

TECHNICAL MEMORANDUM



TO: Corey Driscoll Dunham, Chief Operating Officer, City of Syracuse
Neil Burke, Transportation Planner, City of Syracuse

FROM: Andrew Frasier, Transportation Analyst, SMTC

DATE: March 29, 2021

RE: Continuing the Pilot Program for Prioritizing Pavement Maintenance on City Streets

CC: James D'Agostino, Director, SMTC
Mario Colone, Program Manager, SMTC

SUMMARY

On behalf of the City of Syracuse, the Syracuse Metropolitan Transportation Council conducted an analysis of the City's road network to provide insight into prioritizing certain roads for pavement maintenance. The City was interested in determining roads where the investment of resources would be justified. This memo outlines the methods considered and the data included in this analysis, and an explanation of the final products. The SMTC conducted a similar analysis in 2020.

Using available data, the SMTC developed a Priority Score on each applicable road segment. This score considered several variables, including pavement rating (collected by the SMTC in 2020), traffic volumes, and functional classification, among others.

The approach considered in this analysis is just one of several possible data-driven approaches. The approach utilized data accessible by the agency and seeks to create a repeatable process that stands on solid analytical ground. The processes performed as a part of this analysis are not a substitute for a complete, network-wide asset management system. The output suggests roads which should be considered reasonable candidates for reconstruction in the 2021-2022 City Fiscal Year.

Overview

Each program year, the Syracuse Metropolitan Transportation Council (SMTC) publishes a Bridge and Pavement Condition Management System (BPCMS) report to serve as a comprehensive clearinghouse for condition information on selected bridges and pavements throughout the Metropolitan Planning Area (MPA). Throughout its history, the BPCMS has contained different types of information varying in scope, depending on the needs of member agencies, federal regulations, and data collection methods. Most recently, the Pavement section of the report included condition information on all federal-aid eligible (FAE) roads in the MPA.

In 2019, in addition to compiling data on federal-aid eligible roads, the SMTC undertook a new effort – providing ratings on the entirety of the City of Syracuse’s road system. In keeping with past data collection efforts by the City, roads were rated on a block-by-block basis.

Stemming from this data collection effort, the City expressed interest in working with the SMTC to develop a list of streets which should be prioritized for paving, based on several variables. This process was completed in early 2020 as a pilot program effort.

2020 Effort

The SMTC and the City compiled a list of variables to determine weights for pavement prioritization. The SMTC assigned these weights to different road segments on a block-by-block basis, using SMTC and City data and Geographic Information Systems (GIS) software. From these weights, each block received a *Priority Score*, which the City could use in developing plans for the 2020 Reconstruction budget. The SMTC recommended placing focus on those roads which fell above the 75th percentile of Priority Score. Because it is often not cost efficient to pave only one block of road at a time, the SMTC

also developed the *Weighted Average Priority Score*, to determine an overall priority of road corridors which could be paved, as opposed to just single blocks.

The City tasked the SMTC with completing a similar analysis using new 2020 data, to be completed in early 2021 and to assist in the determination of the City’s 2021 Reconstruction Program. The analysis described in this document is largely the same in its methodology and approach.

Identification of Process

SMTC staff explained, and the City of Syracuse acknowledged, that the limitations of the amount of data available would prevent the full analysis which an asset management program would normally entail. For example, the City does not have complete road inventory data which can be tied to a geographic centerline file via a unique identifier – thus, some roadway characteristics may be assumed or missing all together. The goal of continuing this pilot program is to help develop a process which could be replicated (with adjustments as necessary) in future years in tandem with a more complete asset management system. The City has shown interest in cataloging data digitally to as a part of their commitment to data-driven decision-making processes.

A regular maintenance program already exists for the City’s unimproved (i.e., non-curbed) streets. A slurry seal is overlaid on these streets approximately every four years. The current program currently covers about one quarter of the unimproved system each year, and the maintenance cost is added to abutting property owners’ tax bills. As an established system, SMTC and City staff decided to leave this scheduled maintenance out of the pavement prioritization pilot and focus instead on the improved system, which has a separate budget.

In discussions with City staff, the SMTC again agreed to utilize the following variables as candidates for this prioritization process:

- Pavement condition
- Annual Average Daily Traffic (AADT)
- Functional Classification
- Current planned other (non-paving) maintenance, such as work completed by National Grid or the City’s water department
- Proximity to major institutions
- History of water main breaks
- Existence of other major planned reconstruction projects
- Emergency snow routes.

Additionally, this year, the SMTC sought to determine a way to better stratify roads functionally classified as local, which make up approximately two-thirds of the City’s system. These roads often do not have extensive data to utilize in developing priorities. Using information from the current ReZone Syracuse draft document, the SMTC categorized local roads into three categories based on adjacent land use – Tier I, Tier II, and Tier III – and utilized this attribute as a part of this analysis.

Description of Tasks

Task 1: Data Collection

The goal of the project is to produce a series of filters that will eventually indicate potential priority road segments using the variables listed above. The SMTC will need to gather necessary data to achieve this goal. Some of the datasets live in-house at the SMTC, and others will have to be obtained through partnerships with the City of Syracuse or other entities. The table below illustrates the needed variables and the presumed entities.

Dataset	Agency
Pavement Condition	SMTC
AADT	SMTC, NYSDOT
Functional Classification	SMTC
Current Planned Maintenance	City of Syracuse, National Grid
Major Institutions	SMTC
Water Main Breaks	City of Syracuse
Planned Reconstruction Projects	SMTC, City of Syracuse, NYSDOT
Emergency Snow Routes	City of Syracuse
Local Road Class	City of Syracuse, SMTC
Weighted Average Priority Score	SMTC

From a GIS standpoint, the current pavement condition dataset is tied to the SMTC’s MPA Roads geodatabase. This spatial data will serve as the base dataset for all other data points collected.

AADT, where it exists, will be used to determine the number of vehicles travelling on a segment, and thus, provide a sense of a road’s importance to the overall network. Current planned maintenance and reconstruction (both paving related and non-paving related) will help show roads that should not be prioritized this year. Water main breaks may be an additional indicator of road quality – a road segment with several breaks likely has several cuts in the pavement, which impairs condition over time. Major institutions, such as hospitals and large employers, would indicate both a necessity for good pavement and the importance of managing any construction disruptions.

Task 2: Weighting of Variables

The process of prioritization will occur in two stages. The first stage will operate as a filtering process to select which roads should *not* be included in prioritization calculations. Based on the data collected and conversations with the City, the roads with the following attributes will

not be considered as a part of the program. Note that mileages are approximate, and that one road segment may fall into several of these categories.

Unimproved Streets (152 miles)

Unimproved (i.e., non-curbed) streets are already part of a routine maintenance program, and therefore are not being considered as a part of this analysis. In the previous analysis, the City provided information on improved and unimproved streets in a tabular format. An effort to connect this tabular dataset with a spatial one resulted in some street data failing to translate, leaving some streets with an unknown type. To correct this issue, SMTC staff collected information on whether a road was improved or unimproved while conducting the road rating in 2020. This improved/unimproved assessment should not be considered official for City engineering or record-keeping purposes, but as a planning-level effort appropriate for an analysis like this.

Some unknown street types remain, but have been reduced to 1.5 miles, down from 32 miles last year. They are included in “unimproved” for purposes of this analysis.

Planned Reconstruction (27 miles)

Streets where there are planned reconstruction efforts in the near future will also not be considered as a part of this analysis. These have been defined as pavement projects on the SMTC’s Transportation Improvement Program (TIP), as well as streets identified through the City’s Dig Once initiative.

Additionally, roads identified as in the project area of the upcoming Interstate 81 project (as noted in the Preliminary DEIS) were also removed from consideration. Although these roads are not being considered for this specific effort, maintenance may be required before the

Interstate 81 project is complete given the condition of some of the network in this area.

Planned Maintenance in Right-of-Way (17 miles)

Other, non-reconstruction work in the road right-of-way was also noted, and roads with maintenance plans in the immediate future were removed from consideration. The only data available under this category were streets where National Grid anticipates replacing gas lines in the years 2021-2023.

Pavement Condition (216 miles)

Pavement scores of “Good” and “Excellent” were not considered as a part of this analysis and were removed from consideration. Scores of “Fair” or “Poor” remained. Roads with a score of “Not Rated” were also removed.

After all filters were applied, the original 395 miles of City roads were reduced to approximately 113 miles for prioritization consideration. The second stage involved applying scores to the segments which remained based on other variables.

Condition Rating

The pavement condition was considered the most important variable, and as such, was given the largest weights of any variable.

Condition Score	Miles	Weight
3 (Very Poor)	0.55	8
4 (Poor)	14.32	8
5 (Poor)	51.16	6
6 (Fair)	44.87	4

AADT

Corridors which have higher traffic volumes are more likely to be traveled frequently by the public. Assigning these heavily traveled corridors a higher weight helps ensure a better use of City resources, by spending limited

reconstruction dollars on popular travel corridors. AADT is not known for all segments. However, AADT is generally not available on low-volume, residential streets – therefore, streets with an unknown AADT were given the same weight as those with low AADT.

AADT	Miles	Weight
Greater than 15,000	2.42	5
10,001 – 15,000	6.45	4
5,001 – 10,000	14.55	3
2,501 – 5,000	12.94	2
0 – 2,500	13.15	1
<i>No Data</i>	63.25	1

Nearby Water Main Breaks

The City's Office of Accountability, Performance, and Innovation supplied data on the location of water main breaks from 2004-2020. Breaks did not always occur along the road centerline, and SMTC staff wanted to include breaks that may have occurred near the roadway, but not directly underneath, as these breaks may still have required a cut into the pavement to fix. Several pavement cuts, over time, will lead to condition degradation, especially if filled incorrectly. As such, the number of water main breaks could reasonably be considered an important factor in prioritizing pavement maintenance.

A 20-meter buffer was placed around each road centerline¹, and the sum of the number of breaks in that buffer zone were added to each segment. The weights were assigned based on percentile values and are shown below.

¹ In search of an acceptable distance from the road centerline to search for water main breaks, SMTC staff calculated the distance, in meters, of each break to the nearest road segment centerline. Staff sought to remove outliers from the dataset before calculating an appropriate buffer distance. In statistics, a rule of thumb for calculating outliers is

Water Main Breaks	Miles	Weight
4 – 25	18.48	5
2 – 3	25.77	3
1	23.93	2
0	44.28	0

Snow Emergency Routes

Roads considered snow emergency routes are of critical importance to the road network, either for the traveling public or for emergency services. As such, it is reasonable to attest that these roads should be maintained in a state of good repair.

