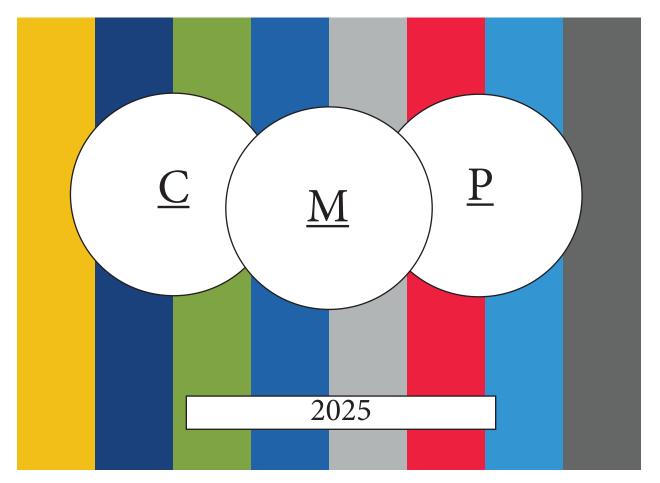
\underline{C} ONGESTION \underline{M} ANAGEMENT \underline{P} ROCESS





Congestion Management Process 2025



Adopted by the SMTC Policy Committee on June 13, 2025

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council is solely responsible for its content.

For additional information, contact: Kevin Kosakowski, Transportation Planner II Syracuse Metropolitan Transportation Council 126 N. Salina Street, 100 Clinton Square, Suite 100 Syracuse, NY 13202 315.422.5716

Table of Contents

Executive Summary	V
Introduction	1
1. Regional Objectives	7
2. CMP Network	9
3. Performance Measures	5
4. Data Collection and System Monitoring	1
5. System Performance and Analysis	3
6. Identify and Assess Strategies 42	7
7. Program and Implement Strategies	1
8. Evaluate Strategy Effectiveness	9
Conclusion	3

List of Tables	
Table 1: 2050 LRTP Goals and Objectives Applicable to CMP.	7
Table 2: Regional Objectives	8
Table 3: Congestion Thresholds	0
Table 4: Vehicular Performance Measure(s) Management Plan 2	2
Table 5: Additional (multi-modal) Performance Measure(s) Management Plan 2	2
Table 6: Top Ten TTI [Highway] Locations on the CMP Network	5
Table 7: Top Ten TTI [Non-Highway] Locations on the CMP Network	
Table 8: Top Ten LOTTR [Highway /Limited Access] Locations on the CMP Network 2	9
Table 9: Top Ten LOTTR [Non-Highway] Locations on the CMP Network	9
Table 10: Top Ten TTTR [Highway /Limited Access] Locations on the CMP Network 3	3
Table 11: Top Ten TTTR [Non-Highway] Locations on the CMP Network	3
Table 12: Top Ten TED [Highway /Limited Access] Locations on the CMP Network	7
Table 13: Top Ten TED [Non-Highway] Locations on the CMP Network	7
Table 14: "Congested" [Highway/limited] Locations on Multiple lists	9
Table 15: "Congested" [Non-Highway] Locations on Multiple lists 3	
Table 16: Number of Incidents along Interstates in Region 34	1
Table 17: Centro Boardings and Alightings, 2023	5
Table 18: Park-N-Ride Daily Information	5
Table 19: Centro Routes On Time Performance, 2023	6
Table 20: Strategy Implementation 5	2

List of Figures

Figure 1: Causes of Congestion	
Figure 2: LOTTR Calculations	

List of Maps

Map 1: CMP Network	10
Map 2: CMP Freight Network	11
Map 3: CMP Transit Network	12
Map 4: TTI by CMP Locations	26
Map 5: LOTTR by CMP Locations	30
Map 6: TTTR by CMP Locations	34
Map 7: TED by CMP Locations	
Map 8: Number of Performance Measure Thresholds Exceeded by CMP Network Location.	64

List of Charts

Chart 1: Transportation Mode Split in SMTC MPA	13
Chart 2: Transportation Mode Split in City of Syracuse	13
Chart 3: Average Commute Time	14
Chart 4: Number of Incidents along Interstates in Region 3	42
Chart 5: Sum of the Number of Crashes by Time of Day along Top Ten CMP Network locations	43

List of Appendix

Appendix A: National Highway System (NHS) Map	66
Appendix B: "Congested" Segments of the CMP Network under the TTI Measure	70
Appendix C: "Congested" Segments of CMP Network under the LOTTR Measure	74
Appendix D: "Congested" Segments of CMP Network under the TTTR Measure	78
Appendix E: "Congested" Segments of CMP Network under the TED Measure	86
Appendix F: Crash Data to Top Ten CMP Network Locations	90

Executive Summary

Introduction

According to the Federal Highway Administration, a Congestion Management Process (CMP) is a "systematic and regionally-accepted approach for managing congestion that provides accurate, up-todate information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages."

A Congestion Management Process is required by federal legislation in metropolitan areas with populations greater than 200,000, also known as Transportation Management Areas (TMAs). As the state designated Metropolitan Planning Organization for a planning area with a population over 200,000, the Syracuse Metropolitan Transportation Council (SMTC) is required to maintain a CMP.

This process aids in identifying locations that may need improvements to relieve congestion. The Syracuse Metropolitan Transportation Council will offer assistance to its member agencies by identifying strategies to help address congestion at identified locations. These strategies could be included in various municipal capital programs, the SMTC's Long Range Transportation Plan, (to be referred to in the near future as the Metropolitan Transportation Plan (MTP)), Transportation Improvement Program (TIP), or the Unified Planning Work Program (UPWP) as necessitated through the metropolitan transportation planning process.

This 2025 CMP document has been developed to align with eight actions suggested by the FHWA for completing a CMP and is inclusive of multi-modal data, analysis, objectives, performance measures and strategies:

- 1. Develop Regional Objectives for Congestion Management
- 2. Define CMP Network
- 3. Develop Multi-modal Performance Measures
- 4. Collect Data/Monitor System Performance
- 5. Analyze Congestion Problems and Needs
- 6. Identify and Assess Strategies
- 7. Program and Implement Strategies
- 8. Evaluate Strategy Effectiveness

For reference, these 8 steps have been color tabbed in the margins of the document to coincide with the colors assigned to them in the figure below.



Analysis and Results

All traffic, freight and transit congestion, as was the case in the 2019 analysis are mainly evaluated utilizing the Travel Time Index (TTI), Level of Travel Time Reliability (LOTTR), Truck Travel Time Reliability (TTTR) and Total Hours of Excessive Delay per mile (TED/mile) performance measures. Vehicle Crashes, Transit Ridership, Bicycle and Pedestrian Facility Availability and, survey responses are being utilized supplementary to the performance measures listed previously to help round out a comprehensive multi-modal congestion analysis review as it relates to recurring and non-recurring congestion. "Congestion" was defined in this report as any road segment within an identified network that had:

 a) a TTI value of 2.0 and above (meaning a trip along a segment was found to take twice as long compared to free-flow conditions);

 b) a LOTTR value of 1.5 and above (meaning a level of unreliability determined by FHWA as too much for any vehicle to experience);

c) a TTTR value of 2.0 and above (meaning a level of unreliability determined by New York State as too much for trucks to experience); and

 d) a TED value of 40,000 or more person hours/mile (excessive delay experienced by drivers in the 90th percentile).

Analysis identified that 24 miles were found to be congested under the TTI measure, 44 miles under the LOTTR measure, 318 miles under the TTTR measure, and 12 miles under the TED measure. Further supplementary analysis within the study area or parts of it, revealed just over 4,000 incidents on the region's interstates since 2019, nearly 2,500 crashes occurring over a four-year period (2020-2023) along the focus corridors examined; 87% average on time performance of all transit routes; nearly 9,000,000 transit riders; just under 13 miles of bike infrastructure; and just over 125 miles of sidewalk.

Conclusion

Various improvement strategies that will most likely benefit the identified "congested" locations have been included in this document. Planning for such, future improvements can take place through the SMTC's UPWP and capital funding can be programmed through the TIP. As congestion in the SMTC urban area typically takes place during peak commute times, strategies focused on the reduction of single occupancy vehicles and lower-cost transportation system management and operation activities are recommended for implementation prior to capacity expansion activities. Additionally, as development patterns expand outside of the urban core into the suburban and rural localities of the SMTC planning area, a greater emphasis should be created to promote more sustainable and efficient transportation and land use patterns.

The Congestion Management Process report is an ongoing project that should be completed in advance of a Long Range Transportation Plan. The next update to the SMTC's Long Range Transportation Plan will be finalized in 2025. During the years when a complete report is not warranted, the SMTC may look to produce performance monitoring documents to present the status of various performance measure management, strategy implementation, or analysis into select "congested" locations within the CMP Network. The monitoring document will provide comparisons to the previous document's analytics as it relates to the main performance measures and their percent of miles that are "non-congested."

The findings of this 2025 analysis are similar to all previous congestion management documents that identified only a very limited number of locations that are considered "congested" according to performance measure analysis. These localized, peak period locations are identified primarily during the morning and evening commute times along portions of highway in the City of Syracuse, and a few suburban roadways to the west, east and north of the City where the majority of households exist.

Introduction

Overview

A Congestion Management Process (CMP) is required by federal legislation in metropolitan areas with populations greater than 200,000, also known as Transportation Management Areas (TMAs). As the Metropolitan Planning Organization (MPO) for a Metropolitan Planning Area (MPA) with a population over 200,000, the Syracuse Metropolitan Transportation Council (SMTC) is required therefore to maintain a CMP.

A CMP is a "systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs." ²

Through the CMP, the SMTC offers assistance to its member agencies by identifying strategies to help address congestion at identified locations. These strategies could be included in various municipal capital programs, the SMTC's Long Range Transportation Plan (LRTP) (to be referred in the near future as the Metropolitan Transportation Plan (MTP)), Transportation Improvement Program (TIP), or further analyzed in the Unified Planning Work Program (UPWP) as necessitated through the metropolitan transportation planning process. The CMP incorporates two forms of congestion:

1. *Recurring congestion* typically occurs daily at locations during the traditional work week morning (i.e., 6:00-9:00 a.m.) and evening (i.e., 4:00-7:00 p.m.) peak hours.

2. *Non-recurring congestion* occurs primarily due to incident based occurrences such as vehicle crashes, special events, or weather related.

These two forms of congestion can be thought of by four distinct criteria ³:

1. **Intensity** - The relative severity of congestion that affects travel. Intensity has traditionally been measured through indicators such as Volume to Capacity (V/C) ratios or Level of Service (LOS) measures that consistently relate the different levels of congestion experienced on roadways.

2. **Duration** - The amount of time the "congested" conditions persist before returning to an "uncongested" state.

3. **Extent** - The number of system users or components (e.g. vehicles, pedestrians, transit routes, lane miles) affected by congestion, for example the proportion of system network components (roads, bus lines, etc.) that exceed a defined performance measure target.

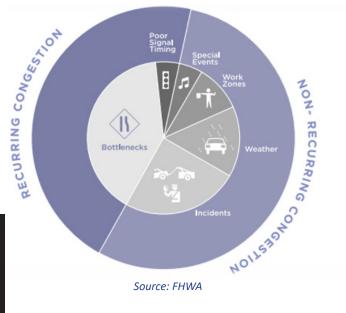
4. **Variability** - The changes in congestion that occur on different days or at different times of day. When congestion is highly variable due to non-recurring conditions, such as a roadway with a high number of traffic accidents causing delays, this has an impact on the reliability of the system.

4: Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation: Executive Summary (<u>Link</u>)
5: National Performance Management Research Data Set (NPMRDS) Descriptive Metadata Document 1.1, Page4
6: NPMRDS Press Release (<u>Link</u>)

In terms of factors that may cause congestion, the FHWA identifies seven root causes ⁴:

- 1) Physical bottlenecks;
- 2) traffic incidents;
- 3) work zones;
- 4) weather;
- 5) Traffic Control Devices;
- 6) special events; and
- 7) fluctuation in normal traffic.

According to the FHWA, nationally bottlenecks and traffic incidents account for over two-thirds of the causes of congestion, 40% and 25% respectively. Figure 1: Causes of Congestion



In December, 2019, an updated CMP document was created. Prior to the 2019 update the CMP approach established a performance-based planning and programming methodology through the identification of several multi-modal performance measures. The 2019 CMP update report maintained the structure and essentially all strategies and recommendations from an earlier 2015 version. The 2019 report utilized 2018 data from the National Performance Management Research Data Set (NPMRDS). The most recent available NPMRDS (2023) was utilized for this 2025 update. The NPMRDS was and remains a FHWA procured and sponsored archived speed and travel time data set, along with associated location referencing data, covering the National Highway System (NHS). ⁵ (See Appendix A for map of NHS)

In order to establish the NPMRDS, the FHWA contracted with INRIX, a leading firm in the collection of vehicle-probe based data in 2017 to provide real time travel data to States and MPOs. The data is collected in 5-min epochs by GPS probes from commercial vehicles, connected cars, and mobile applications. ⁶ To make use of the extensive amount of available data on the NHS, and an expanded network that the NYSDOT has obtained from INRIX, the NYSDOT contracted with SUNY Albany's AVAIL Labs to assist in establishing performance measures per requirements set forth by the Federal government. AVAIL Labs created an online tool that allows users to measure and analyze regional and segment level congestion in a much more concise manner than in previous congestion reports.

With the anticipated MTP update in 2025 and a newly updated TIP on the horizon, this CMP will continue with the established performance-based planning and programming methodology and the utilization of the latest NPMRDS, along with other multi-modal factors that could help identify congestion.

The process to completing a CMP has been developed to align with eight actions, suggested by the FHWA, and is inclusive of multi-modal data, analysis, objectives, performance measures and strategies. Each action, or step, is detailed throughout this report.

- 1. Develop Regional Objectives for Congestion Management
- 2. Define CMP Network
- 3. Develop Multi-modal Performance Measures
- 4. Collect Data/Monitor System Performance
- 5. Analyze Congestion Problems and Needs
- 6. Identify and Assess Strategies
- 7. Program and Implement Strategies
- 8. Evaluate Strategy Effectiveness.

For easy reference, these steps have been assigned a color, as presented in the figure below, and then tabbed accordingly in the margins of the document to show where each step is discussed.



Background

The Syracuse Metropolitan Transportation Council's approach to congestion management reporting has evolved over the past two decades in part due to the change in legislation.

<u>In 2005...</u>

In 2005, the SAFETEA-LU legislation replaced the requirement for a congestion management system, (CMS), with a requirement for a congestion management process (CMP) that placed emphasis on effective management and operation;

<u>In 2012...</u>

In 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century (MAP-21) surface transportation authorization. It was the first national transportation bill that called for an outcomebased, performance driven process to metropolitan and statewide planning; and

<u>In 2015...</u>

In 2015, President Obama signed the Fixing America's Surface Transportation (FAST) authorization; and

<u>In 2021...</u>

In 2021, President Biden authorized the Infrastructure Investment and Jobs Act (IIJA), (a.k.a. the Bipartisan Infrastructure Law (BIL)), continuing the same requirements set forth in the FAST Act, which included consideration of congestion as a national goal and performance management measure.

Current Federal Regulations

Federal regulations (23 CFR Part 450.322(d))⁷, specify that a CMP should include:

• Methods to monitor and evaluate the performance of the multi-modal transportation system, identify the underlying causes of recurring and non-recurring congestion, identify and evaluate alternative strategies, provide information supporting the implementation of actions, and evaluate the effectiveness of implemented actions.

• Definition of congestion management objectives and appropriate performance measures to assess the extent of congestion and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Since levels of acceptable system performance may vary among local communities, performance measures should be tailored to the specific needs of the area and established cooperatively by the State(s), affected MPO(s), and local officials in consultation with the operators of major modes of transportation in the coverage area, including providers of public transportation.

• Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area • Identification and evaluation of the anticipated performance and expected benefits of appropriate congestion management strategies that will contribute to the more effective use and improved safety of existing and future transportation systems based on the established performance measures. The following categories of strategies, or combinations of strategies, are some examples of what should be appropriately considered for each area:

- (i.) Demand management measures, including growth management, and congestion pricing;
- (ii.) Traffic operational improvements;
- (iii.) Public transportation improvements;

(iv.) ITS technologies as related to the regional ITS architecture; and

(v.) Where necessary, additional system capacity.

• Identification of an implementation schedule, implementation responsibilities, and possible funding sources for each strategy (or combination of strategies) proposed for implementation.

• Implementation of a process for periodic assessment of the effectiveness of implemented strategies, in terms of the area's established performance measures. The results of this evaluation shall be provided to decision makers and the public to provide guidance on selection of effective strategies for future implementation.

Integration

This report continues with the goal of identifying areas of likely congestion (recurring and nonrecurring), and maintains the overall premise and structure of the previous reports that coordinates a process for monitoring, evaluating, and assessing the effectiveness of implemented multi-modal strategies and projects.

The Congestion Management Process is integrated into the transportation planning process and is an example of an outcome-based, performance-driven approach to planning, including operations. The Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule makes the connection between management and operations (M&O) strategies and the CMP, stating:

(a) The transportation planning process in a TMA shall address congestion management through a process that provides for safe and effective integrated management and operation of the multi-modal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53 through the use of travel demand reduction, job access projects, and operational management strategies.

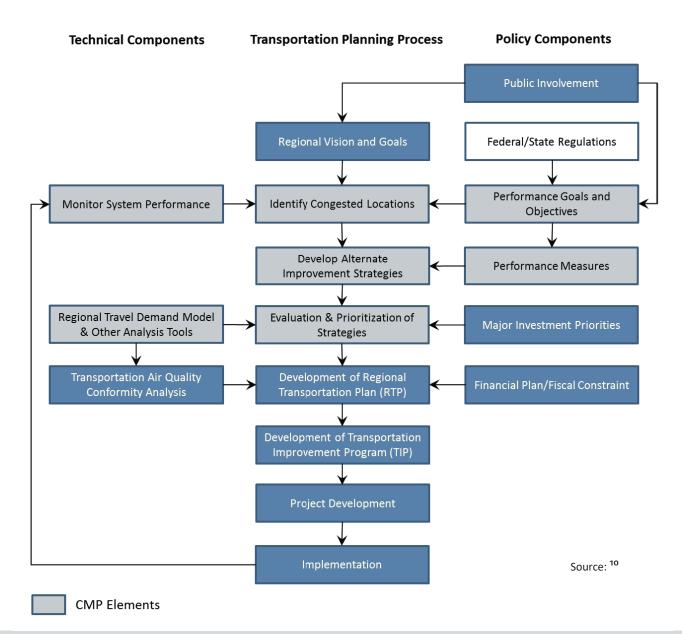
(b) The development of a congestion management process should result in multi-modal system performance measures and strategies that can be reflected in the metropolitan transportation plan and the TIP.



Source: 8

(c) The level of system performance deemed acceptable by State and local transportation officials may vary by type of transportation facility, geographic location (metropolitan area or subarea), and/or time of day. In addition, consideration should be given to strategies that manage demand, reduce single occupant vehicle (SOV) travel, and improve transportation system management and operations and improve efficient service integration within and across modes, including highway, transit, and passenger and freight rail operations, and non-motorized transport. Where the addition of general purpose lanes is determined to be an appropriate congestion management strategy, explicit consideration is to be given to the incorporation of appropriate features into the SOV project to facilitate future demand management strategies and operational improvements that will maintain the functional integrity and safety of those lanes.

(d) The congestion management process shall be developed, established, and implemented as part of the metropolitan transportation planning process that includes coordination with transportation system management and operations activities. ⁹



9: 23 CFR 450.322 Congestion management process in transportation management areas. (Link)
10: Congestion Management Process Document, Houston-Galveston Area Council (pdf page 37). (Link)

1. Regional Objectives

The Congestion Management Process is inclusive of, and an essential component of the overall transportation planning process depicted in the introduction and one that is interwoven into the LRTP and TIP. As described in FHWA's Guidebook to the Congestion Management Process, "the development of regional objectives for the CMP responds to the goals and vision for the region established early in the transportation planning process." ¹¹ The SMTC's current LRTP contains several goals and objectives that either directly or indirectly, relate to congestion management in the metropolitan area as shown in Table 1 below.

DEVELOP REGIONAL OBJECTIVES

Objectives should be identified to assist in accomplishing the congestion management goals.

Table 1: 2050 LRTP Goals and Objectives Applicable to CMP

Goal: Increase the safety, security, and resiliency of the transportation system.
Objective - Reduce serious injuries and fatalities from vehicle crashes.
Goal: Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.
Objective - Reduce congestion in primary commuter corridors.
Objective - Provide essential transit service to urban and suburban areas.
Objective - Provide more on-road bicycle facilities throughout the community.
Objective - Provide more trails to connect destinations.
Objective - Provide more pedestrian facilities.
Goal: Protect and enhance the natural environment and support energy conservation and management.
Objective - Reduce VMT in the region.
Objective - Increase the percentage of commute trips made by bicycling or walking.
Objective - Increase the percentage of commute trips made by transit.
Goal: Improve the reliability of the transportation system and promote efficient system management and operations.
Objective - Maintain a high degree of reliability on primary commuter corridors.
Objective - Improve transit on-time performance.
Objective Improve utilization of transit vehicles

Objective - Improve utilization of transit vehicles.

Objective - Increase the use of park-and-ride lots.

Objective - Implement TDM strategies

The relationship of the CMP to the overall planning process, particularly the LRTP, is one that aids in establishing objectives and potential strategies to promote efficient system management and operations for implementation in a given metropolitan area that are multi-modal in context. In 2025, the SMTC will adopt the 2050, which will replace the LRTP and serve as the latest blueprint to guide the Syracuse Metropolitan Area's transportation development over the next 25 years. The MTP update will discuss the impact of development patterns on transportation mode choice and will include an analysis of transit supportive densities within the region. Mode choice should be a reflection of trip length, purpose, and safety. Providing accessible choices at different trip lengths will ultimately help to reduce vehicle miles traveled and overall congestion.

Table 2: Regional Objectives

REG	REGIONAL OBJECTIVES					
1	Maintain or exceed 90% reliability on the CMP Network over the lifespan of the LRTP.					
2	Limit congestion levels to 10% on CMP Network segments.					
3	Increase the percentage of transit ridership by 5% in the next 10 years.					
4	Maintain or exceed 90% average on-time performance of transit buses over the next 10 years.					
5	Increase the percentage of commuting trips made by bicycling or walking by 5% in the next 10 years.					

How are we doing thus far in meeting our CMP objectives since the last report?

1: The last CMP was completed in 2019 (using 2018 NPMRDS data). The LRTP covered, as it does currently, the years from 2020 to 2050. The reliability percentage (using 2023 NPMRDS data) has increased above 90% in this CMP as compared to the 2019 version where reliability was under 90%. (See upcoming LOTTR section)

2: Majority of the performance measures (See upcoming TTI, TED & LOTTR sections) have not risen above 10% congestion along the CMP Network locations. The only one to have risen above is TTTR due to the change in threshold from the last CMP.

3: Transit ridership, after having taken a dip during and after the Covid Pandemic, has begun to rebound and has risen by 4% since last analyzed in 2019.

4: On time performance has dipped below the original 2019 objective of 90% to 87%.

5: Reliable bicycle and walking data has been difficult to obtain. Since the last CMP, the percentage of commuting trips made by bicycling and or walking has decreased slightly in the City of Syracuse but not in the MPA overall. The City and Centro have contracted with Veo, a bike sharing company, to accommodate first-mile, last-mile connections. According to a Veo survey, 65% of riders use the service for commuting purposes. (See the commuting section and the bicycle and pedestrian facilities section)

2. CMP Network

2.1 AREA OF APPLICATION

The entire Syracuse Metropolitan Planning Area (MPA) was used as the initial geographic extent for the CMP. The MPA covers Onondaga County, the Town of Sullivan in Madison County, and the Towns of Hastings, Schroeppel, and West Monroe in Oswego County. The entire road network within the MPA contains over 4,000 centerline miles of road, the majority of which are under the ownership of towns and villages. The area of application for this study will focus specifically on a representative road network within the MPA.

2.2 REPRESENTATIVE ROAD NETWORK

The representative road network (hereafter referred to as the CMP Network), consists of segments or groups of segments (hereafter referred to as locations) the SMTC considers part of a "primary commuter corridor" falling inside the FHWA adjusted urbanized area of the MPA. A location is considered part of a "primary commuter corridor" if that location is:

- 1) on the National Highway System (NHS) (See Map of NHS in Appendix A);
- 2) an arterial (principal or minor) with over 10,000 AADT; or
- connecting roads (arterials) between the facilities that met the above two criteria and then choosing the ones with the highest volume.

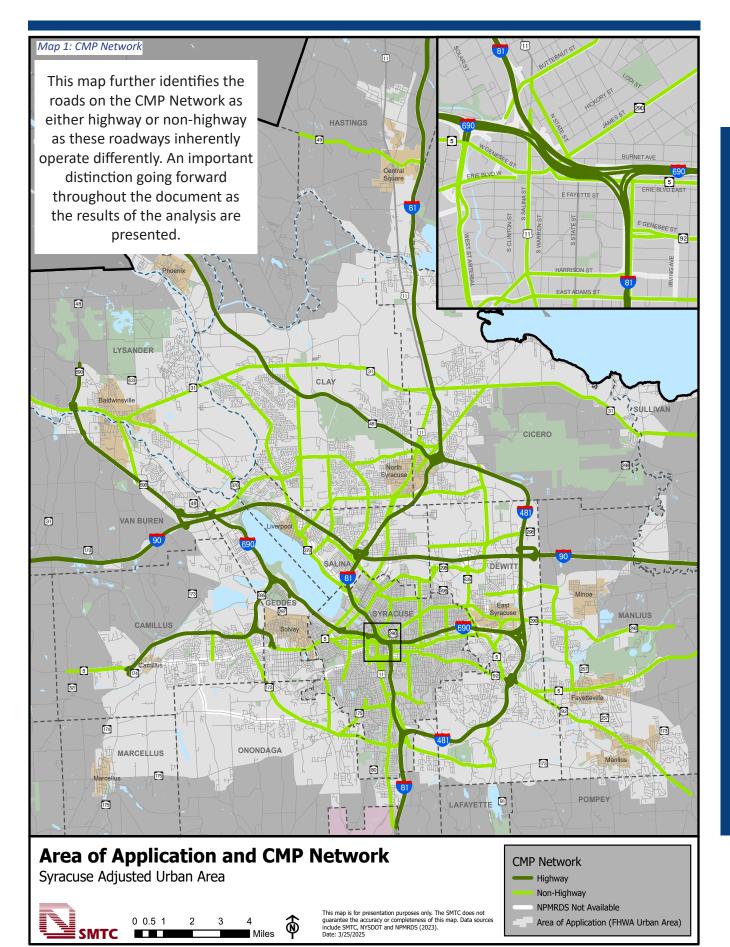
The FHWA adjusted urban area of the MPA is the urban area boundary as defined by the US Census with an outward adjustment as allowed by federal transportation legislation. Outward adjustments made to the SMTC's MPA, for example, include but are not limited to smoothing out geographic irregularities, include both sides of divided highways, and encompassing fringe areas having residential and/or national defense significance. DEFINE REGIONAL CMP NETWORK

2

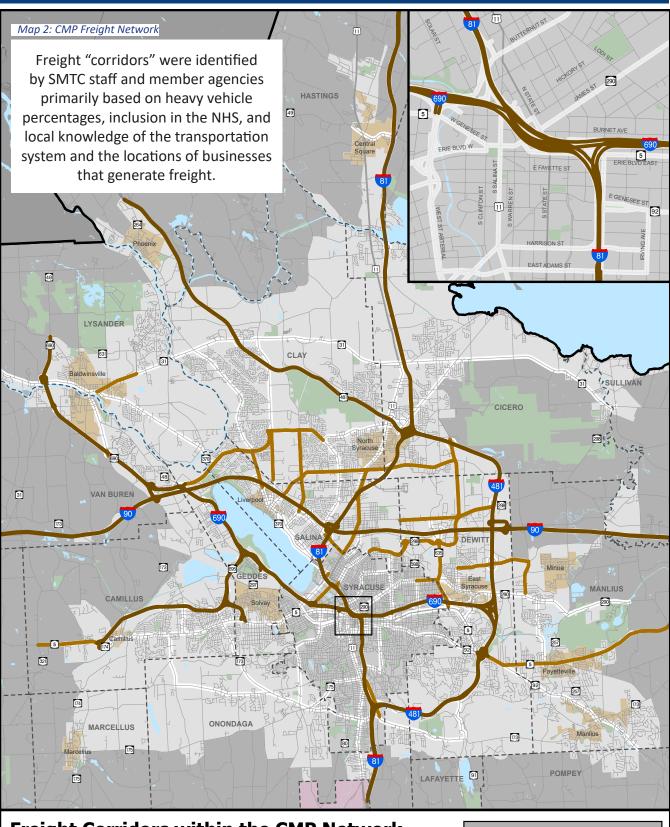
The CMP must be defined in both geographic scope and system elements to be analyzed.

The decision to make these corridors within the adjusted urban area the representative road network was made given the limited extent of congestion found outside the defined urban area in previous congestion management reports completed by the SMTC. Furthermore, the NHS, with emphasis placed on the interstates and/or highways in general, has been a priority for national importance for quite some time. The principal arterial roads, for example, along with minor arterial roads to a somewhat lesser extent, are examined first for funding consideration through the established capital improvement project evaluation and selection process. The principal and minor arterials collectively carry approximately 76% of all daily vehicle miles traveled in the urban area.12

The CMP Network as shown in Map 1 covers 379 centerline miles, representing 9% of all centerline miles in the metropolitan planning area and 16% of all centerline miles in the urban area. NYSDOT owns the most with 61% of the miles, followed by OCDOT with 19%, City of Syracuse with 12%, and NYSTA with 8%. In maps 2 and 3 on the following pages are the freight corridors (CMP Freight Network) and the transit routes (CMP Transit Network) overlaid onto the CMP Network.



Congestion Management Process 2025



Freight Corridors within the CMP Network Syracuse Adjusted Urban Area



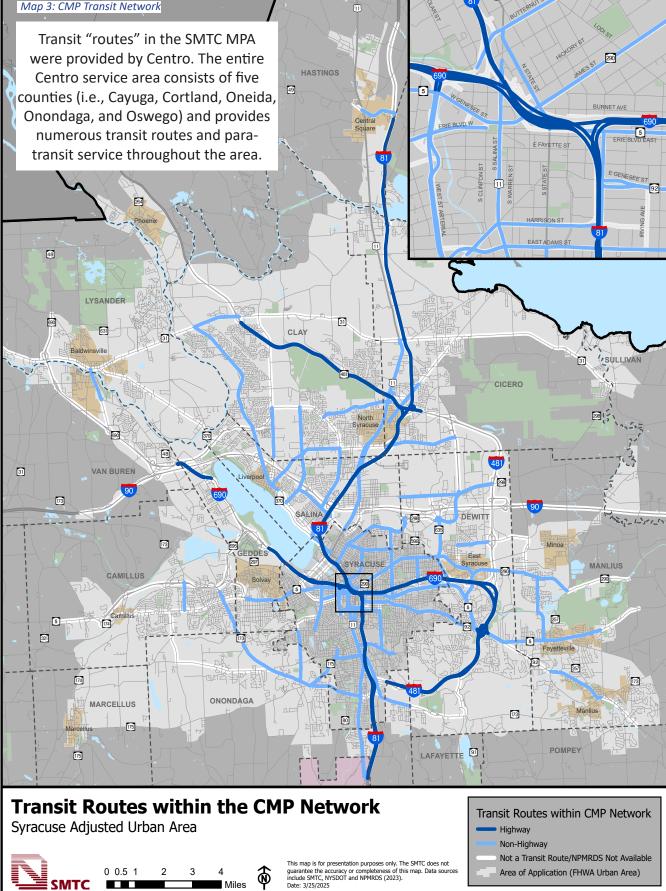
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map. Data sources include SMTC, NYSDOT and NPMRDS (2023). Date: 3/25/2025 Freight Corridors within CMP Network

- **——** Highway
- ----- Non-Highway
- Not a Freight Corridor/NPMRDS Not Available
- Area of Application (FHWA Urban Area)

Map 3: CMP Transit Network

SMTC

Miles

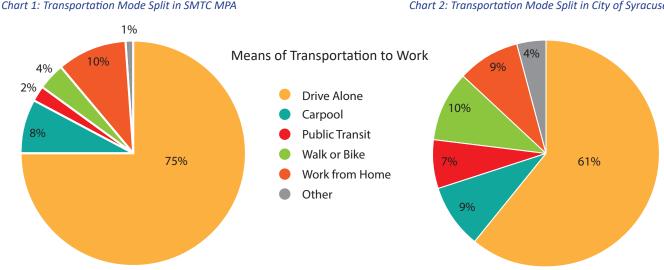


Regarding bicycle and pedestrian facilities in the metropolitan area, particularly in the urban core (i.e., City of Syracuse) there are a number of bicycle lanes, cycle tracks, or sharrows. Presently, there are 36 miles of dedicated bicycle facilities in the City of Syracuse, including bike lanes, off-road paths, and the Empire State Trail. The City also has 766 miles of sidewalk. Outside the City of Syracuse, bicycle lanes known to the SMTC are found on Fly Road in the Town of DeWitt, Milton Avenue in the Village of Solvay, and Electronics Parkway in the Town of Salina. In the remainder of the MPA outside of the City of Syracuse, there are approximately 260 miles of public sidewalks, mostly located in village centers and other population-dense areas. Inclusion of the existence of this bike and pedestrian information will help in multi modal analyses.

2.3 COMMUTING

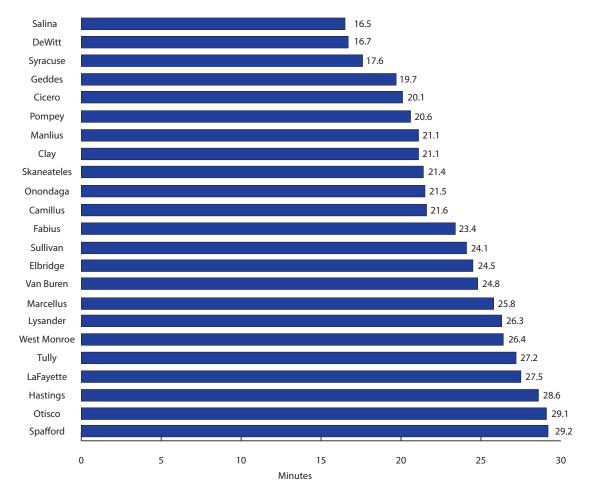
Most commuters in the SMTC MPA continue to utilize single-occupancy vehicles. Based on information from the 2018-2022 American Community Survey (ACS), 75% of workers in the MPA drove alone to work. This percentage captures the large volume of drivers that contributes to the peak period congestion found. Fewer, but still a majority (61%), of workers drive alone to work in the City of Syracuse.

In the SMTC MPA as a whole, 8% of workers carpooled, 2% took public transportation, 4% walked or biked to work, 10% worked from home, and another 1% used another mode, such as a motorcycle or taxicab. The chart specific to the City of Syracuse illustrates a greater mode split, with 9% carpooling, 7% using transit, and 10% walking or bicycling. Charts 1 and 2 display this data.





Commuting times in Onondaga County are lower than both New York and national averages. The average commute in Onondaga County is 20.1 minutes, below the State average of 33.2 and the national average of 26.7. The average commute times are lowest in the City of Syracuse and its immediate inner-ring suburbs, such as DeWitt, Salina, and Geddes. Chart 3 illustrates the average commute time by municipality of residence in the MPA, by workers 16 and older who did not work at home.





In addition to traditional ACS data, the Census Transportation Planning Products (CTPP) program produces special tabulations of data on workers by residence and workplace, as well as travel flows between home and work. The most recent CTPP data tabulation was released in conjunction with the 2012-2016 ACS data. The most substantial flow within the MPA is within the City of Syracuse itself, with approximately 35,000 commuters who both live and work in the City. The second largest concentration of commuters is from the northern towns of Clay, Cicero, and Salina, where approximately 19,600 people work in Syracuse. Another 10,000 come to Syracuse from the eastern towns of DeWitt and Manlius, and 12,000 from the western towns of Geddes, Camillus, and Onondaga. The City of Syracuse continues to dominate as the single most significant commuting destination. The Town of DeWitt is the second largest commuter destination, with notable flows from Syracuse and Clay, as well as from within DeWitt.

3. Performance Measures

3.1 VEHICULAR - PERFORMANCE MEASURES

The Congestion Management Process will utilize the following performance measures to analyze multimodal congestion within the overall CMP Network and the CMP Freight and CMP Transit Networks.

- Travel Time Index (TTI)
- Level of Travel Time Reliability (LOTTR)
- Truck Travel Time Reliability (TTTR)
- Total Hours of Excessive Delay per mile (TED)

DEVELOP MULTI-MODAL PERFORMANCE MEASURES The CMP must define the measure by which it will monitor and measure congestion on a regional and local scale.

The above performance measures relating to vehicles were selected based on readily available speed and travel time data from the NPMRDS and best practices utilizing the AVAIL Lab's tool and its analytical capabilities. Tables and maps associated with these performance measures provided in the following pages quantify the performance of the transportation system within the network.

A list of top ten highway and non- highway locations with the highest values is produced for each performance measure for the CMP Network. Each list generated identifies whether the locations are part of the CMP Freight Network and/or the CMP Transit Network and also whether they are part of the NHS.

ADDITIONAL (MULTI-MODAL) - PERFORMANCE MEASURES

To gain supplementary insight into the levels of congestion within the CMP Network, additional information was gathered and analysis undertaken amongst the following areas of interest:

All Vehicles (Additional)

- Incident Detection/Management
- Crashes

Bicycle/Pedestrian

Facility Identification

Transit

- Transit Ridership
- Transit On-Time Performance.

Beyond analyzing the vehicular performance measures noted, the identification of incidents on the region's interstates, the identification of crashes at the top ten "congested" locations identified in this update, the transit ridership and on time performance and, the identification of bicycle/pedestrian facilities amongst other information reviewed and reported on can provide supportive insight into the identification of recurring and non-recurring congestion on the CMP Network.

Analysis of the additional supplementary performance measures may provide further insight into the reason for the identified "congested" locations. Staff may utilize the information gathered to help further analyze the identified locations in the future to explore whether elements, such as land use, or crashes, for example, could be the cause or reasoning for congestion.

This additional analysis of information provides an opportunity for the MPO, along with the facility owners to cross check and/or support what the NPMRDS data are providing. If a segment is determined by the Level of Travel Time Reliability performance measure to be unreliable for example, could it be attributed to a high number of crashes reported or is it because of the surrounding land use? Doing an additional supplemental analysis could help provide those answers and in turn help in future strategizing congestion relief in the MPA.

3.2 DEFINITIONS OF VEHICULAR - PERFORMANCE MEASURES

TRAVEL TIME INDEX (TTI)

Travel Time Index, according to FHWA, represents the average additional time required during peak times as compared to times of light traffic. Stated otherwise, it's the ratio of travel time during the peak period to the time necessary to make the same trip at free-flow speeds. A TTI value of 1.3 indicates that a 20-minute trip in free-flow conditions requires 26 minutes during the peak period. The TTI is a useful measurement because it provides an easily calculated and understandable congestion measure that identifies recurring peak period bottlenecks.

LEVEL OF TRAVEL TIME RELIABILITY (LOTTR)

Travel time reliability, according to FHWA, refers to the consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day. For example, if driving a certain route always takes about the same amount of time, that segment is reliable. It may be "congested" most of the time, "not congested" most of the time, or somewhere in between, but the conditions do not differ very much from time period to time period. On the other hand, if driving that route takes 20 minutes on some occasions but 45 minutes on other occasions, the route is not reliable. The LOTTR is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile), using the NPMRDS data. Data is collected for all days during all time periods between 6:00 a.m. and 8:00 p.m. (See Figure 2). This measure identifies locations with highly variable (unreliable) and non-recurring congestion.

