004-2005 CMS
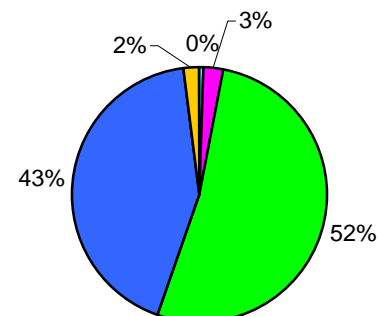
# CHART 9

## TRAFFIC VOLUMES BY SPEED CLASSIFICATION

## Interstate 81 Between Interchanges 27 and 28

### Northbound AM Peak

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

4% 1% 1%
35%
59%
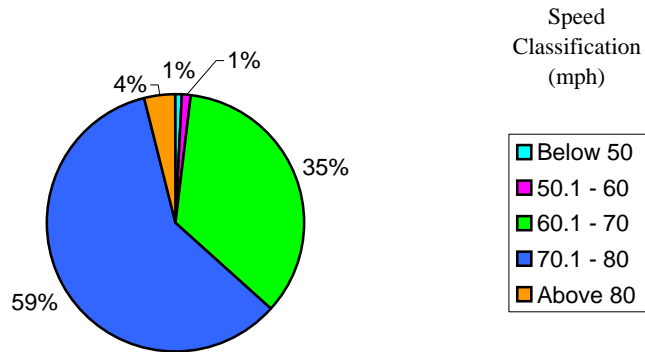
Posted Speed: 65
Total Number of Vehicles: 1928

### Northbound PM Peak

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

4% 1% 0%
19%
76%
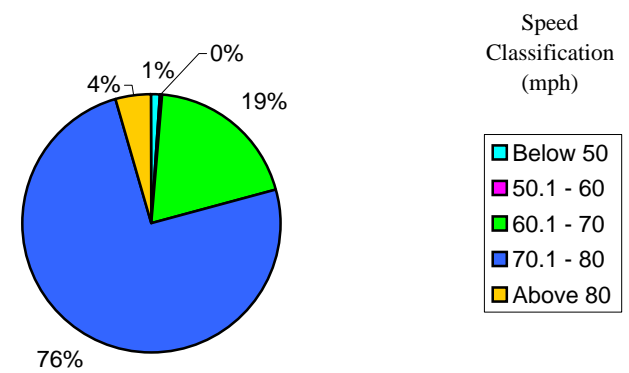
Posted Speed: 65
Total Number of Vehicles: 5729

### Southbound AM Peak

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

2% 1% 4%
42%
51%
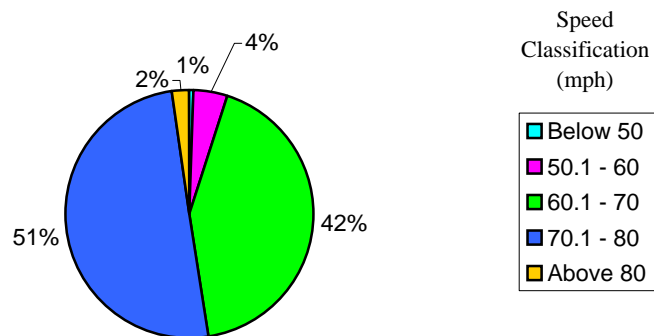
Posted Speed: 65
Total Number of Vehicles: 7078

### Southbound PM Peak

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

1% 1% 9%
33%
56%

Posted Speed: 65
Total Number of Vehicles: 3712

Syracuse Metropolitan Transportation Council
2004-2005 CMS
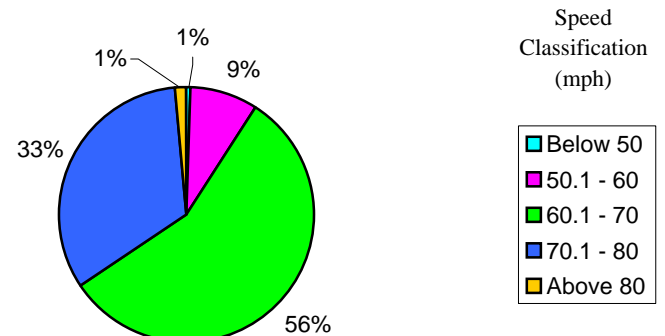
**CHART 10**