Snow Emergency Route	Miles	Weight
Yes	78.37	2
No	34.39	0

Major Institutions

The City expressed interest in prioritizing routes near major institutions, defined as hospitals, universities, and large employers. In this case, SMTC used employment data to identify businesses with over 250 employees. Given that the major employers in our region are both the local universities and the hospitals, an institution was *not* counted more than once. For example, Upstate is both a large employer and a hospital, but it was counted once as an institution and not twice.

The employment data is susceptible to accuracy issues. One common example is the reporting of *all* employees in a company at a single location. To avoid these issues, staff used professional

any amount 1.5 times the interquartile range greater than the 75th percentile or less than the 25th percentile. Performing this calculation, staff were able to determine that most water main breaks occurred within 20 meters (approximately 60 feet) of the road centerline.

judgement to cull or alter the list of large employers where appropriate.

Distance to Institution	Miles	Weight
1/8 mile	9.33	3
1/4 mile	12.29	2
1/2 mile	29.49	1
Greater than 1/2 mile	61.64	0

Activity Level

There is generally limited data on the portion of the City’s system functionally classified as local. These streets tend to be low-volume residential streets, the first leg and the last leg of the average person’s transportation journey. In Syracuse, local streets make up approximately two-thirds of the City’s road network.

Because the local streets comprise most of the road network and generally have fewer attributes available to analyze, the SMTC was interested in using ancillary data to stratify this large block of roads into additional categories.

Adjacent land use can serve as an indicator of how many people use a road, even if there is no AADT data available. For example, roads which serve commercial or mixed land uses may see more vehicles than roads surrounded by residential uses or open space. The SMTC reviewed the ReZone Syracuse **draft** document to determine adjacent land uses for local roads and utilized this information to categorize local roads into three additional categories: Tier I, Tier II, and Tier III². Note that these categories have no official bearing to the road network and are simply an analytical tool used to help

separate the approximately 265 miles of local roads owned by the City.

Activity Level	Miles	Weight
Tier I Local Roads	4.59	5
Tier II Local Roads	28.57	3
Tier III Local Roads	40.07	2
Non-Local Roads (Arterials and Collectors)	39.53	0

Task 3: Applying Score to Network

The maximum possible score for all variables is 28. The appropriate score for each individual variable was tied to each road segment. The sum of all these variables, the Priority Score, was calculated.

Last year, the analysis included a multiplier to help promote the addition of lower-volume residential streets in the prioritization process. Roads functionally classified as “Local” were given a boost to help them stand out, and the importance of principal arterials was reduced slightly. However, with the addition of the Activity Level variable this year, more local roads were included in the analysis and the multiplier process was not needed.

After application, the Priority Scores ranged from 2 to 22. These scores were divided into percentiles (by number of segments), with the idea that segments scoring higher than the 75th percentile would advance for prioritization consideration.

² Using the draft ReZone proposed zoning, the percentage of each land use for each block was tabulated. Tier III roads were either greater than 90% residential, greater than 90% industrial, or greater than 50% open space. Tier I roads were either over 90% commercial, over 90% MX-4/MX-5,

or over 90% Institutional use. Tier II roads were the remainder: a mix of residential (less than 90%), and other uses, such as MX-1, MX-2, and MX-3, and Planned Development. These Tiers were only assigned to roads functionally classified as Local.

Category	Lower Bound	Upper Bound	Total Mileage in Category
Minimum to 25 th Percentile Score	2	9	32.09
25 th to Median Score	10	11	26.64
Median to 75 th Percentile Score	12	14	30.93
75 th to Maximum Score	15	22	22.80

Task 4: Identification of Priorities

Overall, any of the approximately 23 miles of road which fall above the 75th percentile of scores would be reasonable and prudent streets to include in the 2021 reconstruction list.

Having a larger pool to select from provides more options to the City, as needs may change throughout the development of the reconstruction list. These roads are listed in Appendix A of this memo.

In addition to providing the prioritized road segments at the block level, the SMTC calculated a connectivity score along longer segments, to promote economies of scale when paving. This score, the Weighted Average Priority Score³, gives the City an idea of the general priority of a road.

The Weighted Average Priority Score was calculated in two different ways. For roads not on the federal-aid system, the score was

calculated along each road, based on road name. For roads on the federal-aid system, the same score was also calculated, but instead of at the road name level, smaller segments were used based on the SMTC’s City of Syracuse Traffic Count Program. Since FAE roads tend to be longer commuter routes, it did not seem practical to provide a Weighted Average Priority Score for the entirety of James Street, for example. These smaller subsections reflect segments which could be reasonably paved.

However, each of these new segments may still contain blocks which were filtered out of the process for several reasons (such as being unimproved, *et cetera*), so care should be taken in planning for reconstruction. These filtered blocks (with a score of 0, since they were removed prior to the scoring process) are still included in calculating the Weighted Average Priority Score – this allows a street’s priority to drop if it contains several blocks not considered in the analysis.

Each road is listed with its Weighted Average Priority Score, its Weighted Average Pavement Rating, and the total segment length. City staff would be able to select which streets they are interested in including, based on total mileage. This list is included in Appendix B of this memo. Roads with a Weighted Average Priority Score of 0 were removed from the list for brevity.

³ The Weighted Average Priority Score was calculated by taking the average of each block’s score along a road (for non-FAE) or a count segment (for FAE), and weighting each block’s score using its

length. The formula $\bar{P} = \frac{\sum p_i l_i}{\sum l_i}$ applies, where \bar{P} is the Weighted Average Priority Score, p_i is the Priority Score of the i th block on a segment, and l_i is the length of the i th block of a segment.

Conclusion

Overall, as described last year, this methodology is only one of several possible approaches to developing a priority list of segments to include in the 2021 Reconstruction Budget. SMTC Staff, through communication with City staff and based on available resources, developed a data-driven process which

considers several variables considered important to a well-maintained road network.

Based on feedback, an increase in available data, and other needs, this methodology can change in the future. As is the case with all SMTC products, this process is intended to be used as a planning tool only.

APPENDIX A – Streets with scores above 75th Percentile (Value higher than 14)

BPID	Street Name	From	To	Priority Score	Miles	Feet	2020 Rating	FAE
SYR1105	Erie Blvd E	Salina	Warren	22	0.07	379	4	No
SYR3658	Water St W	Franklin	West St.	22	0.18	930	5	No
SYR2598	Onondaga St E	Warren	Montgomery/ Jeff	20	0.13	712	6	No
SYR3591	Wallace St	W. Genesee	Herald Pl.	20	0.07	358	5	No
SYR3657	Water St W	Clinton	Franklin	20	0.10	520	5	No
SYR2191	Madison St	Onondaga/Warren	Montgomery	20	0.10	535	4	No
SYR590	Catherine St	Hawley	James	20	0.13	688	5	No
SYR1862	James St	State	Townsend	20	0.15	771	5	Yes
SYR3608	Walton St	Franklin	Fayette	19	0.16	827	4	No
SYR1883	James St	Forest Hill	Woodbine	19	0.07	360	6	Yes
SYR1863	James St	Townsend	McBride	19	0.09	458	6	Yes
SYR1864	James St	McBride	Catherine	19	0.09	459	6	Yes
SYR822	Court St	Ross Park	Dale	19	0.07	367	5	Yes
SYR1130	Erie Blvd W	Clinton	Franklin	19	0.10	521	5	Yes
SYR1135	Erie Blvd W	Van Rensselaer	Geddes	19	0.24	1250	5	Yes
SYR1850	Irving Ave	University	Van Buren	19	0.12	654	4	Yes
SYR3438	Townsend St S	Washington	Fayette	19	0.06	332	4	Yes
SYR430	Burnet Ave	Lodi	Elm	19	0.13	666	4	Yes
SYR2796	Raynor Ave E	Stadium	Irving	18	0.06	331	6	No
SYR494	C-D Rd	Adams	Harrison	18	0.11	572	6	No
SYR1723	Hickory St	State	Prospect	18	0.08	401	5	No
SYR1722	Hickory St	Pearl	State	18	0.04	233	5	No
SYR2298	McBride St S	Burt	Van Buren	18	0.06	328	5	No
SYR2299	McBride St S	Van Buren	Rose	18	0.06	291	5	No
SYR3531	Van Buren St	Oakwood	McBride	18	0.09	488	5	No
SYR8046	Belden Ave E	Pearl	North State	18	0.04	224	5	No
SYR2285	McBride St N	James	Willow	18	0.07	349	5	No
SYR3211	Stadium Pl	Van Buren	Raynor	18	0.12	644	5	No
SYR3536	Van Rensselaer St	Erie Blvd.	Wilkinson	18	0.15	804	5	No
SYR1851	Irving Ave	Van Buren	Raynor	18	0.12	644	4	No
SYR2865	Rose Ave	Oakwood	S. McBride	18	0.09	489	4	No
SYR3544	Van Rensselaer St	Bear	Hiawatha	18	0.28	1491	5	No
SYR880	Crouse Ave N	Burnet	Hawley	18	0.07	388	4	No
SYR1073	Elm St	Burnet	Hawley	18	0.23	1196	5	No
SYR119	Ash St	Prospect	Townsend	18	0.07	383	4	No
SYR3175	Spencer St	Van Rensselaer	Hunter	18	0.17	900	5	No
SYR1867	James St	Highland	Oak	18	0.25	1317	6	Yes
SYR663	Clinton St N	Willow	Herald Pl.	18	0.07	344	5	Yes