TRUCK TRAVEL TIME RELIABILITY (TTTR)

The TTTR measure assesses travel time reliability for trucks traveling on a road segment. As stated in the LOTTR definition above, travel time reliability refers to the consistency or dependability in travel times. The TTTR ratio is generated by dividing the longer travel times (95th percentile) by the "normal time" (50th percentile) for each segment. Reporting is divided into five periods: the four periods used for the LOTTR measure are noted above plus overnights for all days (8:00 p.m.-6:00 a.m.). The time periods cover all hours of the day. This measure identifies locations with highly variable (unreliable) and non-recurring congestion.

TOTAL EXCESSIVE DELAY (TED) PER MILE

The TED per mile measure represents the total hours of delay resulting from traffic congestion on the network during the entire year normalized by mile for comparative purposes. FHWA defines excessive delay as the extra amount of time spent in "congested" conditions defined by speed thresholds that are lower than a normal delay threshold. For this measure, the threshold is 20 miles per hour (mph), or 60% of the posted speed limit, whichever is greater, during all hours for the entire year. Excessive delay is totaled and is then weighted by vehicle volumes and occupancy to be expressed as the annual hours of excessive delay on a per capita basis, thus measuring person-hours of delay rather than vehicle-hours. The total is divided by the TMC segment length (in miles) to get TED/Mile for comparison across the network. This measure identifies "congested" higher-volume locations.

<u>**Travel Time Index (TTI)**</u> = Peak Period Travel Time / Free Flow Travel Time

- Peak periods are defined as weekdays either 6am-9am or 4pm-7pm.
- Free flow travel time is defined as the 15th percentile of off-peak travel times (weekdays 9am-4pm and 7pm-10pm and weekends 6am-10pm).
- The highest TTI in any period will be used as the max TTI for each segment.

Level of Travel Time Reliability (LOTTR) = 80th Percentile Travel Time / 50th Percentile Travel Time

- LOTTR is calculated for various time periods including weekdays 6am-10am, 10am-4pm, and 4pm-8pm, and weekends 6am-8pm.
 - The highest LOTTR in any period will be used as the max LOTTR for each segment. *Figure 2: LOTTR Calculations*

Longer Travel Time (8 Normal Travel Time (5		seconds = Level of Travel Time Reliability Ratio
	Level o	of Travel Time Reliability (LOTTR)
	6am - 10am	$LOTTR = \frac{44 \text{ sec}}{35 \text{ sec}} = 1.26$
Monday - Friday	10am - 4pm	LOTTR = 1.39
	4pm - 8pm	LOTTR = 1.54
Weekends	6am - 8pm	LOTTR = 1.31
Must exhibit LOT during all of the		Segment is NOT reliable
		Sc

Truck Travel Time Reliability (TTTR) = 95th Percentile Travel Time / 50th Percentile Travel Time

- TTTR is calculated for various time periods including weekdays 6am-10am, 10am-4pm, 4pm-8pm, and 8pm-6am and weekends 6am-8pm.
- The highest TTTR in any period will be used as the max TTTR for each segment.

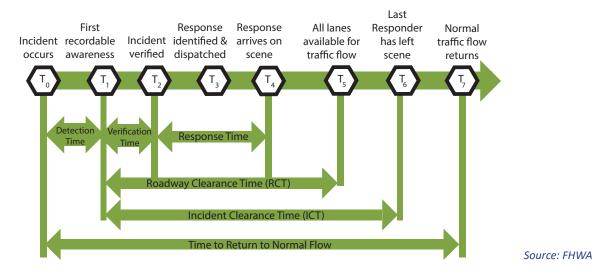
<u>Total Hours of Excessive Delay (TED) per Mile</u> = (Time Spent Below Threshold Speed x (AADT x Average Vehicle Occupancy Rate)) / Length of TMC

- Threshold speed is defined as 20 mph or 60 percent of the free flow speed, whichever is greater, during all hours (weekdays and weekends).
- Average Vehicle Occupancy (1.5 for personal vehicles, 10.25 for buses, 1.11 for trucks)
- The total person hours of excessive delay was divided by the total segment length for comparison across the network.
- The result is total person hours of excessive delay per mile for each TMC.

DEFINITIONS OF ADDITIONAL (MULTI-MODAL) - PERFORMANCE MEASURES

INCIDENT DETECTION/MANAGEMENT

A collection of information gathered by NYSDOT Region 3's Traffic Management Center (TMC) on the incidents occurring on the interstates, which have an impact on the flow of traffic, such as type and duration of incident.



Incident Clearance Time, the time taken to clear a location of an incident, is currently not tracked by the Region's TMC, but it is an additional element that could be measured in the future.

CRASHES

Crash information, such as total number of crashes and collision type, at locations identified in the top ten lists of the TTI, LOTTR, TTTR and TED measures were analyzed.

TRANSIT ON-TIME PERFORMANCE

On-time performance is a measure of trips completed as scheduled. Centro maintains a Board adopted on-time performance standard of 85%.

TRANSIT RIDERSHIP

For this measure, ridership along all transit routes in the planning area serviced by Centro are examined. This may serve as a crucial measure when determining routes to possibly expand or reduce service on. Ridership is provided for the entire length of a route, which in many cases will extend beyond, and off of, the CMP Network.

BICYCLE AND PEDESTRIAN FACILITIES

Bicycle and pedestrian facilities are currently available in the SMTC metropolitan area; particularly in the City of Syracuse and the immediate surrounding municipalities that comprise the "first ring" suburbs. This measure includes specific facility types such as sidewalks, bicycle lanes (or cycle tracks/ bikeways), "sharrows" and, multi-use trails. Additionally, a company is currently providing the area with shared bike and scooter rides, notably in the City of Syracuse and in some of the immediate surrounding suburbs as well. Gathering information on these measures can help provide insight into the level of mode linking and/or mode shift taking place in the MPA. Utilization of these bikes and scooters could help provide the first and last-mile transportation to and from the ends of the area's transit lines.

3.3 **DEFINITION OF CONGESTION**

Congestion in the metropolitan area is based on various thresholds of: TTI, LOTTR, TTTR and TED. The table below lists the established thresholds and the reasoning the threshold was chosen. Locations on corridors/roadways rely on the below thresholds and will be considered "congested" if they fall within one of them. New to this report is a separation of the top ten corridors for each of the performance measures among the highway and the non-highway roadways.

Table 3: Congestion Thresholds

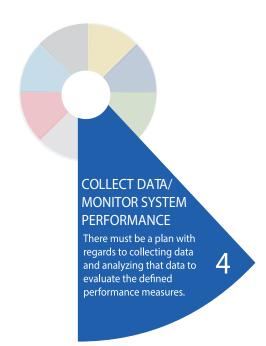
Performance Measure	Thresholds
тті	Below 1.49 = not "congested" 1.49-1.99 = nearing "congestion" 2.0 and above = "congested"
	Reasoning: A threshold chosen by the SMTC. A TTI of 2.0 approximately represents the 90th percentile.
	Note: A TTI of 2.0 is defined as a trip taking twice as long as free-flow conditions.
LOTTR	Below 1.5 = reliable 1.5 and above = unreliable "congestion"
	Reasoning: 1.5 is the FHWA established threshold for this national performance measure.
	Note: Any segment with a LOTTR of 1.5 or above in any time period is considered unreliable.
TTTR	Below 2.0 = reliable 2.0 and above = unreliable "congestion"
	Reasoning: A TTTR threshold of greater than 2.0 was established by NYSDOT as a statewide target for system performance reporting to FHWA. ¹³ SMTC agreed to support the statewide target.
	Note: Any segment with a TTTR of 2.0 or above in any time period (AM, OP, PM, ON, WE) is considered unreliable.
TED	40,000 or more person hours/mile
	Reasoning: A threshold chosen by the SMTC. 40,000 approximately represents the 90th percentile.
	Note: All TED values represent excessive delay.

13: Adapted from the Transportation Performance Management State Biennial Performance Report for Performance Period 2022-2025 (PROGRESS) 2024 Mid Performance Period (MPP) Progress Report, New York Document; 9/26/2024.

4. Data Collection and System Monitoring

4.1 DATA COLLECTION

To analyze the performance measures discussed above, data availability and collection is essential. Table 4 on the following page lists the performance measure, data type, source of data (collector), and time frame for data collection efforts (update cycle) for this report. Table 5 lists the same information for the supplemental analysis. The Syracuse Metropolitan Transportation Council staff will continue to seek out data where available that could provide insight into the level of congestion around the metropolitan planning area. Working together with member agencies in the assembly/ collection of data, as applicable, to improve data collection efficiency and expenditure of resources will help in this data seeking effort. In the CMP reports prior to 2019, the data collection and management plan relied heavily on the gathering of traffic count data on a cyclical basis from



the SMTC and NYSDOT efforts. Since that time, the AVAIL's web tool has been released. This tool, as previously stated, utilizes vehicle probe-based datasets that contain a wealth of "observed" information useful to reporting on the performance measures noted and, all forms of congestion (i.e., recurring and non-recurring). As such, the NPMRDS will now continue to function for the foreseeable future as the sole data metric essential to those vehicular performance measures reliant on vehicle speed and travel time. If other data collection methods going forward are promising in their ability to produce useful data to further enhance the information derived from the NPMRDS, then the SMTC is open to exploring those methods.

INCIDENT DETECTION/MANAGEMENT

As previously noted, the NYSDOT Region 3 operates a TMC that monitors the interstate system of the CMP Network for incidents of different magnitude and works to mitigate negligible effects on traffic using Intelligent Transportation Systems (ITS). Data collected on the incidents (e.g., location, type) is available to assist in further in-depth congestion analyses.

CRASHES

The New York State Department of Transportation maintains the Crash Location and Engineering Analysis Repository (CLEAR), which contains data about crashes occurring throughout the state. Focus was given to the corridors of the CMP Network that fall into the top ten locations of the four main performance measures (i.e., TTI, TED/mile, LOTTR, and TTTR). Several of these corridors appeared on multiple top ten lists. Crashes were examined over the four-year period of 2020 – 2023.

TRANSIT ON-TIME PERFORMANCE & RIDERSHIP BY ROUTE

On an annual basis, Centro provides various operating statistics to the FTA. These performance statistics, as well as additional data from the transit authority are used to monitor transit performance. Ridership

and on time performance will be assembled for transit routes in the planning area, which as stated earlier make up the CMP Transit Network.

BICYCLE/PEDESTRIAN FACILITIES

The Syracuse Metropolitan Transportation Council staff will periodically reach out to member agencies and other municipalities to update the in-house database of sidewalks, other pedestrian facilities, and bicycle facilities. This information is transposed for use in the agency's Geographic Information Systems (GIS) files. Furthermore, any and all information as available that speaks to the bike and scooter sharing program will be gathered and digitized where possible.

4.2 MANAGEMENT PLAN

Table 4: Vehicular Performance Measure(s) Management Plan

Performance Measure	Data Type	Collector	Analyst	Update Cycle
TTI	Corridor or segment travel time	INRIX	SMTC	As needed
LOTTR	Corridor or segment travel time	INRIX	SMTC	As needed
TTTR	Corridor or segment travel time	INRIX	SMTC	As needed
TED	Corridor or segment travel time	INRIX	SMTC	As needed

Table 5: Additional (multi-modal) Performance Measure(s) Management Plan

Data	Data Type	Collector	Analyst	Update Cycle
Incident Detection/ Management	Incident Detection/ Management	NYSDOT	SMTC	As needed
Crashes	Crash Records	Police Agencies, NYSDOT	SMTC	As needed
Bicycle/Pedestrian Facilities	Facility type and location	Facility owners, SMTC	SMTC	As needed
Transit On-Time Performance	Schedule time vs. actual time	Centro	Centro	As needed
Ridership by Route	Ridership (may include boardings/alightings)	Centro, SMTC	Centro	As needed

4.3 CMP REPORTING

Once data is assembled and analyzed, tables and maps of locations, or the entire SMTC metropolitan area multi-modal transportation system may be created to track changes, trends and performance of the system. This reporting may occur during those years when an update or new iteration of the CMP is not scheduled or simply on an as needed basis. This CMP report will identify projects since the last report was completed that arguably helped alleviate or mitigate congestion. Given the extensiveness of the network and the effort to monitor the system, individual reports are unlikely to show significant differences from year to year. As more time elapses, performance reporting may be more likely to show change.

5. System Performance and Analysis

The sections that follow in this chapter present analysis and findings for the various performance measures. As described earlier on, data analysis is reliant on the NPMRDS via the SUNY AVAIL web platform and GIS. "Locations" referred to in this chapter of the report are defined as those locations with available data and their "miles" are defined as directional centerline miles. The tables that follow present analysis for highways and non-highways separately.

5.1 IDENTIFYING CONGESTION

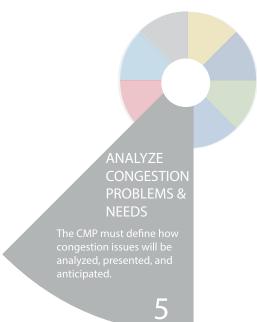
TRAVEL TIME INDEX (TTI)

Travel Time Index is the ratio of travel time during the weekday peak period to the time necessary to make the same trip at free-flow speeds.

A corridor or road segment with a TTI between 1.49 and 1.99 is considered nearing congestion, while a TTI of 2.0 or greater is considered "congested".

Congestion determined under this performance measure identifies the existence of reliable congestion as defined earlier in Chapter 1. The longer the time taken to traverse a segment during the peak period, the more recurring elements such as bottlenecks or poor signal timing may likely be the cause of that congestion. If for example a normal 20-minute free flow commute regularly takes 40 minutes during the peak period, a TTI value of 2.0 (40 min. divided by 20 min.), then congestion during that time is most likely due to the highway system regularly exceeding available capacity.

Note: Information in this table is spread across two pages and the				TTI (2.0+)								
highlighted performance measure will change with each measure individually.	Total	Segments w Reporting o		Exceeding Threshold	% Passing							
All segments that exceed an identified threshold will be included in the appendix.	Miles	Miles	%	Miles								
CMP Network	691.4	3.1	0.4%	23.8	96.5%							
CMP Highway Segments	277.5	0.4	0.1%	1.6	99.4%							
CMP Non-Highway Segments	413.8	2.7	0.6%	22.2	94.6%							
CMP Freight Network	387.0	0.5	0.1%	4.1	98.9%							
- CMP Freight Highway Segments	277.5	0.4	0.1%	1.6	99.4%							
- CMP Freight Non-Highway Segments	109.4	0.1	0.1%	1.9	98.2%							
CMP Transit Network	324.9	2.1	0.6%	14.4	95.5%							
- CMP Transit Highway Segments	86.3	0.0	0.0%	0.8	99.0%							
- CMP Transit Non-Highway Segments	238.6	2.1	0.9%	13.5	94.3%							
NOT Freight or Transit Network	131.4	0.5	0.4%	8.1	93.8%							



Previous CMP

94% passing

Overall, 24 miles out of 691 CMP Network miles, represented by 146 different locations have been identified as "congested." See Map 4, Appendix B or summary table at bottom of page. This represents 3.5% of the miles, leaving 96.5% of the CMP Network miles "uncongested."

CMP Network

Individually, 8 miles in the (a.m.) peak hour; and 21 miles in the (p.m.) peak hour; are "congested" under this measure. (See Appendix B)

Previous CMP

CMP Freight Network

99% passing

Overall, 4 miles out of 387 CMP freight network miles, represented by 33 different locations have been identified as "congested." See Map 4, Appendix B or summary table at bottom of page. This represents 1% of the miles, leaving 99% of the CMP freight network miles "uncongested."

Individually, 1 mile in the (a.m.) peak hour; and 3 miles in the (p.m.) peak hour; are "congested" under this measure. (See Appendix B)

Previous CMP

92% passing

CMP Transit Network

Overall, 14 miles out of 325 CMP transit network miles, represented by 114 different locations have been identified as "congested." See Map 4, Appendix B or summary table at bottom of page. This represents 4.5% of the miles, leaving 95.5% of the CMP transit network miles "uncongested."

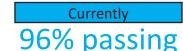
Individually, 6 miles in the (a.m.) peak hour; and 13 miles in the (p.m.) peak hour; are "congested" under this measure. (See Appendix B)

	LOTT	R (1.5+)		TTTR (2.0+)					TED/Mile (40,000+ person hours per mile)						
Segments with <10% Reporting or NA		Exceeding Threshold			Segments with <10% Reporting or NA		% Passing	Segments with <10% Reporting or NA		Exceeding Threshold	% Passing				
Miles	%	Miles		Miles	%	Miles		Miles %		Miles					
2.4	0.4%	44.0	93.6%	0.0	0.0%	318.2	54.0%	229.0	33.1%	11.6	97.5%				
0.4	0.1%	2.0	99.3%	0.0	0.0%	6.2	97.8%	24.6	8.9%	1.3	99.5%				
2.0	0.5%	42.1	89.8%	0.0	0.0%	312.0	24.6%	204.4	49.4%	10.3	95.1%				
0.5	0.1%	5.5	98.6%	0.0	0.0%	83.4	78.5%	56.3	14.6%	3.4	99.0%				
0.4	0.1%	2.0	99.3%	0.0	0.0%	6.2	97.8%	24.6	8.9%	1.3	99.5%				
0.1	0.1%	3.5	96.8%	0.0	0.0%	77.2	29.4%	31.8	29.0%	2.1	97.3%				
1.4	0.4%	24.6	92.4%	0.0	0.0%	202.8	37.6%	125.5	38.6%	11.2	94.4%				
0.0	0.0%	1.5	98.3%	0.0	0.0%	4.0	95.4%	6.0	6.9%	1.3	98.4%				
1.4	0.6%	23.1	90.3%	0.0	0.0%	198.9	16.7%	119.6	50.1%	9.9	91.7%				
17	0.4%		39	0	0.0%		32.1%	79.3	60.4%	0.4	99.2%				

Currently 97% passing







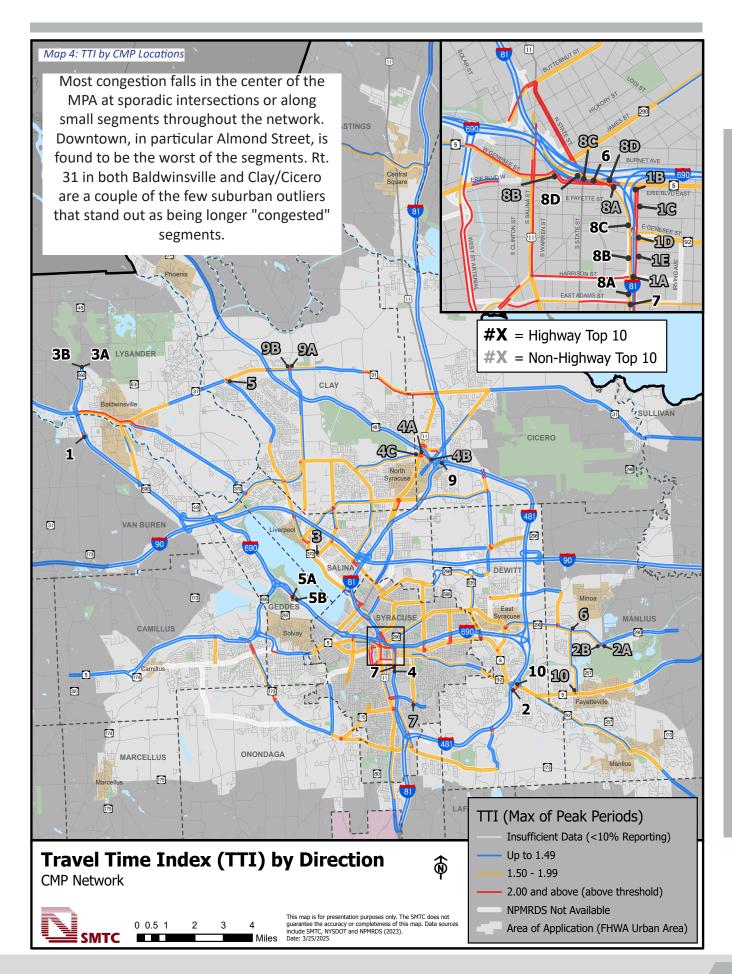
			Network Identification			Excludes data with <10% TMC bins reporting							
Rank		Direction	Owner	From	То	Miles		Transit	SHN	TTI AM	TTI PM	Max TTI	Max Period
1	NY-690 SB Off Ramp	SB	NYSDOT	NY-690 SB	NY-31/Downer St	0.163	Y	N	Y	1.94	2.82	2.82	PM
2	I-481 NB Off Ramp (3E)	NB	NYSDOT	I-481 NB	NY-5/NY-92 EB	0.352	Y	Y	Y	1.48	2.57	2.57	PM
ЗA	NY-690	NB	NYSDOT	NY-690 NB	NY-48/Hencle Blvd	0.020	Y	Ν	Y	2.37	2.52	2.52	PM
ЗB	NY-690	SB	NYSDOT	NY-48/Hencle Blvd	NY-690 SB	0.021	Υ	Ν	Y	1.65	1.84	1.84	PM
4	I-81 NB Off Ramp (18)	NB	NYSDOT	I-81 NB	E Adams St	0.274	Y	Y	Y	2.43	2.32	2.43	AM
5A	I-690 EB Off Ramp (7)	SB	NYSDOT	I-690 EB	State Fair Blvd/Bridge St	0.281	Y	Ν	Y	1.84	2.05	2.05	PM
5B	I-690 EB On Ramp	NB	NYSDOT	State Fair Blvd/Bridge St	I-690 EB	0.262	Y	N	Y	1.76	2.02	2.02	PM
6	I-690 EB Off Ramp	EB	NYSDOT	I-690 EB	I-81 SB	0.213	Y	Y	Y	2.03	1.29	2.03	AM
7	I-81 SB On Ramp	SB	NYSDOT	Almond St/E Adams St	I-81 SB	0.261	Υ		Y				PM
8.A	I-81	SB	NYSDOT	Harrison St	E Adams St	0.111	Y		Y				AM
88	I-81	SB	NYSDOT	I-690 WB On Ramp	Harrison St	0.267	Y		Y	1.81		1.81	AM
8C	I-81	SB	NYSDOT	I-690 EB On Ramp	I-690 WB On Ramp	0.042	Y		Y				AM
8D	I-81	SB	NYSDOT	I-690 EB Off Ramp	I-690 EB On Ramp	0.543	Y		Υ				AM
9	I-481 SB Off Ramp (9N)	NB	NYSDOT	I-481 SB	I-81 NB	0.360	Y		Υ			1.84	AM
10	I-481 NB Off Ramp (3W)	WB	NYSDOT	I-481 NB	NY-5/NY-92 WB	0.281	Υ		Υ	1.72			PM

Table 6: Top Ten TTI [Highway] Locations on the CMP Network

Table 7: Top Ten TTI [Non-Highway] Locations on the CMP Network

Locations									'k tion	Excludes data with <10% TMC bins reporting				
Rank		Direction	Owner	From	То	Miles	Freight	Transit	SHN	TTI AM	TTI PM	Max TTI	Max Period	
1A	Almond St	SB	SYR	E Genesee St	E Adams St	0.267	N	Y	Y	6.99	4.80	6.99	AM	
1B	Almond St	SB	SYR	Erie Blvd	E Genesee St	0.234	N	Y	Y	2.23	2.03	2.23	AM	
1C	Almond St	NB	SYR	E Genesee St	Erie Blvd	0.218	N	Y	Y	2.00	2.36	2.36	PM	
1D	Almond St	NB	SYR	E Genesee St Eastbound	E Genesee St Westbound	0.035	N	Y	Y	2.65	2.77	2.77	PM	
1E	Almond St	NB	SYR	E Adams St	E Genesee St	0.289	N	Y	Y	2.63	2.60	2.63	AM	
2A	NY-290 Manlius Center Rd	EB	NYSDOT	Erie Canal Trail	N Manlius Rd	0.021	Ν	N	N	NA	3.93	3.93	PM	
2B	NY-290 Manlius Center Rd	EB	NYSDOT	Minoa Rd	Erie Canal Trail	0.036	N	N	N	1.44	2.49	2.49	PM	
3	CR-148 Electronics Pkwy	SB	OCDOT	Kingsdown Dr	Old Liverpool Rd	0.048	N	Y	Y	3.47	3.56	3.56	PM	
4A	Bear Rd (930J)	WB	NYSDOT	I-481 Ramps	US-11 Brewerton Rd	0.106	N	Y	Y	2.99	3.39	3.39	PM	
4B	Bear Rd (930J)	WB	NYSDOT	S Bay Rd	I-481 Ramps	0.368	N	N	N	2.06	2.34	2.34	PM	
4C	Bear Rd (930J)	EB	NYSDOT	US-11 Brewerton Rd	I-481 Ramps	0.100	N	Y	Y	2.63	2.37	2.63	AM	
5	CR-57 Old Route 57	NB	OCDOT	Commercial Driveway	NY-31	0.043	N	Y	Y	3.28	3.31	3.31	PM	
6	N Burdick St	NB	OCDOT	N Burdick St (approach)	Manlius Center Rd	0.030	N	Y	N	2.75	3.29	3.29	PM	
7	Comstock Ave	SB	SYR	Manley Field House	E Colvin St	0.043	N	Y	N	NA	3.26	3.26	PM	
8A	NY-5 W Main St	WB	SYR	N McBride St	N Townsend St	0.088	Ν	N	Y	3.21	1.96	3.21	AM	
8B	NY-5 W Main St	WB	SYR	N Townsend St	James St	0.250	N	N	Y	2.14	1.90	2.14	AM	
8C	NY-5 W Main St	EB	SYR	James St	N Townsend St	0.250	N	N	Y	2.23	1.99	2.23	AM	
8D	NY-5 W Main St	EB	SYR	N Townsend St	N McBride St	0.088	N	N	Y	1.94	2.68	2.68	PM	
9A	CR-46 Morgan Rd	NB	OCDOT	Morgan Rd (approach)	NY-31	0.021	N	N	N	3.02	3.21	3.21	PM	
9B	CR-46 Morgan Rd	SB	OCDOT	NY-31	Morgan Rd (approach)	0.021	N	N	N	2.22	0.00	2.22	AM	
10	N Burdick St	SB	OCDOT	Commercial Driveway	NY-5 Genesee St	0.027	N	Y	N	2.80	3.18	3.18	PM	

*Note: The locations listed whose text is grayed out in the tables do not meet the established threshold.



System Performance and Analysis...continued

LOTTR

LOTTR represents consistency or dependability in travel times, as measured from day-to-day and/or across different times of the day. As mentioned above, a corridor or road segment with a LOTTR at 1.5 and above represents unreliable congestion. Locations that exceed the identified threshold are classified as "congested" for purposes in this report.

A "congested" segment identified by the LOTTR measure means that it experiences highly variable (unreliable) congestion throughout the year. This unreliability is due to non-recurring congestion causes such as work zones, weather or traffic incidents that are often a surprise to drivers. The higher the LOTTR, the less reliable the segment is from day-to-day and/or across different times of the day. These are the most unpredictable locations and may require drivers to build in extra travel time to stay on schedule.

Note: Information in this table is spread across two pages and the highlighted performance measure will change with each measure		TTI (2.0+)								
individually.	Total	Segments w Reporting o		Exceeding Threshold	% Passing					
All segments that exceed an identified threshold will be included in the appendix.	Miles	Miles	%	Miles						
CMP Network	691.4	3.1	0.4%	23.8	96.5%					
CMP Highway Segments	277.5	0.4	0.1%	1.6	99.4%					
CMP Non-Highway Segments	413.8	2.7	0.6%	22.2	94.6%					
CMP Freight Network	387.0	0.5	0.1%	4.1	98.9%					
- CMP Freight Highway Segments	277.5	0.4	0.1%	1.6	99.4%					
- CMP Freight Non-Highway Segments	109.4	0.1	0.1%	1.9	98.2%					
CMP Transit Network	324.9	2.1	0.6%	14.4	95.5%					
- CMP Transit Highway Segments	86.3	0.0	0.0%	0.8	99.0%					
- CMP Transit Non-Highway Segments	238.6	2.1	0.9%	13.5	94.3%					
NOT Freight or Transit Network	131.4	0.5	0.4%	8.1	93.8%					

Previous CMP

88% passing

Overall, 44 miles out of 691 CMP Network miles, represented by 208 different locations have been identified as "congested." See Map 5, Appendix C or summary table at bottom of page. This represents 6.5% of the miles, leaving 93.6% of the CMP Network miles as "uncongested."

Individually, 19 miles in the (a.m.) peak hour; 28 miles in the off-peak (op) peak hour; 31 miles in the (p.m.) peak hour; and 24 miles during the weekend (we) peak hour are "congested" under this measure. (See Appendix C)

Previous CMP

CMP Freight Network

98% passing Overall, 6 miles out of 387 CMP freight network miles, represented by 40 freight locations have been identified as "congested." See Map 5, Appendix C or summary table at bottom of page. This represents 1% of the miles, leaving 99% of the CMP freight network miles as "uncongested."

Individually, 3 miles in the (a.m.) peak hour; 2 miles in the off-peak (op) peak hour; 3 miles in the (p.m.) peak hour; and 3 miles during the weekend (we) peak hour are "congested" under this measure. (See Appendix C)

Previous CMP

CMP Transit Network

84% passing

Overall, 25 miles out of 325 CMP transit network miles, represented by 164 transit locations have been identified as "congested." See Map 5, Appendix C or summary table at bottom of page. This represents 7.6% of the miles, leaving 92.4% of the CMP transit network miles "uncongested".

Individually, 11 miles in the (a.m.) peak hour; 12 miles in the off-peak (op) peak hour; 16 miles in the (p.m.) peak hour; and 12 miles during the weekend (we) peak hour are "congested" under this measure. (See Appendix C)

	LOTT	R (1.5+)		TTTR (2.0+)					TED/Mile (40,000+ person hours per mile)						
Segments with <10% Reporting or NA		Exceeding Threshold	% Passing	Segments with <10% Reporting or NA		Exceeding Threshold	% Passing		nts with <10% ng or NA	Exceeding Threshold	% Passing				
Miles	%	Miles		Miles	%	Miles		Miles %		Miles					
2.4	0.4%	44.0	93.6%	0.0	0.0%	318.2	54.0%	229.0	33.1%	11.6	97.5%				
0.4	0.1%	2.0	99.3%	0.0	0.0%	6.2	97.8%	24.6	8.9%	1.3	99.5%				
2.0	0.5%	42.1	89.8%	0.0	0.0%	312.0	24.6%	204.4	49.4%	10.3	95.1%				
0.5	0.1%	5.5	98.6%	0.0	0.0%	83.4	78.5%	56.3	14.6%	3.4	99.0%				
0.4	0.1%	2.0	99.3%	0.0	0.0%	6.2	97.8%	24.6	8.9%	1.3	99.5%				
0.1	0.1%	3.5	96.8%	0.0	0.0%	77.2	29.4%	31.8	29.0%	2.1	97.3%				
1.4	0.4%	24.6	92.4%	0.0	0.0%	202.8	37.6%	125.5	38.6%	11.2	94.4%				
0.0	0.0%	1.5	98.3%	0.0	0.0%	4.0	95.4%	6.0	6.9%	1.3	98.4%				
1.4	0.6%	23.1	90.3%	0.0	0.0%	198.9	16.7%	119.6	50.1%	9.9	91.7%				
17	0.4%		39	0	0.0%		32.1%	79.3	60.4%	0.4	99.2%				

CMP Network

Currently



Currently



	Locations										Excludes data with <10% TMC bins reporting						
Rank	Road Name	Direction	Owner	From	То	Miles	Freight	Transit	SHN	LOTTR AM	LOTTR OP	LOTTR PM	LOTTR WE	Max LOTTR	Max Period		
1A	NY-690	NB	NYSDOT	NY-690 NB	NY-48/Hencle Blvd	0.020	Y	N	Y	1.91	1.86	1.86	1.97	1.97	WE		
1B	NY-690	SB	NYSDOT	NY-48/Hencle Blvd	NY-690 SB	0.021	Y	N	Y	1.50	1.54	1.62	1.61	1.62	PM		
2	NY-690 SB Off Ramp	SB	NYSDOT	NY-690 SB	NY-31/Downer St	0.163	Y	N	Y	1.96	1.86	1.89	1.89	1.96	AM		
3	I-690 EB Off Ramp	EB	NYSDOT	I-690 EB	I-81 SB	0.213	Y	Y	Y	1.81	1.08	1.10	1.09	1.81	AM		
4A	I-81	SB	NYSDOT	Harrison St	E Adams St	0.111	Y	Y	Y	1.76	1.60	1.69	1.44	1.76	AM		
4B	I-81	SB	NYSDOT	I-690 WB On Ramp	Harrison St	0.267	Y	Y	Y	1.60	1.35	1.44	1.21	1.60	AM		
5	I-481 NB Off Ramp (3E)	NB	NYSDOT	I-481 NB	NY-5/NY-92 EB	0.352	Y	Y	Y	1.34	1.44	1.67	1.32	1.67	PM		
6	I-81 NB Off Ramp (18)	NB	NYSDOT	I-81 NB	E Adams St	0.274	Y	Y	Y	1.48	1.48	1.61	1.41	1.61	PM		
7A	I-690 EB Off Ramp (7)	SB	NYSDOT	I-690 EB	State Fair Blvd/Bridge St	0.281	Y	N	Y	1.60	1.61	1.54	1.57	1.61	OP		
7B	I-690 EB On Ramp	NB	NYSDOT	State Fair Blvd/ Bridge St	I-690 EB	0.262	Y	N	Y	1.31	1.35	1.46	1.44	1.46	PM		
8	I-81 SB On Ramp	SB	NYSDOT	Almond St/E Adams St	I-81 SB	0.261	Y	Y	Y	1.44	1.48	1.56	1.46	1.56	PM		
9	I-481 SB Off Ramp (9N)	NB	NYSDOT	I-481 SB	I-81 NB	0.360	Y		Υ	1.21		1.32	1.42	1.42	WE		
10A	I-81	SB	NYSDOT	I-690 EB On Ramp	I-690 WB On Ramp	0.042	Y	Y	Υ	1.38					AM		
108	I-81	SB	NYSDOT	I-690 EB Off Ramp	I-690 EB On Ramp	0.543	Y	Y	Υ	1.38	1.07	1.09	1.08	1.38	AM		

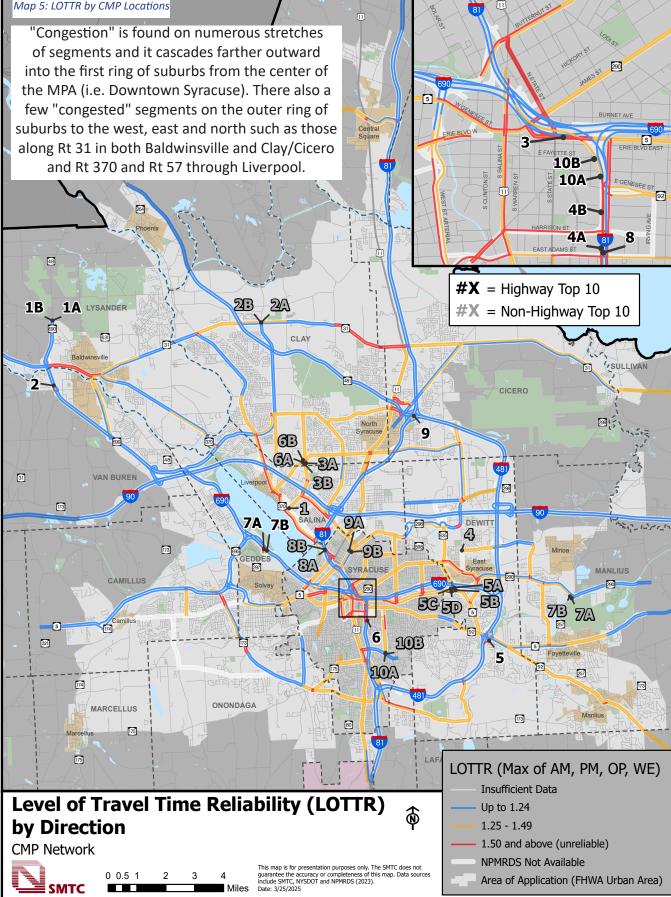
Table 8: Top Ten LOTTR [Highway /Limited Access] Locations on the CMP Network

Table 9: Top Ten LOTTR [Non-Highway] Locations on the CMP Network

	Locations									Excludes data with <10% TMC bins reporting						
Rank	Road Name	Direction	Owner	From	То	Miles	Freight	Transit	SHN	LOTTR AM	LOTTR OP	LOTTR PM	LOTTR WE	Max LOTTR	Max Period	
1	CR-148 Electronics Pkwy	SB	OCDOT	Kingsdown Dr	Old Liverpool Rd	0.048	N	Y	Y	2.17	2.67	2.25	2.33	2.67	ОР	
2A	CR-46 Morgan Rd	NB	OCDOT	Morgan Rd (approach)	NY-31	0.021	N	N	N	2.45	2.50	2.46	2.43	2.50	OP	
2B	CR-46 Morgan Rd	SB	OCDOT	NY-31	Morgan Rd (approach)	0.021	N	N	Ν	1.82	1.92	NA	NA	1.92	OP	
ЗA	CR-45 Henry Clay Blvd	NB	OCDOT	Executive Dr	Vine St	0.030	Y	Y	Y	1.92	1.87	1.91	2.43	2.43	WE	
3B	CR-45 Henry Clay Blvd	SB	OCDOT	Vine St	Executive Dr	0.030	Y	Y	Y	1.54	1.53	1.65	1.74	1.74	WE	
4	CR-53 Kirkville Rd	WB	OCDOT	Greentree Dr	Kinne St	0.021	N	Y	Ν	1.63	1.72	2.34	NA	2.34	PM	
5A	NY-635 Thompson Rd	NB	NYSDOT	Headson Dr	Start of I-690 On Ramp TL	0.082	N	Y	Y	2.05	2.05	2.09	2.33	2.33	WE	
5B	NY-635 Thompson Rd	NB	NYSDOT	Start of I-690 On Ramp TL	I-690 EB On Ramp	0.015	N	Y	Y	1.70	1.68	1.63	1.70	1.70	AM	
5C	NY-635 Thompson Rd	SB	NYSDOT	I-690 EB Off Ramp	Start of Right TL to Erie Blvd	0.024	N	Y	Y	1.35	1.48	1.52	1.41	1.52	PM	
5D	NY-635 Thompson Rd	SB	NYSDOT	Start of Right TL to Erie Blvd	Headson Dr	0.093	N	Y	Y	1.79	1.80	1.75	1.87	1.87	WE	
6A	CR-51 Vine Street	EB	OCDOT	Start of Turn Lanes	Henry Clay Blvd	0.036	Y	Y	Ν	2.24	2.02	2.29	2.29	2.29	PM	
6B	CR-51 Vine Street	WB	OCDOT	Henry Clay Blvd	End of Lane Merge	0.036	Y	Y	Ν	1.72	1.77	1.74	1.73	1.77	OP	
7A	NY-290 Manlius Center Rd	EB	NYSDOT	Erie Canal Trail	N Manlius Rd	0.021	N	N	Ν	NA	2.28	1.87	NA	2.28	OP	
7B	NY-290 Manlius Center Rd	EB	NYSDOT	Minoa Rd	Erie Canal Trail	0.036	N	N	N	1.36	1.83	1.94	1.77	1.94	PM	
8A	NY-370 Park St	EB	SYR	Rail Bridge	Harborside Dr	0.021	Y	Y	Y	1.71	2.00	2.22	2.12	2.22	PM	
8B	NY-370 Park St	WB	SYR	Harborside Dr	Rail Bridge	0.021	N	Y	Y	1.44	1.49	1.65	1.78	1.78	WE	
9A	NY-298 Court St	WB	SYR	Brace St	Grant Blvd	0.030	N	N	Ν	2.22	1.76	NA	NA	2.22	AM	
9B	NY-298 Court St	EB	SYR	Grant Blvd	Brace St	0.030	N	N	Ν	1.35	1.35	1.50	NA	1.50	PM	
10A	Comstock Ave	SB	SYR	Manley Field House	E Colvin St	0.043	N	Y	Ν	NA	2.17	2.00	NA	2.17	ОР	
10B	Comstock Ave	NB	SYR	E Colvin St	Manley Field House	0.043	N	Y	Ν	1.47	1.50	NA	NA	1.50	OP	

*Note: The locations listed whose text is grayed out in the tables do not meet the established threshold.