**TRAFFIC VOLUMES BY SPEED CLASSIFICATION**

## Interstate 81 Between Interchanges 29 and 30

### Northbound AM Peak

Speed
Classification
(mph)

2% 1% 3%
48% 46%

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
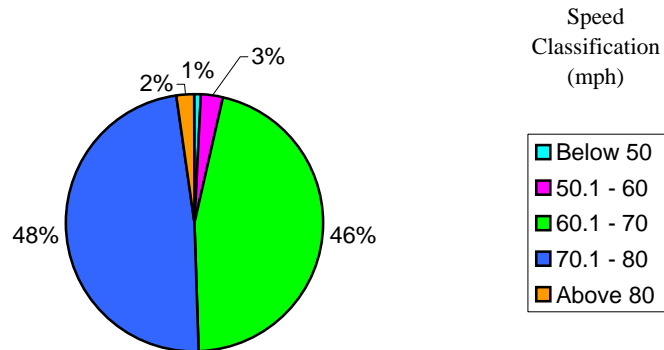
Posted Speed: 65
Total Number of Vehicles: 2190

### Northbound PM Peak

Speed
Classification
(mph)

2% 1% 1%
36%
60%

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
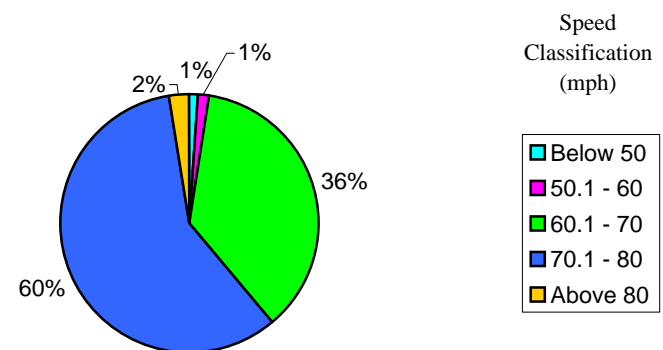
Posted Speed: 65
Total Number of Vehicles: 6722

### Southbound AM Peak

Speed
Classification
(mph)

4% 1% 1%
35%
59%

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
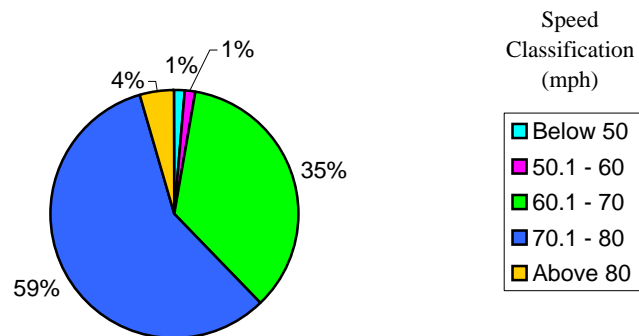
Posted Speed: 65
Total Number of Vehicles: 5975

### Southbound PM Peak

Speed
Classification
(mph)

3% 3% 3%
46% 45%

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 3532

Syracuse Metropolitan Transportation Council
2004-2005 CMS
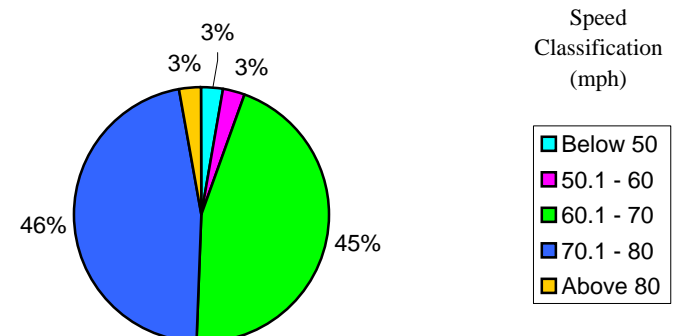
# CHART 11