BPID	Street Name	From	To	Priority Score	Miles	Feet	2020 Rating	FAE
SYR431	Burnet Ave	Elm	Mather	18	0.08	424	4	Yes
SYR2193	Madison St	Almond	Irving	17	0.22	1184	4	No
SYR2802	Renwick Ave	Taylor	Jackson	17	0.09	487	4	No
SYR1312	Forman Ave	Fayette	Genesee	17	0.08	443	6	No
SYR3607	Walton St	Clinton	Franklin	17	0.10	524	5	No
SYR2195	Madison St	Crouse	University Av	17	0.11	593	5	No
SYR2295	McBride St S	Adams	Jackson	17	0.17	872	5	No
SYR8027	Division St W	Solar	Dead End	17	0.12	658	4	No
SYR3429	Townsend St N	Willow	Hickory	17	0.06	333	6	No
SYR881	Crouse Ave N	Hawley	Lodi	17	0.06	340	5	No
SYR2251	Marshall St	University	Walnut	17	0.11	593	5	No
SYR8055	Plum St	Erie	Wilkinson	17	0.05	263	4	No
SYR3543	Van Rensselaer St	Kirkpatrick	Bear	17	0.27	1428	5	No
SYR3731	Whittier Ave	Wilbur	Lowell	17	0.11	597	4	No
SYR3654	Water St E	Walnut	Pine	17	0.12	614	4	No
SYR251	Beech St N	Burnet	Hawley	17	0.19	992	4	No
SYR871	Croly St	E. Fayette	E. Genesee	17	0.23	1213	4	No
SYR1228	Fayette St W	S. Salina	S. Clinton	17	0.07	361	6	Yes
SYR1865	James St	Catherine	Lodi	17	0.17	879	6	Yes
SYR3230	State St N	Union Ave.	Laurel	17	0.17	903	5	Yes
SYR7841	Irving Ave	Waverly	University	17	0.08	406	5	Yes
SYR1868	James St	Oak	Dewitt	17	0.19	1030	6	Yes
SYR2544	Oak St	Lodi	Hawley	17	0.21	1120	5	Yes
SYR2548	Oak St	James	Highland Ave	17	0.13	679	5	Yes
SYR2360	Midland Ave	Lincoln	Taylor	17	0.10	515	5	Yes
SYR820	Court St	Willumae	7th North	17	0.07	387	4	Yes
SYR1917	Jefferson St W	Salina	Clinton	17	0.11	593	4	Yes
SYR3072	Seneca Tpk E	Maywood	Rte. 81	17	0.19	1024	6	Yes
SYR3073	Seneca Tpk E	Rte. 81	E. Brighton	17	0.24	1261	6	Yes
SYR1114	Erie Blvd E	University Ave	Walnut	17	0.11	592	6	Yes
SYR1416	Genesee St E	Albert Rd.	Deforest	17	0.09	472	5	Yes
SYR1417	Genesee St E	Deforest	Hillsboro Pkwy	17	0.23	1222	5	Yes
SYR2953	Salina St S	Matson	Hall	17	0.06	333	4	Yes
SYR3154	South Ave	Kirk	E. Bissell	17	0.12	652	5	Yes
SYR3152	South Ave	Cortland	Kennedy	17	0.04	200	5	Yes
SYR2963	Salina St S	Minerva	Seeley Ave	17	0.06	340	5	Yes
SYR3172	Spencer St	Clinton	Solar	17	0.13	661	4	Yes
SYR1141	Erie Blvd W	Emerson	Willis	17	0.10	514	4	Yes
SYR1611	Harrison Pl	Harrison St.	Adams	16	0.11	558	6	No
SYR2795	Raynor Ave E	Henry	Stadium	16	0.06	331	6	No

BPID	Street Name	From	To	Priority Score	Miles	Feet	2020 Rating	FAE
SYR8018	Bank Alley	Fayette	Washington	16	0.06	325	6	No
SYR1856	Jackson St	McBride	Almond	16	0.04	235	4	No
SYR3219	Standart St	Fineview	Stadium Pl.	16	0.13	707	4	No
SYR2196	Madison St	University Av	Walnut Av	16	0.11	593	5	No
SYR3593	Walnut Ave	Washington	Fayette	16	0.06	328	5	No
SYR3594	Walnut Ave	Fayette	Ashworth Pl.	16	0.05	269	5	No
SYR3447	Tracy St	Leavenworth	Van Rensselaer	16	0.16	860	6	No
SYR3773	Willow St E	Townsend	McBride	16	0.09	460	6	No
SYR3774	Willow St E	McBride	Catherine	16	0.09	465	6	No
SYR2297	McBride St S	Taylor	Burt	16	0.07	384	5	No
SYR2447	Montgomery St	Burt	Raynor	16	0.19	997	4	No
SYR2543	Oak Pl	Oak	Delhi	16	0.06	338	4	No
SYR3436	Townsend St N	Catawba	Lodi/Pond	16	0.09	459	6	No
SYR3435	Townsend St N	Division	Catawba	16	0.10	516	5	No
SYR3652	Water St E	S. Crouse	University	16	0.11	593	5	No
SYR1646	Hawley Ave	N. Crouse	Lodi	16	0.08	431	5	No
SYR1645	Hawley Ave	Howard	N. Crouse	16	0.14	729	5	No
SYR3708	Westmoreland Ave	Erie Blvd.	Dakin	16	0.04	230	5	No
SYR3709	Westmoreland Ave	Dakin	Fayette	16	0.15	800	5	No
SYR3650	Water St E	Almond	Forman	16	0.11	595	4	No
SYR71	Alvord St S	Butternut	John	16	0.18	971	4	No
SYR8039	Exchnage Pl	North Salina	Park Street	16	0.09	483	4	No
SYR3118	Shuart Ave	Wilson	Teall	16	0.14	721	4	No
SYR3638	Washington St E	Walnut	Pine	16	0.11	591	5	No
SYR3653	Water St E	University	Walnut	16	0.11	593	4	No
SYR2599	Onondaga St E	Montgomery/Jeff	S. State	16	0.09	479	5	Yes
SYR3427	Townsend St N	Burnet	James	16	0.10	512	6	Yes
SYR2120	Lodi St	Hawley	Crouse	16	0.10	506	6	Yes
SYR1133	Erie Blvd W	Plum	Leavenworth	16	0.15	767	6	Yes
SYR821	Court St	7th North	Ross Park	16	0.09	476	5	Yes
SYR2398	Midler Ave S	Sunnycrest	Caleb	16	0.13	666	5	Yes
SYR2960	Salina St S	W. Florence	W. Glen	16	0.11	579	5	Yes
SYR2917	Salina St N	Wolf	Hiawatha	16	0.11	562	4	Yes
SYR3234	State St N	Ash	Division	16	0.10	510	3	Yes
SYR1115	Erie Blvd E	Walnut	Pine	16	0.12	610	6	Yes
SYR1243	Fayette St W	Hamilton	W. Genesee	16	0.10	547	5	Yes
SYR432	Burnet Ave	Mather	Vine	16	0.16	860	5	Yes
SYR433	Burnet Ave	Vine	Sherwood	16	0.06	293	5	Yes
SYR2911	Salina St N	Kirkpatrick	Danforth	16	0.11	555	5	Yes
SYR2912	Salina St N	Danforth	Court	16	0.11	557	5	Yes

BPID	Street Name	From	To	Priority Score	Miles	Feet	2020 Rating	FAE
SYR2426	Milton Ave	Willis	West End Dr.	16	0.05	288	5	Yes
SYR2318	Meadowbrook Dr	Nottingham/Dakota	Montana	16	0.34	1789	5	Yes
SYR1419	Genesee St E	Dewitt Rd.	Dewitt Rd.	16	0.36	1888	5	Yes
SYR2487	New St	S. Salina	Linden	15	0.05	257	6	No
SYR1736	Highland St	James	Willow	15	0.07	350	5	No
SYR2194	Madison St	Irving	Crouse	15	0.06	319	5	No
SYR2296	McBride St S	Jackson	Taylor	15	0.06	329	5	No
SYR2445	Montgomery St	New	Taylor	15	0.09	491	5	No
SYR7757	Elizabeth Blackwell St	Harrison	Adams	15	0.11	569	5	No
SYR2559	Oakland St	Fineview	Stadium	15	0.14	754	6	No
SYR2252	Marshall St	Walnut	Comstock	15	0.10	518	5	No
SYR3504	University Pl	Comstock	Ostrom	15	0.08	435	5	No
SYR2102	Linden St	New St.	dead end	15	0.12	645	5	No
SYR1565	Green St	Lodi	Oak	15	0.29	1534	5	No
SYR592	Catherine St	Willow	Hickory	15	0.06	331	5	No
SYR3748	Wilkinson St	Van Rensselaer	N. Geddes	15	0.23	1202	4	No
SYR589	Catherine St	Burnet	Hawley	15	0.07	391	6	No
SYR2791	Raynor Ave E	Montgomery	State	15	0.07	357	6	No
SYR1643	Hawley Ave	McBride	Catherine	15	0.09	466	6	No
SYR1644	Hawley Ave	Catherine	Howard	15	0.15	806	6	No
SYR2226	Marcellus St	Oswego	Seneca	15	0.09	462	5	No
SYR1563	Green St	Hawley	Howard	15	0.13	690	5	No
SYR2562	Oakwood Ave	Taylor	Burt	15	0.07	388	5	No
SYR3446	Tracy St	Barker	Leavenworth	15	0.06	336	5	No
SYR1183	Fabius St	Wyoming	Niagara	15	0.08	418	4	No
SYR120	Ash St	Townsend	McBride	15	0.07	357	4	No
SYR2047	Laurel St	Lodi	Alvord	15	0.17	914	4	No
SYR2110	Lock Alley	Division	Catawba	15	0.10	517	3	No
SYR8032	Gebhardt Ave	Catabwa	East Division	15	0.10	517	4	No
SYR3176	Spencer St	Hunter	Geddes	15	0.06	297	5	No
SYR1988	Kirkpatrick St E	N. Alvord	Park	15	0.09	481	5	No
SYR3103	Sherwood Ave	Burnet	Hawley	15	0.14	735	5	No
SYR3456	Turtle St	Sunset	Lodi	15	0.06	302	5	No
SYR7867	Milton Ave Extension	Emerson	Milton	15	0.04	234	5	No
SYR927	Danforth St	Lodi	Salina	15	0.04	210	5	No
SYR928	Danforth St	Salina	Alvord	15	0.05	266	5	No
SYR929	Danforth St	Alvord	Park St.	15	0.09	474	5	No
SYR3655	Water St E	Pine	Erie Blvd.	15	0.11	563	4	No
SYR2303	McClure Ave	S. Salina	S. State	15	0.10	549	4	No