System Performance and Analysis...continued

TTTR

TTTR, like LOTTR, represents the consistency or dependability in travel times, as measured from dayto-day and/or across different times of the day but for this measure only along the identified freight locations. As mentioned earlier, a freight segment with a TTTR at 2.0 and above represents unreliable congestion. Similar to LOTTR, locations identified above the SMTC established threshold of 2.0 are considered "congested" for CMP documentation. Also, like LOTTR, a "congested" segment identified by the TTTR measure means that it experiences highly variable (unreliable) congestion throughout the year. This unreliability is due to non-recurring congestion causes such as work zones, weather or traffic incidents that are often a surprise to drivers. The higher the TTTR the less reliable the segment is from day-to-day and/or across different times of the day. These locations are the most unpredictable and therefore could affect freight operations. (See Appendix D).

The TTTR national performance measure developed by the FHWA applies only to the interstate system but in this CMP report is being used to analyze both highway and non-highway locations of the CMP Network. This expanded use of the TTTR measure, as shown in the final percentages on the following page results in a much higher level of congestion throughout the SMTC defined CMP Network. The table below shows the highway locations have a high percentage of passing the TTTR threshold; conversely the non-highway locations passing percentage is very low, which brings down the overall CMP Network percentage.

Note: Information in this table is spread across two pages and the highlighted performance measure will change with each measure		Segments with <10%		FTI (2.0+)	
individually.	Total	Segments v Reporting c		Exceeding Threshold	% Passing
All segments that exceed an identified threshold will be included in the appendix.	Miles	Miles	%	Miles	
CMP Network	691.4	3.1	0.4%	23.8	96.5%
CMP Highway Segments	277.5	0.4	0.1%	1.6	99.4%
CMP Non-Highway Segments	413.8	2.7	0.6%	22.2	94.6%
CMP Freight Network	387.0	0.5	0.1%	4.1	98.9%
- CMP Freight Highway Segments	277.5	0.4	0.1%	1.6	99.4%
- CMP Freight Non-Highway Segments	109.4	0.1	0.1%	1.9	98.2%
CMP Transit Network	324.9	2.1	0.6%	14.4	95.5%
- CMP Transit Highway Segments	86.3	0.0	0.0%	0.8	99.0%
- CMP Transit Non-Highway Segments	238.6	2.1	0.9%	13.5	94.3%
NOT Freight or Transit Network	131.4	0.5	0.4%	8.1	93.8%

Previous CMP

а

n

CMP Network

Currently

54% passing

Currently 98% passing

Currently 38% passing

Overall, 318 miles out of 691 CMP Network miles, represented by 523 different locations have been identified as "congested." See Map 6, Appendix D or summary table at bottom of page. This represents 46% of the miles, leaving 54% of the CMP Network miles as "uncongested."

Individually, 227 miles in the (a.m.) peak hour; 242 miles in the off-peak (op) peak hour; 254 miles in the (p.m.) peak hour; 180 miles in the overnight (on) peak hour; and 200 miles during the weekend (we) peak hour are "congested" under this measure. (See Appendix D)

Previous CMP 99% passing CMP Freight Network

Overall, 83 miles out of 387 CMP freight network miles, represented by 133 freight locations have been identified as "congested." See Map 6, Appendix D or summary table at bottom of page. This represents 21% of the miles, leaving 79% of the CMP freight network miles "uncongested."

Individually, 53 miles in the (a.m.) peak hour; 53 miles in the off-peak (op) peak hour; 67 miles in the (p.m.) peak hour; 42 miles in the overnight (on) peak hour; and 45 miles during the weekend (we) peak hour are "congested" under this measure. (See Appendix D)

Previous CMP

In/al

CMP Transit Network

Overall, 203 miles out of 325 CMP transit network miles, represented by 386 transit locations have been identified as "congested." See Map 6, Appendix D or summary table at bottom of page. This represents 62% of the miles, leaving 38% of the CMP transit network miles "uncongested".

Individually, 147 miles in the (a.m.) peak hour; 148 miles in the off-peak (op) peak hour; 154 miles in the (p.m.) peak hour; 129 miles in the overnight (on) peak hour; and 130 miles during the weekend (we) peak hour are "congested" under this measure. (See Appendix D)

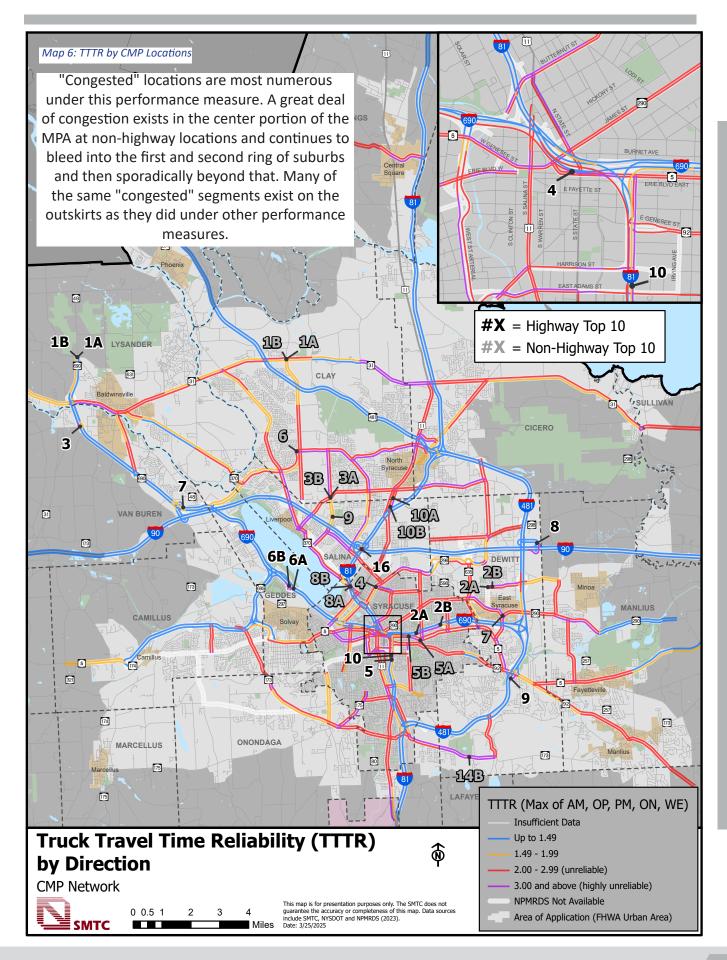
	LOTT	R (1.5+)			TTTR	(2.0+)		TED/M	ile (40,000+ per	son hours per	mile)
Segment Reporting	s with <10% g or NA	Exceeding Threshold	% Passing		nts with <10% ng or NA	Exceeding Threshold	% Passing	Ŭ	nts with <10% ng or NA	Exceeding Threshold	% Passing
Miles	%	Miles		Miles	%	Miles		Miles	%	Miles	
2.4	0.4%	44.0	93.6%	0.0	0.0%	318.2	54.0%	229.0 33.1%		11.6	97.5%
0.4	0.1%	2.0	99.3%	0.0	0.0%	6.2	97.8%	24.6 8.9%		1.3	99.5%
2.0	0.5%	42.1	89.8%	0.0	0.0%	312.0	24.6%	204.4 49.4%		10.3	95.1%
0.5	0.1%	5.5	98.6%	0.0	0.0%	83.4	78.5%	56.3	14.6%	3.4	99.0%
0.4	0.1%	2.0	99.3%	0.0	0.0%	6.2	97.8%	24.6	8.9%	1.3	99.5%
0.1	0.1%	3.5	96.8%	0.0	0.0%	77.2	29.4%	31.8	29.0%	2.1	97.3%
1.4	0.4%	24.6	92.4%	0.0	0.0%	202.8	37.6%	125.5	38.6%	11.2	94.4%
0.0	0.0%	1.5	98.3%	0.0	0.0%	4.0	95.4%	6.0	6.9%	1.3	98.4%
1.4	0.6%	23.1	90.3%	0.0	0.0%	198.9	16.7%	119.6	50.1%	9.9	91.7%
17	0.4%		39	0	0.0%		32.1%	79.3	60.4%	0.4	99.2%

			Loc	ations				etwo ntifica		Exclud	les data	with <10)% TMC	bins rep	orting	
Rank	Road Name	Direction	Owner	From	То	Miles	Freight	Transit	SHN	TTTR AM	TTTR OP	TTTR PM	TTTR ON	TTTR WE	Max TTTR	Max Period
1A	NY-690	NB	NYSDOT	NY-690 NB	NY-48/Hencle Blvd	0.020	x		х	4.36	4.89	4.72	4.90	5.75	5.75	WE
1B	NY-690	SB	NYSDOT	NY-48/Hencle Blvd	NY-690 SB	0.021	x		х	2.47	2.85	3.24	2.49	3.07	3.24	PM
2A	I-690	EB	NYSDOT	EB Off Ramp to Teall Ave	Teall Ave On Ramp EB	0.365	x	x	х	1.14	4.92	1.22	1.21	1.21	4.92	OP
2B	I-690	EB	NYSDOT	Teall Ave On Ramp EB	Midler Ave Off Ramp	0.543	x	x	х	1.14	3.56	1.21	1.23	1.23	3.56	ОР
3	NY-690 SB Off Ramp	SB	NYSDOT	NY-690 SB	NY-31/Downer St	0.163	x		х	4.08	3.73	3.56	2.65	3.36	4.08	AM
4	I-690 EB Off Ramp	EB	NYSDOT	I-690 EB	I-81 SB	0.213	x	x	х	3.64	1.28	1.33	1.24	1.23	3.64	AM
5	I-81 NB Off Ramp (18)	NB	NYSDOT	I-81 NB	E Adams St	0.274	x	x	x	2.61	2.90	3.50	2.51	2.44	3.5	PM
6A	I-690 EB On Ramp	NB	NYSDOT	State Fair Blvd/ Bridge St	I-690 EB	0.262	x		x	2.00	2.13	3.00	2.25	3.27	3.27	WE
6B	I-690 EB Off Ramp (7)	SB	NYSDOT	I-690 EB	State Fair Blvd/ Bridge St	0.281	x		x	3.03	2.44	2.64	2.17	2.72	3.03	AM
7	On Ramp to I-690 & I-90	WB	NYSDOT	Jones Rd	Merge with I-690 Off Ramp	0.150	x		x	0.00	0.00	0.00	3.20	0.00	3.2	ON
8	I-90 EB Off Ramp (34A)	EB	NYSTA	I-90 EB Off Ramp to I-481	Merge with I-90 WB Off Ramp	0.676	x		x	1.25	1.34	1.44	1.50	3.10	3.1	WE
9	I-481 NB Off Ramp (3E)	NB	NYSDOT	I-481 NB	NY-5/NY-92 EB	0.352	x	x	х	2.03	2.33	3.00	1.57	1.94	3	PM
10	I-81 SB On Ramp	SB	NYSDOT	Almond St/E Adams St	I-81 SB	0.261	x	x	x	2.59	2.84	2.99	2.27	2.31	2.99	PM

Table 10: Top Ten TTTR [Highway /Limited Access] Locations on the CMP Network

Table 11: Top Ten TTTR [Non-Highway] Locations on the CMP Network

			Loca	ations				etwo ntifica		Exclud	les data	with <1(0% TMC	bins rep	orting	
Rank	Road Name	Direction	Owner	From	То	Miles	Freight	Transit	SHN	TTTR AM	TTTR OP	TTTR PM	TTTR ON	TTTR WE	Max TTTR	Max Period
1A	CR-46 Morgan Rd	NB	OCDOT	Morgan Rd (approach)	NY-31	0.021	N	N	N	5.95	5.50	4.95	4.25	4.50	5.95	АМ
1B	CR-46 Morgan Rd	SB	OCDOT	NY-31	Morgan Rd (approach)	0.021	N	N	N	3.43	3.57	0.00	2.50	0.00	3.57	ОР
2A	CR-53 Kirkville Rd	WB	OCDOT	Greentree Dr	Kinne St	0.021	Ν	Y	N	3.22	3.40	4.21	5.34	0.00	5.34	ON
2B	CR-53 Kirkville Rd	WB	OCDOT	I-481 On/Off Ramps	Greentree Dr	1.032	Y	Y	N	2.40	2.62	2.83	2.57	3.04	3.04	WE
ЗA	CR-45 Henry Clay Blvd	NB	OCDOT	Executive Dr	Vine St	0.030	Y	Y	Y	3.67	3.97	4.40	5.25	4.50	5.25	ON
3B	CR-45 Henry Clay Blvd	SB	OCDOT	Vine St	Executive Dr	0.030	Y	Y	Y	2.70	2.96	3.57	2.94	4.00	4.00	WE
4	NY-298 Court St	WB	SYR	Brace St	Grant Blvd	0.030	Ν	N	Ν	4.20	4.00	0.00	5.25	0.00	5.25	ON
5A	NY-5 Erie Blvd	EB	SYR	Erie Blvd Turn Lane Ramp	Teall Ave	0.038	N	Y	Y	3.17	3.29	3.75	5.25	0.00	5.25	ON
5B	NY-5 Erie Blvd	EB	SYR	Lodi St	Erie Blvd TL Ramp	0.437	Ν	Y	Y	3.00	3.00	3.00	2.42	2.45	3.00	AM
6	CR-81 John Glenn Blvd	EB	OCDOT	Start of Left Turn Lane	Buckley Rd	0.022	Y	N	Y	0.00	0.00	0.00	5.16	0.00	5.16	ON
7	NY-290 Bridge/Manlius Center	EB	NYSDOT	Start of Left TL on Bridge St	Start of Dedicated Right TL on Manlius	0.079	N	Y	N	3.68	3.14	3.74	5.14	3.32	5.14	ON
8A	NY-370 Park St	EB	SYR	Rail Bridge	Harborside Dr	0.021	Y	Y	Y	3.62	3.16	4.00	5.01	4.05	5.01	ON
8B	NY-370 Park St	WB	SYR	Harborside Dr	Rail Bridge	0.021	Ν	Y	Y	2.37	2.67	3.12	2.82	3.60	3.60	WE
9	CR-45 Henry Clay Blvd	SB	OCDOT	Start of Left Turn Lane	Hopkins Road	0.042	Y	Y	Y	2.21	2.73	3.24	3.08	5.00	5.00	WE
10A	CR-208 South Bay Rd	NB	OCDOT	Start of Northbound Right TL	Col Eileen Collins Blvd	0.067	Y	Y	N	2.55	2.58	2.44	4.86	3.00	4.86	ON
10B	CR-208 South Bay Rd	NB	OCDOT	Merge of South Bay Rd NB & SB	Start of Northbound Right TL to Airport	0.244	Y	Y	N	3.00	2.44	3.05	4.10	3.87	4.10	ON



System Performance and Analysis...continued

Total Excessive Delay (TED)

Total Excessive Delay is the amount of time traveling below 20 miles per hour or 60% of the posted speed limit travel time, whichever is greater, during all hours (weekdays and weekends). As previously stated, a corridor or road segment with 40,000 or more person hours/mile is the SMTC defined threshold for this measure. Only the CMP Network locations with available AADT data, as of the 2021 NYSDOT HPMS submittal, were analyzed for this measure.

While all TED values represent an amount of excessive delay on a segment, the SMTC is identifying anything that exceeds the 90th percentile of the resulting values as the worst-performing locations. As stated in Chapter 2, this measure identifies "congested" higher-volume locations.

Note: Information in this table is spread across two pages and the highlighted performance measure will change with each measure		Segments with <10		TTI (2.0+)	
individually.	Total	Segments w Reporting o		Exceeding Threshold	% Passing
All segments that exceed an identified threshold will be included in the appendix.	Miles	Miles	%	Miles	
CMP Network	691.4	3.1	0.4%	23.8	96.5%
CMP Highway Segments	277.5	0.4	0.1%	1.6	99.4%
CMP Non-Highway Segments	413.8	2.7	0.6%	22.2	94.6%
CMP Freight Network	387.0	0.5	0.1%	4.1	98.9%
- CMP Freight Highway Segments	277.5	0.4	0.1%	1.6	99.4%
- CMP Freight Non-Highway Segments	109.4	0.1	0.1%	1.9	98.2%
CMP Transit Network	324.9	2.1	0.6%	14.4	95.5%
- CMP Transit Highway Segments	86.3	0.0	0.0%	0.8	99.0%
- CMP Transit Non-Highway Segments	238.6	2.1	0.9%	13.5	94.3%
NOT Freight or Transit Network	131.4	0.5	0.4%	8.1	93.8%

Previous CMP

94% passing

Overall, 12 miles out of 691 CMP Network miles, represented by 63 different locations have been identified as exceeding the defined threshold. See Map 7, Appendix E or summary table at bottom of page. This represents 2.5% of the miles, leaving 97.5% of the CMP Network miles below the defined threshold.

Previous CMP 97% passing

Overall, 3 miles out of 387 CMP freight network miles, represented by 19 different transit locations have been identified as "congested." See Map 7, Appendix E or summary table at bottom of page. This represents 1% of the miles, leaving 99% of the CMP freight network miles "uncongested."

CMP Freight Network

Previous CMP 93% passing CMP Transit Network

Overall, 11 miles out of 325 CMP transit network miles, represented by 61 different transit locations have been identified as "congested." See Map 7, Appendix E or summary table at bottom of page. This represents 5.6% of the miles, leaving 94.4% of the CMP transit network miles "uncongested."

	LOTT	R (1.5+)			TTTR	(2.0+)		TED/Mi	ile (40,000+ per	son hours per	mile)
Segments Reporting	s with <10% g or NA	Exceeding Threshold	% Passing		its with <10% ng or NA	Exceeding Threshold	% Passing		nts with <10% ng or NA	Exceeding Threshold	% Passing
Miles	%	Miles		Miles	%	Miles		Miles	%	Miles	
2.4	0.4%	44.0	93.6%	0.0	0.0%	318.2	54.0%	229.0	33.1%	11.6	97.5%
0.4	0.1%	2.0	99.3%	0.0	0.0%	6.2	97.8%	24.6	8.9%	1.3	99.5%
2.0	0.5%	42.1	89.8%	0.0	0.0%	312.0	24.6%	204.4	49.4%	10.3	95.1%
0.5	0.1%	5.5	98.6%	0.0	0.0%	83.4	78.5%	56.3	14.6%	3.4	99.0%
0.4	0.1%	2.0	99.3%	0.0	0.0%	6.2	97.8%	24.6	8.9%	1.3	99.5%
0.1	0.1%	3.5	96.8%	0.0	0.0%	77.2	29.4%	31.8	29.0%	2.1	97.3%
1.4	0.4%	24.6	92.4%	0.0	0.0%	202.8	37.6%	125.5	38.6%	11.2	94.4%
0.0	0.0%	1.5	98.3%	0.0	0.0%	4.0	95.4%	6.0 6.9%		1.3	98.4%
1.4	0.6%	23.1	90.3%	0.0	0.0%	198.9	16.7%	119.6	50.1%	9.9	91.7%
17	0.4%		39	0	0.0%		32.1%	79.3 60.4%		0.4	99.2%

CMP Network

Currently 97% passing

Currently 99% passing

Currently

94% passing

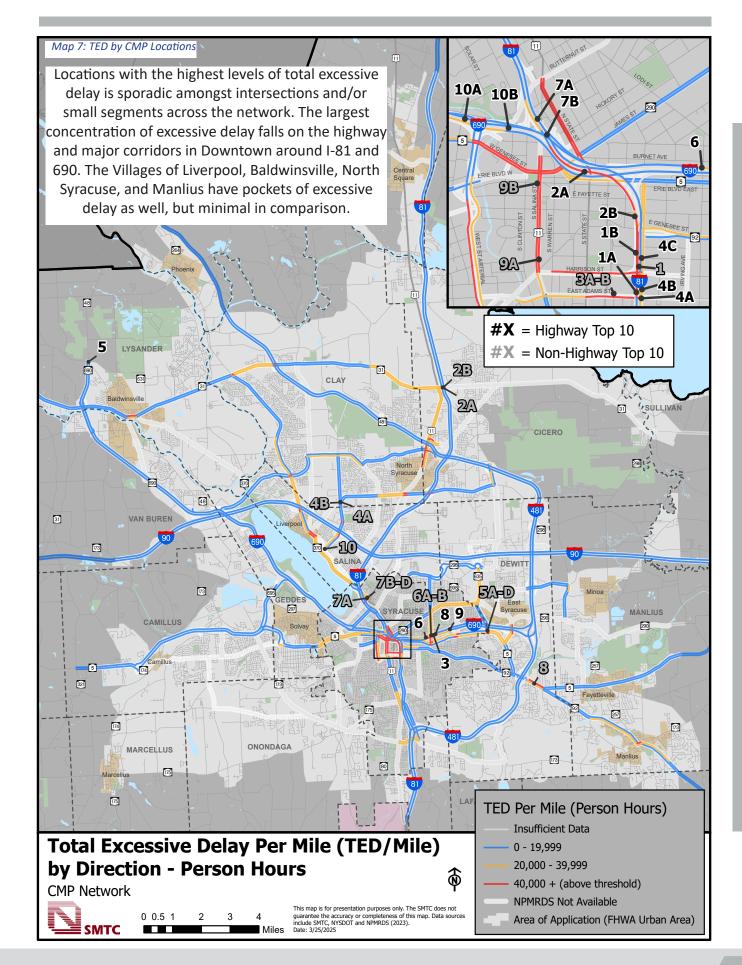


				Locations			Net	tworl	k Ider	ntification	Excludes data with <10% TMC bins reporting		
Rank	Road Name	Direction	Owner	From	То	Miles	Freight	Transit	SHN	Limited Access	TED (FF)	TED/Mile	
1A	I-81	SB	NYSDOT	Harrison St	E Adams St	0.111	Y	Y	Y	Y	17,035	153,164	
1B	I-81	SB	NYSDOT	I-690 WB On Ramp	Harrison St	0.267	Y	Y	Υ	Y	30,242	113,271	
2A	I-81	SB	NYSDOT	I-690 EB Off Ramp	I-690 EB On Ramp	0.543	Y	Y	Y	Y	27,669	51,103	
2B	I-81	SB	NYSDOT	I-690 EB On Ramp	I-690 WB On Ramp	0.042	Y	Y	Υ	Y	1,557	37,179	
3	I-690	EB	NYSDOT	EB Off Ramp to Teall Ave	Teall Ave On Ramp WB	0.365	Y	Y	Y	Y	16,037	44,070	
4A	I-81	NB	NYSDOT	NB Off Ramp to E Adams	E Adams St	0.274	Y	Y	Υ	Υ	10,672	38,863	
4B	I-81	NB	NYSDOT	E Adams St	Harrison St	0.111	Y		Υ	Υ		28,367	
4C	I-81	NB	NYSDOT	Harrison St	NB On Ramp from Harrison St	0.208	Y		Υ	Υ	3,862	18,573	
5	NY-690	NB	NYSDOT	NY-690 NB	NY-48/Hencle Blvd	0.020	Y	Y	Υ	Υ	652	32,520	
6	I-690	WB	NYSDOT	Teall Ave On Ramp	I-81 SB Off Ramp	0.616	Y		Υ	Υ	19,431	31,656	
7A	I-81	SB	NYSDOT	Clinton St Off Ramp	Bridge over Salina St	0.160	Y		Υ	Υ	3,592	22,520	
7B	I-81	SB	NYSDOT	Bridge over Salina St	I-690 EB Off Ramp	0.092	Y	Y	Υ	Υ	1,667	18,047	
8	I-690	WB	NYSDOT	Off Ramp to Teall Ave	Teall Ave WB On Ramp	0.338	Y		Υ	Υ		21,777	
9	I-690	EB	NYSDOT	Teall Ave On Ramp EB	Midler Ave Off Ramp	0.543	Y		Υ	Υ	11,972	21,196	
10A	I-690	EB	NYSDOT	West Street Off Ramp	On Ramp from West St	0.375	Y	Υ	Υ	Υ	7,803	20,843	
10B	I-690	EB	NYSDOT	On Ramp from West St	Off Ramp to I-81 SB	0.416	Y	Y	Υ	Y	7,878	18,974	

Table 12: Top Ten TED [Highway /Limited Access] Locations on the CMP Network

Table 13: Top Ten TED [Non-Highway] Locations on the CMP Network

				Locations					letwo	ork ation	Excludes of <10% TMO reporting	
Rank	Road Name	Direction	Owner	From	То	Miles	Freight	Transit	SHN	Limited Access	TED (FF)	TED/Mile
1	Almond St	SB	SYR	E Genesee St	E Adams St	0.267	N	Y	Y	N	235,315	882,341
2A	NY-31	EB	NYSDOT	I-81 SB On Ramp	I-81 NB Off Ramp	0.069	N	Y	Y	N	17,649	257,138
2B	NY-31	WB	NYSDOT	Pardee Rd	I-81 SB Off Ramp	0.069	N	Y	Y	N	13,708	199,721
3A	Adams St	EB	SYR	Almond St	S Townsend St	0.153	Ν	Y	Y	N	24,527	160,727
ЗB	Adams St	EB	SYR	S Townsend St	S State St	0.093	N	Y	Y	N	9,524	102,410
4A	CR-45 Henry Clay Blvd	NB	OCDOT	Executive Dr	Vine St	0.030	Υ	Y	Y	N	4,082	137,114
4B	CR-45 Henry Clay Blvd	SB	OCDOT	Vine St	Executive Dr	0.030	Y	Y	Y	N	1,211	40,683
5A	NY-635 Thompson Rd	SB	NYSDOT	Start of Right TL to Erie Blvd	Headson Dr	0.093	N	Y	Y	N	12,520	134,172
5B	NY-635 Thompson Rd	SB	NYSDOT	I-690 EB Off Ramp	Start of Right TL to Erie Blvd	0.024	Ν	Y	Y	N	1,093	44,960
5C	NY-635 Thompson Rd	NB	NYSDOT	Headson Dr	Start of I-690 On Ramp TL	0.082	N	Y	Y	N	7,260	88,026
5D	NY-635 Thompson Rd	NB	NYSDOT	Start of I-690 On Ramp TL	I-690 EB On Ramp	0.015	N	Y	Y	N	828	54,210
6A	Teall Ave	NB	SYR	Ramp to I-690 EB	Ramp from I-690 WB	0.069	Υ	Y	Y	N	8,403	121,431
6B	Teall Ave	SB	SYR	Ramp to I-690 WB	Ramp from I-690 EB	0.069	N	Y	Y	N	6,378	92,162
7A	Hiawatha Blvd	SB	SYR	End of Park Ave Turn Lane	N Salina St	0.061	Υ	Y	Y	N	7,138	117,415
7B	Hiawatha Blvd	NB	SYR	End of Park Ave Turn Lane	Park Ave	0.027	Υ	Y	Y	N	2,876	106,021
7C	Hiawatha Blvd	NB	SYR	N Salina St	End of Park Ave Turn Lane	0.061	Y	Y	Y	N	5,166	84,971
7D	Hiawatha Blvd	NB	SYR	Bridge over I-81	N Salina St	0.101	N	N	N	N	8,680	86,020
8	NY-5 E Genesee St	WB	NYSDOT	Lyndon Rd	Ramp to I-481 NB	0.604	Y	Y	Y	N	69,440	115,274
9A	S Salina St	NB	SYR	Harrison St	Erie Blvd East	0.454	N	Y	Y	N	45,651	100,394
9B	S Salina St	SB	SYR	Erie Blvd East	Harrison St	0.454	N	Y	Y	N	35,342	77,724
10	CR-148 Electronics Pkwy	SB	OCDOT	Kingsdown Dr	Old Liverpool Rd	0.048	N	Y	Y	N	4,644	97,176



Tuble 14. Congesteu [m	5 . 77	, .	Locations				letwo ntifica			pears on T ividual Pe			
Road Name	Direction	Owner	From	То	Miles	Freight	Transit	SHN	TTI T10	LOTTR T10	TTTR T10	TED T10	Total T10
NY-690	NB	NYSDOT	NY-690 NB	NY-48/Hencle Blvd	0.02	Y	N	Y	Y	Y	Y	Y	4
I-81	SB	NYSDOT	Harrison St	E Adams St	0.11	Y	Y	Y	Y	Y		Y	3
I-81	SB	NYSDOT	I-690 EB On Ramp	I-690 WB On Ramp	0.04	Y	Y	Y	Y	Y		Y	3
I-81	SB	NYSDOT	I-690 WB On Ramp	Harrison St	0.27	Y	Y	Y	Y	Y		Y	3
I-81	SB	NYSDOT	I-690 EB Off Ramp	I-690 EB On Ramp	0.54	Y	Y	Y	Y	Y		Y	3
NY-690	SB	NYSDOT	NY-48/Hencle Blvd	NY-690 SB	0.02	Y	N	Y	Y	Y	Y		3
I-690 EB OFF RAMP (7)	SB	NYSDOT	I-690 EB	State Fair Blvd/Bridge St	0.28	Y	N	Y	Y	Y	Y		3
I-81 SB ON RAMP	SB	NYSDOT	Almond St/E Adams St	I-81 SB	0.26	Y	Y	Y	Y	Y	Y		3
NY-690 SB OFF RAMP	SB	NYSDOT	NY-690 SB	NY-31/Downer St	0.16	Y	N	Y	Y	Y	Y		3
I-690 EB ON RAMP	NB	NYSDOT	State Fair Blvd/Bridge St	I-690 EB	0.26	Y	N	Y	Y	Y	Y		3
I-690 EB OFF RAMP	EB	NYSDOT	I-690 EB	I-81 SB	0.21	Y	Y	Y	Y	Y	Y		3
I-481 NB OFF RAMP (3E)	NB	NYSDOT	I-481 NB	NY-5/NY-92 EB	0.35	Y	Y	Y	Y	Y	Y		3
I-81 NB OFF RAMP (18)	NB	NYSDOT	I-81 NB	E Adams St	0.27	Y	Y	Y	Y	Y	Y		3
I-690	EB	NYSDOT	Teall Ave On Ramp EB	Midler Ave Off Ramp	0.54	Y	Y	Y			Y	Y	2
I-690	EB	NYSDOT	EB Off Ramp to Teall Ave	Teall Ave On Ramp EB	0.36	Y	Y	Y			Y	Y	2
I-481 SB OFF RAMP (9N)	NB	NYSDOT	I-481 SB	I-81 NB	0.36	Y	N	Y	Y	Y			2
Table 15: "Congested" [N	on-Highw	ay] Loca	tions on Multiple lists										

Table 14: "Congested" [Highway/limited] Locations on Multiple lists

Table 15: "Congested" [N	lon-Highw	/ay] Loca	tions on Multiple lists										
			Locations				Vetwo ntifica			pears on [·] ividual Pe			
Road Name	Direction	Owner	From	То	Miles	Freight	Transit	SHN	TTI T10	LOTTR T10	TTTR T10	TED T10	Total T10
CR-148 ELECTRONICS PKWY	SB	OCDOT	Kingsdown Dr	Old Liverpool Rd	0.05	N	Y	Y	Y	Y		Y	3
CR-45 HENRY CLAY BLVD	SB	OCDOT	Vine St	Executive Dr	0.03	Y	Y	Y		Y	Y	Y	3
CR-46 MORGAN RD	SB	OCDOT	NY-31	Morgan Rd (approach)	0.02	N	N	N	Y	Y	Y		3
CR-45 HENRY CLAY BLVD	NB	OCDOT	Executive Dr	Vine St	0.03	Y	Y	Y		Y	Y	Y	3
CR-46 MORGAN RD	NB	OCDOT	Morgan Rd (approach)	NY-31	0.02	N	N	N	Y	Y	Y		3
NY-290 MANLIUS CENTER RD	EB	NYSDOT	Minoa Rd	Erie Canal Trail	0.04	N	N	N	Y	Y			2
NY-635 THOMPSON RD	NB	NYSDOT	Start of I-690 On Ramp TL	I-690 EB On Ramp	0.02	N	Y	Y		Y		Y	2
NY-635 THOMPSON RD	SB	NYSDOT	I-690 EB Off Ramp	Start of Right TL to Erie Blvd	0.02	N	Y	Y		Y		Y	2
ALMOND ST	SB	SYR	E Genesee St	E Adams St	0.27	N	Y	Y	Y			Y	2
NY-370 PARK ST	WB	SYR	Harborside Dr	Rail Bridge	0.02	N	Y	Y		Y	Y		2
CR-53 KIRKVILLE RD	WB	OCDOT	Greentree Dr	Kinne St	0.02	N	Y	N		Y	Y		2
NY-298 COURT ST	WB	SYR	Brace St	Grant Blvd	0.03	N	N	N		Y	Y		2
NY-635 THOMPSON RD	SB	NYSDOT	Start of Right TL to Erie Blvd	Headson Dr	0.09	N	Y	Y		Y		Y	2
COMSTOCK AVE	SB	SYR	Manley Field House	E Colvin St	0.04	N	Y	N	Y	Y			2
NY-370 PARK ST	EB	SYR	Rail Bridge	Harborside Dr	0.02	Y	Y	Y		Y	Y		2
NY-290 MANLIUS CENTER RD	EB	NYSDOT	Erie Canal Trail	N Manlius Rd	0.02	N	N	N	Y	Y			2
NY-635 THOMPSON RD	NB	NYSDOT	Headson Dr	Start of I-690 On Ramp TL	0.08	N	Y	Y		Y		Y	2

STEP 5: ANALYZE CONGESTION PROBLEMS AND NEEDS

I-690 (EB Off Ramp to Teall Ave to Teall Ave On Ramp EB)





Some of the most "congested" locations in the MPA are those that show up on multiple top ten lists of the main performance measures analyzed earlier in this chapter.

Table 14 shows that the most congestion along the highway system is found on its many on and off ramps around the downtown Syracuse and Baldwinsville areas, as well as on the ramps connecting the highways.

The most "congested" non-highway locations (Table 15) show to be mainly at locations carrying traffic to and from the northern and eastern suburbs, as well as a few city streets around the mall and Regional Market on Park Street, the university area on Comstock Avenue, and in the downtown Syracuse area on Almond Street

Henry Clay Blvd (Vine Street to Executive Drive)



Thompson Rd (Start of Right Turn Lane to Erie Blvd to Headson Dr)

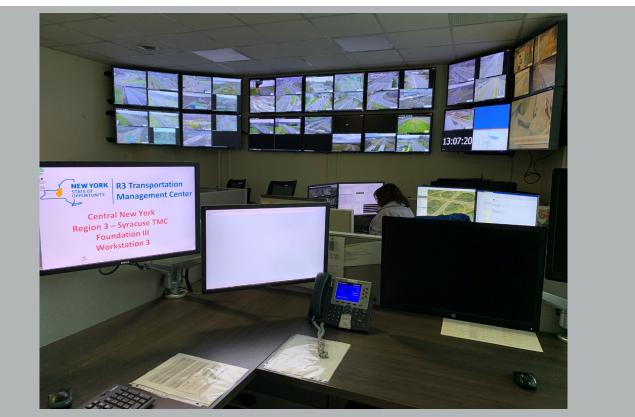


I-81 NB Off Ramp (18) (I-81 NB to E Adams St)

5.2 SUPPLEMENTAL ANALYSIS

Incident Detection/Management

Information on incidents occurring along the interstates in the MPA can be examined more in-depth on an as needed basis.



Information gathered includes, but is not limited to, the facility upon which the incident occurred, the type of event (e.g., crash, disabled vehicle), the direction of travel, a brief description of the event and its overall duration. Currently, incident clearance time is not collected.

Staff reviewed the number of incidents from 2019 to April of this year as provided by the Region's TMC. Table 16 shows that I-81 had the most incidents with 2,135, followed by I-690 with 1,596 and I-481 with 363. 4,094 incidents were noted over the approximately 6 1/2-year span. 2019 shows the greatest number of incidents overall, with both I-81 and I-481 having their highest total number of incidents that year.

Facility	2025	2024	2023	2022	2021	2020	2019	Total:
	(1/1/25 - 4/11/25)							
I-81	145	343	290	317	325	280	435	2135
I-481	29	62	52	42	55	53	70	363
I-690	90	292	233	231	242	246	262	1596
Total:	264	697	575	590	622	579	767	4094

 Table 16: Number of Incidents along Interstates in Region 3
 Incidents

Chart 4: Number of Incidents along Interstates in Region 3 (1/1/25 -4/11/25)



CRASHES

Crashes occurring along locations identified as a part of the CMP can indicate instances of nonrecurring congestion. Vehicle crashes can disrupt the normal flow of traffic, either by blocking travel lanes or causing distractions which alter driver behavior. As a part of this analysis, crashes were examined over the four-year period of 2020 – 2023. (See Appendix F)

A total of 2,481 crashes occurred on the 42 focus corridors examined. For classification purposes, these crashes are classified as either a fatal crash, an injury crash, or a property damage crash. Along these corridors, there were 2 Fatal, 532 Injury, and 1,947 Property Damage crashes. Note that the number of "Injury" crashes does not indicate the total number of injuries that occurred.

Crashes are also assigned at least one apparent human, vehicular, and/or environmental contributing factor. Collision types, such as rear-end or head-on collisions, are also documented. The top three contributing factors were "Following Too Closely", "Driver Inattention", and "Failure to Yield Right of Way." "Collision with Motor Vehicle" was the overwhelming crash type, with 85% of the total, but crashes with fixed objects (a collection of different items) also accounted for approximately 9% of crashes. Collision types were largely split between "Read End" (30%), "Other," (21%), "Overtaking" (19%) and "Right Angle" (17%).

Crashes in CLEAR are coded as intersection, intersection-related, or not at an intersection. For purposes of analysis, intersection and intersection-related crashes are grouped together. Intersection crashes (72%) accounted for a higher proportion than non-intersection crashes (28%) along the corridors. Crashes with injuries occurred at similar rates in intersection (22%) and non-intersection (19%) crash totals. As shown in the chart below, crashes tend to occur most often during peak periods. However, during these peak periods there are also more cars on the road compared to the rest of the day.

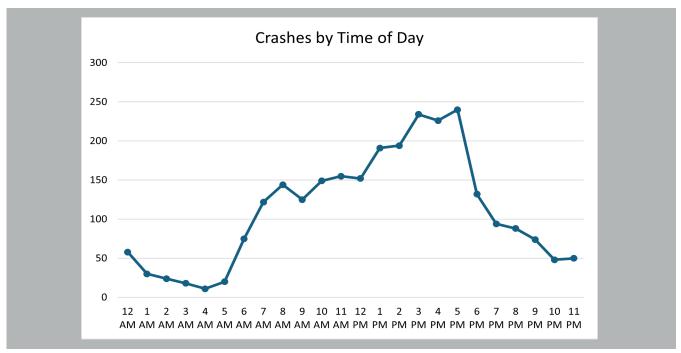


Chart 5: Sum of the Number of Crashes by Time of Day along Top Ten CMP Network locations

BICYCLE & PEDESTRIAN FACILITY AVAILABILITY

Bicycle and pedestrian facility information provides a look into the amenities and options on the CMP Network that are available for bicyclists and walkers.

Regarding bicycling, there is over 12 miles (12.7 miles) of on-road bike facilities available for use on the CMP primary commuter corridors including bike lanes, bikeways, and sharrows. This is a 3-mile increase from 5 years ago. Most of these facilities are located inside the City of Syracuse. If including off-road facilities (on/near these corridors) the number of miles jumps to just under 19. Those facilities include the Empire State Trail (Erie Blvd.) at 3.3 miles, the Bear Trap Creek Bikeway (I-81) at 1.6 miles and the Oswego County Trail (Rt. 49) at 1.2 miles.