## TRAFFIC VOLUMES BY SPEED CLASSIFICATION

## Interstate 81 Between Interchanges 31 and 32

### Northbound AM Peak

2%  0%  7%

34%

57%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
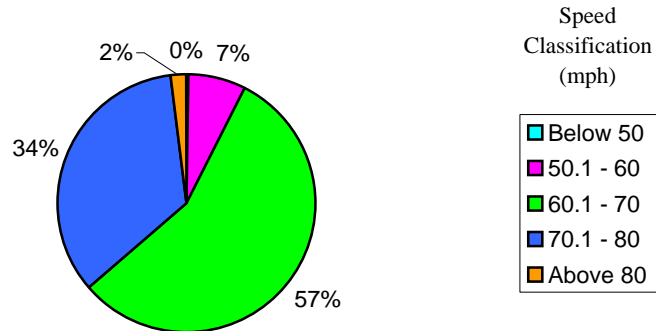
Posted Speed: 65
Total Number of Vehicles: 1097

### Northbound PM Peak

2%  0%  4%

50%

44%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
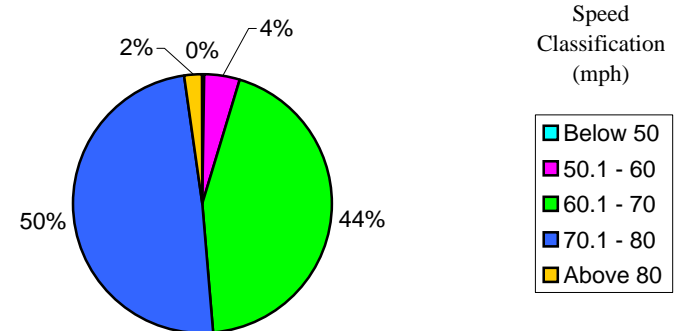
Posted Speed: 65
Total Number of Vehicles: 4696

### Southbound AM Peak

5%  0%  2%

52%

41%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
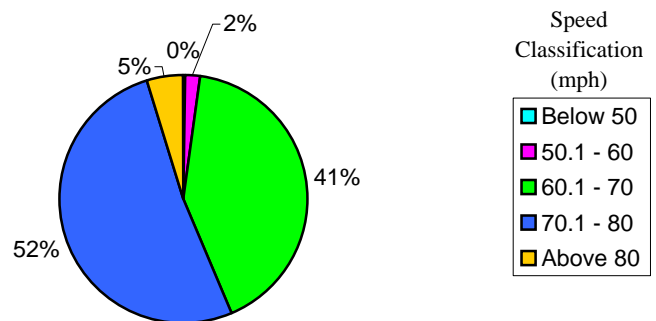
Posted Speed: 65
Total Number of Vehicles: 4178

### Southbound PM Peak

2%  0%  4%

41%

53%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 2381

Syracuse Metropolitan Transportation Council
2004-2005 CMS
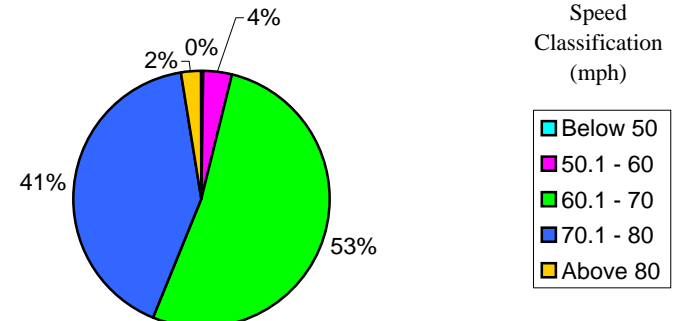
# CHART 12