BPID	Street Name	From	To	Priority Score	Miles	Feet	2020 Rating	FAE
SYR538	Canal St	Lodi	Beech	15	0.16	819	4	No
SYR1648	Hawley Ave	Oak	Delhi	15	0.06	335	4	No
SYR1979	Kirk Ave	Midland	Kirk Park Dr.	15	0.22	1164	4	No
SYR2199	Madison St	Ostrom	S. Beech	15	0.17	872	4	No
SYR7782	Kirk Park Dr	Crehange	Elmhurst	15	0.08	447	4	No
SYR7783	Kirk Park Dr	Elmhurst	Brighton	15	0.11	599	4	No
SYR3228	State St N	Willow	Hickory	15	0.08	396	6	Yes
SYR823	Court St	Dale	Kuhl	15	0.07	345	6	Yes
SYR1134	Erie Blvd W	Leavenworth	Van Rensselaer	15	0.16	852	6	Yes
SYR8054	James St	Shotwell	Grant	15	0.04	232	5	Yes
SYR2284	McBride St N	Hawley	James	15	0.07	359	5	Yes
SYR1319	Franklin St S	Erie Blvd.	Washington	15	0.09	484	5	Yes
SYR2547	Oak St	Lincoln Pk. Dr.	James	15	0.11	602	6	Yes
SYR1136	Erie Blvd W	Geddes	Wall	15	0.19	1029	6	Yes
SYR288	Bellevue Ave	Winkworth Pkwy	City Line	15	0.14	745	5	Yes
SYR2545	Oak St	Hawley	Gertrude	15	0.07	381	5	Yes
SYR2361	Midland Ave	Taylor	Tallman	15	0.14	731	5	Yes
SYR2363	Midland Ave	Bellevue	Blaine	15	0.07	362	5	Yes
SYR793	Cortland Ave E	Oxford	Castle	15	0.15	800	5	Yes
SYR2400	Midler Ave S	Burnet	Erie Blvd	15	0.35	1824	6	Yes
SYR1237	Fayette St W	Geddes	Magnolia	15	0.24	1244	6	Yes
SYR265	Bellevue Ave	Lincoln	South	15	0.10	523	5	Yes
SYR1113	Erie Blvd E	S. Crouse	University Ave	15	0.11	594	6	Yes
SYR1346	Geddes St N	W. Genesee	Belden	15	0.09	449	6	Yes
SYR2915	Salina St N	Bear	LeMoynes	15	0.09	475	5	Yes
SYR2916	Salina St N	LeMoynes	Wolf	15	0.09	481	5	Yes
SYR3818	Wolf St	Carbon	Spring	15	0.09	481	5	Yes
SYR1415	Genesee St E	Meadowbrook	Albert Rd.	15	0.07	357	5	Yes
SYR2395	Midler Ave S	James	Northcliffe	15	0.17	909	5	Yes
SYR2396	Midler Ave S	Northcliffe	Glencove	15	0.16	828	5	Yes
SYR2952	Salina St S	Ostrander	Matson	15	0.07	363	5	Yes
SYR756	Comstock Ave	E. Genesee	Madison	15	0.11	601	4	Yes
SYR1716	Hiawatha Blvd W	State Fair Blvd.	Erie Blvd.	15	0.14	713	6	Yes
SYR1708	Hiawatha Blvd E	Grant Blvd.	Fourth North	15	0.09	499	5	Yes
SYR1709	Hiawatha Blvd E	Fourth North	Sixth North	15	0.19	1008	5	Yes
SYR3153	South Ave	Kennedy	Kirk	15	0.03	184	5	Yes
SYR3385	Teall Ave	James	Rugby	15	0.20	1066	5	Yes
SYR149	Avery Ave N	Cayuga	W. Genesee	15	0.08	399	4	Yes
SYR8056	Erie Blvd W	Milton	Willis	15	0.10	514	4	Yes
SYR225	Bear St W	Solar	Van Rensselaer	15	0.29	1537	5	Yes

APPENDIX B – Street Segments ordered by Weighted Average Priority Score

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Wallace St	<i>Local Applicable Segment</i>	<i>See Map</i>	20.00	5.00	0.07	No
Water St W	<i>Local Applicable Segment</i>	<i>See Map</i>	19.23	4.00	0.34	No
Erie Boulevard West	Franklin	Clinton	19.00	5.00	0.10	Yes
James Street	State (US 11)	Lodi	18.62	5.70	0.49	Yes
Walton St	<i>Local Applicable Segment</i>	<i>See Map</i>	18.22	4.39	0.26	No
Belden Ave E	<i>Local Applicable Segment</i>	<i>See Map</i>	18.00	5.00	0.04	No
C-D Rd	<i>Local Applicable Segment</i>	<i>See Map</i>	18.00	6.00	0.11	No
Rose Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	18.00	4.00	0.09	No
Van Buren St	<i>Local Applicable Segment</i>	<i>See Map</i>	18.00	5.00	0.09	No
Jefferson Street W	Franklin	Clinton	17.00	4.00	0.11	Yes
Fayette Street W	Clinton	Salina	17.00	6.00	0.07	Yes
South Avenue	Kennedy (NYS 175)	Cortland	17.00	5.00	0.04	Yes
Spencer Street	Solar	Genant	17.00	4.00	0.13	Yes
Burnet Avenue	Lodi	Teall	16.33	4.63	0.57	Yes
McBride St S	<i>Local Applicable Segment</i>	<i>See Map</i>	16.24	5.00	0.49	No
Salina Street N	Kirkpatrick	Court (NYS 298)	16.00	5.00	0.21	Yes
Salina Street N	Wolf	Hiawatha	16.00	4.00	0.11	Yes
Townsend Street N	Burnet	James (NYS 290)	16.00	6.00	0.10	Yes
Onondaga Street E	Jefferson	State (US 11)	16.00	5.00	0.09	Yes
Exchnage Pl	<i>Local Applicable Segment</i>	<i>See Map</i>	16.00	4.00	0.09	No
Harrison Pl	<i>Local Applicable Segment</i>	<i>See Map</i>	16.00	6.00	0.11	No
Oak Pl	<i>Local Applicable Segment</i>	<i>See Map</i>	16.00	4.00	0.06	No
Standart St	<i>Local Applicable Segment</i>	<i>See Map</i>	16.00	4.00	0.13	No
Croly St	<i>Local Applicable Segment</i>	<i>See Map</i>	15.77	4.41	0.39	No
State Street N	Willow	Salina	15.71	5.22	0.34	Yes
Oak Street	Burnet	James (NYS 290)	15.22	5.44	0.50	Yes
Meadowbrook Drive	Nottingham	Euclid	15.18	5.00	0.58	Yes
Renwick Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	15.10	4.95	0.18	No
Forman Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	15.05	6.00	0.24	No
South Avenue	Onondaga Ave	Kennedy	15.00	5.34	0.24	Yes
Midler Avenue S	Erie (NYS 5)	Burnet	15.00	6.00	0.35	Yes
Hiawatha Boulevard W	Erie	I-690 Ramp	15.00	6.00	0.14	Yes
Bear Street W	Solar	Van Rensselaer	15.00	5.00	0.29	Yes
Elizabeth Blackwell St	<i>Local Applicable Segment</i>	<i>See Map</i>	15.00	5.00	0.11	No
Gebhardt Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	15.00	4.00	0.10	No
Linden St	<i>Local Applicable Segment</i>	<i>See Map</i>	15.00	5.00	0.12	No
McClure Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	15.00	4.00	0.10	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Milton Ave Extension	Local Applicable Segment	See Map	15.00	5.00	0.04	No
Oakland St	Local Applicable Segment	See Map	15.00	6.00	0.14	No
University Pl	Local Applicable Segment	See Map	15.00	5.00	0.08	No
Lock Alley	Local Applicable Segment	See Map	15.00	3.00	0.10	No
Raynor Ave E	Local Applicable Segment	See Map	14.91	5.49	0.39	No
Marshall St	Local Applicable Segment	See Map	14.87	3.62	0.40	No
Milton Avenue	Willis	City Line	14.81	5.60	0.14	Yes
Erie Boulevard West	Geddes	West	14.76	5.75	0.63	Yes
Tracy St	Local Applicable Segment	See Map	14.75	5.53	0.31	No
Midler Avenue S	Burnet	James (NYS 290)	14.66	5.00	0.72	Yes
Bellevue Avenue	South	Midland	14.60	5.00	0.16	Yes
Franklin Street S	Fayette	Erie	14.59	5.00	0.15	Yes
Hiawatha Boulevard E	Grant	7th North	14.39	5.30	0.41	Yes
Fayette Street W	Nelson	Geddes	14.37	6.00	0.34	Yes
James Street	Lodi	Teall	14.04	6.00	1.28	Yes
Green St	Local Applicable Segment	See Map	14.03	5.00	0.52	No
Salina Street N	Court (NYS 298)	Wolf	14.01	5.00	0.36	Yes
Ashworth Pl	Local Applicable Segment	See Map	14.00	5.00	0.23	No
Townsend Street S	Harrison	Genesee (NYS 92)	14.00	6.00	0.26	Yes
Old State Fair Boulevard	Spencer	I-690 Ramp	14.00	4.00	0.34	Yes
Genesee St E	Local Applicable Segment	See Map	14.00	0.00	0.06	No
Nelson St	Local Applicable Segment	See Map	14.00	4.00	0.25	No
Townsend Pl	Local Applicable Segment	See Map	14.00	4.00	0.10	No
Park Street	Hiawatha	Wolf (US 11)	14.00	6.00	0.09	Yes
New St	Local Applicable Segment	See Map	13.63	6.00	0.16	No
Wolf Street	Grant	7th North	13.51	5.25	0.39	Yes
Bellevue Avenue	City Line	Glenwood	13.50	5.00	0.28	Yes
Fayette Street W	Genesee (NYS 5)	Ulster	13.43	5.00	0.30	Yes
Henry St	Local Applicable Segment	See Map	13.34	5.66	0.19	No
James Street	Teall	Grant	13.23	5.91	0.47	Yes
Seneca Turnpike E	Salina (US 11)	Brighton	13.04	6.47	0.75	Yes
Spencer Street	Bear (NYS 298)	Hiawatha	13.00	6.00	0.31	Yes
Jefferson St W	Local Applicable Segment	See Map	13.00	6.00	0.19	No
Wilbur Avenue S	Geddes	Grand	13.00	6.00	0.07	Yes
Franklin Street N	Erie	Genesee (NYS 5)	13.00	6.00	0.07	Yes
Jefferson Street E	Onondaga Street	State (US 11)	13.00	5.00	0.09	Yes
Hawley Avenue	Lodi	Oak	13.00	3.00	0.13	Yes
Alexander Ave	Local Applicable Segment	See Map	13.00	6.00	0.12	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
East Ave	Local Applicable Segment	See Map	13.00	4.00	0.24	No
Matson Ave E	Local Applicable Segment	See Map	13.00	5.00	0.12	No
Waverly Ave	Local Applicable Segment	See Map	13.00	6.00	0.08	No
Williston Ave	Local Applicable Segment	See Map	13.00	5.00	0.06	No
Fayette St W	Local Applicable Segment	See Map	13.00	6.00	0.33	No
Henderson St	Local Applicable Segment	See Map	13.00	6.00	0.08	No
Douglas St	Local Applicable Segment	See Map	13.00	4.53	0.48	No
Madison St	Local Applicable Segment	See Map	12.87	5.02	1.15	No
Castle [MLK] Street E	State	Renwick	12.86	5.57	0.16	Yes
Plum St	Local Applicable Segment	See Map	12.77	5.45	0.47	No
Park Street	Pond	Court (NYS 298)	12.76	4.74	0.38	Yes
Park Street	Butternut	Oak	12.75	3.57	0.40	Yes
Highland Ave	Local Applicable Segment	See Map	12.71	4.72	0.44	No
Whittier Ave	Local Applicable Segment	See Map	12.49	4.84	0.69	No
Kirk Ave	Local Applicable Segment	See Map	12.38	4.63	0.59	No
McBride Street N	Burnet	James (NYS 290)	12.24	5.00	0.15	Yes
Hood Ave	Local Applicable Segment	See Map	12.23	5.00	0.42	No
Montgomery St	Local Applicable Segment	See Map	12.14	5.20	0.45	No
Walrath Rd	Local Applicable Segment	See Map	12.08	4.00	0.21	No
Water St E	Local Applicable Segment	See Map	12.03	4.00	0.81	No
Alvord St S	Local Applicable Segment	See Map	12.02	4.88	0.38	No
Dale St	Local Applicable Segment	See Map	12.00	6.00	0.30	No
Brighton Avenue E	Salina (US 11)	State	12.00	5.00	0.10	Yes
Court Street W	Solar	Clinton	12.00	6.00	0.14	Yes
Fayette Street W	Tompkins	Nelson	12.00	4.00	0.15	Yes
Bear Street W	Pulaski	Spencer	12.00	5.00	0.17	Yes
Beard Ave E	Local Applicable Segment	See Map	12.00	4.00	0.10	No
Court Ter	Local Applicable Segment	See Map	12.00	6.00	0.18	No
Lemoyne Ave Service Road	Local Applicable Segment	See Map	12.00	5.00	0.05	No
Lynwood Ave	Local Applicable Segment	See Map	12.00	5.00	0.13	No
Matty Ave	Local Applicable Segment	See Map	12.00	4.00	0.07	No
Onondaga Ter	Local Applicable Segment	See Map	12.00	4.00	0.16	No
Oxford St	Local Applicable Segment	See Map	12.00	6.00	0.10	No
Smith La	Local Applicable Segment	See Map	12.00	4.00	0.12	No
Apple St	Local Applicable Segment	See Map	12.00	5.26	0.20	No
Ross Park	Local Applicable Segment	See Map	12.00	5.00	0.36	No
Columbus Ave	Local Applicable Segment	See Map	11.99	4.00	0.29	No
Avery Avenue	Salisbury	Genesee (NYS 5)	11.89	4.74	0.59	Yes