The transit authority (Centro) has bike racks on many of their buses. Centro does not gather usage at the moment though they've noted anecdotally, that usage seems to be up.

Regarding pedestrian infrastructure, there is over 100 miles (135 miles) of sidewalk on the CMP Network. Approximately 85 miles are within the City limits and 50 outside, which is due in large part to villages in the region having a robust sidewalk network. These pedestrian facility numbers are once more specific to the CMP primary commuter corridors only. Off of the primary commuter corridors, various pedestrian facilities are in close proximity, particularly in the City of Syracuse.





The City and Centro have teamed with Veo, a bike/scooter sharing program, to provide an alternative to personal vehicle use and to assist in first and last-mile connections to destinations. Since operation began in the City of Syracuse in 2021 "the service has grown to 1,000 e-bikes and scooters, with 52,000 registered users who have paid for more than 1 million rides over the past three years.¹⁵" "The program has experienced steady growth during the 2024 season, totaling 500,000 rides which is equivalent to approximately, 750,000 miles ridden. Rider survey data from nearly 800 local riders provided insight on how Veo is helping increase mobility and reducing car usage in the community. The survey showed that approximately 59% of riders do not own or have access to a car, and 65% of riders use Veo for commuting to work. ¹⁶"

14: Centralcurrent.org article.; dated February 2025. (Link)
15: Syracuse.com article, dated September 2024. (Link)
16: Syracuse.gov article, dated March 2025. (Link)

TRANSIT RIDERSHIP AND ROUTE AVAILABILITY

Centro provided boarding and alighting data for their routes in the SMTC planning area. (See Table 17) In the SMTC planning area, there are over 30 transit routes of which many routes partially overlap the CMP Network. In all, ridership totaled 8,919,849 in 2023. The top route is located in the City of Syracuse on James Street in the central/eastern portion of the CMP Network. This route alone services nearly 850,000 riders when combining boardings and alightings. Conversely the least ridden route is located in the eastern portion of the network in Minoa, servicing just under 2,000 riders.

	Table 17: Centro Boardings	and Alightings, .	2023
Route	Name	Board	Alight
SY20	James Street	424,910	424,900
SY10	South Salina St - Nedrow	329,714	329,712
SY52	Court Street	273,848	273,816
SY40	Drumlins - Nob Hill	262,230	262,148
SY64	Western Lights	258,169	258,160
SY16	North Salina St - Buckley Rd	256,409	256,388
SY26	South Ave	244,012	243,745
SY80	Grant Blvd	223,824	223,809
SY68	East Fayette St - Erie Blvd	221,495	221,465
SY36	Camillus	200,886	200,885
SY74	Solvay	189,550	189,536
SY54	Midland Ave - Valley Dr	158,043	158,040
SY76	Salt Springs Rd	145,793	145,752
SY48	Liverpool - Morgan Rd	101,792	101,647
SY50	Destiny USA	85,280	85,277
SY921	Teall Ave	80,750	80,750
SY62	Manlius	73,921	73,921
SY926	Glenwood	64,293	64,286
SY931	East Genesee	51,284	51,284
SY974	Wilbur Ave	43,152	43,152
SY936	Erie Blvd West	38,028	38,028
SY84	Mattydale	36,533	36,533
SY46	Liverpool - Route 57	25,586	25,579
SY58	Park Hill	24,972	24,972
SY88	North Syracuse - Central Square	24,236	24,236
SY874	Solvay	23,235	23,235
SY86	Henry Clay Blvd	20,654	20,654
SY82	Baldwinsville	19,167	19,160
SY972	Townsend	14,728	14,728
SY958	Bishop Grimes	8,186	8,186
SY72	Townsend St - East Colvin St	8,029	8,029
SY966	Fay Road	8,021	8,021
SY942	Randall Road	6,470	6,470
SY30	Westcott St - SU	5,612	5,612
SY510	Lafayette - Tully	1,139	1,139
SY323	James St - Minoa	812	812



Centro services 12 Park-N-Rides throughout Onondaga County. These facilities provide an opportunity to decrease the number of single occupant vehicles during the morning and evening peak commute times. Table 18 shows the number of daily boardings and alightings at these Park-N-Rides.

Park-N-Ride Name	Factored Daily Boardings	Factored Daily Boardings	Factored Daily Alightings
Airport Plaza	8	8.28	3.91
Baldwinsville (Inbound)	< 1	0.44	0.1
Baldwinsville (Outbound)	< 1	0.27	0.32
Baldwinsville (Secondary)	3	3.01	2.57
Brewerton (Inbound)	3	3.2	0.08
Brewerton (Outbound)	< 1	0.05	1.07
Camillus Commons	6	6.01	0.47
DeWitt Wegmans	10	10.47	10.56
Fairmount Fair	25	24.95	17.37
Towne Center	19	19.4	24.9
Tully	< 1	0.11	1.65
Tully Circle K	< 1	0.15	0.09
Wegmans Rt 11	7	7.47	6.72
Wegmans Rt 57 (Inbound)	8	8.04	0.81
Wegmans Rt 57 (Outbound)	1	1.07	4.83

To help further assess transit congestion, on time performance data was reviewed. Centro provided performance by line from January 1, 2023 to December 31, 2023. (See Table 19) The average on time performance of all routes was 87%, which is just shy of the regional objective of 90 %, yet exceeds Centro's board adopted objective of 85%.

Route	% On Time	% Late	% Early
SY931 - East Genesee	98.1	0.9	0.9
SY942 - Randall Road	98.1	1.1	0.8
SY54 - Midland Ave - Valley Dr	95.7	4.1	0.1
SY74 - Solvay	95.4	4.6	0.1
SY10 - South Salina St - Nedrow	94.9	4.9	0.2
SY58 - Park Hill	94.5	5.3	0.3
SY76 - Salt Springs Rd	94.5	5.4	0.1
SY510 - Lafayette - Tully	93.8	5.0	1.2
SY68 - East Fayette - Erie Blvd	93.4	6.4	0.2
SY16 - North Salina St - Buckley Rd	93.1	6.8	0.1
SY50 - Destiny USA	93.1	6.8	0.2
SY930 - East Genesee	92.9	1.8	5.3
SY64 - Western Lights	92.5	7.3	0.2
SY30 - Westcott - SU	92.0	7.1	0.9
SY62 - Manlius	91.4	8.5	0.2
SY84 - Mattydale	91.0	8.7	0.3
SY26 - South Ave	90.4	9.3	0.4
SY52 - Court St	90.2	9.7	0.1
SY72 - Townsend St - East Colvin St	89.8	10.1	0.1
SY958 - Bishop Grimes	89.6	10.0	0.4
SY48 - Liverpool - Morgan Rd	89.3	7.8	2.8
SY874 - Solvay	89.1	8.7	2.2
SY20 - James St	89.0	10.6	0.4
SY80 - Grant Blvd	89.0	10.8	0.1
SY40 - Drumlins - Nob Hill	88.9	6.3	4.8
SY323 - James Street - Minoa	88.9	11.1	0.0
SY36 - Camillus	88.5	8.9	2.7
SY82 - Baldwinsville	85.4	6.5	8.1
SY88 - North Syracuse - Central Square	83.2	6.7	10.1
SY921 - Teall Ave	82.9	3.4	13.6
SY926 - Glenwood	82.9	17.1	0.0
SY46 - Liverpool - Route 57	81.1	4.3	14.6
SY86 - Henry Clay Blvd	79.6	6.3	14.2
SY966 - Fay Road	67.4	28.1	4.5
SY936 - Erie Blvd West	66.9	32.6	0.6

Table 19: Centro Routes On Time Performance, 2023

There were 8 routes, mostly suburban, that fell below 87%, with the lowest route, SY936, being punctual 67% of the time. In general, data during this period revealed that all routes were late at least some percentage of the time and that suburban routes rarely were early.

MTP SURVEY

In Spring 2024, a survey was conducted as part of the upcoming MTP to gather input from the public on a number of topics. Though a "congestion" specific question was not posed, a survey question did ask:

"Where do you routinely experience issues or see opportunities while moving around your community? Think of moments when you are driving, walking, biking or taking transit?

Some of the "congestion" related responses/ comments that correlate with identified congested locations found in at least one of the preceding performance measure maps in this chapter, are shared below.

- "South Salina Street. More lanes for traffic."
- "EXTREME traffic on Hinsdale road, going north toward highway..."
- "Teall, Burnett, I-690 ramps are one huge intersection that is currently horrible..."
- "Traffic light synchronization along Hiawatha Blvd; Tompkins St., W. Genesee St., Grand Ave./Delaware St., Geddes St./Delaware St. needs to happen."
- "Traffic jams getting on and off 81 downtown..."
- "The line of backed-up traffic on Route 5 through the Village of Fayetteville has been getting longer and happens much more frequently. The intersection of Route 5, 257 and Salt Springs Road desperately needs a modern design..."
- "Getting through the traffic tie ups in Baldwinsville, NY..."
- "... downtown employee and it is very difficult to get out of the parking garages in the evening during the week...on Harrison St."

6. Identify and Assess Strategies

6.1 STRATEGIES

This section provides an overview of the potential strategies available for improving congestion in the SMTC metropolitan area. The following strategies are suggested where congestion has been identified via system level analysis in Chapter 5. The strategies are formulated in a CMP "toolbox," a concept derived from our MPO colleagues in New York City (NYMTC) and the Albany area (CRTC). ¹⁷ ¹⁸





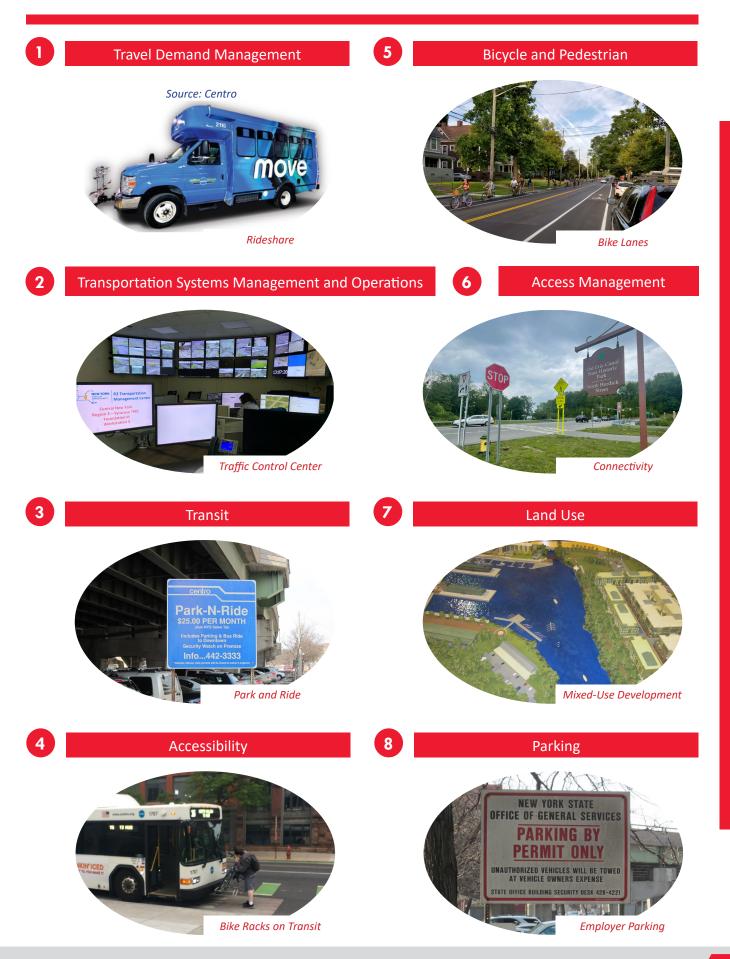
This slightly more personalized toolbox for the SMTC area provides a broad overview of the potential congestion management strategies that would more likely be implemented in the Syracuse MPA. Given the differences in application and even geographic location of our MPA compared NYMTC's MPA, for example, not all activities are applicable, hence the personalization. Review of appropriateness should be undertaken and considered by the facility owner at each "congested" location. In the end it's up to the facility owner to identify and assess which strategy is best for their roads.

Overall though, from a top down approach, with congestion in the SMTC MPA generally occurring during the peak commute periods along select locations of road, strategies focusing first on the reduction of single occupancy vehicles (SOV) would be recommended for implementation, followed by management and operations of the existing system and lastly capacity measures.

<u>Strategy Hierarchy</u> Reduce automobile trips to other modes Shift trips from SOV to HOV modes Improve Roadway Operations Add Capacity

17: NYMTC 2021 Congestion Management Process Status Report; dated September 2021. (Link)

18: NYMTC 2006 Update of the Congestion Management Process Procedures (Appendix A); dated November 2006. (Link)
 19: istockphoto.com



Specific activities are included below each strategy and are only a simplified listing of some possible approaches to combat congestion in the SMTC's planning area.



Travel Demand Management (TDM)

The objective of demand management strategies is to influence travel behavior.

TDM activities that could be implemented by varying employers, municipalities, member agencies and the public include, but are not limited to:

- Ride share (carpool/van pool) Flexible work schedules Guaranteed ride home
- Transit Marketing
 On-demand Transit
 Parking Fees
 Telecommuting Programs

2 Transportation Systems Management and Operations (TSMO)

Operational management strategies contribute to a more effective and efficient use of existing systems. Some of these operations type strategies can be supported by the use of enhanced technologies or Intelligent Transportation Systems (ITS).

TSMO strategies focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. Examples include but are not limited to the following.

- System Capacity and Intersection Improvements;
 - o New travel lanes on highway & other major roads
 - o Intersection widening
 - o Addition of turn lanes
- Bottleneck Removal;
 - o Addition of lanes
 - o Reduction of merging & weaving lanes

- Signalization and Control;
 - o Signal coordination
 - o Signal re-timing or optimization
 - o New signal installation
- Traffic Incident Management;
 - o Incident detection
 - o Quick clearance/emergency response
- Freight Operations;
 - o Truck parking (loading/unloading).

3 Transit

Strategies aimed at making transit more attractive and accessible can help to reduce the number of vehicles on the road.

- Transit signal priority
- Reducing transit fares
- Increase usage of transit routes
- Increase transit frequencies
- Increase usage and availability of park and ride facilities
- Real-time information using vehicle location data
- Bus Rapid Transit (Mixed Traffic or Dedicated Right-of-Way)
- Enhanced transit amenities; (i.e., shelters, bus pull-off areas, lighting, benches, safety)

Accessibility

The ability to access transit facilities via vehicular and non-vehicular modes of travel.

- Make bicycle and pedestrian facilities improvements to help provide access to transit stops.
- Add bicycle provisions on transit vehicles and at transit stops (bikes on buses, secure bicycle parking at stops).

Other sources referenced for this section include:

20: The Capital Region Congestion Management Process; dated December 2023. (Link)

21: TDM Encyclopedia; Victoria Transport Policy Institute, updated September 2019. (Link)

Bicycle and Pedestrian

The promotion of non-vehicular travel through installation of bicycle and pedestrian related facilities and amenities.

- Increase availability of bicycle facilities (i.e., lanes, cycle-tracks, lockers, racks).
- Increase the number of sidewalks and other pedestrian improvements.
- Implement and/or expand bicycle/scooter ride share programs and amenities.
- Design guidelines in zoning encouraging pedestrian activity.
- Rails to trails, turning old railroad tracks into trails.
- Utilizing utility right of ways for long distance trails.



Access Management

Focuses on the reduction of intersecting roads and/or driveways perpendicular to a main road via policy recommendations.

- Allow more direct travel between destinations via improving road and path connectivity.
- Provide special shortcuts for non vehicular travel where appropriate to help in connectivity.
- Curb cut, driveway and left turn restrictions.

Land Use

As development patterns continue to expand outside of the traditional urban core into the suburban and rural localities of the SMTC planning area, a greater emphasis should be created to promote more sustainable and efficient transportation and land use patterns. Suggested activities include:

- Mixed-use development
- Infill Development
- Development in urban area

- Incentives for high density
- Transit oriented design

Parking

8

Promote transit by strategically managing the availability and cost of parking.

- On-Street Parking and Standing Restrictions
- Preferential or Free Parking for HOVs
- Employer/Landlord Parking Agreements
- Location-Specific Parking Ordinances

7. Program and Implement Strategies

7.1 IMPLEMENTATION

As the transportation planning agency responsible for the development and administration of the area's TIP, the SMTC, collectively, will review and select projects to program on the TIP that are eligible for receipt of federal transportation funding assistance. To that end, the agency includes in its TIP evaluation criteria an opportunity for a project that looks to reduce congestion to receive a higher score. The evaluation process is directed mainly by how well specific LRTP goals and objectives are met, of which several are applicable to congestion. (see table 1 of this report) This in turn would make a project reducing congestion, if applicable, eligible for more points than a project that doesn't, thereby improving the priority of congestion related activities over other projects.



There must be a plan for implementing the CMP as part of the regional transportation planning process.

The SMTC has and will continue to include in many of its UPWP planning projects recommendations and suggestions that encourage congestion mitigation strategies, where applicable, in an order consistent with the hierarchy mentioned earlier. Shown on the following pages are some of the many examples of projects since the last CMP that have incorporated to some degree, either directly or indirectly, recommendations or strategies from the toolbox.

Also, the agency's LRTP will include and encourage language that promotes future planning efforts in line with the goals and objectives set forth in this CMP. In the end though, the SMTC is not an implementing agency, it is the responsibility of member agencies, municipalities and others, to implement the suggested strategies suggested in the previous section should they be deemed appropriate by the facility owner.

All strategies outlined in the report are eligible for funding. The table that follows, as required by federal regulation, lists the activities mentioned in Chapter 6, their various benefits, applicable implementing agency, schedule and potential federal transportation fund source. Individual Federal sources are not listed though. Federal fund sources applicable for programming and expenditure are current sources contained within the Infrastructure Investment and Jobs Act (IIJA) and other federal discretionary programs such as BUILD (Better Utilizing Investments to Leverage Development) and INFRA (Infrastructure for Rebuilding America). Strategies can also be funded via local municipal or authority budgets.

Table 20: Strategy Implementation							
Travel Demand Management							
Strategy	Benefits	Implementing Agency	Schedule	Funding source(s			
Ride share (carpool, van pool)	Decrease SOV trips	Employers	Ongoing	Fed			
Flexible work schedule	Improve travel time	Employers	Ongoing	n/a			
Guaranteed ride home	Decrease SOV trips	Centro, Employers	Ongoing	State, Local			
Transit marketing	Decrease SOV trips	Centro	Ongoing	Fed, State			
Parking fees	Decrease SOV trips	Syracuse	Ongoing	Local			
Telecommuting programs	Decrease SOV trips	Employers	Ongoing	State, Local			
Transportation System Management & Operations (TSMO)							
System capacity and intersection improvements	Increase capacity; Increase traffic flow	OCDOT, NYSDOT, City	As needed	Fed, State, Local			
Bottleneck removal	Increase capacity; Increase traffic flow	OCDOT, NYSDOT	As needed	Fed, State, Local			
Signalization and control	Improve travel time; Decrease delay	OCDOT, NYSDOT, City	Ongoing	Fed, State, Local			
Traffic incident management	Decrease travel time; Decrease delay	NYSDOT	Ongoing	Fed, State, Local			
Freight operations	Increase traffic flow	OCDOT, NYSDOT, City	Ongoing	Fed, State, Local			
Transit							
Transit signal priority	Decrease travel time; Increase ridership	Centro, OCDOT, NYSDOT, City	As needed	Fed, State, Local			
Reducing transit fares	Increase ridership	Centro	Ongoing	Fed, Local			
Increase usage of transit routes	Decrease SOV trips	Centro	Ongoing	Fed, Local			
Increase transit frequencies	Decrease travel time; Increase ridership	Centro	Ongoing	Fed, State, Loca			
Increase usage and availability of park and ride facilities	Increase vehicle occupancy rate	Centro, Developers	Ongoing	Fed, State, Local			
Real-time information using vehicle location data	Improve travel time; Decrease delay	Centro	Ongoing	Fed			
Bus rapid transit (Mixed traffic or Dedicated right-of-way)	Decrease travel time; Increase ridership	Centro, NYSDOT, City	Ongoing	Fed, State, Loca			
Enhanced transit amenities	Increase ridership	Centro	Ongoing	Fed, Local			
Accessibility							
Bike & ped improvements to help provide access to transit stops.	Decrease SOV trips; Increase ridership	Centro, OCDOT, NYSDOT, City	As needed	Fed, State, Local			
Add bike provisions on transit vehicles and at transit stops.	Decrease SOV trips; Increase ridership	Centro	As needed	Fed			
Bicycle and Pedestrian							
Increase availability of bicycle facilities	Increase non-motorized mode share	OCDOT, NYSDOT, City	Ongoing	Fed, State, Loca			
Increase number of sidewalks and other ped improvements.	Increase non-motorized mode share	OCDOT, NYSDOT, City	As needed	Fed, State, Loca			
Implement and/or expand bicycle/scooter ride share programs and amenities.	Increase non-motorized mode share	Centro, City	Ongoing	Fed, State, Loca			
Design guidelines in zoning ordinance encouraging ped activity.	Increase non-motorized mode share	Municipalities	Ongoing	Local			
Rails to trails, turning old railroad tracks into trails.	Increase non-motorized mode share	Municipalities	Ongoing	Fed, State, Loca			
Utilizing utility right of ways for long distance trails.	Increase non-motorized mode share	Municipalities	Ongoing	Fed, State, Loca			
Access Management							
Allow more direct travel between destinations via improving road and path connectivity.	Decrease travel time; Increase traffic flow	Municipalities, Developers	As needed	Local, Private			
Provide special shortcuts for non vehicular travel where appropriate to help in connectivity.	Decrease travel time; Increase traffic flow	Municipalities, Developers	As needed	Local, Private			
Curb cut, driveway and left turn restrictions.	Increase traffic flow	Municipalities, Developers	As needed	Local			
Land Use							
Mixed-use development	Decrease SOV trips; Decrease short trips	Municipalities, Developers	Ongoing	Local, Private			
Incentives for high density	Decrease SOV trips; Decrease short trips	Municipalities, Developers	As needed	Local, Private			
Infill development	Decrease SOV trips; Increase transit, bicycle and ped trips	Municipalities, Developers	Ongoing	Local, Private			
· · · · · · · · · · · · · · · · · · ·		Municipalities, Developers	Ongoing	Local, Private			
Transit oriented design	Decrease SOV trips; Increase transit, bicycle and ped trips						
Transit oriented design Development in urban area	• •	Municipalities, Developers	Ongoing	Local, Private			
	bicycle and ped trips		Ongoing	Local, Private			
Development in urban area	bicycle and ped trips		Ongoing As needed	Local, Private Local			
Development in urban area Parking	bicycle and ped trips Increase transit, bicycle and ped trips	Municipalities, Developers					
Development in urban area Parking On-Street parking and standing restrictions	bicycle and ped trips Increase transit, bicycle and ped trips Increase traffic flow	Municipalities, Developers Municipalities	As needed	Local			

Since the adoption of the last CMP in 2019 the following list of projects/activities has been "implemented" either by having been programmed on the TIP or completed as a standalone planning project on the UPWP. All arguably have or could have a roll in combating congestion whether it be via actual implementation or through simple recommendation and/or advisement. Below each activity is a number board highlighting which of the 8 key areas in the previous section are being touched upon. A key of those 8 key areas is provided at the bottom for quick and easy reference. All plans/documents can be viewed in more detail on the SMTC web page.²³

UPWP Projects (Since 2019)

Erie Boulevard Transit Mobility Enhancement - As identified in the SMTC's Erie Boulevard East Pedestrian Study (2018), there are multiple bus stops along the corridor, however, there are no shelters for riders within the Erie Boulevard right-of-way. Stops are tools to attract riders, improve operational efficiency, build the brand identity of a system, and foster local economic development.



US 11 Corridor Study - Cicero - Create a guide for future development in the corridor that would: 1.) Ensure continued viability of land uses and welcome new infill development along the corridor. 2.) Increase safety and mobility in the highly traveled corridor. 3.) Increase the viability of transit, bicycle, and pedestrian use in the corridor. 4.) Improve the aesthetic appeal of the corridor through suggestions for standard right-of-way design and treatments, urban site planning, and appropriate zoning.



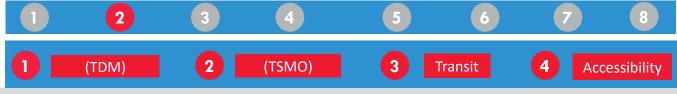
US 11 Mattydale Mobility Study - The study looked at if it was reasonable to consider "big-picture" ideas to enhance the corridor (such as reducing travel lanes and changing development patterns). Overall purpose of study was to guide future decisions about enhancements that support the following objectives: 1.) Bicyclist/Pedestrian Mobility and Transit. 2.) Land Use Connections and Circulation. 3.) Mattydale Neighborhood Center – i.e., the "Mattydale Commons".



Syracuse Residential Parking Permit Study - The City of Syracuse identified six neighborhoods that experience limited and/or constrained on-street parking due to increased demand from non-residents. Large employment centers, educational institutions, entertainment, and service facilities all increase the demand for short- and long-term parking within these neighborhoods, often forcing residents to park further away than ideal.



Joint TMC Co-Location White Paper Evaluation - Assisted NYSDOT with an examination into the feasibility of establishing a new single, co-located Transportation Management Center (TMC) for NYSDOT and other agencies to potentially manage traffic operations more efficiently throughout the SMTC's planning area.



Onondaga County Empire State Trail Local Economic Opportunities Plan - Goals include 1.) Enliven our Main Streets, restaurants, shops, and other businesses and hotels with new regional and statewide trail and waterway travelers. 2.) Increase community visitation and local spending by current and new users, by connecting the trail and waterway to Main Streets and economic centers. 3.) Capitalize on and strengthen the tourism potential of the historic canal heritage, and the nearby charming communities. 4.) Improve quality of life, public health, transportation options, and property values in nearby villages and neighborhoods and recreational resources of Onondaga County.

6

6

East Brighton Ave/ East Seneca Turnpike Technical Analysis - Identified a general set of guidelines and a concept plan for the area around the intersection of East Brighton Ave and East Seneca Turnpike. Constituents have raised concerns about the existing conditions at this intersection, especially related to pedestrian safety.



Manlius Village Center Transportation Study - The Village of Manlius has two 'main' streets (Route 92 and Route 173), which are often "congested" with motorists. The community wanted to safely mesh through commuter traffic with bicycle and pedestrian activity.

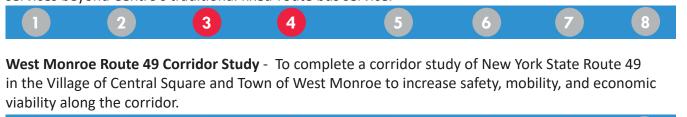


Westvale Plaza Area Pedestrian and Bicycle Mobility Assessment - Identify opportunities to improve access and mobility for people walking, biking, or riding transit to the Plaza area from the surrounding neighborhoods. To address this, SMTC staff explored both zoning policies and transportation infrastructure with the aim of creating safe, comfortable connections.



US 11 Nedrow Mobility Study - Identify planning-level mobility options to better accommodate: 1.) Current & future traffic volumes based on existing & envisioned land uses. 2.) Walking, bicycling, and bus amenities improvement options. 3.) Access management opportunities. 4.) Enhanced connections between neighborhoods and communities.

Exploring Tomorrow's Transit - Assisted Centro with a public engagement process to solicit community feedback on the future design of the Centro system in Onondaga County, including mobility services beyond Centro's traditional fixed-route bus service.



UPWP Projects Continued...

Dome Traffic Management and Events Operations Plan - The overall goal is to move people to a more directionally appropriate pathway to their parking that reduces cross campus movements that create unnecessary congestion. Each lot has defined paths of travel from each direction around the region to improve the ingress and egress and is paired with pre-event communications as well as signage and wayfinding summarize that feedback for use by Centro in their long-term service planning.



Downtown Parking: Wayfinding and Signage Guide - Guide aims to: 1.) Identify preferred parking locations for key Downtown neighborhoods and attractions. 2.) Encourage the use of standardized signage at publicly available parking lots and garages. 3.) Provide legible wayfinding signage designs to direct visitors to preferred parking locations. 4.) Map all available parking facilities within Downtown Syracuse for motorists and cyclists.



Complete Streets Planning - Route 57 in the Town Clay was selected to develop a Complete Streets plan. The study will seek to increase the safety for all users of the transportation system through feasible complete streets treatments.



UPWP Projects (Upcoming)

Bicycle Commuter Corridor Implementation - Engage road owners and stakeholders in the next steps toward plan implementation.



Fayetteville - Route 5 Transportation & Smart Growth Opportunities - Evaluate critical transportation challenges along East Genesee Street/Route 5, including where Route 5 splits and becomes Salt Springs Road.



OCDOT Operations and Safety Analysis - To evaluate existing and future capacity related issues along various Onondaga County owned corridors and identify solutions that may be available to resolve them, as applicable.



Midler Ave and New Court Ave Multi-modal Study - Identify opportunities to continue bike infrastructure and pedestrian improvements along Court St from the City through Lyncourt and along Midler Ave. A road diet analysis may be considered as part of the planning effort. Out along Rt 298, evaluate potential land use changes and accessibility issues between Military Circle and Carrier Circle.



Cicero Active Transportation Plan - The Town of Cicero seeks to take a proactive approach to plan for and manage increased traffic from the town's anticipated future growth due to the Micron development, including improving intersections and reducing existing traffic congestion. The Town has a strong interest in developing a multi-modal transportation system that supports walking, biking, and taking the bus, in addition to driving.



TIP Projects (Since 2019)...

The adoption of the 2020-2024 TIP and the 2023-2027 TIP occurred since the last CMP. Below are a list of projects that had activities that when completed may help mitigate congestion.

NY 31 AT THOMPSON RD & SOUTH BAY RD INTERSECTION IMPROVEMENTS, TN OF CICERO, ONON CO (PIN 303771) - Work includes the construction of a roundabout at Rt. 31 and Thompson Rd., addition of left turn lanes at Rt. 31 and South Bay Rd., pavement resurfacing, new and improved sidewalks, ADA ramps, signs, signals and drainage improvements; for safety and operations benefits to reduce the number and severity of crashes.



RECON RT 11 @ RT 49 INTERSECTION, VIL OF CENTRAL SQ, ONON CO (PIN 304364) - Safety improvements, intersection; Rt. 11 & Rt. 49.



RT 11 ADA SIDEWALK & PEDESTRIAN SAFETY PROJECT, STEVENS DR TO FACTORY ST, TN OF CICERO, ONON CO (PIN 304368) - To address non-ADA compliant sidewalks and curb ramps and increase pedestrian safety throughout the Route 11 North Syracuse Corridor. Add crosswalks and pedestrian signals where necessary to increase safety for school children and resident. Eliminate excess asphalt parking areas and add green space where possible.



ONONDAGA LAKE PARKWAY SAFETY IMPROVEMENTS, OLD LIVERPOOL TO I-81 RAMP, SALINA, ONON CO. (PIN 328723) - Safety improvements, reduce the number of lanes from 4 to 2. Onondaga Lake Parkway, between Old Liverpool Rd. to the end of the I-81 off ramp.

UPGRADE & REPLACE, SIGNAL HARDWARE, VARIOUS COUNTIES (PIN 380689) - Upgrade/replace, signals and traffic control devices; upgrade/replace non-standard, worn or damaged traffic signals and other traffic control devices; to enhance vehicular and pedestrian safety and improve overall

operations; numerous locations, on & off federal aid highways.

2



TMC/ITS OPERATIONS & MAINTENANCE (PIN 380755) - Funding covers new & replacement ITS equipment including modems, VMS, pixel boards, fans, power supplies, batteries, radios; tools and hardware for its equipment; monthly TMC operating expenses including cellular modems, cable modems, computer equipment, servers, monitors and office supplies; and covers preventative maintenance, routine inspections and emergency repairs for its field equipment.

HIGHWAY EMERGENCY LOCAL PATROL (HELP), INTERSTATES, ONON CO (3HLP02) - Acquire two HELP trucks; to patrol interstates for disabled vehicles to assist them in order to improve the operation of the highway system & increase motorist safety; I-81, I-481, I-690, Onondaga Co. ONONDAGA LAKE CANALWAYS TRAIL - SALINA EXTENSION PROJECT, SYRACUSE & TN OF SALINA, **ONON CO (375622)** - Construct multi use trail, Onondaga Lake Canalways Trail Salina Extension, from the Creekwalk to Onondaga Lake Park. OLD LIVERPOOL RD PAVING, ELECTRONICS PKWY TO BUCKLEY RD, TN OF SALINA, ONON CO (375627) - Rehabilitate, pavement, due to excessive wear, Old Liverpool Rd., Electronics Pkwy to Buckley Rd. 2 5 N, S, E, W CORRIDORS INTERCONNECT EXPANSION, SYRACUSE, ONON CO - (375479 & 375708) -Replace obsolete traffic control equipment with modern computerized equipment and interconnect to the existing Traffic Control Center. Including countdown pedestrian signals and traffic monitoring cameras that may be shared with other agencies. Project includes 5 streets within the City of Syracuse for a combined total of 43 signals over 6.7 centerline miles. OPERATING ASSISTANCE, TRAFFIC CONTROL CENTER, SYR, ONON CO - (375684, 375706 & 375707) - Operating assistance (8/1/2020-7/31/2023), traffic control center; maintain and upgrade when necessary to new equipment and software; enter into agreements with engineering firms as on call consultants; to enable intelligent transportation systems (ITS) strategic implementation. 2 FREEWAY INCIDENT MANAGEMENT SYSTEMS, PHASE V & VI, ONONDAGA CO - (380773) - Install & operate CCTV cameras, speed sensors, and dynamic message signs, to enhance the operational efficiency (minimize traffic congestion and increase traffic flow) and assist with incident response, along

Interstates 81 (from Cortland Co Line to NY 31 in Tn of Cicero), 481 (from I-81 in Syracuse to NY 31 in Tn of Clay) and NY 695 (from I-690 in Tn of Geddes to NY 5 in Tn of Camillus), Onon Co.

 1
 2
 3
 4
 5
 6
 7
 8

 1
 (TDM)
 2
 (TSMO)
 3
 Transit
 4
 Accessibility

Below are most of the I-81 Viaduct Opportunities projects that collectively tackle a major portion of I-81 through the SMTC planning area where some congestion in this report has been identified. BUSINESS LOOP 81, NORTHERN SECTION, PH. 1, SYRACUSE, ONON CO - (350192) BRIDGE, NEW & REPLACE, I-690 OVER CROUSE & IRVING, ONON CO - (350193) BUSINESS LOOP 81, SOUTHERN SECTION, PH. 1, SYRACUSE, ONON CO - (350194) REBUILD I-690 AND WEST STREET INTERCHANGE - (350195) BUSINESS LOOP 81 NORTHERN SECTION, PHASE 2 - (350196) BUSINESS LOOP 81 SOUTHERN SECTION, PHASE 2 - (350197) 2 5 ENGINEERING, BUS RAPID TRANSIT LINES, 2023-2024 - (382945) - Scoping and preliminary design for the Centro BRT network – City of Syracuse, Onondaga County. Scoping and design includes: logistics, planning, preliminary engineering, environmental assessment, and traffic work related to TSP for two corridors: Regional Transportation Center (RTC) to Syracuse University (SU) corridor – 5.5 miles and Eastwood to Onondaga Community College (OCC) corridor – 9.8+ miles. 3 5 ONONDAGA LAKE CANALWAYS TRAIL - SALINA EXTENSION PROJECT - Phase 2, SYRACUSE & TN OF SALINA, ONON CO- (375702) - Construct, new bridge, for multi use trail, over the CSX railroad tracks and Ley Creek. 5 IMPROVEMENTS, JAMES ST, S SALINA ST TO GRANT BLVD, SYRACUSE, ONONDAGA CO - (375711) - Reconstruct (3R) - full depth reconstruction and road diet options, pavement; potential inclusion of Bus Rapid Transit lane(s) or cycle/multi use trail; rehabilitate all ADA corners, pedestrian crossings, ped signals; upgrade signalized intersections with PSAP treatments (i.e. audible pedestrian push buttons, upgrades to existing pedestrian signal infrastructure, etc.); James St, S Salina St to Grant Blvd. 3 IMPROVEMENTS, TEALL AVE, BURNET AVE TO GRANT BLVD, SYRACUSE, ONONDAGA CO - (375713) - Mill & Pave, pavement; full depth reconstruct areas of pavement; reset or replace curbing; replace or rehab drainage structures; replace sidewalk curb ramps to current ADA standards; address ancillary work including but not limited to striping, loops and signage etc.; Teall Ave, Burnet Ave to Grant Blvd. 8 7 Land Use 6 Parking Access Management **Bicycle and Pedestrian**

8. Evaluate Strategy Effectiveness

The SMTC as previously mentioned is not only in the midst of updating its LRTP, but also its TIP. Both documents, plus the CMP will be completed by the end of 2025. The SMTC therefore has an opportunity to bolster elements of each of these programs, as well as its yearly UPWP to tackle not only the programming and implementation of the congestion mitigation strategies but also the evaluation of their effectiveness.

To date the SMTC has mainly done system level performance evaluation as was already presented in Chapter 5, System Performance and Analysis. The change in congestion from one CMP to the next has been analyzed at the CMP Network level (macro) but projectlevel analysis (micro) has been limited to a few corridor studies over the years. Those analyses often utilize Synchro software to evaluate the Level of Service at intersections along study corridors and compare current conditions with suggested scenarios. EVALUATE STRATEGY EFFECTIVENESS

8

The strategies must be regularly monitored to gauge the effectiveness.

Network level analyses are performed when a new CMP is created that may account for transportation conditions post a project's construction. Though little congestion has been identified in the CMP area of interest, limited micro-analysis has been done on identified CMP specific congested locations where current conditions are then compared to conditions post the implementation of a mitigation strategy (i.e., before and after analyses). The MPO could look to do more micro-level transportation operations analyses to evaluate strategy effectiveness by setting aside funding in its UPWP in coming years. The SMTC planning area is in the midst of a generational change in transportation. There are capital projects currently in the pipeline that would be good candidates for future post implementation micro-level analysis: the I-81 Viaduct Opportunities currently underway at several locations mainly along Interstates 81 and 481 in Onondaga County (see chapter 7), and the forthcoming Micron semiconductor manufacturing facility in the Town of Clay. Both efforts will impact areas of currently identified congestion in the SMTC's planning area. An opportunity presents itself for the SMTC and/or the facility owners to establish or document "before" conditions including but not limited to Level of Service, which could be derived through a project's EIS or Traffic Impact Study, as applicable. An "after" analysis could then be completed post strategy implementation. The I-81 Viaduct Opportunities and the Micron project are large scale, regionally significant projects. Smaller transportation capital projects could also be considered for micro-level analysis as well. The "before" and "after" analyses would be helpful to monitor strategy effectiveness.

Actual strategy implementation can take several years and will therefore very likely result in limited availability of new information for post analysis. In the meantime the MPO will continue the requirement, commensurate with the five-year update cycle of the future MTP, to perform an overall system level evaluation of the MPA for congestion levels that will then be compared to the CMP like what was done in this report.

Portions of I-81, which was built in the 1950s and 1960s, are deteriorating, do not meet current engineering standards, and have experienced high accident rates. This is especially true of the 1.4mile elevated section, or "viaduct," near downtown Syracuse. The I-81 Viaduct Project underway is to address the structural deficiencies and non-standard highway features in the I-81 corridor while creating an improved corridor through the city of Syracuse that meets transportation needs and provides the transportation infrastructure to support long-range planning efforts (such as SMTC LRTP, Syracuse Comprehensive Plan, and others).²⁴



Micron is a multi-billion dollar investment that at full build will construct 4 semiconductor fabrication plants, employing up to 9,000 people and could have a ripple effect of another 40,000 plus employees at secondary and spin-off businesses in proximity of the site in Clay, especially along the Route 31 corridor between the Towns of Clay and Cicero. A required Environmental Impact Statement is being prepared and is anticipated to discuss roadway modifications around and adjacent to the site.