## TRAFFIC VOLUMES BY SPEED CLASSIFICATION

## Interstate 481 Between Interchanges 3 and 4

### Northbound AM Peak

1% 1% 12%
22%
64%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
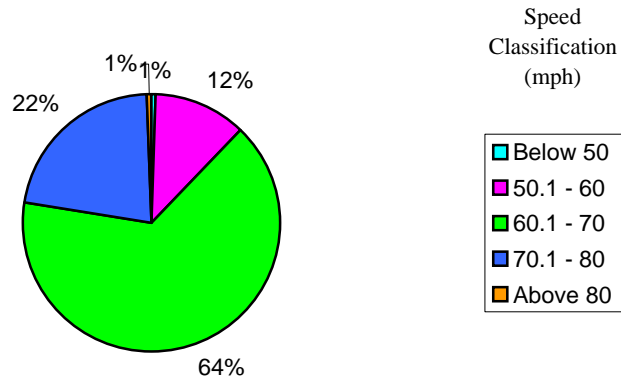
Posted Speed: 65
Total Number of Vehicles: 5781

### Northbound PM Peak

0% 1%
15% 20%
64%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
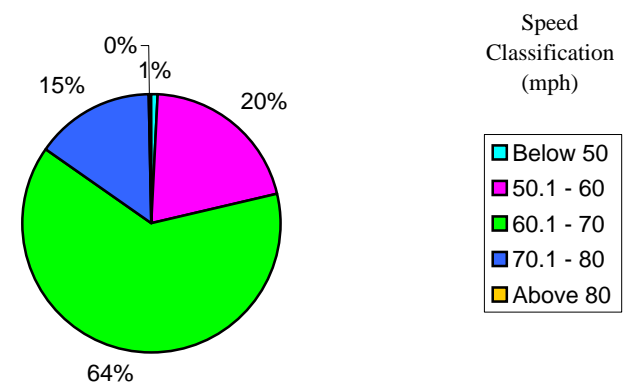
Posted Speed: 65
Total Number of Vehicles: 4630

### Southbound AM Peak

1% 3%
14% 33%
49%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
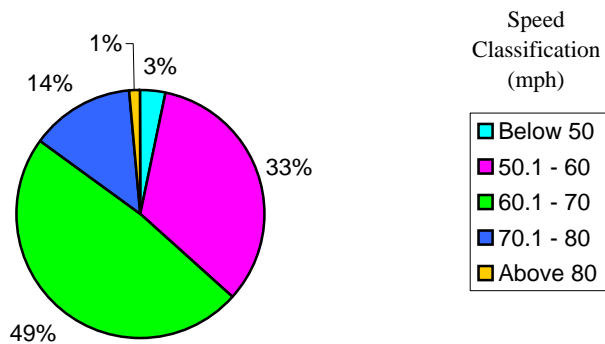
Posted Speed: 65
Total Number of Vehicles: 3839

### Southbound PM Peak

8% 0%
23%
32%
37%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 6075

Syracuse Metropolitan Transportation Council
2004-2005 CMS
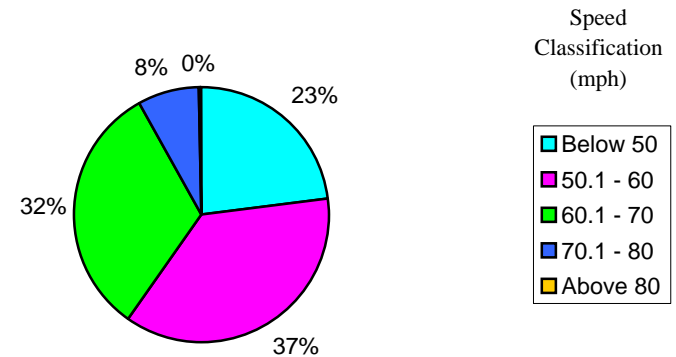
# CHART 13