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Stadium Pl	Local Applicable Segment	See Map	11.88	5.51	0.25	No
Dorchester Ave	Local Applicable Segment	See Map	11.87	5.00	0.36	No
Shuart Ave	Local Applicable Segment	See Map	11.85	4.30	0.41	No
Teall Avenue	James (NYS 290)	Grant	11.78	5.42	0.50	Yes
Marcellus St	Local Applicable Segment	See Map	11.62	5.45	0.57	No
Walnut Street	Waverly	Adams	11.52	4.49	0.15	Yes
Fillmore Ave	Local Applicable Segment	See Map	11.45	5.00	0.26	No
Hillview Ave	Local Applicable Segment	See Map	11.42	4.21	0.31	No
Gordon Ave	Local Applicable Segment	See Map	11.39	4.00	0.24	No
Franklin Street S	Jefferson	Fayette	11.39	5.61	0.08	Yes
University Avenue	Fayette	Erie (NYS 5)	11.38	5.41	0.15	Yes
Onondaga St E	Local Applicable Segment	See Map	11.26	6.87	0.24	No
Cortland Avenue	South	Castle [MLK]	11.17	5.16	0.34	Yes
Alanson Rd	Local Applicable Segment	See Map	11.12	5.58	0.52	No
Sherwood Ave	Local Applicable Segment	See Map	11.06	5.00	0.32	No
McKinley Ave	Local Applicable Segment	See Map	11.05	5.00	0.20	No
McBride St N	Local Applicable Segment	See Map	11.04	5.52	0.73	No
Court Street	Sunset	Salina (US11)	11.00	5.00	0.15	Yes
Erie Boulevard West	Hiawatha	Genesee (NYS 5)	11.00	6.00	0.28	Yes
Dearborn Pl	Local Applicable Segment	See Map	11.00	5.00	0.11	No
Greenland Dr	Local Applicable Segment	See Map	11.00	5.00	0.19	No
Lea La	Local Applicable Segment	See Map	11.00	5.00	0.09	No
Leon St	Local Applicable Segment	See Map	11.00	5.00	0.17	No
Marquette St	Local Applicable Segment	See Map	11.00	6.00	0.09	No
Merz Ave	Local Applicable Segment	See Map	11.00	4.00	0.08	No
Ostrander Ave E	Local Applicable Segment	See Map	11.00	5.00	0.08	No
Schneider St	Local Applicable Segment	See Map	11.00	5.00	0.12	No
White St	Local Applicable Segment	See Map	11.00	6.00	0.14	No
Walnut Avenue	Adams	Harrison	11.00	5.00	0.11	Yes
Erie Blvd E	Local Applicable Segment	See Map	10.95	4.50	0.14	No
Hurlburt Rd	Local Applicable Segment	See Map	10.93	4.85	0.36	No
Moore Ave	Local Applicable Segment	See Map	10.86	5.33	0.37	No
Beech St N	Local Applicable Segment	See Map	10.82	5.92	0.35	No
Alliance Bank Pkwy	Local Applicable Segment	See Map	10.78	5.22	0.37	No
Carbon St S	Local Applicable Segment	See Map	10.71	4.26	0.19	No
Willow St E	Local Applicable Segment	See Map	10.68	6.02	0.59	No
Parkway Dr	Local Applicable Segment	See Map	10.66	5.00	0.27	No
Mildred Ave	Local Applicable Segment	See Map	10.66	5.00	0.39	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Oak Street	James (NYS 290)	Grant	10.61	5.57	0.93	Yes
Wolf Street	Park	Grant	10.61	5.99	0.47	Yes
Van Rensselaer St	<i>Local Applicable Segment</i>	<i>See Map</i>	10.57	6.24	1.23	No
Catherine St	<i>Local Applicable Segment</i>	<i>See Map</i>	10.53	5.97	0.69	No
Irving Avenue	Van Buren	Adams	10.50	6.77	0.35	Yes
Gifford Street	West	Clinton	10.50	5.00	0.23	Yes
Carbon St	<i>Local Applicable Segment</i>	<i>See Map</i>	10.44	5.04	1.42	No
Slocum Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	10.38	5.75	0.20	No
Lorraine Ave S	<i>Local Applicable Segment</i>	<i>See Map</i>	10.29	5.00	0.27	No
Elk St	<i>Local Applicable Segment</i>	<i>See Map</i>	10.26	5.00	0.23	No
Catabwa Street	Salina (US 11)	Lodi	10.20	5.40	0.12	Yes
Wyoming St	<i>Local Applicable Segment</i>	<i>See Map</i>	10.19	5.39	0.35	No
Bennington Dr	<i>Local Applicable Segment</i>	<i>See Map</i>	10.15	5.00	0.17	No
Crouse Ave N	<i>Local Applicable Segment</i>	<i>See Map</i>	10.14	5.53	0.24	No
Hawley Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	10.05	5.40	1.26	No
Park Street	Oak	DeWitt	10.04	5.00	0.12	Yes
Comstock Avenue	Adams	Harrison	10.00	6.00	0.11	Yes
Euclid Ter	<i>Local Applicable Segment</i>	<i>See Map</i>	10.00	4.00	0.11	No
Hatherly Rd	<i>Local Applicable Segment</i>	<i>See Map</i>	10.00	5.00	0.24	No
Onondaga Street W	Adams	Clinton	10.00	0.00	0.10	Yes
Westcott Street	Genesee (NYS 92)	Fayette	10.00	5.00	0.19	Yes
Destiny USA Drive	Service Road Ramp	Harborside	10.00	6.00	0.36	Yes
Dell St	<i>Local Applicable Segment</i>	<i>See Map</i>	10.00	6.00	0.09	No
Grandview Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	10.00	5.00	0.07	No
Lafayette Ave E	<i>Local Applicable Segment</i>	<i>See Map</i>	10.00	5.00	0.06	No
Redfield Pl	<i>Local Applicable Segment</i>	<i>See Map</i>	10.00	4.00	0.15	No
St. Marks Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	10.00	6.00	0.27	No
Strathmore Park Dr	<i>Local Applicable Segment</i>	<i>See Map</i>	10.00	5.00	0.08	No
Woodland Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	10.00	5.00	0.14	No
Lemoine Avenue	7th North	City Line	9.96	5.40	0.45	Yes
Kirk Park Dr	<i>Local Applicable Segment</i>	<i>See Map</i>	9.79	4.94	0.39	No
Irving Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	9.69	6.31	0.23	No
Park Street	Court (NYS 298)	Wolf (US 11)	9.60	4.73	0.28	Yes
Ash St	<i>Local Applicable Segment</i>	<i>See Map</i>	9.59	5.35	0.42	No
Robinson St	<i>Local Applicable Segment</i>	<i>See Map</i>	9.57	4.27	0.48	No
Court Street	Salina (US 11)	Grant	9.55	6.00	0.62	Yes
Menlo Dr	<i>Local Applicable Segment</i>	<i>See Map</i>	9.51	5.00	0.16	No
Westminster Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	9.43	5.57	0.24	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Pleasant Ave W	Local Applicable Segment	See Map	9.39	4.69	0.45	No
Elmhurst Ave W	Local Applicable Segment	See Map	9.31	5.68	0.21	No
Clarendon St	Local Applicable Segment	See Map	9.11	3.82	0.47	No
Salina Street S	Seneca (NYS 173)	Calthrop (I-81 Access)	9.09	6.03	1.08	Yes
Scottholm Blvd	Local Applicable Segment	See Map	9.06	5.89	0.58	No
Ostrom Ave	Local Applicable Segment	See Map	9.06	5.78	0.83	No
Eureka St	Local Applicable Segment	See Map	9.01	5.49	0.15	No
Harborside Drive	Destiny USA Drive	Park Street (NYS 370)	9.00	6.00	0.10	Yes
Plum Street	Evans	Franklin	9.00	6.00	0.06	Yes
Ballard Ave	Local Applicable Segment	See Map	9.00	5.00	0.08	No
Delhi St	Local Applicable Segment	See Map	9.00	6.00	0.13	No
Harold St	Local Applicable Segment	See Map	9.00	5.00	0.18	No
Peck Ave	Local Applicable Segment	See Map	9.00	5.00	0.26	No
Worden Ave	Local Applicable Segment	See Map	9.00	6.00	0.13	No
Glenwood Avenue	Geddes	South	9.00	6.16	0.68	Yes
Borden Ave E	Local Applicable Segment	See Map	8.93	5.00	0.22	No
Harding St	Local Applicable Segment	See Map	8.90	6.00	0.28	No
Walnut Ave	Local Applicable Segment	See Map	8.90	5.21	0.29	No
Midland Avenue	Cortland	Onondaga Street	8.89	6.17	0.78	Yes
Seward St	Local Applicable Segment	See Map	8.88	5.56	0.23	No
Roosevelt Ave	Local Applicable Segment	See Map	8.87	5.00	0.44	No
Union Pl	Local Applicable Segment	See Map	8.84	5.58	0.18	No
Comstock Avenue	Harrison	Genesee (NYS 92)	8.82	5.65	0.19	Yes
Lancaster Ave	Local Applicable Segment	See Map	8.78	5.61	1.14	No
Walnut Pl	Local Applicable Segment	See Map	8.75	5.42	0.25	No
Temple St	Local Applicable Segment	See Map	8.71	6.72	0.27	No
Geddes Street S	Bellevue	Grand	8.53	6.70	0.59	Yes
Elizabeth St	Local Applicable Segment	See Map	8.52	4.74	0.15	No
Landon Ave	Local Applicable Segment	See Map	8.28	5.00	0.27	No
State Street N	Sunset	Lodi	8.12	5.44	0.13	Yes
Lodi Street	Court (NYS 298)	Bear	8.01	5.50	0.18	Yes
Willis Avenue	Milton	City Line	8.01	6.00	0.49	Yes
Pond Street	Park	Grant	8.00	5.70	0.58	Yes
Syracuse Street	Ultser	Fayette	8.00	5.00	0.26	Yes
Seymour Street	West Onondaga	West Street	8.00	5.00	0.15	Yes
Chatham Rd	Local Applicable Segment	See Map	8.00	6.00	0.17	No
Circle Rd	Local Applicable Segment	See Map	8.00	6.00	0.25	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Dorset Rd	Local Applicable Segment	See Map	8.00	6.00	0.17	No
Garfield Pl	Local Applicable Segment	See Map	8.00	6.00	0.05	No
Hartley St	Local Applicable Segment	See Map	8.00	6.00	0.07	No
Kirkwood Pl	Local Applicable Segment	See Map	8.00	5.00	0.10	No
Malcolm St	Local Applicable Segment	See Map	8.00	5.00	0.08	No
Maryland Ave	Local Applicable Segment	See Map	8.00	5.00	0.37	No
Pattison St	Local Applicable Segment	See Map	8.00	5.00	0.18	No
Ramsey Ave	Local Applicable Segment	See Map	8.00	5.00	0.14	No
Randall Ave	Local Applicable Segment	See Map	8.00	5.00	0.15	No
Sedgwick Rd	Local Applicable Segment	See Map	8.00	5.00	0.10	No
Burnet Avenue	Midler (NYS 598)	City Line (Thompson)	7.95	6.02	0.95	Yes
Bellevue Avenue	Geddes	Onondaga Ave	7.94	5.60	0.53	Yes
Fitch St	Local Applicable Segment	See Map	7.91	5.99	0.67	No
State Street N	I-81 Ramp	Spencer	7.90	5.03	0.20	Yes
McLennan Ave	Local Applicable Segment	See Map	7.86	5.39	0.34	No
Paul Ave	Local Applicable Segment	See Map	7.85	5.57	0.33	No
Mary St	Local Applicable Segment	See Map	7.84	6.29	0.31	No
Helen St	Local Applicable Segment	See Map	7.84	5.14	0.63	No
Walnut Avenue	Harrison	Genesee (NYS 92)	7.83	6.00	0.19	Yes
Mcallister Ave	Local Applicable Segment	See Map	7.83	3.64	0.14	No
Townsend Street S	Fayette	Erie (NYS 5)	7.80	4.59	0.15	Yes
Court Street	Grant	City Line	7.70	6.47	0.98	Yes
Highland St	Local Applicable Segment	See Map	7.69	5.17	1.10	No
Wilkinson St	Local Applicable Segment	See Map	7.67	6.06	0.60	No
Barker Ave	Local Applicable Segment	See Map	7.65	6.45	0.11	No
Genesee Street E	Irving	Teall	7.49	6.57	0.85	Yes
Arlington Ave	Local Applicable Segment	See Map	7.47	5.26	0.26	No
Jasper St	Local Applicable Segment	See Map	7.39	5.80	0.36	No
Kirkpatrick St E	Local Applicable Segment	See Map	7.39	6.01	1.00	No
Old Colvin St	Local Applicable Segment	See Map	7.33	6.00	0.36	No
Robineau Rd	Local Applicable Segment	See Map	7.31	6.01	0.71	No
Genesee Street E	Salt Springs	City Line	7.23	6.54	1.91	Yes
Elm St	Local Applicable Segment	See Map	7.20	6.20	0.57	No
Gertrude St	Local Applicable Segment	See Map	7.19	6.05	0.36	No
Berkeley Dr	Local Applicable Segment	See Map	7.14	7.25	0.36	No
Comstock Avenue	Thurber	Colvin	7.08	7.48	0.32	Yes
Cherry St	Local Applicable Segment	See Map	7.06	6.25	0.30	No
Lakeview Ave	Local Applicable Segment	See Map	7.01	6.47	0.38	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
University Avenue	Genesee (NYS 92)	Fayette	7.00	6.00	0.11	Yes
Jasper Pl	Local Applicable Segment	See Map	7.00	6.00	0.09	No
Pershing Ave	Local Applicable Segment	See Map	7.00	6.00	0.08	No
Lowell Ave N	Local Applicable Segment	See Map	7.00	6.48	0.54	No
Comstock Avenue	Waverly	Adams	6.99	5.51	0.15	Yes
Liberty St	Local Applicable Segment	See Map	6.98	6.60	0.58	No
Wadsworth Street	Grant	Court (NYS 298)	6.97	5.72	0.63	Yes
Kensington Rd	Local Applicable Segment	See Map	6.95	5.61	0.42	No
Clairmonte Ave	Local Applicable Segment	See Map	6.92	5.54	0.35	No
Lodi Street	James (NYS 290)	Butternut	6.89	6.37	0.41	Yes
Kensington Pl	Local Applicable Segment	See Map	6.84	6.24	0.39	No
Richmond Ave	Local Applicable Segment	See Map	6.82	6.89	0.58	No
Erie Boulevard East	Townsend	Lodi	6.79	6.44	0.80	Yes
Brattle Rd	Local Applicable Segment	See Map	6.79	7.15	0.85	No
Townsend St N	Local Applicable Segment	See Map	6.78	6.66	0.78	No
Division St W	Local Applicable Segment	See Map	6.69	6.18	0.32	No
Taylor St E	Local Applicable Segment	See Map	6.64	4.78	0.45	No
Maple St	Local Applicable Segment	See Map	6.57	6.34	0.26	No
Spencer St	Local Applicable Segment	See Map	6.52	5.24	0.60	No
Pulaski St	Local Applicable Segment	See Map	6.49	6.35	0.43	No
Taft Ave	Local Applicable Segment	See Map	6.37	5.42	0.22	No
Butternut Street	Lodi	Grant	6.34	6.28	0.94	Yes
Butternut St	Local Applicable Segment	See Map	6.32	6.46	0.34	No
Grumbach Ave	Local Applicable Segment	See Map	6.31	5.60	0.25	No
Fayette Street E	Almond	Columbus	6.27	6.55	1.05	Yes
Tex Simone Dr	Local Applicable Segment	See Map	6.26	5.55	0.31	No
Columbus Avenue	Genesee (NYS 92)	Erie	6.25	6.94	0.22	Yes
Isabella St	Local Applicable Segment	See Map	6.09	5.98	0.15	No
Comstock Pl	Local Applicable Segment	See Map	6.08	6.49	0.18	No
Erie Boulevard West	Genesee (NYS 5)	Geddes	6.03	6.55	0.87	Yes
Geddes Street S	Glenwood	Bellevue	6.01	6.18	0.93	Yes
Sand St	Local Applicable Segment	See Map	6.00	6.82	0.33	No
Craton St	Local Applicable Segment	See Map	6.00	6.00	0.15	No
Eloise Ter	Local Applicable Segment	See Map	6.00	6.00	0.09	No
Glass Ter	Local Applicable Segment	See Map	6.00	6.00	0.04	No
Lawrence St	Local Applicable Segment	See Map	6.00	6.00	0.19	No
Parkside Ave	Local Applicable Segment	See Map	6.00	6.00	0.21	No
Wiman Ave	Local Applicable Segment	See Map	6.00	6.00	0.21	No