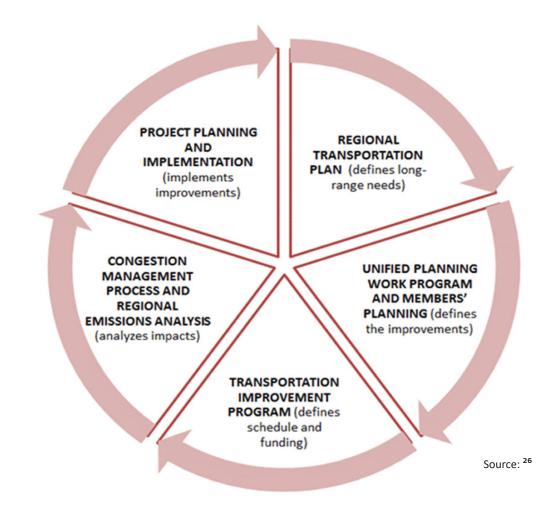


24: New York State Department of Transportation (NYSDOT); I-81 Viaduct Project Overview Webpage (Link) 25: Micron; Manufacturing-Expansion in NY Webpage (Link)

LRTP/TIP/UPWP Connection to the CMP

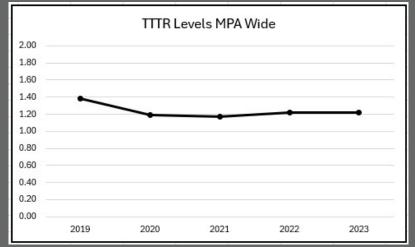
Findings from this CMP document identify "congested" locations in the MPA and provides a menu of strategies to mitigate that congestion. Beyond the identification of these congested locations is the program, implementation and evaluation of the strategies as laid out in Steps 7 and 8. It is here that the three main documents produced by the SMTC (i.e., LRTP, TIP and UPWP) should reflect the findings and coincide with this report.

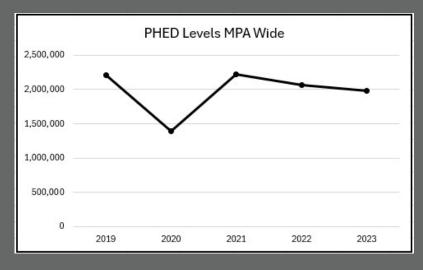
This CMP document identifies specific locations that could be addressed in some way so that both overall and individual corridor congestion can be improved. Consistent with the metropolitan planning process cycle as shown in the below graphic, the MTP should look therefore to mention the connection to the CMP in its future planning and forecasting, while the TIP and UPWP should look to include projects that help mitigate the "congested" locations identified in the CMP. Without the consideration of "congested" locations and mitigation strategies in these documents that are the foundation of SMTC's planning efforts there could be limited improvement in congestion, which is relatively little in the SMTC area. It is encouraged that facility owners reference analysis from this document when deciding which projects to include in upcoming TIPs and/or their individual capital programs and, to look toward "before" and "after" planning analysis necessary to evaluate the effectiveness of the mitigation strategies utilized.



When developing the LRTP, the SMTC is required per federal regulations to discuss performance of the transportation system across the entirety of its planning area, not just the identified CMP Network. Since the last CMP report in 2019, a 5-year analysis for the LOTTR, TTTR, and PHED performance measures reveal low levels of congestion throughout the MPA, as was found on the representative CMP Network examined in this report. (See figures below)







Note: PHED, measures Peak Hours of Excessive Delay in comparison to TED which measures Total Hours of Excessive Delay.

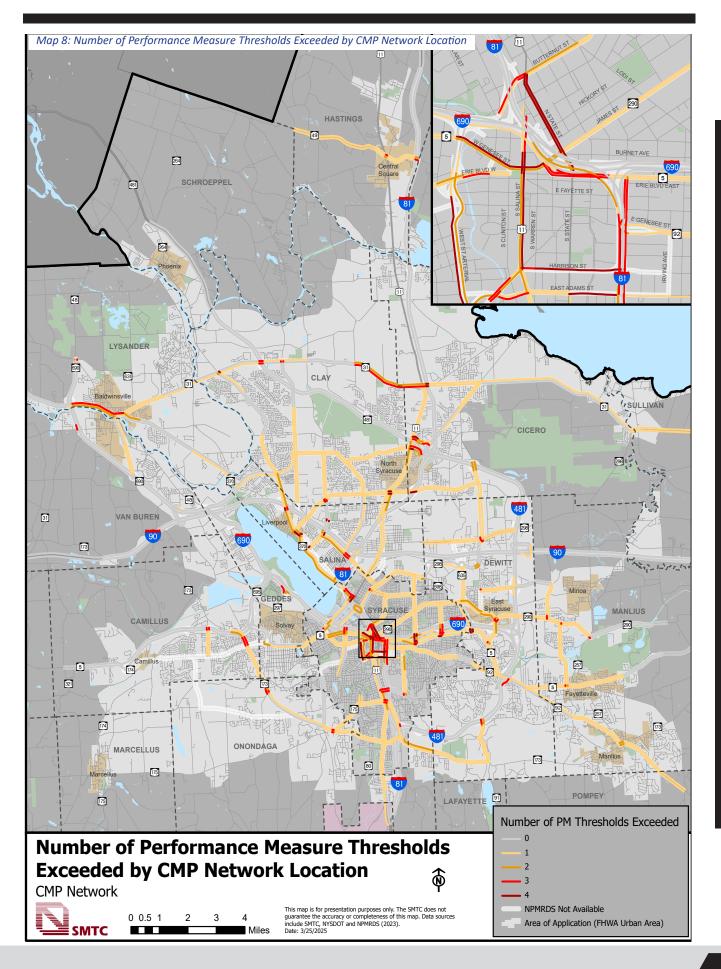
Conclusion

When looking at the results of the analysis holistically across all performance measures, the region's highway systems continue to function very well with minimal areas of excessive congestion; any congestion beyond that is limited mainly to intersections and/or small segments of non-highway corridors throughout the outskirts of the network. There are a few locations with longer segments of congestion that do exist in the western, eastern and northern suburbs but they are limited. The largest concentration of congestion, be it a combination of spot congestion and/or longer corridor congestion, is found in and immediately surrounding the central part of the City of Syracuse. It is here, along highways, and major streets in and around Downtown Syracuse where congestion levels are found to be at some of the highest levels, most often during the p.m. peak period versus other time periods. Arguably from an economic standpoint congestion in a populated Downtown can be good congestion, especially for businesses.

Map 8 at right, identifies locations that exceed a number of performance thresholds. It begs the question; what measure, when viewed by itself, is the biggest contributor to the congestion shown on this map. When looking at TTI, LOTTR and TED/mile by themselves they roughly produce the same amount of red lines (being above a "congestion" threshold), mainly near the central portion of the MPA. LOTTR spreads a bit more outward into the first ring of suburbs around the City of Syracuse then do the others. Yet, it isn't until viewing the TTTR performance map by itself that the red is scattered even farther and more prominently than any other measures. TTTR, a performance measure that is mainly used to measure non-recurring congestion amongst trucks on the interstate system, was found to interestingly have many of its top ten locations "congested" during the off peak hours, particularly the overnight hours, when vehicular traffic is typically the lightest. One can only infer at the moment based on the top ten locations of the TTTR that the reason one or two congestion thresholds are met in the towns and villages may be contributed to possibly poor signal operations and/or to the truck traffic occurring at atypical peak periods such as on the weekend, off-peak and particularly overnight peak periods.

When a deeper analysis is performed at specific locations as discussed earlier in this document it lays the groundwork for additional work that could be done to determine exactly why congestion is occurring and what could be done to mitigate it, either holistically or on a case-by-case basis. It arguably starts with the CMP process and performing the 8 steps identified in this document. It's not until you determine your network, identify your performance measures and strategies, program and implement those strategies and evaluate their effectiveness that congestion can be mitigated. The consideration of congestion strategies in the SMTC core documents will help to yield a less "congested" MPA, albeit one that has routinely limited, sporadic identified congestion.

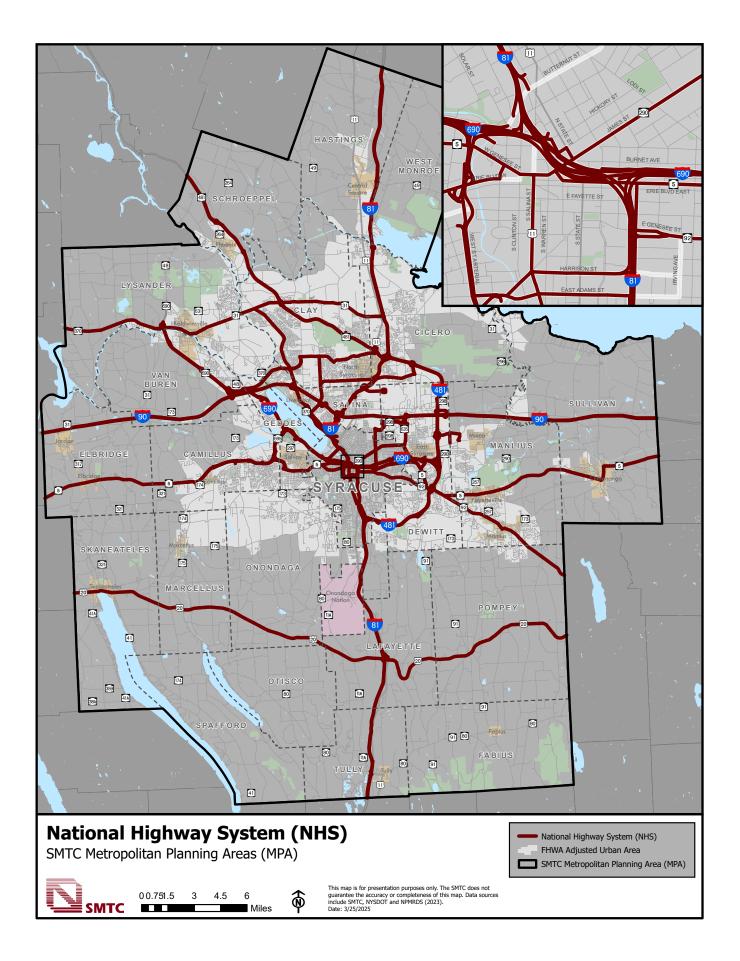
As previously noted, the MPA today is undergoing a dramatic change with the I-81 Viaduct Opportunities contracts and upcoming Micron facility construction. Because of the massive scope and expected impact of these two projects on the surrounding area, the next few CMPs could potentially tell a whole different story and show drastically different levels and locations of congestion.



This page purposefully kept blank.

APPENDIX A

Appendix A: National Highway System (NHS) Map



Appendix B: "Congested" Segments of the CMP Network under the TTI Measure

CMP Network Segments with Maximum TTI Exceeding the Threshold (2.0)

	nking by ure (CMF	Performa P Networ					Ro	ad Segment Identification				Netwo	rk Ide	ntification	Exclu		with <1 eporting	10% TMC Ig
TI	LOTTR		TED						_					Highway / Limited				Max T
ank 1	Rank	Rank	Rank	TMC 104-50507	Owner SYR	Miles Direction 0.27 SOUTHBOUND	ALMOND ST	From E Genesee St	To E Adams St	Cross Street I-81/E ADAMS ST	Freight No	Yes	NHS Yes	Access No	6.99	4.80		TI Perio
2	-	76	670	104P10829	NYSDOT	0.02 EASTBOUND	NY-290 MANLIUS CENTER RD	Erie Canal Trail	N Manlius Rd	N MANLIUS ST	No	No	No	No	0.00	3.93	3.9	93 PM
3	-	235	761	104N10873 104N11397	OCDOT NYSDOT	0.05 SOUTHBOUND 0.11 WESTBOUND	CR-148 ELECTRONICS PKWY BEAR RD (930J)	Kingsdown Dr I-481 Ramps	Old Liverpool Rd US-11 Brewerton Rd	OLD LIVERPOOL RD US-11/NY-481/N MAIN ST	No No	Yes Yes	Yes Yes		3.47 2.99			56 PM 39 PM
5	-	. 29	29	104P10902	OCDOT	0.04 NORTHBOUND	CR-57 OLD ROUTE 57	Commercial Driveway	NY-31	RT-31	No	Yes			3.28	3.31		31 PM
- E	-	105	687	104P52551 104N51878	OCDOT SYR	0.03 NORTHBOUND 0.04 SOUTHBOUND	N BURDICK ST COMSTOCK AVE	N Burdick St (approach) Manley Field House	Manlius Center Rd E Colvin St	E COLVIN ST	No No	Yes Yes	No No	No No	2.75	3.29 3.26		29 PM 26 PM
8	-	170	728	104N09716	SYR	0.09 WESTBOUND	NY-5 W MAIN ST	N McBride St	N Townsend St	N TOWNSEND	No	No	Yes	No	3.21	1.96	3.2	21 AM
9	-	103	625	104P11409 104N52550	OCDOT OCDOT	0.02 NORTHBOUND 0.03 SOUTHBOUND	CR-46 MORGAN RD N BURDICK ST	Morgan Rd (approach) Commercial Driveway	NY-31 NY-5 Genesee St	RT-31	No No	No Yes	No No	No No	3.02	3.21 3.18		21 PM 18 PM
11	L 34	118	7	104N10995	NYSDOT	0.09 SOUTHBOUND	NY-635 THOMPSON RD	Start of Right TL to Erie Blvd	Headson Dr	ERIE BLVD	No	Yes	Yes	No	2.49	3.01	3.0	01 PM
12	-	107	675	104P11461 104N10957	SYR NYSDOT	0.03 NORTHBOUND 0.02 SOUTHBOUND	HIAWATHA BLVD BRIDGE ST	End of Park Ave Turn Lane	Park Ave	PARK ST ERIE BLVD	Yes No	Yes Yes	Yes Yes		2.38	2.96		96 PM 89 PM
14	17	81	17	104N10948	SYR	0.07 SOUTHBOUND	TEALL AVE	Ramp to I-690 Westbound	Ramp from I-690 Eastbound	I-690	No	Yes	Yes	No	2.42	2.88	2.8	38 PM
15	-	4	642	104P10952 104P09782	OCDOT NYSDOT	0.03 NORTHBOUND 0.16 SOUTHBOUND	CR-45 HENRY CLAY BLVD NY-690 SOUTHBOUND OFF RAMP	Executive Dr NY-690 Southbound	Vine St NY-31/Downer St	CR-51/TAFT RD/VINE ST NY-690	Yes Yes	Yes No	Yes Yes	No Low Speed Ramp	2.77 1.94	2.85		85 PM 82 PM
17	-	9	76	104P06949	SYR	0.02 EASTBOUND	NY-370 PARK ST	Rail Bridge	Harborside Dr	I-81	Yes	Yes	Yes		1.64	2.80	2.8	BO PM
18 19	-	21	635	104P11386 104P50508	OCDOT SYR	0.04 EASTBOUND 0.03 NORTHBOUND	CR-51 VINE STREET ALMOND ST	Start of Turn Lanes E Genesee St Eastbound	Henry Clay Blvd E Genesee St Westbound	HENRY CLAY BLVD NY-92/E GENESEE ST	Yes No	Yes Yes	No Yes	No No	2.31 2.65	2.78		78 PM 77 PM
20	-	191	741	104P30308	SYR	0.03 SOUTHBOUND	HIAWATHA BLVD	E Genesee St Eastbound	E Genesee St Westbound	PARK ST	Yes	Yes	Yes		2.03	2.76		76 PM
21	-	50	25	104P10896	OCDOT	0.04 NORTHBOUND	CR-137	1.2		1ST ST/S WILLOW ST	No	Yes	Yes		2.05	2.75		75 PM
22	-	183	97	104P09716 104N09773	SYR NYSDOT	0.09 EASTBOUND 0.07 EASTBOUND	NY-5 W MAIN ST NY-31	N Townsend St I-81 Southbound On Ramp	N McBride St I-81 Northbound Off Ramp	N TOWNSEND	No No	No Yes	Yes Yes		1.94 2.67	2.68 2.61		68 PM 67 AM
24	-	64	43	104P50256	SYR	0.07 WESTBOUND	HARRISON ST			ALMOND ST	No	Yes	Yes	No	2.66	2.37	2.6	66 AM
25 26	-	27	47	104P09718 104-07616	SYR NYSDOT	0.04 EASTBOUND 0.59 SOUTHBOUND	NY-5 ERIE BLVD WEST ST	Erive Blvd Turn Lane Ramp	Teall Ave	TEALL AVE W ONONDAGA ST	No No	Yes Yes	Yes Yes		2.01 1.88	2.64 2.64		64 PM 64 PM
27	84	72	86	104+50508	SYR	0.29 NORTHBOUND	ALMOND ST	E Adams St	E Genesee St	NY-92/E GENESEE ST	No	Yes	Yes	No	2.63	2.60	2.6	63 AM
28	-	411	236	104P11397 104P10840	NYSDOT SYR	0.10 EASTBOUND 0.29 EASTBOUND	BEAR RD (930J) NY-298	US-11 Brewerton Rd	I-481 Ramps	US-11/NY-481/N MAIN ST I-81/GENANT DR	No Yes	Yes Yes	Yes Yes	No	2.63 1.73	2.37 2.58		63 AM 58 PM
30	-	167	727	104P15285	NYSDOT	0.35 NORTHBOUND	I-481 NORTHBOUND OFF RAMP (3E)	I-481 Northbound	NY-5/NY-92 Eastbound	EXIT 3E	Yes	Yes	Yes	Low Speed Ramp	1.48	2.57	2.5	57 PM
31	-	22	18	104N09720 104N10832	NYSDOT OCDOT	0.08 WESTBOUND 0.02 WESTBOUND	NY-5 CR-53 KIRKVILLE RD	Greentree Dr	Kinne St	NY-635 CR-86/CR-53A/KINNE ST	No No	Yes Yes	Yes No	No No	2.18 1.86	2.56 2.56		56 PM 56 PM
32	-	252	771	104N10832 104P50259	SYR	0.07 WESTBOUND	HARRISON ST	Graentiee Di	Nume of	S SALINA ST	N0 N0	Yes	NO Yes		1.86	2.55	2.5	55 PM
34	-	88	679	104N11367	OCDOT	0.02 WESTBOUND	CR-39			RT-173/ONONDAGA RD	No	Yes	No	No	2.21	2.54		54 PM
35	-	89	59 723	104P11380 104N10947	OCDOT SYR	0.21 EASTBOUND 0.01 SOUTHBOUND	CR-19 TEALL AVE		+	I-81 ERIE BLVD	Yes No	Yes Yes	Yes Yes		1.80 2.29	2.53 2.53		53 PM 53 PM
37	46	95	682	104P10865	SYR	0.01 NORTHBOUND	SEELEY RD			ERIE BLVD	No	No	No	No	2.24	2.53	2.5	53 PM
38	-	208	89	104P09983 104P11460	NYSDOT SYR	0.02 NORTHBOUND 0.10 NORTHBOUND	NY-690 HIAWATHA BLVD	NY-690 Northbound Bridge over I-81	NY-48/Hencle Blvd N Salina St	NY-48 I-81/N SALINA ST	Yes No	No No	Yes No	Yes No	2.37	2.52 2.51		52 PM 51 PM
40	-	47	652	104P10942	SYR	0.01 NORTHBOUND	MIDLER AVE	bridge over 1 of		ERIE BLVD	No	No	No	No	2.20	2.49	2.4	49 PM
41	-	54	657	104+10829	NYSDOT	0.04 EASTBOUND	NY-290 MANLIUS CENTER RD HIAWATHA BLVD	Minoa Rd	Erie Canal Trail N Salina St	N MANLIUS ST	No	No	No	No	1.44			49 PM
42	-	225	53	104-11460 104+51893	SYR SYR	0.06 SOUTHBOUND 0.10 NORTHBOUND	S SALINA ST	End of Park Ave Turn Lane	N Salina St	E WILLOW ST	Yes No	Yes Yes	Yes Yes		2.00 2.45	2.47		47 PM 45 AM
44	-	55	658	104P10848	OCDOT	0.05 EASTBOUND	NY-298			NORTHERN BLVD	Yes	Yes	No	No	1.95	2.44		44 PM
45	-	104	678	104P50507 104P10948	NYSDOT SYR	0.27 NORTHBOUND 0.07 NORTHBOUND	I-81 NORTHBOUND OFF RAMP (18) TEALL AVE	I-81 Northbound Ramp to I-690 Eastbound	E Adams St Ramp from I-690 Westbound	I-81/E ADAMS ST I-690	Yes Yes	Yes Yes	Yes Yes	Low Speed Ramp No	2.43	2.32		43 AM 43 PM
47	7 76	84	676	104N10867	SYR	0.01 SOUTHBOUND	COLUMBUS AVE			ERIE BLVD	No	Yes	No	No	2.23	2.40	2.4	40 PM
48	-	35	644	104P10959 104P10947	NYSDOT SYR	0.04 NORTHBOUND 0.01 NORTHBOUND	BRIDGE ST TEALL AVE			NY-290 ERIE BLVD	No No	Yes Yes	No Yes	No No	2.37	2.40		40 PM 39 PM
43	-	249	3	104P10947 104P09773	NYSDOT	0.07 WESTBOUND	NY-31	Pardee Rd	I-81 Southbound Off Ramp	I-81	No	Yes	Yes		2.08			37 PM
51 52	-	69	665	104P10803	NYSDOT	0.05 EASTBOUND	NY-173 NY-175			SOUTH AVE	No	Yes	No	No	2.37	2.07		37 AM
52	-	82	90	104P10817 104+50509	NYSDOT SYR	0.05 EASTBOUND 0.22 NORTHBOUND	ALMOND ST	E Genesee St	Erie Blvd	ONONDAGA RD NY-5/ERIE BLVD E	No No	Yes Yes	No Yes	No No	2.37	2.07		37 AM 36 PM
54	-	5	627	104N10842	SYR	0.03 WESTBOUND	NY-298 COURT ST	Brace St	Grant Blvd	GRANT BLVD	No	No	No	No	2.36	0.00		36 AM
55	-	206	689	104N50269 104P10867	OCDOT SYR	0.11 SOUTHBOUND 0.01 NORTHBOUND	CR-136 COLUMBUS AVE			RT-290/MANLIUS CENTER RD ERIE BLVD	No No	No Yes	No No	No No	2.36	2.08		36 AM 35 PM
57	-	13	81	104-09773	NYSDOT	2.71 EASTBOUND	NY-31			I-81	No	No	Yes	No	1.77	2.34	2.3	34 PM
58	-	208	36	104+50257 104P10874	SYR OCDOT	0.07 WESTBOUND 0.07 NORTHBOUND	HARRISON ST CR-148			S TOWNSEND ST I-90	No Yes	Yes Yes	Yes Yes		2.34	2.26		34 AM 34 PM
60	-	17	103	104-11397	NYSDOT	0.37 WESTBOUND	BEAR RD (930J)	S Bay Rd	I-481 Ramps	US-11/NY-481/N MAIN ST	No	No	No	No	2.06	2.34	2.3	34 PM
61	-	210	703	104N05397 104+50248	NYSDOT SYR	0.10 EASTBOUND 0.15 EASTBOUND	NY-49 ADAMS ST	Almond St	S Townsend St	I-81	No No	Yes Yes	No Yes	No No	2.33	2.29		33 AM 32 AM
63	-	. 163	13	104+50247	SYR	0.09 EASTBOUND	ADAMS ST	S Townsend St	S State St	S TOWNSEND ST	No	Yes	Yes		2.31	2.25	2.3	31 AM
64 65	-	23	27	104N09718 104-10947	NYSDOT SYR	0.04 WESTBOUND 0.22 SOUTHBOUND	NY-5 TEALL AVE			TEALL AVE ERIE BLVD	No No	Yes Yes	Yes Yes		2.00 2.14	2.31		31 PM 30 PM
66	-	91	98	104-10947 104P11399	NYSDOT	0.16 EASTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	Yes	Yes		1.83	2.30	2.3	30 PM
67	-	161	722	104+50264	SYR	0.13 EASTBOUND 0.09 EASTBOUND	ERIE BLVD W			CLINTON ST	No	Yes	Yes	No	2.14	2.29		29 PM
68	-	265	780	104+11379 104+11443	OCDOT SYR	0.09 EASTBOUND 0.10 NORTHBOUND	CR-19 BRIGHTON AVE			S BAY RD S SALINA ST	Yes No	Yes Yes	Yes Yes	No	1.62	2.29		29 PM 29 PM
70	-	375	41	104N09776	NYSDOT	0.13 EASTBOUND	NY-31			NY-481	No	Yes	Yes		1.56			28 PM
71	-	126	831	104-11442 104-51892	SYR	0.10 SOUTHBOUND 0.10 SOUTHBOUND	BRIGHTON AVE S SALINA ST			I-81 ERIE BLVD E	No No	Yes Yes	Yes Yes		2.00			27 PM 26 PM
73	192	255	773	104+10800	OCDOT	0.29 EASTBOUND	NY-173			CR-98/W GENESEE ST	No	Yes	No	No	1.73	2.26	2.2	26 PM
74 75	-	124	699	104N10803 104N10817	NYSDOT NYSDOT	0.05 WESTBOUND 0.05 WESTBOUND	NY-173 NY-175			SOUTH AVE ONONDAGA RD	No No	Yes Yes		No No	1.94 1.94			25 PM 25 PM
76	32	94	681	104P11367	OCDOT	0.02 EASTBOUND	CR-39			RT-173/ONONDAGA RD	No	Yes	No	No	2.07	2.25	2.2	25 PM
77	-	279	31	104P09776 104P10995	NYSDOT NYSDOT	0.13 WESTBOUND 0.08 NORTHBOUND	NY-31 NY-635 THOMPSON RD	Headson Dr	Start of I-690 On Ramp TL	NY-481 ERIE BLVD	No No	Yes Yes	Yes Yes		1.54 2.20	2.24 2.24		24 PM 24 PM
78	-	185	166	104+10995	NYSDOT	1.83 WESTBOUND	NY-31	Headson Dr	Start of 1-690 On Ramp TL	NY-31 (1)	No	No			1.76			23 PM
80	-	215	752	104-10942	SYR	0.16 SOUTHBOUND	RT-598	N O-line C:	Ford of Donts As 1	ERIE BLVD	No	No	No	No	2.08	2.23	2.2	23 PM
81	-	160 311	24	104+11461 104+09716	SYR SYR	0.06 NORTHBOUND 0.25 EASTBOUND	HIAWATHA BLVD NY-5 W MAIN ST	N Salina St James St	End of Park Ave Turn Lane N Townsend St	PARK ST N TOWNSEND ST	Yes No	Yes No			1.92 2.23			23 PM 23 AM
83	82	351	78	104-50508	SYR	0.23 SOUTHBOUND	ALMOND ST	Erie Blvd	E Genesee St	NY-92/E GENESEE ST	No	Yes	Yes	No	2.23	2.03	2.2	23 AM
84 85	-	179	655	104-11357 104+11348	SYR SYR	0.04 SOUTHBOUND 0.28 EASTBOUND	BUTTERNUT ST COLVIN ST			I-81 I-81	No No	Yes Yes	No No	No No	0.00			23 PM 23 PM
86	-	68	664	104+11348 104N11409	OCDOT	0.02 SOUTHBOUND	CR-46 MORGAN RD	NY-31	Morgan Rd (approach)	RT-31	No	No	No	No	2.22			22 AM
87	-	48	653	104P51895	SYR	0.02 NORTHBOUND	US-11			BUTTERNUT ST	No	Yes	No	No	0.00			21 PM
88	-	264	28	104P11002 104-11378	OCDOT OCDOT	0.07 NORTHBOUND 0.09 WESTBOUND	CR-209 CR-19			NY-5 S MAIN ST	No Yes	Yes Yes	No Yes	No No	1.48 1.62			21 PM 21 PM
90	-	236	762	104N11002	OCDOT	0.07 SOUTHBOUND	CR-209			NY-5	No	Yes	No	No	1.77	2.20	2.2	20 PM
91 92	-	306	16	104-10896 104-09714	NYSDOT SYR	0.22 SOUTHBOUND 0.48 WESTBOUND	RT-370 NY-5			1ST ST/S WILLOW ST I-690	No No	Yes Yes	Yes Yes		1.53 2.19			20 PM 19 AM
93	101	. 199	52	104+09921	SYR	0.13 NORTHBOUND	US-11			NY-290	No	Yes	No	No	2.11	2.19	2.1	19 PM
94 95	-	315	108	104-06949	SYR	0.40 WESTBOUND	NY-370 HARRISON ST			I-81	No	Yes	Yes		1.59			19 PM
95 96	-	148	683	104+50258 104N11357	SYR SYR	0.12 WESTBOUND 0.19 SOUTHBOUND	HARRISON ST BUTTERNUT ST		+	US-11/S STATE ST I-81	No No	Yes Yes	Yes No	No No	1.97 2.18			19 PM 18 AM
97	7 73	36	61	104N10952	OCDOT	0.03 SOUTHBOUND	CR-45 HENRY CLAY BLVD	Vine St	Executive Dr	CR-51/TAFT RD/VINE ST	Yes	Yes	Yes	No	1.94	2.18	2.1	18 PM
98 99	-	223	50	104-09921 104P50253	SYR SYR	0.41 SOUTHBOUND 0.07 EASTBOUND	US-11 W ONONDAGA ST			NY-290 W ADAMS ST	No No	Yes Yes	Yes Yes		1.72 2.17			17 PM 17 AM
100	-	8	629	104P10826	NYSDOT	0.08 EASTBOUND	NY-290 BRIDGE/MANLIUS CENTER	Start of Left TL on Bridge St	Start of Dedicated Right TL on Manlius	NY-290/MANLIUS CENTER RD	N0 N0	Yes Yes		NO	2.17		2.1	16 AM
101	-	71	667	104N11386	OCDOT	0.04 WESTBOUND	CR-51 VINE STREET	Henry Clay Blvd	End of Lane Merge	HENRY CLAY BLVD	Yes	Yes	No	No	2.10	2.16	2.1	16 PM
102	-	92	44	104+09922 104+50245	SYR NYSDOT	0.41 NORTHBOUND 0.15 EASTBOUND	US-11 ADAMS ST			BUTTERNUT ST S SALINA ST	No No	Yes Yes			1.93 1.79			16 PM 15 PM
104	219	418	113	104P10889	OCDOT	0.28 NORTHBOUND	CR-82			I-481	Yes	No	Yes	No	2.15	1.98	2.1	15 AM
105		226	688	104+11358	SYR	0.04 NORTHBOUND	BUTTERNUT ST			N SALINA ST	No	Yes	No		1.93			15 PM
	153 122	226	757	104-12293 104-10893	OCDOT OCDOT	0.29 WESTBOUND 0.19 SOUTHBOUND	NY-173 CR-45	-	1	MILTON AVE I-81	No No	Yes Yes	No No		1.69 2.09			14 PM 14 PM

108	25	56	659 104P05396 NYSDOT	0.07 WESTBOUND	NY-49			US-11/PARKWAY/N MAIN ST	No	Yes	No	No	1.96	2.14	2.14 PM
109	145	296	84 104-09715 SYR	0.25 WESTBOUND	NY-5 W MAIN ST	N Townsend St	James St	JAMES ST	No	No	-	No	2.14	1.90	2.14 AM
110	102	205	747 104-50253 SYR	0.08 WESTBOUND	W ONONDAGA ST			W ADAMS ST	No	Yes	Yes	No	0.00	2.14	2.14 PM
111	170	232	759 104+10943 SYR	0.16 NORTHBOUND	RT-598			1-690	No	No	No	No	1.89	2.14	2.14 PM
112	67	63	63 104P10875 OCDOT	0.02 NORTHBOUND	CR-148			HOPKINS RD	Yes	Yes	Yes	No	1.69	2.13	2.13 PM
113	185	154	51 104-10995 NYSDOT	0.02 SOUTHBOUND	NY-635 THOMPSON RD	I-690 Eastbound Off Ramp	Start of Right TL to Erie Blvd	ERIE BLVD	No	Yes	Yes	No	1.56	2.13	2.13 PM
114	133	129	702 104N10887 OCDOT	0.09 SOUTHBOUND	CR-82			COLLAMER RD	Yes	Yes	No	No	1.66	2.13	2.13 PM
115	197	365	829 104P10943 SYR	0.16 NORTHBOUND	RT-598			1-690	No	No	No	No	1.72	2.12	2.12 PM
116	61	120	57 104N10898 OCDOT	0.07 SOUTHBOUND	CR-57			1-90	Yes	Yes	Yes	No	2.04	2.11	2.11 PM
117	154	284	793 104N10959 NYSDOT	0.04 SOUTHBOUND	BRIDGE ST			NY-290	No	Yes	No	No	1.52	2.10	2.10 PM
118	31	43	649 104N11458 SYR	0.02 SOUTHBOUND	HIAWATHA BLVD			RT-5/ERIE BLVD	No	No	No	No	0.00	2.10	2.10 PM
119	193	282	792 104+10894 OCDOT	0.19 NORTHBOUND	CR-45			BUCKLEY RD	No	Yes	No	No	1.91	2.09	2.09 PM
120	220	200	65 104P04183 NYSDOT	0.21 EASTBOUND	NY-5			GENESEE ST	No	No	Yes	No	1.71	2.08	2.08 PM
121	14	10	49 104N10951 OCDOT	0.04 SOUTHBOUND	CR-45 HENRY CLAY BLVD	Start of Left Turn Lane	Hopkins Road	CR-148/HOPKINS RD	Yes	Yes	Yes	No	1.75	2.08	2.08 PM
122	83	164	724 104N50253 SYR	0.07 WESTBOUND	W ONONDAGA ST			W ADAMS ST	No	Yes	Yes	No	0.00	2.08	2.08 PM
123	62	33	85 104P10898 OCDOT	0.07 NORTHBOUND	CR-57			1-90	Yes	Yes	Yes	No	2.08	1.82	2.08 AM
124	63	65	157 104N06949 SYR	0.02 WESTBOUND	NY-370 PARK ST	Harborside Dr	Rail Bridge	I-81	No	Yes	Yes	No	1.56	2.08	2.08 PM
125	110	201	55 104P09719 NYSDOT	0.09 EASTBOUND	NY-5			SEELEY RD	No	Yes	Yes	No	1.74	2.07	2.07 PM
126	134	257	775 104N11451 OCDOT	0.15 SOUTHBOUND	CR-7			I-481	No	No	No	No	2.07	1.99	2.07 AM
127	171	360	826 104-11364 SYR	0.13 SOUTHBOUND	GEDDES ST			W GENESEE ST	No	Yes	No	No	2.07	2.01	2.07 AM
128	103	57	40 104N11399 NYSDOT	0.16 WESTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	Yes	Yes	No	1.79	2.06	2.06 PM
129	172	131	704 104+11401 LOCAL	0.27 EASTBOUND	CIRCLE DR E			S BAY RD	No	No	No	No	1.70	2.06	2.06 PM
130	198	237	763 104-11347 SYR	0.28 WESTBOUND	COLVIN ST			S SALINA ST	No	Yes	No	No	1.98	2.06	2.06 PM
131	173	267	782 104P11365 SYR	0.05 NORTHBOUND	GEDDES ST			NY-690	Yes	Yes	No	No	1.94	2.05	2.05 PM
132	128	153	719 104N10853 NYSDOT	0.28 SOUTHBOUND	I-690 EASTBOUND OFF RAMP (7)	I-690 Eastbound	State Fair Blvd/Bridge St	I-690/STATE FAIR BLVD	Yes	No	Yes	Low Speed Ramp	1.84	2.05	2.05 PM
133	228	366	830 104P11451 OCDOT	0.15 NORTHBOUND	CR-7			I-481	No	No	No	No	2.04	2.01	2.04 AM
134	186	409	849 104P10801 NYSDOT	0.20 EASTBOUND	NY-173			FAY RD	No	Yes	No	No	1.79	2.04	2.04 PM
135	117	295	799 104+51894 SYR	0.17 NORTHBOUND	S SALINA ST			I-81	No	Yes	No	No	1.92	2.04	2.04 PM
136	50	62	662 104P11855 NYSDOT	0.21 EASTBOUND	I-690 EASTBOUND OFF RAMP	I-690 Eastbound	I-81 Southbound		Yes	Yes	Yes	High Speed Ramp	2.03	1.29	2.03 AM
137	118	192	742 104P11441 SYR	0.06 NORTHBOUND	BRIGHTON AVE			I-481	Yes	Yes	Yes	No	2.03	0.00	2.03 AM
138	229	101	684 104P10853 NYSDOT	0.26 NORTHBOUND	I-690 EASTBOUND ON RAMP	State Fair Blvd/Bridge St	I-690 Eastbound	I-690/STATE FAIR BLVD	Yes	No	Yes	Low Speed Ramp	1.76	2.02	2.02 PM
139	146	254	772 104N11365 SYR	0.05 SOUTHBOUND	GEDDES ST			NY-690	No	Yes	No	No	2.02	1.85	2.02 AM
140	140	202	62 104+50259 SYR	0.17 WESTBOUND	HARRISON ST			S SALINA ST	No	Yes	Yes	No	1.64	2.02	2.02 PM
141	221	348	818 104+11389 OCDOT	0.32 NORTHBOUND	CR-208			E TAFT RD	Yes	Yes	No	No	1.91	2.02	2.02 PM
142	180	312	39 104-05957 NYSDOT	0.30 WESTBOUND	NY-370			NY-48/OSWEGO ST	No	No	Yes	No	1.42	2.01	2.01 PM
143	266	268	783 104-06957 NYSDOT	0.61 WESTBOUND	NY-370			NY-31/E GENESEE ST	No	No	No	No	1.73	2.01	2.01 PM
144	187	340	14 104+51892 SYR	0.45 NORTHBOUND	S SALINA ST	Harrison St	Erie Blvd East	ERIE BLVD E	No	Yes	Yes	No	1.67	2.00	2.00 PM
145	230	408	162 104N10889 OCDOT	0.29 SOUTHBOUND	CR-82			I-481	Yes	No	Yes	No	1.83	2.00	2.00 PM
146	262	419	128 104+05521 NYSDOT	0.71 NORTHBOUND	WEST ST			ERIE BLVD	No	Yes	Yes	No	2.00	1.80	2.00 AM

Appendix C: "Congested" Segments of CMP Network under the LOTTR Measure

CMP Network Segments with Maximum LOTTR Exceeding the Threshold (1.5)