## TRAFFIC VOLUMES BY SPEED CLASSIFICATION

## NY 695 Between NY 5 and Interstate 690

### Northbound AM Peak

2%
1%
9%
30%
58%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
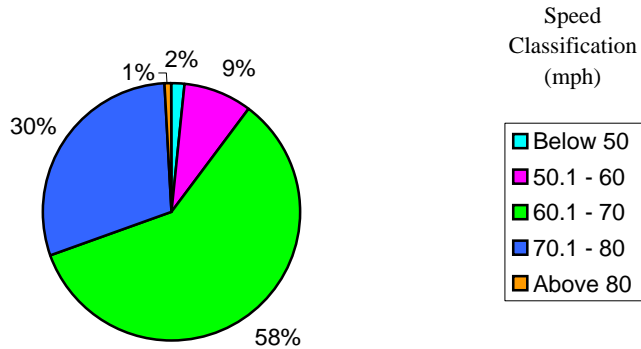
Posted Speed: 65
Total Number of Vehicles: 5755

### Northbound PM Peak

1%
1%
14%
19%
65%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
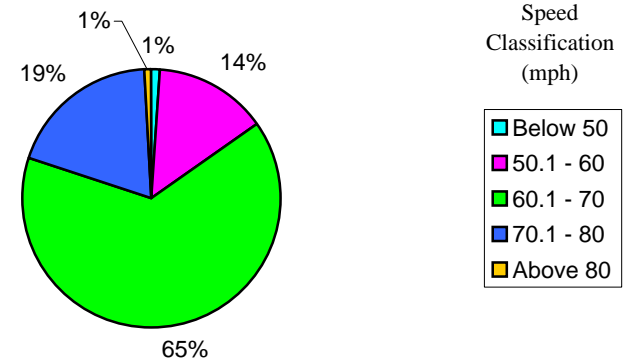
Posted Speed: 65
Total Number of Vehicles: 3782

### Southbound AM Peak

1%
1%
13%
20%
65%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80
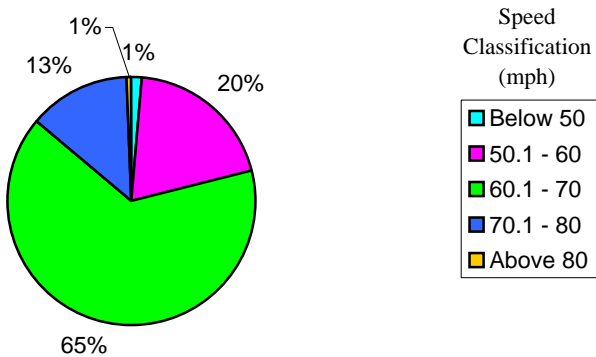
Posted Speed: 65
Total Number of Vehicles: 2558

### Southbound PM Peak

0%
1%
13%
16%
70%

Speed Classification (mph)

- Below 50
- 50.1 - 60
- 60.1 - 70
- 70.1 - 80
- Above 80

Posted Speed: 65
Total Number of Vehicles: 6548

Syracuse Metropolitan Transportation Council
2004-2005 CMS
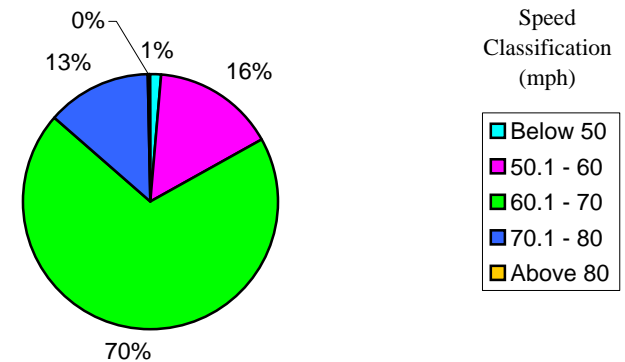
# APPENDIX A