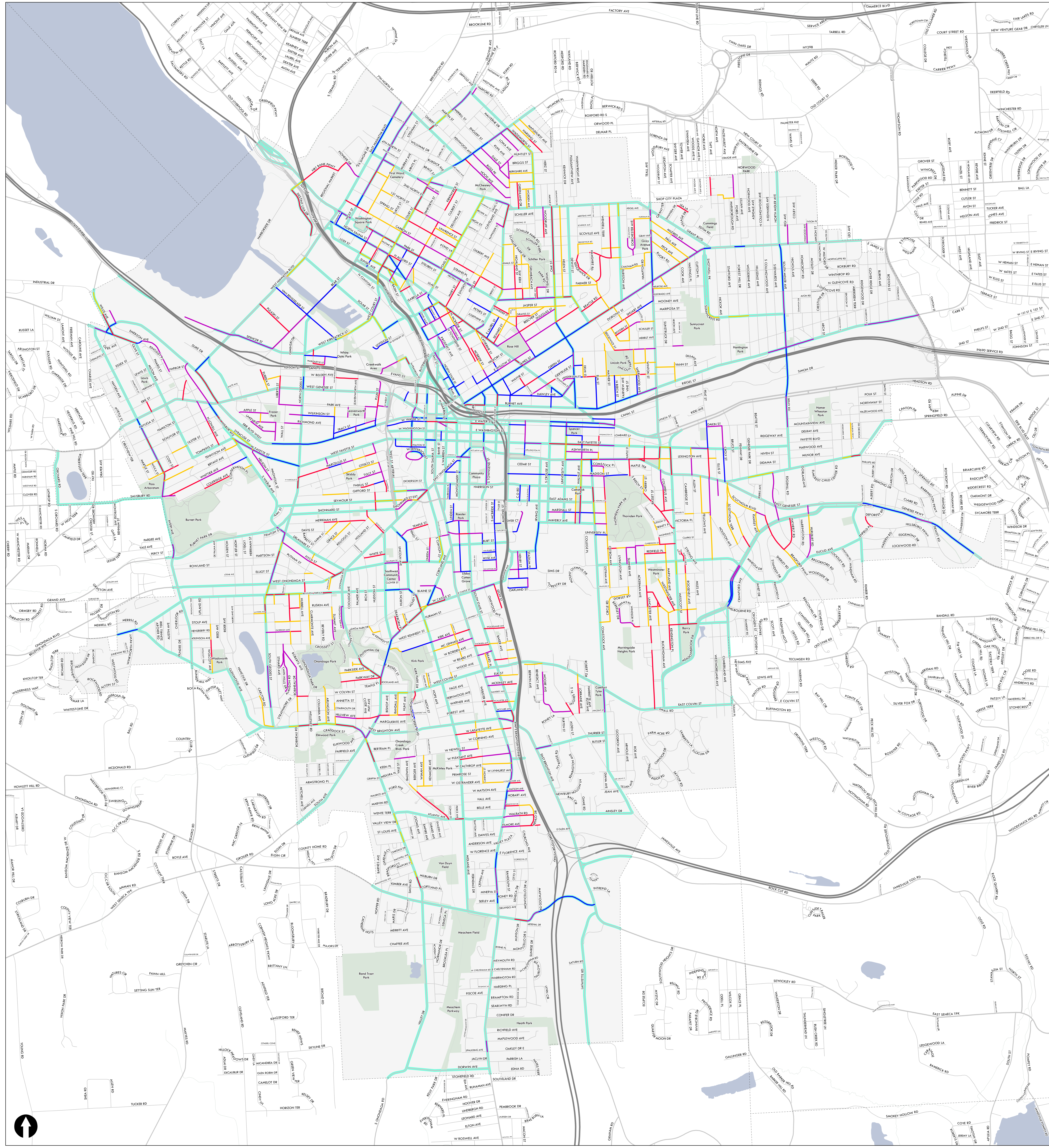
Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Kline St	Local Applicable Segment	See Map	6.00	6.00	0.13	No
Sedgwick Dr	Local Applicable Segment	See Map	5.90	5.83	0.72	No
Greenway Ave	Local Applicable Segment	See Map	5.88	6.49	0.17	No
Fabius St	Local Applicable Segment	See Map	5.81	5.14	0.37	No
Sumner Ave	Local Applicable Segment	See Map	5.80	5.76	0.27	No
Malverne Dr	Local Applicable Segment	See Map	5.79	6.11	0.39	No
Beacon Rd	Local Applicable Segment	See Map	5.73	6.18	0.25	No
Castle [MLK] Street W	Cortland	Salina (US 11)	5.69	6.86	0.23	Yes
Rigi Ave	Local Applicable Segment	See Map	5.65	5.60	0.33	No
Water Street E	State (US 11)	Almond	5.64	4.51	0.18	Yes
Clinton Street N	Websters Landing	Genesee (NYS 5)	5.63	5.04	0.21	Yes
Bank Alley	Local Applicable Segment	See Map	5.62	7.95	0.18	No
Boyden St	Local Applicable Segment	See Map	5.62	5.17	0.52	No
Fordham Rd	Local Applicable Segment	See Map	5.56	5.00	0.16	No
Wolcott Ave	Local Applicable Segment	See Map	5.51	6.72	0.53	No
Coleridge Ave	Local Applicable Segment	See Map	5.50	5.82	0.66	No
Tully St	Local Applicable Segment	See Map	5.44	5.43	0.43	No
Graves St	Local Applicable Segment	See Map	5.43	6.13	0.28	No
Summit Ave	Local Applicable Segment	See Map	5.40	6.04	0.59	No
Carlton Rd	Local Applicable Segment	See Map	5.40	6.99	0.40	No
Lodi Street	Salina (US 11)	State	5.40	6.38	0.17	Yes
Seeley Road	Salt Springs	Erie (NYS 5)	5.39	7.29	0.50	Yes
Bradford Pkwy	Local Applicable Segment	See Map	5.37	5.78	0.80	No
Lodi Street	Butternut	Kirkpatrick	5.37	6.46	0.60	Yes
Farmer St	Local Applicable Segment	See Map	5.35	5.55	0.42	No
Tompkins St	Local Applicable Segment	See Map	5.34	6.33	0.34	No
Merriman Ave	Local Applicable Segment	See Map	5.30	6.65	0.54	No
Woodruff Ave	Local Applicable Segment	See Map	5.27	5.46	0.43	No
Washington St E	Local Applicable Segment	See Map	5.25	6.32	0.34	No
Laurel St	Local Applicable Segment	See Map	5.20	6.05	0.50	No
Cortland Avenue	Castle [MLK]	Salina	5.16	6.71	0.44	Yes
Kirkpatrick Street W	Geddes	Solar	5.04	6.28	0.85	Yes
Westmoreland Ave	Local Applicable Segment	See Map	5.01	5.40	2.06	No
Park Street	Butternut	Pond	5.00	5.79	0.62	Yes
Court Street	Genant	Sunset	5.00	0.00	0.07	Yes
Division St E	Local Applicable Segment	See Map	4.97	5.71	0.61	No
Oneida St	Local Applicable Segment	See Map	4.90	6.97	0.42	No
Sedgwick St	Local Applicable Segment	See Map	4.90	6.46	0.25	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Prospect Ave	Local Applicable Segment	See Map	4.83	7.31	0.24	No
Berkshire Ave	Local Applicable Segment	See Map	4.83	5.69	0.32	No
Lexington Ave	Local Applicable Segment	See Map	4.73	6.44	0.55	No
LaForte Ave	Local Applicable Segment	See Map	4.72	6.48	0.15	No
Fobes Ave	Local Applicable Segment	See Map	4.70	6.00	0.41	No
Hunter Ave	Local Applicable Segment	See Map	4.66	7.60	0.09	No
Danforth St	Local Applicable Segment	See Map	4.62	6.93	0.76	No
Hickory St	Local Applicable Segment	See Map	4.54	6.50	0.48	No
Tennyson Ave	Local Applicable Segment	See Map	4.54	6.04	0.57	No
Emerson Ave	Local Applicable Segment	See Map	4.48	7.49	1.18	No
Grant Boulevard	Court (NYS 298)	Butternut	4.36	6.66	0.58	Yes
Geddes Street N	Genesee (NYS 5)	Pulaski	4.34	7.18	0.29	Yes
Hier Ave	Local Applicable Segment	See Map	4.34	5.21	0.31	No
Pond Street	Lodi	Park	4.33	6.28	0.20	Yes
Scottholm Ter	Local Applicable Segment	See Map	4.31	3.13	0.53	No
Buckingham Ave	Local Applicable Segment	See Map	4.30	6.35	0.69	No
Water Street E	Warren	State (US 11)	4.27	6.57	0.17	Yes
Dudley St	Local Applicable Segment	See Map	4.26	5.71	0.29	No
Knaul St	Local Applicable Segment	See Map	4.23	6.23	0.17	No
Tallman Street	Onondaga Street	Midland	4.22	7.28	0.43	Yes
Grace St	Local Applicable Segment	See Map	4.19	6.48	0.32	No
South Avenue	Glenwood	Onondaga Ave	4.16	6.73	0.45	Yes
Spring St	Local Applicable Segment	See Map	4.15	6.24	1.22	No
Mather St	Local Applicable Segment	See Map	4.14	4.46	0.38	No
Maplehurst Ave	Local Applicable Segment	See Map	4.11	7.17	0.32	No
Jackson St	Local Applicable Segment	See Map	4.04	4.00	0.18	No
Valley Drive	Seneca (NYS 173)	South (NYS 175)	4.04	6.82	1.21	Yes
Seneca St	Local Applicable Segment	See Map	4.03	7.32	0.21	No
Pine St	Local Applicable Segment	See Map	4.03	6.56	0.25	No
Mark Ave	Local Applicable Segment	See Map	4.00	6.00	0.11	No
Beard Pl	Local Applicable Segment	See Map	4.00	0.00	0.10	No
Niagara St	Local Applicable Segment	See Map	3.89	5.42	0.32	No
Vine St	Local Applicable Segment	See Map	3.89	6.63	0.49	No
Wendell Ter	Local Applicable Segment	See Map	3.88	6.85	0.56	No
Dakin St	Local Applicable Segment	See Map	3.84	5.85	0.33	No
Wheaton Rd	Local Applicable Segment	See Map	3.84	6.16	0.38	No
Salina Street S	Calthrop (I-81 Access)	Kennedy	3.81	7.06	1.05	Yes
Clinton Street S	Adams	Tallman	3.81	5.19	0.44	Yes