Measure (rforman letwork (Road Segment Identification				Netw	ork Ide	entification	Exc	ludes da	ta with	<10% TM	IC bins r	porting
OTTR TTI			TED		-				_	_					Highway /		LOTTR				Max LOTTR
ank Rar 1	nk Ra	ank 19	Rank 15	TMC 104N10873	Owner OCDOT	Miles 0.048	Direction SOUTHBOUND	Road Name CR-148 ELECTRONICS PKWY	From Kingsdown Dr	To Old Liverpool Rd	Cross Street OLD LIVERPOOL RD	Freight No	Transi Yes	t NHS Yes		AM 2.17	OP 2.67	PM 2.25	WE 2.33	2.67	Period OP
2	9	1	625	104P11409 104P10952	OCDOT OCDOT	0.021		CR-46 MORGAN RD CR-45 HENRY CLAY BLVD	Morgan Rd (approach) Executive Dr	NY-31 Vine St	RT-31 CR-51/TAFT RD/VINE ST	No Yes	No Yes	No Yes	No No	2.45	2.50 1.87	2.46 1.91	2.43 2.43	2.50 2.43	
4	32	3	626	104N10832	OCDOT	0.021	WESTBOUND	CR-53 KIRKVILLE RD	Greentree Dr	Kinne St	CR-86/CR-53A/KINNE ST	No	Yes	No	No	1.63	1.72	2.34	0.00	2.34	PM
5	78	20	20 635		NYSDOT OCDOT	0.082	NORTHBOUND EASTBOUND	NY-635 THOMPSON RD CR-51 VINE STREET	Headson Dr Start of Turn Lanes	Start of I-690 On Ramp TL Henry Clay Blvd	ERIE BLVD HENRY CLAY BLVD	No Yes	Yes	Yes No		2.05	2.05	2.09		2.33	
7	2	76	670	104P10829	NYSDOT	0.021	EASTBOUND	NY-290 MANLIUS CENTER RD	Erie Canal Trail	N Manlius Rd	N MANLIUS ST	No	No	No	No	0.00	2.28	1.87	0.00	2.28	OP
9	54	5	627	104N10842	SYR	0.021	EASTBOUND WESTBOUND	NY-370 PARK ST NY-298 COURT ST	Rail Bridge Brace St	Harborside Dr Grant Blvd	I-81 GRANT BLVD	Yes No	Yes No	No	No No	1.71 2.22	2.00 1.76	2.22	2.12	2.22 2.22	AM
10 11	7	80	674 29	104N51878 104P10902		0.043	SOUTHBOUND NORTHBOUND	COMSTOCK AVE CR-57 OLD ROUTE 57	Manley Field House Commercial Driveway	E Colvin St NY-31	E COLVIN ST RT-31	No No	Yes Yes	No Yes	No	0.00	2.17 2.13	2.00		2.17 2.13	
12	211	34	643	104N05396	NYSDOT	0.066	EASTBOUND	NY-49			US-11/PARKWAY/N MAIN ST	No	Yes	No	No	1.71	2.09	0.00	0.00	2.09	OP
13 14	60 121	17	103 49	104-11397 104N10951	OCDOT	0.368	WESTBOUND SOUTHBOUND	BEAR RD (930J) CR-45 HENRY CLAY BLVD	S Bay Rd Start of Left Turn Lane	I-481 Ramps Hopkins Road	US-11/NY-481/N MAIN ST CR-148/HOPKINS RD	No Yes	No Yes	No Yes		1.90 1.41	2.05	1.96	1.84 2.05	2.05	
15 16	31	22	18	104N09720 104N52550	NYSDOT OCDOT	0.079	WESTBOUND SOUTHBOUND	NY-5 N BURDICK ST	Commercial Driveway	NY-5 Genesee St	NY-635	No No	Yes Yes	Yes	No	2.03	1.75 1.67	1.92		2.03	
17	14	81	17	104N10948	SYR	0.069	SOUTHBOUND	TEALL AVE	Ramp to I-690 Westbound	Ramp from I-690 Eastbound	1-690	No	Yes	Yes	No	1.75	1.71	2.00	1.86	2.00	PM
18 19	21 64	50 23	25 27	104P10896 104N09718		0.044	NORTHBOUND WESTBOUND	CR-137 NY-5			1ST ST/S WILLOW ST TEALL AVE	No No	Yes Yes	Yes		1.91 1.78	1.67	1.67 2.00		2.00	
20 21	161	159	148	104+10820 104P50509		0.091	EASTBOUND NORTHBOUND	NY-290 ALMOND ST			N STATE ST NY-5/ERIE BLVD E	No No	Yes Yes		No	1.54	1.55 2.00	2.00		2.00	PM
22	26	27	34	104-07616	NYSDOT	0.587	SOUTHBOUND	WEST ST			W ONONDAGA ST	No	Yes	Yes	No	1.44	1.57	1.73	1.98	1.98	WE
23 24	38	2	89 642	104P09983 104P09782	NYSDOT	0.020	NORTHBOUND SOUTHBOUND	NY-690 NY-690 SOUTHBOUND OFF RAMP	NY-690 Northbound NY-690 Southbound	NY-48/Hencle Blvd NY-31/Downer St	NY-48 NY-690	Yes	No No	Yes	Yes Low Speed Ramp	1.91	1.86 1.86	1.86		1.97 1.96	
25	108	56	659	104P05396	NYSDOT	0.066	WESTBOUND	NY-49 NY-290 MANLIUS CENTER RD			US-11/PARKWAY/N MAIN ST N MANLIUS ST	No	Yes	No	No	1.89 1.36	1.75	1.95 1.94	0.00	1.95 1.94	PM
26 27	41	54	658	104+10829 104P10848	NYSDOT OCDOT	0.036	EASTBOUND	NY-290 MANEIUS CENTER RD NY-298	Minoa Rd	Erie Canal Trail	NORTHERN BLVD	No Yes	No Yes	No No	No	1.36	1.83	1.94		1.94	
28 29	86	68	664	104N11409 104P09718	OCDOT SYR	0.021	SOUTHBOUND	CR-46 MORGAN RD NY-5 ERIE BLVD	NY-31 Erive Blvd Turn Lane Ramp	Morgan Rd (approach) Teall Ave	RT-31 TEALL AVE	No No	No Yes	No Yes	No	1.82	1.92	0.00		1.92 1.91	
30	53	82	90	104+50509	SYR	0.218	NORTHBOUND	ALMOND ST	E Genesee St	Erie Blvd	NY-5/ERIE BLVD E	No	Yes	Yes	No	1.56	1.50	1.42	1.91	1.91	WE
31 32	118 76	43 94	649 681	104N11458 104P11367			SOUTHBOUND EASTBOUND	HIAWATHA BLVD CR-39			RT-5/ERIE BLVD RT-173/ONONDAGA RD	No No	No Yes	No No		0.00	1.89 1.67	1.91		1.91 1.90	
33	84	51	655	104-11357	SYR		SOUTHBOUND	BUTTERNUT ST	Plant of Direct Tills - 511 Plant	Headean Dr.	I-81	No	Yes	No	No	0.00	1.85	1.90	0.00	1.90	PM
34 35	81	118 160	24	104N10995 104+11461			SOUTHBOUND NORTHBOUND	NY-635 THOMPSON RD HIAWATHA BLVD	Start of Right TL to Erie Blvd N Salina St	Headson Dr End of Park Ave Turn Lane	ERIE BLVD PARK ST	No Yes	Yes Yes	Yes Yes	No	1.79 1.60	1.80 1.53	1.75 1.75		1.87 1.87	WE
36 37	4	235 64	761	104N11397 104P50256			WESTBOUND	BEAR RD (930J) HARRISON ST	I-481 Ramps	US-11 Brewerton Rd	US-11/NY-481/N MAIN ST ALMOND ST	No No	Yes Yes	Yes Yes		1.50 1.86	1.83 1.78	1.60		1.86 1.86	
38	34	88	43	104N11367	OCDOT	0.025	WESTBOUND	CR-39			RT-173/ONONDAGA RD	No	Yes	No	No	1.82	1.74	1.86	1.73	1.86	PM
39 40	40 48	47 35	652 644	104P10942 104P10959		0.009	NORTHBOUND NORTHBOUND	MIDLER AVE BRIDGE ST			ERIE BLVD NY-290	No No	No Yes	No No	No No	1.86 1.72	1.64 1.55	1.72	0.00	1.86 1.86	
41	46	104	8	104P10948	SYR	0.069	NORTHBOUND	TEALL AVE	Ramp to I-690 Eastbound	Ramp from I-690 Westbound	1-690	Yes	Yes	Yes	No	1.63	1.67	1.65	1.84	1.84	WE
42 43	66 67	91 161	98 722	104P11399 104+50264	NYSDOT SYR	0.164	EASTBOUND	CIRCLE DR E ERIE BLVD W			US-11/NY-481/BREWERTON RD CLINTON ST	No No	Yes	Yes		1.57 1.70	1.70 1.78	1.77		1.84 1.84	
44 45	6	105	687	104P52551 104N10957	OCDOT	0.030	NORTHBOUND	N BURDICK ST BRIDGE ST	N Burdick St (approach)	Manlius Center Rd	ERIE BLVD	No No	Yes Yes	No	No No	1.83	1.74 1.83	1.80		1.83 1.83	
46	37	95	682	104P10865	SYR	0.011	NORTHBOUND	SEELEY RD			ERIE BLVD	No	No	No	No	1.71	1.83	1.83	0.00	1.83	OP
47	105	106	688	104+11358 104P11397	SYR NYSDOT	0.044	NORTHBOUND	BUTTERNUT ST BEAR RD (930J)	US-11 Brewerton Rd	I-481 Ramps	N SALINA ST US-11/NY-481/N MAIN ST	No No	Yes Yes	No Yes	No	1.75	1.71 1.72	1.83		1.83	
49	57	13	81	104-09773	NYSDOT	2.712	EASTBOUND	NY-31			1-81	No	No	Yes	No	1.57	1.59	1.78	1.81	1.81	WE
50 51	136	62 25	662 637	104P11855 104P50241	NYSDOT	0.213	EASTBOUND EASTBOUND	I-690 EASTBOUND OFF RAMP WEST ST	I-690 Eastbound	I-81 Southbound	S WEST ST	Yes No	Yes Yes	Yes	High Speed Ramp No	1.81 1.81	1.08	1.10		1.81	
52 53	12	107	12	104P11461	SYR	0.027	NORTHBOUND SOUTHBOUND	HIAWATHA BLVD	End of Park Ave Turn Lane	Park Ave	PARK ST	Yes	Yes	Yes	No No	1.77	1.75	1.75	1.80	1.80	WE
53	55	193	48	104N50269 104P10874	OCDOT	0.107	NORTHBOUND	CR-136 CR-148			RT-290/MANLIUS CENTER RD I-90	Yes	Yes	No Yes		1.60	1.70 1.50	1.68		1.80	
55 56	74	124	699	104N10803 104N10817			WESTBOUND	NY-173 NY-175			SOUTH AVE ONONDAGA RD	No No	Yes Yes	No No		1.54	1.60 1.60	1.64		1.80 1.80	
57	87	48	653	104P51895	SYR	0.020	NORTHBOUND	US-11			BUTTERNUT ST	No	Yes	No	No	0.00	1.67	1.80	0.00	1.80	PM
58 59	147 36	152	718	104+11365 104N10947	SYR SYR	0.128	NORTHBOUND SOUTHBOUND	GEDDES ST TEALL AVE			NY-690 ERIE BLVD	No	Yes Yes	No Yes	No	1.46 1.49	1.46 1.50	1.40		1.80 1.79	
60	100	8	629	104P10826	NYSDOT	0.079	EASTBOUND	NY-290 BRIDGE/MANLIUS CENTER	Start of Left TL on Bridge St	Start of Dedicated Right TL on Manlius	NY-290/MANLIUS CENTER RD	No	Yes	No	No	1.71	1.55	1.77	1.79	1.79	WE
61 62	116	33	57	104N10898 104P10898	OCDOT OCDOT	0.073	SOUTHBOUND NORTHBOUND	CR-57 CR-57			I-90 I-90	Yes Yes	Yes Yes	Yes		1.57 1.78	1.64 1.52	1.69 1.58		1.79 1.78	
63 64	124	65	157	104N06949 104P10803	SYR NYSDOT	0.021	WESTBOUND EASTBOUND	NY-370 PARK ST NY-173	Harborside Dr	Rail Bridge	I-81 SOUTH AVE	No No	Yes Yes	Yes		1.44 1.60	1.49 1.64	1.65	1.78	1.78 1.77	
65	52	70	666	104P10817	NYSDOT	0.051	EASTBOUND	NY-175			ONONDAGA RD	No	Yes	No	No	1.60	1.64	1.62	1.77	1.77	WE
66 67	101	71	667	104N11386 104P10875	OCDOT OCDOT	0.036	WESTBOUND NORTHBOUND	CR-51 VINE STREET CR-148	Henry Clay Blvd	End of Lane Merge	HENRY CLAY BLVD HOPKINS RD	Yes Yes	Yes	No Yes	No	1.72	1.77	1.74		1.77	
68	163	12		104P11388	OCDOT	0.067	NORTHBOUND	CR-208 SOUTH BAY RD	Start of Northbound Right TL	Col Eileen Collins Blvd	AIRPORT BLVD NY-690/STATE FAIR BI VD/SPENCER ST	Yes	Yes	No	No	1.56	1.50	1.52	1.77	1.77	WE
69 70	165	247	/15	104+11459 104-04107		0.212	NORTHBOUND SOUTHBOUND	HIAWATHA BLVD I-81	Harrison St	E Adams St	ADAMS ST/EXIT 18	No Yes	No Yes	No Yes	Yes	1.67	1.61	1.62	1.77	1.77 1.76	
71 72	262	42	648	104N09762 104P10867			SOUTHBOUND	NY-92 COLUMBUS AVE			I-81 ERIE BLVD	No No	Yes Yes	Yes		1.57	1.75	1.54 1.74		1.75 1.74	
73	97	36	61	104N10952	OCDOT	0.030	SOUTHBOUND	CR-45 HENRY CLAY BLVD	Vine St	Executive Dr	CR-51/TAFT RD/VINE ST	Yes	Yes	Yes	No	1.54	1.53	1.65	1.74	1.74	WE
74 75	99 1	222	755	104P50253 104-50507		0.066	EASTBOUND SOUTHBOUND	W ONONDAGA ST ALMOND ST	E Genesee St	E Adams St	W ADAMS ST I-81/E ADAMS ST	No No	Yes Yes	Yes		1.74 1.50	1.57 1.63	0.00		1.74 1.73	
76	47	84	676	104N10867	SYR	0.011	SOUTHBOUND	COLUMBUS AVE			ERIE BLVD	No	Yes	No	No	1.50	1.67	1.73	1.72	1.73	PM
77 78	49	126 85	677	104-51892 104P10947	SYR	0.008	NORTHBOUND	S SALINA ST TEALL AVE			ERIE BLVD E ERIE BLVD	No No	Yes Yes	Yes Yes	No	1.55 1.62	1.72	1.72		1.73 1.72	OP
79 80	33	252 130		104P50259 104N05397			WESTBOUND EASTBOUND	HARRISON ST NY-49			S SALINA ST I-81	No No	Yes Yes		No No	0.00	1.67 1.56	1.71 1.61		1.71 1.71	
81	63	163	13	104+50247	SYR	0.093	EASTBOUND	ADAMS ST	S Townsend St	S State St	S TOWNSEND ST	No	Yes	Yes	No	1.57	1.48	1.64	1.71	1.71	WE
82 83	83 122	351 164		104-50508 104N50253			SOUTHBOUND WESTBOUND	ALMOND ST W ONONDAGA ST	Erie Blvd	E Genesee St	NY-92/E GENESEE ST W ADAMS ST	No No	Yes Yes	Yes	No No	1.71 0.00	1.33	1.37		1.71 1.71	
84	27	72	86	104+50508 104N11357	SYR	0.289	NORTHBOUND	ALMOND ST BUTTERNUT ST	E Adams St	E Genesee St	NY-92/E GENESEE ST	No	Yes	Yes	No	1.47	1.55	1.64	1.70	1.70	WE
86	96 160	97 230	102	104N11460	SYR	0.101	SOUTHBOUND	HIAWATHA BLVD			I-81/N SALINA ST	No No	Yes No		No No	1.43	1.48	1.62	1.70	1.70	WE
87 88	187	165 61		104P50242 104+10996			EASTBOUND NORTHBOUND	WEST ST NY-635 THOMPSON RD	Start of I-690 On Ramp TL	I-690 Eastbound On Ramp	W ONONDAGA ST I-690	No No	Yes Yes	Yes	No	1.58 1.70	1.70 1.68	0.00		1.70 1.70	
89	242	114	693	104P10819	SYR	0.012	EASTBOUND	NY-290	otart or Popo on Rallip IL	n 555 Castooung on Rallip	N WARREN ST/MONTGOMERY ST	No	Yes	Yes	No	1.62	1.70	1.69	0.00	1.70	OP
90 91	102	92 197		104+09922 104N10943			NORTHBOUND	US-11 RT-598			BUTTERNUT ST I-690	No No	Yes		No No	1.60 1.62	1.54 1.50	1.61 1.58		1.69 1.69	
92	176	60	661	104P09762	SYR	0.020	NORTHBOUND	NY-92			I-81	No	Yes	Yes	No	1.69	1.46	1.67	1.62	1.69	AM
93 94	233 535	90 128	701	104P51888 104N10826	NYSDOT		NORTHBOUND WESTBOUND	S SALINA ST NY-290			E RAYNOR AVE NY-290/MANLIUS CENTER RD	No No	Yes Yes	Yes		1.69 1.38	1.50 1.69	0.00		1.69 1.69	
95	206	166	726	104N10819	SYR	0.012	WESTBOUND	NY-290			N WARREN ST/MONTGOMERY ST	No	Yes	Yes	No	1.68	1.43	1.47	0.00	1.68	AM
96 97	20 30	191 167	727	104N11461 104P15285	NYSDOT	0.352	SOUTHBOUND NORTHBOUND	HIAWATHA BLVD I-481 NORTHBOUND OFF RAMP (3E)	I-481 Northbound	NY-5/NY-92 Eastbound	PARK ST EXIT 3E	Yes Yes	Yes Yes		No Low Speed Ramp	1.65 1.34		1.54 1.67	1.32	1.67 1.67	PM
98 99	43	207	53	104+51893 104+11379	SYR	0.098	NORTHBOUND EASTBOUND	S SALINA ST CR-19			E WILLOW ST S BAY RD	No Yes	Yes Yes	Yes	No	1.56 1.56	1.43 1.59	1.67	0.00	1.67 1.67	PM
100	90	236		104N11002	OCDOT	0.067	SOUTHBOUND	CR-209			NY-5	No	Yes	No	No	1.45	1.54	1.54	1.67	1.67	WE
101 102	93 110	199 205	52 747	104+09921 104-50253			NORTHBOUND WESTBOUND	US-11 W ONONDAGA ST			NY-290 W ADAMS ST	No No	Yes Yes		No No	1.63	1.63 1.67	1.67		1.67 1.67	
103	128	57		104N11399	NYSDOT	0.164	WESTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	Yes	Yes	No	1.67	1.65	1.61	1.64	1.67	AM
104 105	162 205	115 168		104P10847 104P10844			EASTBOUND EASTBOUND	NY-298 NY-298			KINNE ST NEW COURT AVE	Yes Yes	Yes Yes		No No	1.50 1.51	1.53 1.58	1.67		1.67 1.67	
106	208	30	640	104-10805 104P10957	NYSDOT	1.178	WESTBOUND	NY-173 BRIDGE ST			E BRIGHTON AVE ERIE BLVD	No	Yes	No	No	1.49	1.53	1.61	1.67	1.67	WE
107 108	31/ 384	/3 310	802	104-09920	SYR	0.126	SOUTHBOUND	US-11			NY-5	No No	Yes Yes		No	1.67	1.44	1.53 0.00	0.00	1.67 1.67	AM
109 110	19	66 201	119	104P50508 104P09719	SYR	0.035	NORTHBOUND EASTBOUND	ALMOND ST NY-5	E Genesee St Eastbound	E Genesee St Westbound	NY-92/E GENESEE ST SEELEY RD	No No	Yes Yes	Yes Yes	No	1.66	1.60 1.50	1.52	0.00	1.66 1.66	AM
111	215	169	64	104+10948	SYR	0.219	NORTHBOUND	TEALL AVE			1-690	No	Yes	Yes	No	1.66	1.56	1.62	1.53	1.66	AM
112 113	227 393	41 256		104+09774 104+50242		2.712	WESTBOUND EASTBOUND	NY-31 WEST ST			CR-49 W ONONDAGA ST	No No	No Yes	Yes	No No	1.41	1.59 1.66	1.52		1.66	
114	8	170	728	104N09716	SYR	0.088	WESTBOUND	NY-5 W MAIN ST	N McBride St	N Townsend St	N TOWNSEND	No	No	Yes	No	1.57	1.54	1.64	0.00	1.64	PM
115	58	208 373		104+50257 104-11442			WESTBOUND SOUTHBOUND	HARRISON ST BRIGHTON AVE			S TOWNSEND ST I-81	No No	Yes Yes		No No	1.50 1.47	1.53 1.64	1.52		1.64 1.64	
116				104+51894				S SALINA ST			1-81	No	Yes		No	1.46				1.64	

| 118 | 137 | 192
 | 742
 | 104P11441 | | 0.065 NORTHBOUND
 |

 | | | I-481
 | Yes | Yes
 | Yes No
 | 1.60
 | | 0.00 | |
 |
|--|---
--
--	--
--
--
--
--|--|---
--
---|---
--
--
---	--	--
119	149	253
 | 80
 | 104-11399 | LOCAL | 0.248 WESTBOUND
 | CIRCLE DR E

 | | | US-11/NY-481/BREWERTON RD
 | No | No
 | Yes No
 | 1.40
 | 1.56 | 1.51 | 1.64 | 1.64 WE
 |
| 120 | 178 | 37
 | 184
 | 104N1090 | 2 NYSDOT | 0.043 SOUTHBOUND
 | CR-57

 | | | RT-31
 | No | Yes
 | Yes No
 | 1.52
 | 1.51 | 1.64 | 1.50 | 1.64 PM
 |
| 121 | 175 | 243
 | 216
 | 104+11398 | 8 NYSDOT | 0.364 EASTBOUND
 | BEAR RD

 | | | S BAY RD
 | No | No
 | No No
 | 1.63
 | 1.50 | 1.53 | 1.44 | 1.63 AM
 |
| 122 | 107 | 276
 | 790
 | 104-10893 | OCDOT | 0.192 SOUTHBOUND
 | CB-45

 | | | 1-81
 | No | Yes
 | No No
 | 1.51
 | 1.48 | 1.54 | 1.62 | 1.62 WE
 |
| 123 | 202 | 112
 | 210
 | | 3 NYSDOT | 0.021 SOUTHBOUND
 | NY-690

 | NY-48/Hencle Blvd | NY-690 Southbound | NY-48
 | Yes | No
 | Yes Yes
 | 1.50
 | | 1.62 | | 1.62 PM
 |
| 124 | 212 | 20
 | 645
 | | | 0.027 NORTHBOUND
 | 111 000

 | HT HOMEICE DIVI | In coo coundand | 111 40
 | No | Yes
 | No No
 | 1.45
 | | 1.59 | | 1.62 OP
 |
| 124 | 215 |
 | 045
 | 104P09716 | | 0.088 EASTBOUND
 | NY-5 W MAIN ST

 | N 7 | N McBride St | N TOWNSEND
 | NO |
 | Yes No
 | 1.45
 | | 1.61 | | 1.61 PM
 |
| | 22 | 85
 | 97
 | | |
 |

 | N Townsend St | |
 | NO | No
 |
 |
 | | | |
 |
| 126 | 45 | 87
 | 6/8
 | | 7 NYSDOT | 0.274 NORTHBOUND
 | I-81 NORTHBOUND OFF RAMP (18)

 | I-81 Northbound | E Adams St | I-81/E ADAMS ST
 | Yes | Yes
 | Yes Low Speed Ramp
 | 1.48
 | 1.48 | 1.61 | | 1.61 PM
 |
| 127 | 65 | 220
 | 32
 | 104-10947 | | 0.219 SOUTHBOUND
 |

 | | | ERIE BLVD
 | No | Yes
 | Yes No
 | 1.54
 | | 1.61 | | 1.61 PM
 |
| 128 | 132 | 153
 | 719
 | | 3 NYSDOT |
 | I-690 EASTBOUND OFF RAMP (7)

 | I-690 Eastbound | State Fair Blvd/Bridge St | I-690/STATE FAIR BLVD
 | Yes | No
 | Yes Low Speed Ramp
 | 1.60
 | | 1.54 | | 1.61 OP
 |
| 129 | 172 | 46
 | 651
 | 104-10894 | OCDOT | 1.027 SOUTHBOUND
 | CR-45

 | | | BUCKLEY RD
 | No | Yes
 | No No
 | 1.41
 | 1.57 | 1.61 | 1.48 | 1.61 PM
 |
| 130 | 198 | 290
 | 796
 | 104+50254 | 1 SYR | 0.079 EASTBOUND
 | W ONONDAGA ST

 | | | S SALINA ST
 | No | Yes
 | Yes No
 | 1.61
 | 1.54 | 0.00 | 0.00 | 1.61 AM
 |
| 131 | 218 | 93
 | 100
 | 104-10897 | OCDOT | 0.792 SOUTHBOUND
 | CR-57

 | | | VINE ST
 | No | Yes
 | Yes No
 | 1.39
 | 1.42 | 1.61 | 1.37 | 1.61 PM
 |
| 132 | 95 | 148
 | 56
 | 104+50258 | 3 SYR | 0.123 WESTBOUND
 | HARRISON ST

 | | | US-11/S STATE ST
 | No | Yes
 | Yes No
 | 1.55
 | 1.55 | 1.60 | 1.58 | 1.60 PM
 |
| 133 | 114 | 129
 | 702
 | 104N1088 | 7 OCDOT | 0.093 SOUTHBOUND
 | CR-82

 | | | COLLAMER RD
 | Yes | Yes
 | No No
 | 1.47
 | 1.47 | 1.60 | 1.53 | 1.60 PM
 |
| 134 | 126 | 257
 | 775
 | | 1 OCDOT | 0.146 SOUTHBOUND
 | CR-7

 | | | 1-481
 | No | No
 | No No
 | 1.53
 | | 1.42 | | 1.60 WE
 |
| 135 | 158 | 244
 | 767
 | | | 0.054 SOUTHBOUND
 | CR-7

 | | | WOODCHUCK HILL RD
 | No | No
 | No No
 | 1.47
 | 1.40 | 1.60 | | 1.60 PM
 |
| 135 | 104 | 100
 | 205
 | | | 0.201 WESTBOUND
 | NY-173

 | | | FAY RD
 | No | Yes
 | No No
 | 1.47
 | | 1.46 | | 1.60 WE
 |
| 136 | 104 | 102
 | 003
 | | | 0.267 SOUTHBOUND
 | 1-81

 | I-690 Westbound On Ramp | Harrison St | HARRISON ST/EXIT 18
 | | Yes
 | Yes Yes
 | 1.52
 | | 1.46 | | 1.60 AM
 |
| | 222 | 507
 | 11
 | | |
 |

 | 1-690 Westbound On Ramp | Harrison St |
 | Yes |
 |
 |
 | | | |
 |
| 138 | 80 | 215
 | /52
 | 104-10942 | | 0.165 SOUTHBOUND
 | RT-598

 | | | ERIE BLVD
 | No | No
 | No No
 | 1.45
 | | 1.47 | | 1.59 WE
 |
| 139 | 88 | 264
 | //9
 | | 2 OCDOT | 0.067 NORTHBOUND
 | CR-209

 | | | NY-5
 | No | Yes
 | No No
 | 1.39
 | 1.53 | 1.59 | | 1.59 PM
 |
| 140 | 140 | 202
 | 62
 | 104+50259 | | 0.169 WESTBOUND
 | HARRISON ST

 | | | S SALINA ST
 | No | Yes
 | Yes No
 | 1.58
 | 1.54 | 1.59 | | 1.59 PM
 |
| 141 | 235 | 209
 | 749
 | 104N1145 | | 0.157 SOUTHBOUND
 | HIAWATHA BLVD

 | | | NY-690/STATE FAIR BLVD/SPENCER ST
 | No | No
 | No No
 | 1.56
 | 1.53 | 1.58 | | 1.59 WE
 |
| 142 | 344 | 44
 | 95
 | | | 2.391 EASTBOUND
 | NY-370

 | | | CR-137/CR-48
 | No | No
 | Yes No
 | 1.43
 | | 1.55 | |
 |
| 143 | 89 | 100
 | 28
 | 104-11378 | OCDOT | 0.093 WESTBOUND
 | CR-19

 | | | S MAIN ST
 | Yes | Yes
 | Yes No
 | 1.58
 | | 1.54 | | 1.58 AM
 |
| 144 | 98 | 223
 | 50
 | 104-09921 | SYR | 0.413 SOUTHBOUND
 | US-11

 | | | NY-290
 | No | Yes
 | Yes No
 | 1.53
 | | 1.50 | | 1.58 WE
 |
| 145 | 109 | 296
 | 84
 | 104-09715 | | 0.250 WESTBOUND
 | NY-5 W MAIN ST

 | N Townsend St | James St | JAMES ST
 | No | No
 | Yes No
 | 1.58
 | 1.50 | 1.57 | | 1.58 AM
 |
| 146 | 139 | 254
 | 772
 | 104 007 10 | | 0.051 SOUTHBOUND
 | GEDDES ST

 | | | NY-690
 | No | Yes
 | No No
 | 1.47
 | | 1.58 | | 1.58 PM
 |
| 140 | 1/18 | 121
 | 0,1
 | | | 0.044 SOUTHBOUND
 |

 | | 1 | 1ST ST/S WILLOW ST
 | No | Yes
 | Yes No
 |
 | 1.52 | 1.54 | |
 |
| 147 | 290 | 202
 | 105
 | 104+09916 | | 0.651 NORTHBOUND
 | US-11

 | 1 | 1 | E COLVIN ST
 | No | Yes
 | Yes No
 | 1.44
 | | 1.54 | | 1.58 WE
 |
| 148 | 200 | 203
 | 750
 | 104+09916
104N5189 | | 0.020 SOUTHBOUND
 | US-11
US-11

 | | 1 | BUTTERNUT ST
 | No | Yes
 | Yes No
No No
 | 1.40
 | 1.40 | 0.00 | | 1.58 WE
 |
| | 304 | 224
 | /56
 | | |
 |

 | | |
 | No |
 |
 |
 | | | |
 |
| 150 | 338 | 248
 | 769
 | 104P50244 | | 0.020 EASTBOUND
 | ADAMS ST

 | | | W ONONDAGA ST
 | No | Yes
 | Yes No
 | 1.53
 | 1.58 | 0.00 | | 1.58 OP
 |
| 151 | 23 | 183
 | 2
 | | 3 NYSDOT | 0.069 EASTBOUND
 | NY-31

 | I-81 Southbound On Ramp | I-81 Northbound Off Ramp | 1-81
 | No | Yes
 | Yes No
 | 1.56
 | 1.55 | 1.55 | | 1.57 WE
 |
| 152 | 42 | 225
 | 9
 | 104-11460 | | 0.061 SOUTHBOUND
 | HIAWATHA BLVD

 | End of Park Ave Turn Lane | N Salina St | I-81/N SALINA ST
 | Yes | Yes
 | Yes No
 | 1.50
 | 1.56 | 1.46 | |
 |
| 153 | 106 | 226
 | 757
 | 104-12293 | | 0.291 WESTBOUND
 | NY-173

 | | | MILTON AVE
 | No | Yes
 | No No
 | 1.43
 | 1.50 | 1.57 | | 1.57 PM
 |
| 154 | 117 | 284
 | 793
 | 104N1095 | 9 NYSDOT | 0.045 SOUTHBOUND
 | BRIDGE ST

 | | | NY-290
 | No | Yes
 | No No
 | 1.37
 | 1.43 | 1.52 | 1.57 | 1.57 WE
 |
| 155 | 150 | 263
 | 117
 | 104+06871 | L SYR | 0.399 EASTBOUND
 | NY-370

 | | | US-11/WOLF ST
 | No | Yes
 | Yes No
 | 1.44
 | 1.48 | 1.57 | 1.49 | 1.57 PM
 |
| 156 | 39 | 298
 | 22
 | 104P11460 |) SYR | 0.101 NORTHBOUND
 | HIAWATHA BLVD

 | Bridge over I-81 | N Salina St | I-81/N SALINA ST
 | No | No
 | No No
 | 1.43
 | 1.42 | 1.56 | 1.53 | 1.56 PM
 |
| 157 | 69 | 265
 | 780
 | 104+11443 | SYR | 0.104 NORTHBOUND
 | BRIGHTON AVE

 | - | | S SALINA ST
 | No | Yes
 | Yes No
 | 1.56
 | 1.52 | 1.54 | 0.00 | 1.56 AM
 |
| 158 | 82 | 311
 | 87
 | 104+09716 | | 0.250 EASTBOUND
 | NY-5 W MAIN ST

 | James St | N Townsend St | N TOWNSEND ST
 | No | No
 | Yes No
 | 1.50
 | 1.49 | 1.56 | | 1.56 PM
 |
| 150 | 02 | 107
 | 07
 | 104-09714 | | 0.479 WESTBOUND
 | NY-5

 | James St | iv lowinselid Sc | 1-690
 | No | Yes
 | Yes No
 | 1.48
 | 1.49 | 1.50 | | 1.56 WE
 |
| 159 | 92 | 127
 | 37
 | | 5 NYSDOT |
 | ADAMS ST

 | | | S SALINA ST
 | NU | Yes
 | Yes No
 | 1.40
 | 1.49 | 1.54 | | 1.56 PM
 |
| | 103 | 211
 | 93
 | | |
 |

 | | |
 | NO |
 |
 |
 | | | |
 |
| 161 | 152 | 182
 | /3/
 | | | 0.261 SOUTHBOUND
 | I-81 SOUTHBOUND ON RAMP

 | Almond St/E Adams St | I-81 Southbound | I-81/E ADAMS ST
 | Yes | Yes
 | Yes Low Speed Ramp
 | 1.44
 | | 1.56 | | 1.56 PM
 |
| 162 | 154 | 31
 | 641
 | | | 0.244 NORTHBOUND
 | CR-208 SOUTH BAY RD

 | Merge of South Bay Rd NB & SB | Start of Northbound Right TL to Airport | AIRPORT BLVD
 | Yes | Yes
 | No No
 | 1.53
 | | 1.45 | | 1.56 WE
 |
| 163 | 168 | 231
 | 60
 | | 9 NYSDOT |
 | NY-5

 | | | SEELEY RD
 | No | Yes
 | Yes No
 | 1.56
 | | 1.47 | | 1.56 AM
 |
| | |
 | 79
 | 104+09713 | SYR | 0.604 EASTBOUND
 | NY-5

 | | |
 | |
 |
 |
 | | | 1.54 | 1.56 AM
 |
| 164 | 182 | 156
 |
 | | | 0.604 EASIBOUND
 | NY-5

 | | | N GEDDES ST
 | No | No
 | Yes No
 | 1.56
 | 1.46 | 1.50 | 1.34 |
 |
| 164
165 | 182
192 | 155
 | 729
 | 104+10870 | | 1.576 NORTHBOUND
 | CR-1

 | | | N GEDDES ST
FYLER RD
 | No
No | No
No
 | No No
 | 1.56
 | 1.46 | 1.50 | | 1.56 AM
 |
| | 182
192
217 | 156
171
266
 | 729
781
 | 104+10870
104+51880 | OCDOT |
 |

 | | | FYLER RD
E ADAMS ST
 | No
No
No |
 |
 |
 | | | 0.00 |
 |
| 165 | 182
192
217
226 | 156
171
266
381
 | 729
781
96
 | | OCDOT
SYR | 1.576 NORTHBOUND
 | CR-1

 | | | FYLER RD
 | No
No
No | No
 | No No
No No
 | 1.56
 | 1.41
1.50 | 1.31 | 0.00 | 1.56 AM
1.56 PM
 |
| 165
166
167 | 182
192
217
226
229 | 155
171
266
381
172
 | 729
781
96
730
 | 104+51880
104-51890 | OCDOT
SYR
SYR | 1.576 NORTHBOUND
0.442 NORTHBOUND
0.114 SOUTHBOUND
 | CR-1
COMSTOCK AVE
S SALINA ST

 | | | FYLER RD
E ADAMS ST
E ADAMS ST
 | No
No | No
Yes
Yes
 | No No
No No
Yes No
 | 1.56
1.45
1.50
 | 1.41
1.50
1.44 | 1.31
1.56
1.56 | 0.00
1.44
0.00 | 1.56 AM
1.56 PM
1.56 PM
 |
| 165
166
167
168 | 182
192
217
226
229
240 | 155
171
266
381
172
142
 | 729
781
96
730
712
 | 104+51880
104-51890
104-11358 | OCDOT
SYR
SYR
SYR | 1.576 NORTHBOUND 0.442 NORTHBOUND 0.114 SOUTHBOUND 0.296 SOUTHBOUND
 | CR-1
COMSTOCK AVE
S SALINA
ST
BUTTERNUT ST
 | | | FYLER RD
E ADAMS ST
E ADAMS ST
N SALINA ST
 | No
No | No
Yes
Yes
Yes
 | No No No No Yes No No No
 | 1.56
1.45
1.50
1.52
 | 1.41
1.50
1.44
1.56 | 1.31
1.56
1.56
1.51 | 0.00
1.44
0.00
1.45 | 1.56 AM
1.56 PM
1.56 PM
1.56 OP
 |
| 165
166
167
168
169 | 182
192
217
226
229
240 | 155
171
266
381
172
142
 | 729
781
96
730
712
 | 104+51880
104-51890
104-11358
104+10959 | OCDOT
SYR
SYR
SYR
NYSDOT | 1.576 NORTHBOUND 0.442 NORTHBOUND 0.114 SOUTHBOUND 0.296 SOUTHBOUND 0.098 NORTHBOUND
 | CR-1
COMSTOCK AVE
S SALINA
ST
BUTTERNUT ST
BRIDGE ST
 | | | FYLER RD
E ADAMS ST
E ADAMS ST
N SALINA ST
NY-290
 | No
No | No
Yes
Yes
Yes
Yes
 | No No No No Yes No No No No No
 | 1.56
1.45
1.50
1.52
1.56
 | 1.41
1.50
1.44
1.56
1.44 | 1.31
1.56
1.56
1.51
1.43 | 0.00
1.44
0.00
1.45
1.45 | 1.56 AM
1.56 PM
1.56 PM
1.56 OP
1.56 AM
 |
| 165
166
167
168
169
170 | 182
192
217
226
229
240
111 | 155
171
266
381
172
142
232
 | 729
781
96
730
712
759
 | 104+51880
104-51890
104-11358
104+10959
104+10943 | OCDOT
SYR
SYR
SYR
SYR
NYSDOT
SYR | 1.576 NORTHBOUND 0.442 NORTHBOUND 0.114 SOUTHBOUND 0.296 SOUTHBOUND 0.098 NORTHBOUND 0.165 NORTHBOUND
 | CR-1
COMSTOCK AVE
S SALINA
ST
BUTTERNUT ST
BRIDGE ST
RT-598
 | | | FYLER RD
E ADAMS ST
E ADAMS ST
N SALINA ST
NY-290
I-690
 | No
No
No
No
No | No
Yes
Yes
Yes
Yes
No
 | No No No No Yes No No No No No No No No No
 | 1.56
1.45
1.50
1.52
1.56
1.47
 | 1.41
1.50
1.44
1.56
1.44
1.49 | 1.31
1.56
1.56
1.51
1.43
1.51 | 0.00
1.44
0.00
1.45
1.45
1.40
1.55 | 1.56 AM
1.56 PM
1.56 PM
1.56 OP
1.56 AM
1.55 WE
 |
| 165
166
167
168
169
170
171 | 182
192
217
226
229
240
111
127 | 155
171
266
381
172
142
232
360
 | 729
781
96
730
712
759
826
 | 104+51880
104-51890
104-11358
104+10959
104+10943
104-11364 | 0 OCDOT
0 SYR
SYR
SYR
0 NYSDOT
3 SYR
SYR | 1.576 NORTHBOUND
0.442 NORTHBOUND
0.114 SOUTHBOUND
0.296 SOUTHBOUND
0.098 NORTHBOUND
0.165 NORTHBOUND
0.128 SOUTHBOUND
 | CR-1
COMSTOCK AVE
S SALINA
ST
BUTTERNUT ST
BRIDGE ST
RT-598
GEDDES ST
 | | | FYLER RD E ADAMS ST E ADAMS ST N SALINA ST NY-290 I-690 UV GENESEE ST
 | No
No | No
Yes
Yes
Yes
No
Yes
 | No No No No Yes No No No No No No No No No No No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47 | 1.31
1.56
1.56
1.51
1.43
1.51
1.55 | 0.00
1.44
0.00
1.45
1.45
1.45
1.45
1.45
1.45
1.45
1.48 | 1.56 AM 1.56 PM 1.56 PM 1.56 AM 1.55 AM 1.55 WE 1.55 PM
 |
| 165
166
167
168
169
170
171
172 | 182
192
217
226
229
240
111
127
129 | 156
171
266
381
172
142
232
360
131
 | 729
781
96
730
712
759
826
704
 | 104+51880
104-51890
104-11358
104+10959
104+10943
104+11364
104+1140 | OCDOT SYR LOCAL | 1.576 NORTHBOUND
0.442 NORTHBOUND
0.114 SOUTHBOUND
0.296 SOUTHBOUND
0.098 NORTHBOUND
0.165 NORTHBOUND
0.128 SOUTHBOUND
0.270 EASTBOUND
 | CR-1 COMSTOCKAVE S SALINA ST BUTTERNUT ST BRIDCE ST RT-598 GEDDES ST CIRCLE DR E