**Level of Service Tables**

# Level of Service Tables

## Maximum Service Volumes for AADT

| Roadway Class | LOS A | LOS B | LOS C | LOS D | LOS E |
|---|---|---|---|---|---|
| **Urban Freeways** | | | | | |
| 4 lane | 20,300 | 32,500 | 48,800 | 61,800 | 74,500 |
| 6 lane | 30,600 | 48,900 | 73,400 | 93,000 | 117,300 |
| 8 lane | 40,800 | 65,200 | 97,900 | 124,000 | 156,300 |
| **Urban Divided Streets (interrupted flow)** | | | | | |
| 4 lane | * | * | 26,250 | 33,400 | 34,900 |
| 6 lane | * | * | 39,850 | 50,600 | 52,550 |
| 8 lane | * | * | 48,900 | 61,900 | 64,350 |
| **Urban Undivided Streets (uninterrupted flow)** | | | | | |
| 2 lane | 8,900 | 13,900 | 18,900 | 24,800 | 33,100 |
| 4 lane | 15,450 | 25,875 | 35,850 | 42,750 | 49,725 |
| **Urban Undivided Streets (interrupted flow)** | | | | | |
| 2 lane | * | * | 12,000 | 15,450 | 16,450 |
| 4 lane | * | * | 19,688 | 25,050 | 26,175 |
| **Transition to Urban Areas** | | | | | |
| **Undivided Streets (uninterrupted flow)** | | | | | |
| 2 lane | 8,400 | 13,000 | 17,700 | 23,300 | 31,000 |

## Maximum Service Volumes for Peak Hour Traffic

| Roadway Class | LOS A | LOS B | LOS C | LOS D | LOS E |
|---|---|---|---|---|---|
| **Urban Freeways** | | | | | |
| 4 lane | 1,223 | 1,957 | 2,926 | 3,671 | 4,139 |
| 6 lane | 1,835 | 2,936 | 4,389 | 5,506 | 6,491 |
| 8 lane | 2,447 | 3,914 | 5,852 | 7,415 | 8,741 |
| **Urban Divided Streets (interrupted flow)** | | | | | |
| 4 lane | 1,120 | 1,867 | 2,612 | 3,172 | 3,825 |
| 6 lane | 1,731 | 2,885 | 4,036 | 4,902 | 6,200 |
| **Urban Undivided Streets (uninterrupted flow)** | | | | | |
| 2 lane | 89 | 354 | 709 | 1,267 | 2,553 |
| 4 lane | 950 | 1,584 | 2,216 | 2,692 | 3,168 |
| 6 lane | 1,426 | 2,377 | 3,325 | 4,039 | 4,153 |
| **Urban Undivided Streets (interrupted flow)** | | | | | |
| 2 lane | 89 | 354 | 709 | 1,267 | 2,553 |
| 4 lane | 950 | 1,584 | 2,216 | 2,692 | 3,168 |
| 6 lane | 1,426 | 2,377 | 3,325 | 4,039 | 4,153 |
| **Transition to Urban Areas** | | | | | |
| **Undivided Streets (uninterrupted flow)** | | | | | |
| 2 lane -rolling | 185 | 493 | 907 | 1,348 | 2,385 |
| 2 lane -level | 247 | 574 | 984 | 1,647 | 2,745 |

* Volumes were obtained by averaging volumes for road segments with >0.00 to 2.49 signalized intersections per mile and segments with 2.50 to 4.50 signalized intersections per mile