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Thurber Street	Brighton	Jamesville	3.77	6.74	0.36	Yes
Lincoln Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	3.74	6.69	0.40	No
Onondaga Avenue	South	Bellevue	3.73	7.80	0.81	Yes
DeWitt Street	James (NYS 290)	Park	3.70	7.77	0.22	Yes
Beech St S	<i>Local Applicable Segment</i>	<i>See Map</i>	3.68	6.63	0.90	No
Otisco St	<i>Local Applicable Segment</i>	<i>See Map</i>	3.60	6.84	0.59	No
Hillside St	<i>Local Applicable Segment</i>	<i>See Map</i>	3.60	6.61	0.46	No
Broad Street	Westcott	Nottingham	3.59	6.64	0.34	Yes
Erie Boulevard West	Milton	Hiawatha	3.59	5.64	0.87	Yes
Newell St W	<i>Local Applicable Segment</i>	<i>See Map</i>	3.54	6.99	0.97	No
John St	<i>Local Applicable Segment</i>	<i>See Map</i>	3.50	4.83	0.57	No
Grant Boulevard	Wolf (US 11)	Court (NYS 298)	3.49	6.75	0.36	Yes
Franklin Street N	Genesee (NYS 5)	Butternut	3.39	6.49	0.19	Yes
Lafayette Ave W	<i>Local Applicable Segment</i>	<i>See Map</i>	3.31	6.15	0.88	No
Roberts Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	3.27	6.37	0.74	No
Harvard Pl	<i>Local Applicable Segment</i>	<i>See Map</i>	3.24	6.54	0.26	No
Bear St E	<i>Local Applicable Segment</i>	<i>See Map</i>	3.22	6.87	0.65	No
Taylor St W	<i>Local Applicable Segment</i>	<i>See Map</i>	3.17	8.19	0.30	No
Franklin Street N	Butternut	Plum	3.16	5.00	0.18	Yes
Hampton Rd	<i>Local Applicable Segment</i>	<i>See Map</i>	3.14	6.61	0.23	No
Canal St	<i>Local Applicable Segment</i>	<i>See Map</i>	3.07	5.67	0.76	No
Lemoyne Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	3.00	6.46	0.93	No
Ulster St	<i>Local Applicable Segment</i>	<i>See Map</i>	3.00	7.59	0.64	No
Robin Croft Rd	<i>Local Applicable Segment</i>	<i>See Map</i>	3.00	0.00	0.05	No
Teall Avenue	Burnet	James (NYS 290)	2.99	6.77	0.60	Yes
Onondaga Creek Blvd	<i>Local Applicable Segment</i>	<i>See Map</i>	2.99	6.29	1.18	No
Salt Springs Road	Genesee (NYS 92)	Seeley	2.98	6.63	0.46	Yes
Rugby Rd	<i>Local Applicable Segment</i>	<i>See Map</i>	2.96	6.83	0.88	No
Ostrander Ave W	<i>Local Applicable Segment</i>	<i>See Map</i>	2.94	6.55	0.65	No
Howard St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.93	6.41	0.22	No
Belden Ave W	<i>Local Applicable Segment</i>	<i>See Map</i>	2.91	6.86	0.81	No
Crawford Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	2.81	5.77	1.01	No
First North St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.80	5.55	1.62	No
Onondaga Street W	Geddes	Tallman	2.77	6.67	0.54	Yes
Allen St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.75	8.89	0.78	No
Solar Street	Plum	Bear (NYS 298)	2.75	5.75	0.70	Yes
Alvord St N	<i>Local Applicable Segment</i>	<i>See Map</i>	2.74	7.00	0.38	No
Sackett St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.74	6.70	0.21	No