 | | | FYLER RD E ADAMS ST E ADAMS ST N SALINA ST NY-290 1-690 W GENESEE ST S BAY RD
 | No
No
No
No
No
No
No | No
Yes
Yes
Yes
No
Yes
No
 | No No No No Yes No No No No No No No No No No No No No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44 | 1.31
1.56
1.51
1.43
1.51
1.55
1.44 | 0.00
1.44
0.00
1.45
1.45
1.45
1.40
1.55
1.48
1.40
1.40 | 1.56 AM 1.56 PM 1.56 PM 1.56 AM 1.55 WE 1.55 PM 1.55 AM
 |
| 165
166
167
168
169
170
171
172
173 | 182
192
217
226
229
240
111
127
129
131 | 136
171
266
381
172
142
232
360
131
267
 | 729
781
96
730
712
759
826
704
782
 | 104+51880
104-51890
104-11358
104+10955
104+10943
104+11405
104+11405
104+11405 | 0 OCDOT
0 SYR
SYR
0 NYSDOT
3 SYR
5 SYR
LOCAL
5 SYR | 1.576 NORTHBOUND
0.442 NORTHBOUND
0.114 SOUTHBOUND
0.296 SOUTHBOUND
0.098 NORTHBOUND
0.185 NORTHBOUND
0.128 SOUTHBOUND
0.270 EASTBOUND
0.051 NORTHBOUND
 | CR-1
COMSTOCK AVE
SSALINA
ST
BUTERNUT ST
BRIDGE ST
RT-598
GEDDES ST
CIRCLE DR E
GEDDES ST
 | | | FYLER RD E ADAMS ST E ADAMS ST N SALINA ST NY-290 1-680 W GENESEE ST S BAY RD NY-690
 | No
No
No
No
No
No
Yes | No
Yes
Yes
Yes
No
Yes
No
Yes
 | No No No No Yes No No No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44
1.42 | 1.31
1.56
1.51
1.43
1.51
1.43
1.51
1.44
1.45 | 0.00
1.44
0.00
1.45
1.45
1.45
1.45
1.45
1.40
1.55
1.48
1.40
1.55 | 1.56 AM 1.56 PM 1.56 PM 1.56 AM 1.55 PM 1.55 WE 1.55 AM 1.55 WE
 |
| 165
166
167
168
169
170
171
172
173
174 | 182
192
217
226
229
240
111
127
129
131
238 | 156
171
266
381
172
142
232
360
131
267
58
 | 729
781
96
730
712
759
826
704
782
257
 | 104+51880
104-51890
104-11358
104+10959
104+10943
104+1140
104+1140
104+1140
104+1140
104+11369 | 0 OCDOT
0 SYR
5YR
0 NYSDOT
3 SYR
5 SYR
1 LOCAL
5 SYR
7 NYSDOT | 1.576 NORTHBOUND 0.442 NORTHBOUND 0.114 SOUTHBOUND 0.296 SOUTHBOUND 0.098 NORTHBOUND 0.165 NORTHBOUND 0.128 SOUTHBOUND 0.270 EASTBOUND 0.271 EASTBOUND 0.51 NORTHBOUND 1.565 EASTBOUND
 | CR-1
COMSTOCKAVE
SSALNA
ST
BUTTERNUT ST
BUTTERNUT ST
BRIDGE ST
RT-598
GEDDES ST
CIRCLE DR E
GEDDES ST
CIRCLE DR E
GEDDES ST
NY-370
 | | | PYLE RD E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY-280 L690 W GENESEE ST S BAY RD NY-48/OSWEGO ST
 | No
No
No
No
No
No
Yes
No | No
Yes
Yes
Yes
No
Yes
No
Yes
No
 | No No No No Yes No No No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44
1.42
1.55 | 1.31
1.56
1.51
1.43
1.51
1.43
1.55
1.44
1.45
1.44 | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.40 1.55 1.48 1.40 1.55 1.48 1.49 | 1.56 AM 1.56 PM 1.56 PM 1.56 OP 1.55 WE 1.55 PM 1.55 AM 1.55 WE 1.55 AM 1.55 OP
 |
| 165
166
167
168
169
170
171
172
173
174
175 | 182
192
217
226
229
240
111
127
129
131
238
35 | 156
171
266
381
172
142
232
360
131
267
58
89
 | 729
781
96
730
712
759
826
704
782
257
59
 | 104+51880
104-51890
104-11358
104+10959
104+10943
104+11402
104+11402
104+11402
104+11369
104+05957
104P11380 | OCDOT SYR SYR SYR SYR SYR SYR SYR SYR LOCAL SYR NYSDOT OCDOT | 1.576 NORTHBOUND 0.442 NORTHBOUND 0.114 SOUTHBOUND 0.296 SOUTHBOUND 0.088 NORTHBOUND 0.165 NORTHBOUND 0.128 SOUTHBOUND 0.128 SOUTHBOUND 0.270 EASTBOUND 0.427 EASTBOUND 0.428 SOUTHBOUND 0.427 EASTBOUND 0.420 EASTBOUND
 | CR-1
CONSTOCKAVE
S SALINA
ST
BUTTEINUT ST
BUTTEINUT ST
BUTTEINUT ST
BUTTEINUT ST
BUTTEINUT ST
GEDOES ST
CIRCLE DN E
GEDDES ST
NV-370
CR-19
CR-19
 | | | PYLER D
E ADAMS ST
E ADAMS ST
NSLINA ST
NY-390
1490
W GENSEES ST
S BAY RD
NY-480 SO
NY-480 ST
1481
 | No
No
No
No
No
No
Yes
Yes | No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
 | No No No No Yes No No No Yes No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44
1.42
1.55
1.54 | 1.31
1.56
1.51
1.43
1.51
1.43
1.55
1.44
1.45
1.44
1.54 | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.48 1.40 5 1.55 4 1.49 4 1.37 | 1.56 AM 1.56 PM 1.56 OP 1.56 AM 1.55 AM 1.55 PM 1.55 AM 1.55 AM 1.55 OP 1.55 OP 1.55 OP
 |
| 165
166
167
168
169
170
171
172
173
174
175
176 | 182
192
217
226
229
240
111
127
129
131
238
35
79 | 138
171
266
381
172
142
232
360
131
267
58
89
185
 | 729
781
96
730
712
759
826
704
782
257
59
166
 | 104+51880
104-51890
104-11358
104+10955
104+10943
104+11405
104+11405
104+11405
104+0555
104P11380
104+0978 | OCCDOT SYR SYR SYR SYR SYR NYSDOT SYR LOCAL SYR NYSDOT NYR LOCAL SYR NYSDOT OCCDOT NYSDOT | 1.576 NORTHBOUND
0.442 NORTHBOUND
0.114 SOUTHBOUND
0.296 SOUTHBOUND
0.296 SOUTHBOUND
0.165 NORTHBOUND
0.165 NORTHBOUND
0.270 EASTBOUND
0.271 EASTBOUND
0.2051 NORTHBOUND
1.565 EASTBOUND
0.207 EASTBOUND
 | CR-1 COMSTOCK AVE
SALINA ST BUTTERNUT ST BRIDGE ST RT-598 GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST CR-19 NY-31 Statement
 | | | PYLER D E ADAMS ST E ADAMS ST E ADAMS ST PADAMS ST N SALINA ST NY 290 I-690 W GENESEE ST S BAY RD NY-800 NY-300 I-81 I-81 NY-31 (1)
 | No
No
No
No
No
No
Yes
No | No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
No
Yes
No
 | No No No No Yes No No No Yes No Yes No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
1.34
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44
1.42
1.55
1.54
1.50 | 1.31
1.56
1.51
1.43
1.51
1.55
1.44
1.45
1.44
1.54
1.54 | 0.00 1.44 0.00 1.45 1.45 1.40 1.55 1.48 1.55 1.48 1.40 1.55 1.41 1.40 | 1.56 AM 1.56 PM 1.56 OP 1.55 OP 1.55 WE 1.55 OP 1.55 OP 1.55 OP 1.54 OP 1.55 OP 1.54 OP 1.55 OP
 |
| 165
166
167
168
169
170
171
172
173
174
175
176
177 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181 | 156
171
266
381
172
142
232
360
131
267
58
89
185
132
 | 729
781
96
730
712
759
826
704
782
257
59
166
705
 | 104+51880
104-51890
104-11358
104+10955
104+10943
104+11407
104+11407
104+11407
104+0555
104+0555
104+0578
104+0978 | OCDOT SYR SYR SYR SYR SYR SYR LOCAL SYR NYSDOT OCCAL SYR NYSDOT OCCDOT NYSDOT NYSDOT | 1.576 NORTHBOUND 0.442 NORTHBOUND 0.114 SOUTHBOUND 0.296 SOUTHBOUND 0.145 SOUTHBOUND 0.145 SOUTHBOUND 0.126 SOUTHBOUND 0.126 SOUTHBOUND 0.128 SOUTHBOUND 0.270 EASTBOUND 0.427 EASTBOUND 0.207 EASTBOUND 0.207 EASTBOUND 0.819 WESTBOUND
 | CR-1
CONSTOCKAVE
S SALINA
ST
BUTTEINUT ST
BUTTEINUT ST
BUTTEINUT ST
BUTTEINUT ST
BUTTEINUT ST
GEDOES ST
CIRCLE DN E
GEDDES ST
NV-370
CR-19
CR-19
 | | | PYLER D
E ADAMS ST
E ADAMS ST
NSLINA ST
NY-390
1490
W GENSEES ST
S BAY RD
NY-4800SWEGO ST
1481
1481
 | No
No
No
No
No
No
Yes
Yes | No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
 | No No No No Yes No No No Yes No Yes No Yes No Yes No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
1.34
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44
1.42
1.55
1.54
1.50
1.49 | 1.31
1.56
1.51
1.43
1.51
1.43
1.55
1.44
1.45
1.44
1.54
1.54
1.54 | 0.00
1.44
0.00
1.45
1.45
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.44
1.40
1.55
1.44
1.40
1.55
1.44
1.40
1.55
1.44
1.40
1.55
1.44
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.49
1.47
1.44
1.40
1.44
1.40
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1.44
1 | 1.56 AM
1.56 PM
1.56 PM
1.56 OP
1.55 OP
1.55 FM
1.55 FM
1.55 AW
1.55 WE
1.55 OP
1.54 OP
1.54 PM
1.54 AM
 |
| 165
166
167
168
169
170
171
172
173
174
175
176 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181
50 | 156
171
266
381
172
142
232
360
131
267
58
89
185
132
249
 | 729
781
96
730
712
759
826
704
782
257
59
166
705
3
 | 104+5188
104-51890
104-11358
104+10955
104+10943
104+11405
104+11405
104+11405
104+05955
104P11386
104+09783
104+10824
104+09773 | ○ OCDOT ○ SYR SYR SYR SYR ○ NYSDOT ○ SYR SYR ○ CODT ○ OCDOT ○ NYSDOT ○ NYSDOT | 1.576 NORTHBOUND
0.442 NORTHBOUND
0.114 SOUTHBOUND
0.296 SOUTHBOUND
0.296 SOUTHBOUND
0.165 NORTHBOUND
0.165 NORTHBOUND
0.270 EASTBOUND
0.271 EASTBOUND
0.2051 NORTHBOUND
1.565 EASTBOUND
0.207 EASTBOUND
 | CR-1 COMSTOCK AVE
SALINA ST BUTTERNUT ST BRIDGE ST RT-598 GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST CR-19 NY-31 Statement
 | Pardee Rd | | PYLER D E ADAMS ST E ADAMS ST E ADAMS ST PADAMS ST N SALINA ST NY 290 I-690 W GENESEE ST S BAY RD NY-800 NY-300 I-81 I-81 NY-31 (1)
 | No
No
No
No
No
No
Yes
Yes | No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
No
Yes
Yes
 | No No Yes No No No Yes No Yes No Yes No Yes No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
1.34
1.54
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44
1.42
1.55
1.54
1.50
1.49
1.42 | 1.31
1.56
1.51
1.43
1.51
1.45
1.44
1.45
1.44
1.54
1.54
1.54 | 0.00
1.44
0.00
1.45
1.45
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.44
1.40
1.55
1.44
1.40
1.55
1.44
1.40
1.55
1.44
1.40
1.55
1.44
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.49
1.49
1.55
1.48
1.49
1.55
1.48
1.49
1.55
1.48
1.49
1.55
1.48
1.49
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.55
1.48
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1 | 1.56 AM 1.56 PM 1.56 OP 1.55 OM 1.55 WE 1.55 WE 1.55 WE 1.55 WE 1.55 WE 1.55 OP 1.54 OP 1.54 AM 1.53 AM
 |
| 165
166
167
168
169
170
171
172
173
174
175
176
177 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181
50
85 | 136
171
266
381
172
142
232
360
131
267
58
89
185
132
249
173
 | 729
781
96
730
712
759
826
704
782
257
59
166
705
3
705
3
731
 | 104+51880
104-51890
104-11358
104+10955
104+10943
104+11407
104+11407
104+11407
104+0555
104+0555
104+0578
104+0978 | ○ OCDOT ○ SYR SYR SYR SYR ○ NYSDOT ○ SYR SYR ○ CODT ○ OCDOT ○ NYSDOT ○ NYSDOT | 1.576 NORTHBOUND 0.442 NORTHBOUND 0.114 SOUTHBOUND 0.296 SOUTHBOUND 0.145 SOUTHBOUND 0.145 SOUTHBOUND 0.126 SOUTHBOUND 0.126 SOUTHBOUND 0.128 SOUTHBOUND 0.270 EASTBOUND 0.427 EASTBOUND 0.207 EASTBOUND 0.207 EASTBOUND 0.819 WESTBOUND
 | CR-1
CMSTOCKAVE
S SALMA
ST
BUTTEINUT ST
BUTT | Pardee Rd | L&1 Southbound Off Ramp | PYLER DD
EADAMS ST
E ADAMS ST
N SALINA
ST
NY 280
1480
W GENESEE ST
S BAY RD
NY 480
NY 460
NY 460(SVECO ST
1481
NY 31 (1)
THOMPSON RD
 | No
No
No
No
No
No
Yes
Yes | No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
No
Yes
 | No No No No Yes No No No Yes No Yes No Yes No Yes No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
1.34 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44
1.42
1.55
1.54
1.50
1.49
1.42
 | 1.31
1.56
1.51
1.43
1.51
1.43
1.55
1.44
1.45
1.44
1.54
1.54
1.54 | 0.00
1.44
0.00
1.45
1.45
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.44
1.40
1.55
1.44
1.40
1.55
1.44
1.40
1.55
1.44
1.40
1.55
1.44
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.45
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.40
1.55
1.48
1.49
1.49
1.55
1.48
1.49
1.55
1.48
1.49
1.55
1.48
1.49
1.55
1.48
1.49
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.48
1.55
1.55
1.48
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1.55
1 | 1.56 AM
1.56 PM
1.56 PM
1.56 OP
1.55 OP
1.55 FM
1.55 FM
1.55 AW
1.55 WE
1.55 OP
1.54 OP
1.54 PM
1.54 AM |
| 165
166
167
168
169
170
171
172
173
174
175
176
177
178 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181
50
85
142 | 156
171
266
381
172
142
232
360
131
267
58
89
185
132
249
173
312
 | 729
781
96
730
712
759
826
704
782
257
59
166
705
3
705
3
731
 | 104+5188(
104-51890
104-11358
104+10952
104+10942
104+11402
104+11402
104+11402
104+11402
104+11382
104+019732
104+11348 | ○ OCDOT ○ SYR SYR SYR SYR ○ NYSDOT ○ SYR SYR ○ CODT ○ OCDOT ○ NYSDOT ○ NYSDOT | 1.576 NORTHBOUND 0.442 NORTHBOUND 0.114 SOUTHBOUND 0.298 SOUTHBOUND 0.185 NORTHBOUND 0.165 NORTHBOUND 0.165 NORTHBOUND 0.165 NORTHBOUND 0.276 EASTBOUND 0.051 NORTHBOUND 0.2051 NORTHBOUND 0.207 EASTBOUND 0.819 WESTBOUND 0.819 WESTBOUND 0.819 WESTBOUND
 | CR-1 COMSTOCK AVE
SSALINA ST BUTTERNUT ST BRIDGE ST RT-588 GEDDES ST CIROLE DR R GEDDES ST CIROLE DR R GEDDES ST NY-370 CR-19 NY-31 NY-30 NY-31
 | Pardee Rd | L-S1 Southbound Off Ramp | PYLER D ENDAMS ST EADAMS ST EADAMS ST NSALINA ST NY-290 1690 WGENESEE ST SBAY RD NY-4800 NY-4800 1691 NY-31 (1) THOMPSON RD 1631
 | No
No
No
No
No
No
Yes
No
Yes
No
No
No | No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
No
Yes
Yes
 | No No Yes No No No Yes No Yes No Yes No Yes No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
1.34
1.54
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44
1.42
1.55
1.54
1.50
1.49
1.42 | 1.31
1.56
1.51
1.43
1.51
1.45
1.44
1.45
1.44
1.54
1.54
1.54 | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.40 1.55 1.48 1.40 1.55 1.48 1.40 1.56 1.49 1.49 1.41 1.44 1.50 1.40 | 1.56 AM 1.56 PM 1.56 OP 1.55 OM 1.55 WE 1.55 WE 1.55 WE 1.55 WE 1.55 WE 1.55 OP 1.54 OP 1.54 AM 1.53 AM
 |
| 165
166
167
168
169
170
171
172
173
174
175
176
177
178
179 | 182
192
217
226
240
111
127
129
131
238
35
79
181
50
85
142
166 | 156
171
266
381
172
142
232
360
131
267
58
89
185
132
249
173
312
186
 | 729
781
96
730
712
759
826
704
782
257
59
166
705
33
731
39
738
 | 104+5188(
104-51890
104-11358
104+10955
104+10942
104-11364
104+11401
104+11401
104+11401
104+11401
104+1140781
104+09782
104+09772
104+10344
104+05957 | OCDOT SYR SYR SYR SYR NYSDOT SYR NYSDOT SYR LOCAL SYR LOCAL SYR NYSDOT NYSDOT NYSDOT SYR NYSDOT SYR | 1.576 NORTHBOUND 0.442 NORTHBOUND 0.114 SOUTHBOUND 0.296 SOUTHBOUND 0.296 SOUTHBOUND 0.198 NORTHBOUND 0.198 NORTHBOUND 0.128 SOUTHBOUND 0.270 EASTBOUND 0.271 EASTBOUND 0.272 EASTBOUND 0.273 EASTBOUND 0.274 EASTBOUND 0.275 MORTHBOUND 0.276 MORTHBOUND 0.277 EASTBOUND 0.278 MORTHBOUND 0.279 EASTBOUND 0.270 MORTHBOUND 0.271 EASTBOUND 0.272 EASTBOUND 0.274 EASTBOUND 0.275 MORTHBOUND 0.276 WESTBOUND 0.284 EASTBOUND
 | CR-1
COMSTOCK AVE
SSALINA
ST
BUTTERNUT ST
BRITORE ST
RT-588
GEDDES ST
CIRCLE DR E
GEDDES ST
CR-19
NY-370
CR-19
NY-31
NY-290
NY-31
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV-10
CV
 | Pardee Rd | | PYLE RD E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY-280 L690 W GENESEE ST S BAY RD NY-4800 NY-31 (1) THOMPSON RD L81
 | No
No
No
No
No
No
Yes
No
Yes
No
No
No
No | No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
Yes
Yes
 | No No No No Ves No No No Yes No Yes No No No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
1.34
1.54
1.53
1.46
 | 1.41
1.50
1.44
1.56
1.44
1.49
1.47
1.44
1.42
1.55
1.54
1.55
1.54
1.50
1.49
1.42
1.53
1.42 | 1.31
1.56
1.51
1.43
1.51
1.44
1.45
1.44
1.54
1.54
1.54
1.54 | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.40 1.55 1.48 1.40 1.55 1.48 1.40 1.41 1.41 1.44 1.50 1.40 1.40 | 1.56 AM
1.66 PM
1.56 PM
1.56 OP
1.56 AM
1.55 WE
1.55 PM
1.55 AM
1.55 VE
1.55 OP
1.55 OP
1.54 OP
1.54 PM
1.54 AM
1.53 OP
 |
| 165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181
50
85
142
166
193 | 136
171
266
381
172
142
232
360
131
267
58
89
185
132
249
173
312
249
173
312
249
 | 729
781
96
730
712
759
826
704
782
257
59
166
705
3
705
3
731
39
738
738
 | 104+5188(
104-51890
104-11358
104+10955
104+1045
104+1045
104+11364
104+11364
104+11365
104+1365
104+1365
104+10824
104+0977
104+10824
104+0977
104+1295 | OCDOT SYR OCDOT SYR VISDOT OCDOT NYSDOT NYSDOT SYR NYSDOT NYSDOT NYSDOT NYSDOT | 1.576 NORTHBOUND 0.422 NORTHBOUND 0.422 NORTHBOUND 0.296 SOUTHBOUND 0.296 SOUTHBOUND 0.308 NORTHBOUND 0.114 SOUTHBOUND 0.308 NORTHBOUND 0.128 SOUTHBOUND 0.128 SOUTHBOUND 0.201 ASTBOUND 0.301 NORTHBOUND 0.428 SOUTHBOUND 0.428 SOUTHBOUND 0.428 SOUTHBOUND 0.427 FASTBOUND 0.849 WESTBOUND 0.849 WESTBOUND 0.424 KASTBOUND 0.424 KASTBOUND 0.424 KASTBOUND 0.424 KASTBOUND
 | CR-1
COMSTOCKAVE
SSALINA ST
BUTTERNUT ST
BRIDGE ST
RT-598
GEDDES ST
CIRCLE DR E
GEDDES ST
CIRCLE DR E
GEDDES ST
NY-370
CR-19
NY-31
NY-31
NY-31
COLVIN ST
NY-370

 | Pardee Rd | ES1 Southbound Off Ramp | PYLE RD E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY-280 I-690 W GENESEE ST S BAY RD NY-48/OSWEGO ST I-81 THOMPSON RD I-81 II-81 II-81 II-81 III-70 III-70 IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII
 | No
No
No
No
No
No
Yes
No
Yes
No
No
No
No | No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
No
Yes
Yes
Yes
No
 | No No No No Yes No No No Yes No No No Yes No Yes No No No Yes No Yes No Yes No Yes No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
1.53
1.44
1.53
1.46
1.29
1.34
 | $\begin{array}{c} 1.41 \\ 1.50 \\ 1.44 \\ 1.56 \\ 1.44 \\ 1.49 \\ 1.47 \\ 1.44 \\ 1.42 \\ 1.55 \\ 1.54 \\ 1.50 \\ 1.49 \\ 1.42 \\ 1.53 \\ 1.42 \\ 1.51 \end{array}$ | 1.31
1.56
1.56
1.51
1.43
1.51
1.44
1.45
1.44
1.54
1.54
1.54
1.54
1.53
1.50
1.53 | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.40 1.45 1.40 1.40 1.41 1.42 1.41 1.41 1.42 1.50 1.40 1.36 1.36 | 1.66 AM
1.66 PM
1.66 PM
1.66 OP
1.68 AM
1.55 WE
1.55 AM
1.55 VWE
1.55 OP
1.55 OP
1.54 OP
1.54 PM
1.54 AM
1.53 OP
1.53 OP
1.53 OP
 |
| 165
166
167
168
189
170
171
172
173
174
175
176
177
178
179
180
181
182 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181
50
85
142
166
193
253 | 136
171
266
381
172
142
232
360
131
267
58
89
185
132
249
173
312
185
132
249
173
312
 | 729
781
96
730
759
826
704
782
257
59
166
705
3
731
39
731
39
738
734
803
 | 104+5188(
104-51890
104-11358
104+10955
104+10955
104+1042
104+1138
104+11382
104+11382
104+11382
104+05957
104+11384
104+05957
104+11384
104+05957
104+128957 | OCDOT SYR SYR SYR SYR SYR NYSDOT SYR ILOCAL SYR ILOCAL SYR ILOCAL SYR ILOCAL SYR NYSDOT NYSDOT NYSDOT SYR NYSDOT SYR NYSDOT SOCDOT OCDOT | 1.576 NORTHEGUND 0.422 NORTHEGUND 0.422 NORTHEGUND 0.289 SOUTHEGUND 0.298 NORTHEGUND 0.298 NORTHEGUND 0.298 NORTHEGUND 1.288 SOUTHEGUND 0.218 NORTHEGUND 0.218 SOUTHEGUND 0.51 NORTHEGUND 0.551 NORTHEGUND 0.551 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 0.631 NORTHEGUND 0.631 NORTHEGUND 0.641 MESTBOUND 0.626 MESTBOUND 0.634 MESTBOUND 0.634 MESTBOUND 0.634 MESTBOUND 0.634 MESTBOUND 0.6304 MESTBOUND 0.6304 MESTBOUND 0.6304 MESTBOUND
 | CR-1
CMSTOCKAVE
SALINA
ST
BUTERNUT ST
BRIDGE ST
RT-588
GEDDES ST
CIRCLE DR R
GEDDES ST
CIRCLE DR R
GEDDES ST
NY-370
CR-19
NY-31
NY-280
NY-31
COLUN ST
NY-370
COLUN ST
NY-370
COLUN ST
NY-370
COLUN ST
NY-370
COLUN ST
NY-370
COLUN ST
NY-370
COLUN ST
NY-370
COLUN ST
NY-370
COLUN ST
NY-370
COLUN ST
NY-370
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
CR-57
 | Pardee Rd | I-81 Southbound Off Ramp | PYLER RD E ADAMS ST E ADAMS ST E ADAMS ST NY-390 L680 VGENLSEE ST S BAY RD NY-4800 NY-431(1) THOMPSON RD L61 L62 L63 L64 L6
 | No
No
No
No
No
No
Yes
No
Yes
No
No
No
No
No | No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
Yes
Yes
No
Yes
No
Yes
No
Yes
 | No No No No Yes No No No Yes No Yes No No No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.36
1.44
1.55
1.47
1.36
1.44
1.53
1.46
1.44
1.53
1.46
1.34
 | $\begin{array}{r} 1.41 \\ 1.50 \\ 1.44 \\ 1.56 \\ 1.44 \\ 1.49 \\ 1.47 \\ 1.44 \\ 1.42 \\ 1.55 \\ 1.54 \\ 1.50 \\ 1.49 \\ 1.42 \\ 1.53 \\ 1.42 \\ 1.51 \\ 1.39 \end{array}$ | 1.31
1.56
1.51
1.43
1.51
1.43
1.55
1.44
1.45
1.44
1.54
1.54
1.54
1.53
1.50
1.53
1.53
1.38 | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.40 1.55 1.48 1.55 1.49 1.37 1.41 1.44 1.50 1.40 1.30 1.40 1.33 1.49 | 1.56 AM 1.66 PM 1.66 PM 1.56 OP 1.51 M 1.55 WE 1.55 PM 1.55 WE 1.55 WE 1.55 WE 1.55 VP 1.54 OP 1.54 AM 1.53 OP 1.53 PM 1.53 PM 1.53 WE
 |
| 165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181
50
85
142
166
193
253
291 | 156
171
266
381
172
142
232
360
131
267
58
9
185
132
249
173
312
186
174
313
206
 | 729
781
96
730
712
759
826
704
782
257
59
166
705
3
731
39
738
731
39
738
738
 | 104+51880
104-51890
104-11358
104+10959
104+10959
104+10959
104+11400
104+11400
104+01367
104+01387
104+09783
104+09783
104+09783
104+09783
104+09783
104+05957
104+11340
104+05957
104+11340
104+05957 | OCDOT OCDOT SYR SYR SYR WYSDOT SYR INYSDOT SYR ILCAL SYR INYSDOT OCDOT INYSDOT NYSDOT SYR NYSDOT SYR NYSDOT SYR NYSDOT SYR NYSDOT OCDOT OCDOT OCDOT OCDOT | 1.576 NORTHBOUND
0.442 NORTHBOUND
0.442 NORTHBOUND
0.286 SOUTHBOUND
0.286 NORTHBOUND
0.688 NORTHBOUND
0.681 NORTHBOUND
0.651 NORTHBOUND
0.651 NORTHBOUND
0.651 NORTHBOUND
0.651 NORTHBOUND
0.651 NORTHBOUND
0.681 NORTHBOUND
0.681 NORTHBOUND
0.681 NORTHBOUND
0.680 NESTBOUND
0.680 NESTBOUND
0.680 NESTBOUND
0.680 NESTBOUND
0.680 NESTBOUND
0.681 SATBOUND
0.681 SATBOUND
0.681 SATBOUND
0.681 SATBOUND
0.681 SATBOUND
0.681 SATBOUND
0.681 SATBOUND
0.681 SATBOUND
0.681 SATBOUND
 | CR-1 COMSTOCK AVE
SALINA ST BUTTERNUT ST BRIDGE ST RT-598 GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-31 NY-300 NY-31 NY-370 CNVH ST NY-370 CR-173 CR-173 CR-87 CR-84 CR-84
 | Pardee Rd | E81 Southbound Off Ramp | PTLE RD E ADAMS ST PADAMS ST SAUNA ST Nr 230 I-690 W GENESEE ST S BAY RD NY-300 I-81
 | No
No
No
No
No
No
Yes
No
Yes
No
No
No
No
No | No
Yes
Yes
No
Yes
No
Yes
No
Yes
Yes
Yes
Yes
No
Yes
Yes
Yes
No
Yes
Yes
 | No No Yes No No No Yes No Yes No Yes No No No Yes No No No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.44
1.36
1.44
1.53
1.46
1.29
1.34
1.41
1.41
 | $\begin{array}{r} 1.41 \\ 1.50 \\ 1.44 \\ 1.50 \\ 1.44 \\ 1.49 \\ 1.47 \\ 1.44 \\ 1.42 \\ 1.55 \\ 1.54 \\ 1.50 \\ 1.49 \\ 1.42 \\ 1.53 \\ 1.42 \\ 1.53 \\ 1.42 \\ 1.53 \end{array}$ | $\begin{array}{r} 1.31\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.45\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.50\\ 1.53\\ 1.53\\ 1.53\\ 1.38\\ 1.53\end{array}$ | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.55 1.48 1.40 1.55 1.48 1.40 1.55 1.48 1.40 1.41 1.42 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.41 | 1.66 AM 1.56 PM 1.66 PM 1.66 PM 1.67 AM 1.58 AM 1.55 WE 1.55 AM 1.55 AM 1.55 VE 1.54 PM 1.53 AM 1.53 AM 1.53 PM 1.53 PM 1.53 VE 1.53 WE 1.53 WE 1.53 WE 1.53 VE
 |
| 165
166
167
168
169
170
171
172
173
174
175
176
176
177
178
179
180
181
181
182
183
184 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181
50
85
142
166
193
253
91 | 156
171
266
381
172
142
232
360
131
267
58
89
185
132
249
173
312
186
174
313
306
 | 729
781
96
730
712
759
8266
704
782
257
59
166
705
33
731
39
738
731
39
738
74
803
 | 104+5188(
104-51890
104-11358
104+10950
104+10351
104+10451
104+11364
104+11364
104+11364
104+05757
104+013824
104+09775
104+10384
104+05957
104+10896
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
100+1085
100+1005
100+10005
100+10005
100+1 | OCDOT OCDOT SYR SYR SYR NYSDOT Image: SYR SYR SYR SYR Image: SYR SYR SYR SYR SYR SYR SYR Image: SYR Image: NYSDOT Image: NYSDOT Image: NYSDOT Image: NYSDOT SYR Image: NYSDOT | 1.576 NORTHEGUND 4.421 NORTHEGUND 0.442 NORTHEGUND 0.298 SOUTHEGUND 0.298 SOUTHEGUND 0.298 MORTHEGUND 0.288 MORTHEGUND 0.288 MORTHEGUND 0.128 SOUTHEGUND 0.280 MORTHEGUND 0.518 MORTHEGUND 0.551 MORTHEGUND 0.551 MORTHEGUND 0.551 MORTHEGUND 0.551 MORTHEGUND 0.551 MORTHEGUND 0.552 ASTBOUND 0.553 MORTHEGUND 0.554 MORTHEGUND 0.552 ASTBOUND 0.523
 | CR-1 CCMSTOCKAVE COMSTOCKAVE S SALINA ST BUTERNUT ST BUTICE ST GEDDES ST CROLE DR E GEDDES ST NY-370 CR-19 NY-31 NY-30 CN/Y-31 COLVIN ST MY-370 CR-19 NY-31 NY-30 CR-19 COLVIN ST MY-370 CR-8-7 CR-48 RT-370 CR-84