**Source:** Florida Department of Transportation, 1995

# APPENDIX B

**HCS/Synchro Intersection Analyses**

## Available Upon Request

# Available Upon Request

**Intersection Analyses are attached in the following order:**

1. Morgan Road @ Buckley Road
2. SR 370/Old Liverpool Rd
3. SR 931G @ Tulip St
4. Butternut @ Grant Blvd (North)
5. Butternut @ Grant Blvd (South)
6. Midler Ave @ James St
7. James St @ Teall Ave
8. Butternut @ Lodi St
9. Genesee St @ Erie Blvd West
10. W Onondaga St @ Geddes St
11. SR 173 (East) @ SR 175
12. SR 175 @ SR 173 (West)
13. S Salina St @ Seneca Tpke
14. Colvin St @ Comstock
15. Columbus @ Genesee St
16. S Geddes St @ Bellevue Ave
17. Salina St @ Castle St
18. Adams St @ Almond
19. Harrison St @ Almond St
20. Irving Ave @ Waverly Ave
21. SR 5/SR 92 @ Lyndon Road
22. SR 5 @ SR 257 @ Salt Springs Rd
23. SR 290 @ SR 635 (James/Thompson)
24. SR 5 @ SR 930P (Erie/Bridge St/Orrick)
25. SR 5 @ SR 635 (Erie/Thompson)
26. Acc I 81/SR 931J (Pardee Rd) @ SR 31
27. Old Route 57 @ John Glenn Blvd
28. Henry Clay Blvd @ Wetzel Rd
29. Henry Clay Blvd @ Buckley Rd
30. South Bay Rd @ Taft Rd and US 11 @ Taft
31. Buckley Rd @ 7th North St

# Available Upon Request

# APPENDIX C

**Congestion Factors**

# IDENTIFYING TYPES AND CAUSES OF CONGESTION

In evaluating the performance of the system, it is critical to determine the "type" of congestion and its cause(s) in order to properly evaluate the potential benefit to be derived from different strategies. The following section outlines typical congested conditions, by facility type, and offers a variety of factors that may contribute to the congestion.

## Congestion on Freeway/Thruway Facilities

- High volumes on the mainline
- Ramp Congestion
  - Off-ramp back-ups (where ramp intersects @ cross street)
  - On-ramp backups (congested volumes on mainline)
- Tollbooth back-ups - high approach volumes (usually during peak hour - PKHR)
- Mainline to Mainline merges & exits (weaving)
  - High volumes of traffic switching mainlines
  - Converging mainlines
  - Diverging mainlines
- Lane closures/ramp closures
  - Construction
  - Incidents (crashes/break-downs)

### *Contributing Factors*

- Long distance commuting
- High SOV usage
- Interchanges too close together
- Inadequate signage
- Excessive "local" traffic on facility
- Excessive "through" traffic on facility
- Ramp length inadequate
- Signal timing/cycle length inadequate at off-ramp and cross street intersection

## Congestion on Arterial Highways

- High volumes – mainline – commuter & daily volumes
- High volumes intersections (signalized)
- Unsignalized intersections
- Excessive side friction (adjacent parcel access)
- Incidents (crashes/break-downs)
- Construction areas

- Lane closure
- Detours
- Reduced speed zones

*Contributing Factors*

- Lack of turn lanes at intersections
- Improper spacing of access points
- Access points too close to intersections
- Lack of deceleration lanes at major parcel access points
- Signal spacing inadequate
- Lack of signal coordination/interconnection
- Improper signal phase/cycle length
- Lack of interconnected land uses
- "Strip" commercial development

**Congestion on Minor Arterial Highways and Collectors Streets**

- High volumes – daily and peak hours
- High volume signalized intersections
- Multi-way stops
- "No Right Turn on Red" at intersection
- High volumes of pedestrian and bicycle traffic
- Incidents (crashes/breakdowns)
- Legal parking (parallel)
- Illegal parking (double parking, deliveries, etc.)
- Transit Stops
- Construction areas – lane closures, detours, etc.

*Contributing Factors*

- Lack of loading/unloading in business areas
- Lack of adequate off-street parking
- Improper spacing of access points
- Access points too close to intersections
- Signal spacing inadequate
- Lack of signal coordination/interconnections
- Improper signal phase/cycle length
- Lack of interconnected land uses
- "Strip" development patterns
- Improper/illegal pedestrian and bicycle movements

Source:  1997 SMTC Congestion Management System Report for Onondaga County