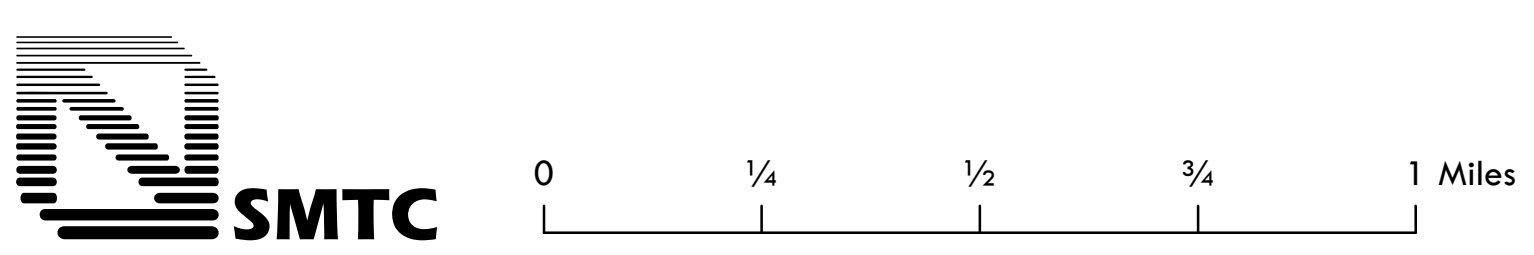
Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Erie Boulevard East	Lodi	Teall	2.72	7.61	0.56	Yes
James Street	Grant	Midler (NYS 598)	2.70	6.86	0.48	Yes
Sunnycrest Road	Shotwell	Midler (NYS 598)	2.70	6.56	0.46	Yes
Cannon St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.65	6.09	0.76	No
Milton Avenue	Genesee (NYS 5)	Willis	2.62	6.09	0.64	Yes
Avery Avenue	Grand	Salisbury	2.61	6.56	0.44	Yes
Calthrop Ave W	<i>Local Applicable Segment</i>	<i>See Map</i>	2.61	6.57	0.46	No
Sabine St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.59	7.14	0.28	No
Ackerman Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	2.59	8.14	0.56	No
Fayette Street E	Columbus	Seely	2.58	7.16	0.90	Yes
Broad St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.58	6.27	0.50	No
Park Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	2.50	7.37	1.54	No
Salt Springs Road	Seeley	Springfield	2.47	6.75	0.50	Yes
Gifford St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.45	7.63	0.66	No
Turtle St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.43	6.67	1.02	No
Lodi Street	Burnet	James (NYS 290)	2.42	6.85	0.63	Yes
Audubon Pkwy	<i>Local Applicable Segment</i>	<i>See Map</i>	2.39	5.99	0.42	No
Sunset Avenue	State	Court	2.38	7.81	0.16	Yes
Geddes Street S	Grand	Fayette	2.38	6.97	0.34	Yes
Hubbell Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	2.25	6.69	0.35	No
Colvin Street W	Midland	South (NYS 175)	2.14	7.06	0.44	Yes
Vann St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.13	6.39	0.43	No
Melrose Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	2.11	6.43	0.53	No
Beecher St	<i>Local Applicable Segment</i>	<i>See Map</i>	2.02	5.62	0.34	No
State Street S	Brighton	Colvin	1.99	7.45	0.40	Yes
Hiawatha Boulevard W	Spencer	Solar	1.93	6.07	0.75	Yes
Burnet Avenue	State (US 11)	Lodi	1.91	9.31	0.79	Yes
Warner Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	1.84	6.03	0.40	No
Burnet Avenue	Teall	Midler (NYS 598)	1.83	6.95	0.95	Yes
Greenwood Pl	<i>Local Applicable Segment</i>	<i>See Map</i>	1.78	6.57	0.47	No
Brookford Rd	<i>Local Applicable Segment</i>	<i>See Map</i>	1.77	6.86	0.79	No
Oakwood Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	1.70	7.71	0.65	No
Westcott Street	Broad	Euclid	1.64	8.19	0.44	Yes
Hixson Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	1.57	6.65	0.50	No
Fellows Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	1.53	6.95	1.01	No
Rich St	<i>Local Applicable Segment</i>	<i>See Map</i>	1.52	7.26	0.62	No
Leavenworth Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	1.42	8.13	0.35	No

Road Name	From	To	Weighted Average Priority Score	Weighted Average Pavement Rating	Miles	FAE
Seymour Street	Geddes	West	1.40	5.86	0.69	Yes
Cumberland Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	1.24	6.88	1.07	No
Castle St W	<i>Local Applicable Segment</i>	<i>See Map</i>	1.24	7.36	0.35	No
Atlantic Avenue	Valley	Midland	1.23	7.96	0.49	Yes
Hillsboro Pkwy	<i>Local Applicable Segment</i>	<i>See Map</i>	1.23	5.23	0.73	No
Winton St	<i>Local Applicable Segment</i>	<i>See Map</i>	1.19	6.54	0.49	No
Jamesville Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	1.14	8.02	0.93	No
Stolp Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	1.13	7.90	1.07	No
Shotwell Park	Sunnycrest	James (NYS 290)	1.12	6.54	0.90	Yes
Elliot St	<i>Local Applicable Segment</i>	<i>See Map</i>	1.06	6.99	0.42	No
Second North St	<i>Local Applicable Segment</i>	<i>See Map</i>	1.05	6.87	0.69	No
Midland Avenue	Brighton	Cortland	0.94	8.53	0.82	Yes
Durston Avenue	James (NYS 290)	Grant	0.90	7.62	0.68	Yes
Salina Street S	Dorwin	Seneca (NYS 173)	0.82	6.93	1.06	Yes
Wilbur Avenue S	Tompkins	Seymour	0.81	8.37	0.51	Yes
Stinard Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	0.65	7.97	0.83	No
Willis Ave	<i>Local Applicable Segment</i>	<i>See Map</i>	0.47	7.46	1.63	No



City of Syracuse Pavement Maintenance Prioritization Pilot Road Segments Overview

March 2021



On behalf of the City of Syracuse, the Syracuse Metropolitan Transportation Council developed a prioritization method to use as a tool in selecting streets for pavement maintenance and construction. Scores were generated from weighted variables, including pavement rating, traffic volumes, functional classification, water main breaks, emergency snow routes, and others. Additional information can be found in the Technical Memorandum produced as a part of this project.

Scores shown on this map were given at the block level. Blocks without any score shown were not considered as a part of this analysis, for reasons described in the Technical Memorandum.

Scores are broken into four categories - each represents a percentile, based on the number of segments (not total miles). Scores greater than 14 represent the segments in the 75th percentile or higher. These segments are the best candidates for prioritization.

Federal-aid eligible roads owned by the City are shown in the background in light blue.

THIS MAP IS FOR PLANNING PURPOSES ONLY. This map does not replace a comprehensive asset management system, and exists to assist officials in determining road segments to reasonably consider maintenance on. The outputs generated as a part of this process are just one of many data-driven options.

Data sources: SMTC, City of Syracuse, NYSDOT. This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this data.

Selected Street Segments Considered for Analysis