 | | | PLER RD EADAMS ST EADAMS ST NSALINA ST W-250 1490 WGENESEE ST SBAY RD NY-480GSWEGO ST 1431 HOM POL HOM AVE JOHN AVE JOHN AVE JOHN AVE JOHN AVE JOHN GLENN BLVD TISTSTS/WILCOW ST
 | No
No
No
No
No
No
Yes
No
Yes
No
No
No
No
No | No
Yes
Yes
No
Yes
No
Yes
No
Yes
No
Yes
Yes
No
Yes
Yes
No
Yes
Yes
Yes
 | No No No No Yes No No No Yes No No No No No Yes No No No No No No No Yes No No No
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.56\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.36\\ 1.44\\ 1.53\\ 1.46\\ 1.29\\ 1.34\\ 1.53\\ 1.46\\ 1.29\\ 1.34\\ 1.53\\ 1.46\\ 1.29\\ 1.34\\ 1.53\\ 1.30\\$
 | $\begin{array}{r} 1.41 \\ 1.50 \\ 1.44 \\ 1.56 \\ 1.44 \\ 1.49 \\ 1.47 \\ 1.44 \\ 1.42 \\ 1.55 \\ 1.54 \\ 1.50 \\ 1.49 \\ 1.42 \\ 1.53 \\ 1.42 \\ 1.51 \\ 1.39 \\ 1.39 \end{array}$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.43\\$ | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.47 1.48 1.49 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.40 1.50 1.40 1.51 1.47 1.53 1.47 1.52 | 1.56 AM
1.56 PM
1.56 PM
1.56 PM
1.56 AM
1.55 PM
1.55 PM
1.55 AM
1.55 PM
1.55 VE
1.55 AM
1.55 VE
1.55 OP
1.55 VE
1.55 OP
1.55 OP
1.54 AM
1.53 OP
1.53 PM
1.53 PM
1.55 PM
1.5 |
| 165
166
167
168
199
170
171
172
173
173
175
176
177
178
179
180
181
182
183
183 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181
50
85
142
166
193
253
91
113 | 136
171
266
381
172
142
2360
131
267
58
89
185
132
249
173
312
173
312
186
174
313
306
154
 | 729
781
96
730
712
759
826
704
782
257
59
166
705
3
731
39
738
731
39
738
74
803
16
 | 104+51880
104-51890
104-1055
104+10955
104+10955
104+10942
104+11368
104+11368
104+05957
104+11380
104+05957
104+11348
104-05957
104+1235
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
10 | OCDOT OCDOT SYR SYR SYR NYSDOT NYSDOT SYR INYSDOT SYR INYSDOT ICOLL INYSDOT INYSDOT INYSDOT NYSDOT NYSDOT OCDOT NYSDOT NYSDOT OCDOT NYSDOT OCDOT NYSDOT OCDOT NYSDOT NYSDOT NYSDOT NYSDOT | 1.576 NORTHEGUND
0.442 NORTHEGUND
0.114 SOUTHEGUND
0.298 SOUTHEGUND
0.298 SOUTHEGUND
0.688 NORTHEGUND
0.615 NORTHEGUND
0.212 SOUTHEGUND
0.210 SATEGUND
0.210 SATEGUND
0.201 NORTHEGUND
0.201 ASTEGUND
0.201 ASTEGUND
0.201 ASTEGUND
0.201 ASTEGUND
0.202 ASTEGUND
0.202 ASTEGUND
0.202 SOUTHEGUND
0.203 OUTHEGUND
0.203 OUTHEGUND
0.203 SOUTHEGUND
0.203 SOUTHEGUND
0.203 SOUTHEGUND
0.203 SOUTHEGUND
0.203 SOUTHEGUND
0.203 SOUTHEGUND
0.203 SOUTHEGUND
0.203 SOUTHEGUND
0.203 SOUTHEGUND
 | CR-1 COMSTOCK AVE
SALINA ST BUTTERNUT ST BRIDGE ST RT-588 GEDDES ST CIRCLE DR E CEDDES ST CR-10 NY-370 CR-31 NY-31 COLVIN ST NY-320 NY-31 COLVIN ST NY-320 NY-73 CR-87 CR-87 CR-88 RT-39 NY-405 THOMPSON RD
 | Pardee Rd
 | I-81 Southbound Off Ramp
I-81 Southbound Off Ramp
Start of Right TL to Erie Bivd | PYLER RD E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY 290 1690 W GENESEE ST S BAY RD NY 4800 NY 4800 NY 4111 THOMPSON RD 141 143 141 143 143 143 143 143 143 144 145 147 148 148 149 141 142 143 144 145 145 146 147 148 149 141 141 142 143 144 145 145 146 147 148 149
 | No
No
No
No
No
No
Yes
No
No
No
No
No
No
No
No
No
No
No
No
No | No
Yes
Yes
No
Yes
No
Yes
No
Yes
No
Yes
No
No
Yes
No
No
Yes
Yes
Yes
Yes
Yes
 | No No No No Yes No No No Yes No Yes No Yes No Yes No No No No No Yes No No No Yes No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
1.54
1.53
1.46
1.29
1.34
1.41
1.41
1.45
1.30
 | $\begin{array}{r} 1.41 \\ 1.50 \\ 1.44 \\ 1.56 \\ 1.44 \\ 1.49 \\ 1.47 \\ 1.44 \\ 1.42 \\ 1.55 \\ 1.54 \\ 1.50 \\ 1.49 \\ 1.42 \\ 1.53 \\ 1.42 \\ 1.51 \\ 1.39 \\ 1.39 \\ 1.39 \\ 1.48 \end{array}$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.55\\ 1.44\\ 1.55\\ 1.44\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\$ | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.48 1.49 1.36 1.41 1.50 1.40 1.41 1.50 1.40 1.41 1.50 1.40 1.41 1.50 1.40 1.41 1.42 1.44 1.52 1.41 | 1.56 AM
1.56 PM
1.56 PM
1.56 OP
1.56 AM
1.55 WE
1.55 MM
1.55 MM
1.55 MM
1.55 MM
1.55 MM
1.55 MM
1.55 MM
1.55 MM
1.54 PM
1.54 PM
1.53 AM
1.53 PM
1.53 PM
1.53 PM
1.53 OP
1.53 OP
1.53 OP
1.53 OP
1.53 OP
1.53 OP
1.53 OP
1.53 OP
 |
| 165
166
166
168
169
170
171
172
173
174
175
176
176
177
178
179
180
181
181
182
183
184
185 | 182
192
217
226
229
240
111
127
129
131
238
35
79
181
50
85
142
166
193
253
91
113
113
113
113
113
113
114
115
115
115
115
115
115
115 | 156
266
381
172
232
360
360
58
89
131
267
58
89
185
249
173
312
249
173
312
249
173
312
58
80
154
40
9
60
54
80
60
60
60
60
60
60
60
60
60
60
60
60
60
 | 72997811966797811966797811966797811978225777122757979826670557055705570557055705570557055705570
 | 104+51880
104-51890
104-11358
104+10955
104+10945
104+10945
104+11364
104+11364
104+11364
104+05957
104+05957
104+11344
104+05957
104+11226
104+10895
104+10895
104+10895
104+10895 | OCDOT OCDOT SYR SYR SYR NYSDOT SYR INYSDOT SYR INYSDOT SYR INYSDOT INYSDOT NYSDOT NYSDOT NYSDOT SYR OCDOT NYSDOT NYSDOT NYSDOT | 1.576 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 0.422 SOUTHEGUND 0.298 SOUTHEGUND 0.298 SOUTHEGUND 0.298 SOUTHEGUND 0.288 NORTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.290 SATBOUND 0.551 NORTHEGUND 0.561 NORTHEGUND 0.562 SATBOUND 0.205
 | CR-1 CAVETOCKAVE COMSTOCKAVE S SALINA ST BUTTERNUT ST BRIDGE ST RT-598 GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-370 CR-19 NY-31 NY-320 NY-320 NY-31 COLVIN STF CR-57 CR-67 CR-67 CR-73 CR-74 NY-373 CR-87 CR-37 CR-87 NY-373 CN-87 NY-373 CN-87 NY-373 CN-87 NY-373 CN-87 NY-373 CN-87 NY-373 CN-90 NY-373 CN-90 NY-373 CN-90 NY-373
CN-90 NY-373 CN-90 NY-375 CN-90 NY-375 CN-90
 | I-690 Eastbound Off Ramp | Start of Right TL to Erie Blvd | PLER RD EADAMS ST EADAMS ST NSALINA ST W7-390 1490 VGENSEES ST SBAY RD NY-4800 NY-4800 NY-4800 NY-4800 NY-4100 NY-810 NY-810 NY-810 SBAY RD NY-4800 NY-4800 ST H81 H91 H81 H91 H81 H21
 | No
No
No
No
No
No
Yes
No
No
No
No
No
Yes
No
No
No
No
No
No
No
No | No
Yes
Yes
No
Yes
No
Yes
No
Yes
Yes
Yes
No
Yes
Yes
Yes
Yes
Yes
Yes
Yes
 | No No No No Ves No No No Yes No No No Yes No No No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.44
1.53
1.44
1.53
1.44
1.53
1.44
1.53
1.29
1.34
1.41
1.45
1.30
1.30 | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.47\\ 1.44\\
1.42\\ 1.55\\ 1.54\\ 1.50\\ 1.49\\ 1.42\\ 1.53\\ 1.49\\ 1.42\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.48\\ 1.41\\ \end{array}$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.43\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\$ | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.40 1.55 1.44 1.40 1.40 1.40 1.40 1.40 1.40 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.44 1.47 1.41 1.41 1.41 1.41 1.41 1.41 | 1.66 AM 1.56 PM 1.56 PM 1.56 AP 1.56 AP 1.56 AP 1.56 AP 1.55 PM 1.55 VE 1.55 PM 1.55 VE 1.55 VE 1.55 VF 1.55 VF 1.55 VF 1.54 AP 1.53 AP 1.53 VF 1.53 VF 1.53 VF 1.53 VF 1.53 VF 1.53 VF 1.52 VF 1.52 VF 1.52 PM |
| 165
166
167
170
171
172
173
174
175
176
176
177
177
178
180
181
182
182
183
184
185
185 | 182 192 192 217 226 229 240 111 127 129 131 238 50 85 142 166 193 253 91 134 134 | 186 171 266 381 172 380 131 266 381 172 380 131 266 381 173 312 173 312 186 174 312 186 174 313 312 186 174 313 312 312 312 312 312 312 312 312 313 314 409 340
 | 7299781
966977981
7712275998268267704
7742759970447782277599704
770557999704577557999704
77055797045775579704
770577577757777577777777777777777777
 | 104+51880
104-51890
104-11358
104-10942
104+10942
104+10942
104+11401
104+11401
104+11401
104+11401
104+11382
104+05955
104+11382
104+05957
104+11382
104+10894
104+10897
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895104+10895
104+10895
104+10895104+10895
104+10895104+10895
104+10895104+10895
104+10895104+10895
104+10895104+10895
104+10895104+10895
104+10895104+10895
104+10895104+10895104+10895
104+10895104+10895104+10895
104+10895104+10895104+10895
104+10895104+10895
104+10895104+10895
104+10895104+10895
104+10895104+10895
104+10895104+10895
104+10895
104+10895104+10895
104+10895
104+10895100+10805
104+10805
104+10805
104+10805
104+10805
104+10805
104+10805
104+10805
104+10805
104+10805
104+10 | OCDOT OCDOT SYR SYR SYR SYR NYSDOT SYR NYSDOT SYR NYSDOT SYR NYSDOT OCDOT NYSDOT NYSDOT NYSDOT OCDOT NYSDOT OCDOT OCDOT OCDOT NYSDOT NYSDOT NYSDOT NYSDOT | 1.576 NORTHEGUND 4.421 NORTHEGUND 0.412 NORTHEGUND 0.114 SOUTHEGUND 0.286 NORTHEGUND 0.298 NORTHEGUND 0.1028 SOUTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.291 SATBOUND 1.562 KATBOUND 0.511 NORTHEGUND 0.207 EASTBOUND 0.207 EASTBOUND 0.207 EASTBOUND 0.208 WESTBOUND 0.209 EASTBOUND 0.201 EASTBOUND 0.202 SOUTHBOUND 0.203 MESTBOUND 0.204 SOUTHBOUND 0.202 SOUTHBOUND 0.202 SOUTHBOUND 0.202 SOUTHBOUND 0.202 SOUTHBOUND 0.201 EASTBOUND 0.202 SOUTHBOUND 0.201 EASTBOUND 0.202 SOUTHBOUND 0.202
 | CR-1 COMSTOCKAVE
SALINA ST BUTTERNUT ST BRIDGE ST GEDDES ST CIROLE DR R GEDDES ST CR02 DR ST GR-10 NY-370 CR-10 CR-10 NY-31 COLVIN ST NY-30 NY-370 CR-16 CRUN ST NY-32 CR-87 CR-84 RF-39 NY-373 CR-48 RF-37 CR-30 NY-433 NY-435 THOMPSON RD NY-437 SALINA ST
 | | | PTLER RD ENDMS ST EADMS ST EADMS ST EADMS ST EADMS ST EADMS ST EADMS ST N SALINA ST NY-30 L690 WGENESEE ST SBAY RD NY-4800 NY-4800 H81 THOMPSON RD L681 L681 L681 L681 JOHN GLENN BUVD CR-137/0LD LIVERPOOL RD/PARK ST L37 STS WILLOW ST FAY RD ENRE BUVD FAY RD ENRE BUVE
 | No
No
No
No
No
No
Yes
No
No
No
No
No
No
No
No
No
No
No
No
No | No
Yes
Yes
No
Yes
No
Yes
No
Yes
Yes
Yes
Yes
Yes
Yes
Yes
Yes
Yes
Yes
 | No No No No Yes No No No Yes No Yes No Yes No Yes No Yes No Yes No No No Yes No No No Yes No No No Yes No Yes No
 | 1.56
1.45
1.50
1.52
1.56
1.47
1.44
1.55
1.47
1.36
1.44
1.53
1.46
1.29
1.34
1.41
1.45
1.30
1.35
 | $\begin{array}{r} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.47\\ 1.42\\ 1.55\\ 1.54\\ 1.50\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.48\\ 1.41\\ 1.35\\ \end{array}$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\$ | 0.00 1.44 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.40 1.55 1.44 1.55 1.44 1.50 1.44 1.50 1.44 1.50 1.44 1.50 1.44 1.53 1.44 1.53 1.44 1.53 1.44 1.53 1.44 1.53 1.47 1.52 1.47 1.52 1.47 1.52 1.47 | 1.56 AM
1.56 PM
1.56 PM
1.56 PM
1.56 AM
1.55 VM
1.55 VM
1.55 AM
1.55 VM
1.55 OP
1.55 OP
1.55 OP
1.55 OP
1.54 PM
1.54 OP
1.54 AM
1.53 AM
1.53 OP
1.53 AM
1.53 PM
1.53 PM
1.53 PM
1.53 PM
1.53 VM
1.53 VM
1.54 VM
1.55 VM
1.5 |
| 165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
185 | 182 192 217 226 229 240 111 127 128 35 79 181 185 50 85 142 166 193 253 91 133 134 144 174 | 156 171 266 381 172 381 172 381 172 381 172 381 172 381 172 360 131 267 88 89 186 173 312 313 306 154 301 304 154 409 340 175
 | 729
7811
7300
7300
7320
759
8266
8267
759
7622
257
7055
3
3
7311
7622
7055
3
3
7311
8033
398
744
8033
803
816
803
816
816
817
817
817
80
817
80
80
80
80
80
80
80
80
80
80
80
80
80
 | 104+51880
104-51890
104-11385
104+10955
104+10945
104+11045
104+11364
104+1140
104+1140
104+11364
104+0978
104+0978
104+0978
104+0978
104+0978
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1 | OCDOT OCDOT SYR SYR SYR SYR NYSDOT SYR SYR SYR SYR SYR SYR SYR SYR NYSDOT OCDOT NYSDOT NYSDOT NYSDOT OCDOT OCDOT OCDOT NYSDOT NYSDOT OCDOT NYSDOT NYSDOT NYSDOT NYSDOT NYSDOT NYSDOT NYSDOT NYSDOT NYSDOT LYSDOT LYSDOT LYSDOT LOCAL | 1.576 NORTHEGUND 4.42 NORTHEGUND 0.421 NORTHEGUND 0.285 SOUTHEGUND 0.286 NORTHEGUND 0.286 NORTHEGUND 0.286 NORTHEGUND 0.287 NORTHEGUND 0.288 NORTHEGUND 0.288 NORTHEGUND 0.281 NORTHEGUND 0.281 NORTHEGUND 0.281 NORTHEGUND 0.281 NORTHEGUND 0.282 RATEOUND 0.284 RATEOUND 0.282 SOUTHEGUND 0.292 SOUTHEGUND 1.290 NORTHEGUND 1.290 SOUTHEGUND 1.290 SOUTHEGUND 1.290 SOUTHEGUND 1.290 SOUTHEGUND 0.201 RATEOUND 0.202 SOUTHEGUND 0.201 SATEOUND 0.201 RATEOUND 0.201 RATEOUND 0.201 RATEOUND 0.201 <td>CR-1 CANSTOCK AVE CONSTOCK AVE S SALMA ST BUTTERNUT ST BRIDGE ST RT-598 GEDDES ST CIRCLE DN E GEDDES ST NY-370 CR-19 NY-331 NY-320 NY-330 CULVIN ST NY-310 NY-31 NY-320 CULVIN ST NY-370 NY-31 NY-370 NY-31 NY-370 NY-37 CR-67 CR-48 RF-370 NY-473 SALINA ST CIRCLE DN E</td> <td>I-690 Eastbound Off Ramp</td> <td>Start of Right TL to Erie Blvd</td> <td>PYLER RD EADAMS ST EADAMS ST NSLINA ST NY-390 1480 VGENSESE ST SBAY RD NY-4800 NY-4800SWEGO ST 1481 NY-31(1) THOMPSON RD 1481 NY-31(1) THOMPSON RD 1481 NY-300SWEGO ST HUTON AVE JOHN GLENN BLVO ST STS/WILCOW ST ERRE RUVO FAY RD ERIE RUVD E SH GANN DR</td> <td>No No No No No No No Yes No Yes No No</td> <td>No Yes Yes Yes Yes No Yes No Yes No Yes No Yes No Yes Yes Yes No Yes Yes</td> <td>No No No No Yes No No No Yes No No No No No Yes No No No Yes No No No Yes No Yes No Yes No Yes No No No Yes No Yes No Yes No Yes No Yes No Yes No</td> <td>$\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.36\\ 1.44\\ 1.34\\ 1.53\\ 1.46\\ 1.29\\ 1.34\\ 1.45\\ 1.30\\ 1.35\\ 1.34\\ 1.37\\
1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\ 1.37\\$</td> <td>$\begin{array}{r} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.47\\ 1.55\\ 1.54\\ 1.55\\ 1.54\\ 1.50\\ 1.42\\ 1.55\\ 1.54\\ 1.50\\ 1.42\\ 1.51\\ 1.39\\ 1.42\\ 1.51\\ 1.39\\ 1.48\\ 1.41\\ 1.35\\ 1.52\\ \end{array}$</td> <td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\$</td> <td>0.00 1.44 1.45 1.45 1.45 1.45 1.46 1.45 1.40 1.45 1.40 1.45 1.40 1.55 1.40 1.55 1.48 1.50 1.41 1.44 1.50 1.41 1.42 1.53 1.40 1.36 1.36 1.36 1.49 1.36 1.36 1.36 1.36 1.36 1.36 1.36 1.49 1.52 1.48 1.48</td> <td>1.56 AM
1.56 PM
1.56 PM
1.56 PM
1.56 AM
1.55 VW
1.55 PM
1.55 AM
1.55 VW
1.55 AM
1.55 VW
1.55 VW
1.52 VW
1.5</td> | CR-1 CANSTOCK AVE CONSTOCK AVE S SALMA ST BUTTERNUT ST BRIDGE ST RT-598 GEDDES ST CIRCLE DN E GEDDES ST NY-370 CR-19 NY-331 NY-320 NY-330 CULVIN ST NY-310 NY-31 NY-320 CULVIN ST NY-370 NY-31 NY-370 NY-31 NY-370 NY-37 CR-67 CR-48 RF-370 NY-473 SALINA ST CIRCLE DN E
 | I-690 Eastbound Off Ramp | Start of Right TL to Erie Blvd | PYLER RD EADAMS ST EADAMS ST NSLINA ST NY-390 1480 VGENSESE ST SBAY RD NY-4800 NY-4800SWEGO ST 1481 NY-31(1) THOMPSON RD 1481 NY-31(1) THOMPSON RD 1481 NY-300SWEGO ST HUTON AVE JOHN GLENN BLVO ST STS/WILCOW ST ERRE RUVO FAY RD ERIE RUVD E SH GANN DR

 | No No No No No No No Yes No Yes No | No Yes Yes Yes Yes No Yes No Yes No Yes No Yes No Yes Yes Yes No Yes
 | No No No No Yes No No No Yes No No No No No Yes No No No Yes No No No Yes No Yes No Yes No Yes No No No Yes No Yes No Yes No Yes No Yes No Yes No
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.36\\ 1.44\\ 1.34\\ 1.53\\ 1.46\\ 1.29\\ 1.34\\ 1.45\\ 1.30\\ 1.35\\ 1.34\\ 1.37\\$ | $\begin{array}{r} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.47\\ 1.55\\ 1.54\\ 1.55\\ 1.54\\ 1.50\\ 1.42\\ 1.55\\ 1.54\\ 1.50\\ 1.42\\ 1.51\\ 1.39\\ 1.42\\ 1.51\\ 1.39\\ 1.48\\ 1.41\\ 1.35\\ 1.52\\ \end{array}$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\
1.52\\ 1.52\\$ | 0.00 1.44 1.45 1.45 1.45 1.45 1.46 1.45 1.40 1.45 1.40 1.45 1.40 1.55 1.40 1.55 1.48 1.50 1.41 1.44 1.50 1.41 1.42 1.53 1.40 1.36 1.36 1.36 1.49 1.36 1.36 1.36 1.36 1.36 1.36 1.36 1.49 1.52 1.48 1.48 | 1.56 AM
1.56 PM
1.56 PM
1.56 PM
1.56 AM
1.55 VW
1.55 PM
1.55 AM
1.55 VW
1.55 AM
1.55 VW
1.55 VW
1.52 VW
1.5 |
| 165
166
167
158
169
170
171
172
173
174
175
176
177
177
178
179
180
181
182
183
184
185
186
185
186
186 | 182 192 217 226 229 240 111 127 128 33 35 79 181 50 142 166 193 253 91 113 134 144 174 180 | 156 171 266 381 172 381 172 381 172 381 172 381 172 360 131 267 380 131 267 380 131 312 249 249 312 312 312 312 312 312 313 316 154 400 340 340 340 340
 | 729
7811
7300
7300
7300
7320
759
826
257
705
257
705
257
705
59
9
705
59
9
705
705
705
705
705
705
705
705
705
705
 | 104+51880
104-51890
104-11388
104+10945
104+10945
104+10945
104+11094
104+11405
104+11405
104+11360
104+05975
104+11380
104+09775
104+12295
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895104+10895
104+10895
104+10895104+10895
104+10895
104+10895104+10895
104+10895
104+10895104+10895
104+10895
104+10895104+10895
104+10895
104+10895104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+10 | OCDOT SYR ICOLD ICOLD INSDOT NYSDOT NYSDOT SYR OCDOT NYSDOT OCDOT NYSDOT OCDOT NYSDOT | 1.576 NORTHEGUND 0.422 NORTHEGUND 0.421 NORTHEGUND 0.422 NORTHEGUND 0.285 SOLTHEGUND 0.286 NORTHEGUND 0.288 NORTHEGUND 0.288 NORTHEGUND 1.285 SUTHEGUND 1.285 SUTHEGUND 0.281 RATEOUND 1.585 EASTBOUND 0.651 NORTHEGUND 0.620 EASTBOUND 0.631 NORTHEGUND 0.641 MESTBOUND 0.620 EASTBOUND 0.621 BASTBOUND 0.622 SUTHEGUND 0.522 SUTHEGUND 0.523 SUTHEGUND 0.224 SUTHEGUND 0.225 SUTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.246 NORTHEGUND 0.246 </td <td>CR-1 COMSTOCKAVE SALINA ST BUTTERNUT ST BUTDERNUT ST GEDOES ST CROLE DR E GEDOES ST CRUE DR R GEDOES ST CRV-100 RC-100 CRV-100 RC-100 COLVIN ST NY-30 NY-31 COLVIN ST NY-320 NY-31 COLVIN ST NY-37 CR-87 CR-84 CR-37 CR-87 CR-88 FI-370 NY-333 THOMPSON RD NY-373 SALINA ST CIRCLE DR E CIRCLE DR E CIRCLE DR E</td> <td>I-690 Eastbound Off Ramp</td> <td>Start of Right TL to Erie Blvd</td> <td>PYLER RD EADAMS ST E ADAMS ST S BAI NA ST NY-300 L690 S BAY ND NY-4800 NY-4800 ST L91 HO NY-31 (1) THOMFSON RD L91 L91 L91 L92 JOHN GLENN RUD CR-137/DLIL/DERPOLID/PARK ST STST/S WILOW ST ERIE BLVD ENRE BLVD ENRE BLVD E SHOGAN RD L91</td> <td>No No No No No No Yes No No</td> <td>No Yes Yes</td> <td>No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No Yes No Yes No Yes No Yes No</td> <td>$\begin{array}{c} 1.56 \mathrm{e} \mathrm{m} \mathrm{s} \mathrm{s}$</td> <td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.42\\ 1.51\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.51\\ 1.50\\ 1.49\\ 1.42\\ 1.51\\ 1.50\\ 1.49\\ 1.42\\ 1.51\\ 1.39\\ 1.48\\ 1.41\\ 1.36\\ 1.38\\ 1.41\\ 1.36\\ 1.32\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.46\\ 1.52\\$</td> <td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.38\\ 1.52\\ 1.39\\ 1.47\\ 1.52\end{array}$</td> <td>0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.46 1.57 1.48 1.40 1.50 1.41 1.50 1.40 1.50 1.40 1.51 1.40 1.52 1.41 1.42 1.42 1.41
1.41 1.42 1.43 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41</td> <td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 MM 1.58 WE 1.55 WE 1.55 MM 1.55 VE 1.54 PM 1.53 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM</td> | CR-1 COMSTOCKAVE SALINA ST BUTTERNUT ST BUTDERNUT ST GEDOES ST CROLE DR E GEDOES ST CRUE DR R GEDOES ST CRV-100 RC-100 CRV-100 RC-100 COLVIN ST NY-30 NY-31 COLVIN ST NY-320 NY-31 COLVIN ST NY-37 CR-87 CR-84 CR-37 CR-87 CR-88 FI-370 NY-333 THOMPSON RD NY-373 SALINA ST CIRCLE DR E CIRCLE DR E CIRCLE DR E
 | I-690 Eastbound Off Ramp | Start of Right TL to Erie Blvd | PYLER RD EADAMS ST E ADAMS ST S BAI NA ST NY-300 L690 S BAY ND NY-4800 NY-4800 ST L91 HO NY-31 (1) THOMFSON RD L91 L91 L91 L92 JOHN GLENN RUD CR-137/DLIL/DERPOLID/PARK ST STST/S WILOW ST ERIE BLVD ENRE BLVD ENRE BLVD E SHOGAN RD L91
 | No No No No No No Yes
No | No Yes | No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No Yes No Yes No Yes No Yes No

 | $\begin{array}{c} 1.56 \mathrm{e} \mathrm{m} \mathrm{s} \mathrm{s}$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.42\\ 1.51\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.51\\ 1.50\\ 1.49\\ 1.42\\ 1.51\\ 1.50\\ 1.49\\ 1.42\\ 1.51\\ 1.39\\ 1.48\\ 1.41\\ 1.36\\ 1.38\\ 1.41\\ 1.36\\ 1.32\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.46\\ 1.52\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.38\\ 1.52\\ 1.39\\ 1.47\\ 1.52\end{array}$ | 0.00 1.44 0.00 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.45 1.46 1.57 1.48 1.40 1.50 1.41 1.50 1.40 1.50 1.40 1.51 1.40 1.52 1.41 1.42 1.42 1.41 1.41 1.42 1.43 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 1.41 | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 MM 1.58 WE 1.55 WE 1.55 MM 1.55 VE 1.54 PM 1.53 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM
 |
| 165
166
167
168
169
170
171
172
173
173
175
176
177
178
176
177
178
181
182
183
184
185
186
186
188
188
189 | 182 192 217 226 229 240 111 127 128 35 35 79 181 50 85 166 193 253 91 133 134 144 174 180 183 | 156 171 171 172 266 381 172 263 381 172 232 360 381 142 232 360 361 131 366 173 312 249 173 312 249 174 313 306 316 3174
 | 72996
78117
73007
73007
73007
73007
73007
75997
7047
782257
7047
7055
7057
7057
7057
7057
7057
70
 | 104+51880
104-51890
104-11388
104+10955
104+10955
104+110955
104+11045
104+11407
104+11380
104+09787
104+11380
104+09777
104+11380
104+02977
104+11380
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1085
104+1005
104+1005
104+10 | OCCDOT SYR SYR SYR NYSDOT SYR NYSDOT SYR SYR SYR SYR SYR SYR SYR ILCCAL SYR NYSDOT OCDOT NYSDOT NYSDOT OCDOT NYSDOT OCDOT NYSDOT OCDOT NYSDOT OCDOT NYSDOT NYSDOT SYR NYSDOT SYR NYSDOT OCDOT NYSDOT SYR LOCAL NYSDOT OCDOT | 1.576 NORTHEGUND 1.422 NORTHEGUND 0.422 NORTHEGUND 0.285 SOUTHEGUND 0.285 SOUTHEGUND 0.285 SOUTHEGUND 0.285 SOUTHEGUND 0.285 NORTHEGUND 1.128 SOUTHEGUND 0.270 ASTBOUND 0.261 NORTHEGUND 0.261 NORTHEGUND 0.261 NORTHEGUND 0.261 NORTHEGUND 0.261 NORTHEGUND 0.262 SOUTHEGUND 0.263 NORTHEGUND 0.264 SOUTHEGUND 0.220 SOUTHEGUND 0.221 SOUTHEGUND 0.222 SOUTHEGUND 0.223 SOUTHEGUND 0.224 SOUTHEGUND 0.225 SOUTHEGUND 0.226 SOUTHEGUND 0.226 SOUTHEGUND 0.236 SOUTHEGUND 0.242 SOUTHEGUND 0.251 NORTHEGUND
 | CB-1 CANSTOCK AVE
CONSTOCK AVE S SALMA ST BUTTENU/T ST BRIDGE ST RT-598 GEDDES ST CIRCLE DN E GEDDES ST ORTOCOMENT CR-19 NY-370 CR-19 CN-31 NY-320 NY-31 NY-320 NY-31 CR-19 NY-31 CR-10 NY-370 NY-31 CR-48 GR-57 CR-48 GR-37 CR-48 CR-30 NY-373 SALMA ST CIRCLE DR E CIRCLE DR E NY-49 CR-48
 | I-690 Eastbound Off Ramp
Harrison St | Start of Right TL to Erie Blvd | PYLER DD
EVER DD
E ADAMS ST
E ADAMS ST
NSALINA ST
NY 280
1680
W GENESEE ST
S BAY KD
NY 480
NY 480
N
 | No No No No No No No Yes No Yes No | No Yes Yes Yes Yes No Yes
 | No No No No Yes No No No Yes No
 | $\begin{array}{c} 1.56 \\ 1.45 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.56 \\ 1.47 \\ 1.44 \\ 1.55 \\ 1.47 \\ 1.36 \\ 1.44 \\ 1.51 \\ 1.44 \\ 1.51 \\ 1.44 \\ 1.41 \\ 1.45 \\ 1.30 \\ 1.35 \\ 1.34 \\ 1.34 \\ 1.35 \\ 1.34 \\ 1.35 \\ 1.34 \\ 1.35 \\ 1.34 \\ 1.50 \\ 1.$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.45\\ 1.44\\ 1.42\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.53\\ 1.42\\ 1.51\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.41\\ 1.35\\ 1.42\\ 1.41\\ 1.35\\ 1.52\\ 1.46\\ 1.47\\
1.47\\ 1.47\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.52\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\$ | 0.00 0.00 0.144 1.45 1.44 1.45 1.45 1.40 1.55 1.49 1.44 1.45 1.45 1.49 1.41 1.44 1.41 1.44 1.41 1.44 1.41 1.44 1.43 1.36 1.43 1.43 1.41 1.44 1.42 1.43 1.43 1.43 1.41 1.44 1.42 1.42 1.43 1.43 1.41 1.44 1.42 1.42 1.42 1.42 1.42 1.42 1.42 1.42 1.42 1.42 | 1.56 AM
1.56 PM
1.56 PM
1.56 OP
1.56 AM
1.55 VE
1.55 AM
1.55 PM
1.55 AM
1.55 VE
1.55 AM
1.55 VE
1.55 VE
1.5 |
| 165
166
167
168
169
170
171
172
173
174
175
175
177
175
177
178
177
178
177
180
181
182
183
184
185
186
185
185
185
185
199
190 | 182
192
217
226
229
40
111
127
129
131
131
238
35
50
79
181
50
50
142
166
142
166
143
144
113
113
144
174
183
62 | 156 171 266 381 172 266 381 172 232 380 142 232 360 131 312 186 173 312 186 174 174 173 306 154 400 175 258 314 315 316 317
 | 729
781
7300
7300
7320
759
8266
704
759
7822
257
705
3
3
7311
7822
7055
3
3
7311
7055
3
7357
7055
3
3
70759
7059
7059
7059
7059
7059
7059
705
 | 104+5188(
104-51890)
104-11385
104+10953
104+10953
104+10943
104+11943
104+11943
104+11400
104+11400
104+11400
104+05957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+1005757
104+1005757
104+1005757
104+1005757
104+1005757
104+100575757
104+1005757575757575757575757575757575757575 | OCDOT SYR InvSDOT OCDOT NYSDOT NYSDOT SYR NYSDOT OCDOT NYSDOT SYR LOCAL NSYD LOCAL NSYD SYR | 1576 NORTHEGUND 0.422 NORTHEGUND 0.422 NORTHEGUND 0.288 SOUTHEGUND 0.289 SOUTHEGUND 0.288 SOUTHEGUND 0.288 SOUTHEGUND 0.288 NORTHEGUND 0.288 SOUTHEGUND 1.288 SOUTHEGUND 0.218 SOUTHEGUND 0.51 NORTHEGUND 0.551 NORTHEGUND 0.551 NORTHEGUND 0.511 NORTHEGUND 0.520 SATEOUND 0.531 NORTHEGUND 0.549 MESTEOUND 0.520 SATEOUND 0.521 SOUTHEGUND 0.522 SOUTHEGUND 0.522 SOUTHEGUND 0.523 SOUTHEGUND 0.524 SOUTHEGUND 0.525 SOUTHEGUND 0.545 NORTHEGUND 0.545 NORTHEGUND 0.545 NORTHEGUND 0.545 NORTHEGUND
 | CR-1 CAMSTOCKAVE SALINA ST SALINA ST BUTERNUT ST BRIDGE ST RT-589 GEDDES ST CIRCLE DR R GEDDES ST CRUE DR R GEDDES ST VY-370 CR-19 NY-31 NY-33 VY-280 NY-31 COLVIN ST NY-32 CR-7 CR-84 RT-370 CR-87 CR-84 RT-37 CR-87
 CR-84 CR-37 CR-84 CR-37 CR-84 CR-37 CR-84 CR-31 CHOUNST NN ST NY-323 SALINA ST CIRCLE DR E NY-49 CIRCLE DR E NY-49 CR-148 ADMS ST
 | I-690 Eastbound Off Ramp | Start of Right TL to Erie Blvd | PLER RD E ADAMS ST NY-300 L690 W GENESE ST S BAY RD NY-4900 NY-31 (1) THOMPSON RD L81 L90 L91 L92 L93 L94 L94 L94 L94 L94 L94 L95 L94 L95 L94 L95 L94
 | No No No No No No Yes No | No Yes Yes Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.56\\ 1.47\\ 1.44\\ 1.34\\ 1.55\\ 1.47\\ 1.36\\ 1.55\\ 1.47\\ 1.36\\ 1.29\\ 1.34\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.50\\ 1.34\\ 1.37\\ 1.49\\ 1.50\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.50\\ 1.35\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.49\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.54\\ 1.55\\ 1.54\\ 1.49\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.52\\
1.52\\ 1.52\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.51\\ 1.52\\$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.57 WE 1.58 AM 1.55 PM 1.55 VE 1.55 VE 1.55 VE 1.54 OP 1.54 AM 1.53 AM 1.53 PM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.52 VE 1.52 VE 1.52 VE 1.52 VP 1.52 PM 1.51 PM |
| 165
166
167
168
169
170
171
172
173
173
175
176
177
178
176
177
178
181
182
183
184
185
186
186
188
188
189 | 182
192
217
226
229
240
111
127
28
340
121
129
131
129
131
129
131
129
131
142
166
193
253
103
253
113
114
114
115
116
116
117
129
131
131
131
142
142
143
142
143
142
143
142
143
143
143
143
143
143
143
143 | 156 171 266 381 172 381 172 266 381 172 232 380 131 132 267 58 89 185 249 132 249 173 312 186 174 306 154 409 340 340 340 258 314 210
 | 729
7811
7300
7300
7320
759
704
759
705
705
705
705
705
705
705
705
705
705
 | 104+5188(
104-51890)
104-11385
104+10953
104+10953
104+10943
104+11943
104+11943
104+11400
104+11400
104+11400
104+05957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+102957
104+1005757
104+1005757
104+1005757
104+1005757
104+1005757
104+100575757
104+1005757575757575757575757575757575757575 | OCDOT SYR InvSDOT OCDOT NYSDOT NYSDOT SYR NYSDOT OCDOT NYSDOT SYR LOCAL NSYD LOCAL NSYD SYR | 1.576 NORTHEGUND 1.422 NORTHEGUND 0.422 NORTHEGUND 0.285 SOUTHEGUND 0.285 SOUTHEGUND 0.285 SOUTHEGUND 0.285 SOUTHEGUND 0.285 NORTHEGUND 1.128 SOUTHEGUND 0.270 ASTBOUND 0.261 NORTHEGUND 0.261 NORTHEGUND 0.261 NORTHEGUND 0.261 NORTHEGUND 0.261 NORTHEGUND 0.262 SOUTHEGUND 0.263 NORTHEGUND 0.264 SOUTHEGUND 0.220 SOUTHEGUND 0.221 SOUTHEGUND 0.222 SOUTHEGUND 0.223 SOUTHEGUND 0.224 SOUTHEGUND 0.225 SOUTHEGUND 0.226 SOUTHEGUND 0.226 SOUTHEGUND 0.236 SOUTHEGUND 0.242 SOUTHEGUND 0.251 NORTHEGUND
 | CR-1 CANSTOCK AVE CONSTOCK AVE S SALMA ST BUTTERNUT ST BRIDGE ST RT-598 GEDDES ST CIRCLE DN E GEDDES ST ORTOR CROST NY-370 CR-19 NY-331 NY-320 NY-332 CULVIN ST NY-370 CULVIN ST NY-370 NY-31 CR-68 GR-70 CR-48 GR-73 CR-48
 CR-30 NY-373 SALMA ST CIRCLE DN E CIRCLE DN E
 | I-690 Eastbound Off Ramp
Harrison St | Start of Right TL to Erie Blvd | PYLER DD
EVER DD
E ADAMS ST
E ADAMS ST
NSALINA ST
NY 280
1680
W GENESEE ST
S BAY KD
NY 480
NY 480
N
 | No No No No No No Yes No | No Yes Yes Yes Yes No Yes
 | No No No No Yes No No No Yes No
 | $\begin{array}{c} 1.56 \\ 1.45 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.56 \\ 1.47 \\ 1.44 \\ 1.55 \\ 1.47 \\ 1.36 \\ 1.44 \\ 1.51 \\ 1.44 \\ 1.51 \\ 1.44 \\ 1.41 \\ 1.45 \\ 1.30 \\ 1.35 \\ 1.34 \\ 1.34 \\ 1.35 \\ 1.34 \\ 1.35 \\ 1.34 \\ 1.35 \\ 1.34 \\ 1.50 \\ 1.$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.56\\ 1.49\\ 1.49\\ 1.42\\ 1.55\\ 1.54\\ 1.55\\ 1.54\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.52\\ 1.54\\ 1.42\\ 1.53\\ 1.52\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.52\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\
1.52\\ 1.52\\$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 1.56 AM
1.56 PM
1.56 PM
1.56 OP
1.56 AM
1.55 VE
1.55 AM
1.55 PM
1.55 AM
1.55 VE
1.55 AM
1.55 VE
1.55 VE
1.5 |
| 165
166
167
168
169
170
171
172
173
174
175
175
177
175
177
178
177
178
177
180
181
182
183
184
185
186
185
185
185
185
199
190 | 182
192
217
226
229
240
111
127
28
35
5
142
181
181
181
183
95
142
166
85
142
166
85
142
166
193
35
144
144
174
83
84
253
91
113
44
174
172
172
172
172
172
172
172
172
172
172 | 156 171 266 381 172 381 172 266 381 172 360 58 89 312 412 249 312 312 312 312 313 306 409 340 314 258 314 210 258 210 256
 | 72996
7811
7300
7122
7599
8266
2577
822
559
1666
7055
599
1666
8267
8257
705
1666
803
339
7311
8033
99
744
166
166
166
166
166
166
166
166
166
1
 | 104+5188(
104-51890)
104-11388
104-10955
104+10955
104+10942
104+10942
104+10942
104+1042
104+01955
104+1138(
104+02977)
104+10824
104+02957
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+555556
104+55556
104+55566
104+555566
104+555666
104 | OCDOT SYR InvSDOT OCDOT NYSDOT NYSDOT SYR NYSDOT OCDOT NYSDOT SYR LOCAL NYSDOT NYSDOT SYR LOCAL NSYBOT SYR | 1576 NORTHEGUND 0.422 NORTHEGUND 0.422 NORTHEGUND 0.288 SOUTHEGUND 0.289 SOUTHEGUND 0.288 SOUTHEGUND 0.288 SOUTHEGUND 0.288 NORTHEGUND 0.288 SOUTHEGUND 1.288 SOUTHEGUND 0.218 SOUTHEGUND 0.51 NORTHEGUND 0.551 NORTHEGUND 0.551 NORTHEGUND 0.511 NORTHEGUND 0.520 SATEOUND 0.531 NORTHEGUND 0.549 MESTEOUND 0.520 SATEOUND 0.521 SOUTHEGUND 0.522 SOUTHEGUND 0.522 SOUTHEGUND 0.523 SOUTHEGUND 0.524 SOUTHEGUND 0.525 SOUTHEGUND 0.545 NORTHEGUND 0.545 NORTHEGUND 0.545 NORTHEGUND 0.545 NORTHEGUND
 | CR-1 CAMSTOCKAVE SALINA ST SALINA ST BUTERNUT ST BRIDGE ST RT-589 GEDDES ST CIRCLE DR R GEDDES ST CRUE DR R GEDDES ST VY-370 CR-19 NY-31 NY-33 VY-280 NY-31 COLVIN ST NY-32 CR-7 CR-84 RT-370 CR-87 CR-84 RT-37 CR-87
 CR-84 CR-37 CR-84 CR-37 CR-84 CR-37 CR-84 CR-31 CHOUNST NN ST NY-323 SALINA ST CIRCLE DR E NY-49 CIRCLE DR E NY-49 CR-148 ADMS ST
 | I-690 Eastbound Off Ramp
Harrison St | Start of Right TL to Erie Blvd | PLER RD E ADAMS ST NY-300 L690 W GENESE ST S BAY RD NY-4900 NY-31 (1) THOMPSON RD L81 L90 L91 L92 L93 L94 L94 L94 L94 L94 L94 L95 L94 L95 L94 L95 L94
 | No No No No No No Yes No | No Yes Yes Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.56\\ 1.47\\ 1.44\\ 1.34\\ 1.55\\ 1.47\\ 1.36\\ 1.55\\ 1.47\\ 1.36\\ 1.29\\ 1.34\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.50\\ 1.34\\ 1.37\\ 1.49\\ 1.50\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.50\\ 1.35\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.56\\ 1.44\\ 1.49\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.54\\ 1.51\\ 1.51\\ 1.30\\ 1.51\\ 1.31\\ 1.30\\ 1.53\\ 1.51\\ 1.31\\ 1.30\\ 1.52\\ 1.44\\ 1.41\\ 1.35\\ 1.52\\ 1.46\\ 1.47\\ 1.35\\ 1.32\\ 1.46\\ 1.47\\ 1.35\\ 1.32\\ 1.46\\ 1.47\\ 1.35\\ 1.32\\ 1.46\\ 1.44\\
1.44\\ 1.44\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.51\\ 1.52\\$ | $\begin{array}{c} 0.00\\ 0.00\\ 1.44\\ 0.00\\ 1.45\\ 0.00\\ 1.45\\ 0.00\\ 1.45\\ 0.00\\ 1.45\\ 0.00\\ 1.45\\ 0.00\\ 1.48\\ 0.00\\ 1.49\\ 0.00\\ 1.49\\ 0.00\\ 1.49\\ 0.00\\ 1.49\\ 0.00\\ 1.49\\ 0.00\\ 1.49\\ 0.00\\ 1.42\\ 0.00\\$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.57 WE 1.58 AM 1.55 PM 1.55 VE 1.55 VE 1.55 VE 1.54 OP 1.54 AM 1.53 AM 1.53 PM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.52 VE 1.52 VE 1.52 VE 1.52 VP 1.52 PM 1.51 PM |
| 165
166
167
168
169
170
171
172
173
174
175
176
177
178
177
178
177
178
180
181
182
183
184
185
185
185
185
185
190
191 | 182
2217
226
229
240
111
127
129
131
129
131
129
133
129
133
134
166
193
253
91
134
168
193
253
91
134
144
169
275
117
117
117
117
117
117
117
1 | 156 171 266 381 172 142 381 172 142 381 232 360 381 267 58 89 185 132 249 173 312 249 173 312 249 173 312 249 173 312 249 173 312 249 174 313 314 409 314 314 258 314 210 255 282 282 282
 | 72997811
7297811
730077227
75997599778
704477822577
7044782
7057782778
705778
705778
705778
705778
7057778
7057777
7057777777777
 | 104+5188(
104-51890)
104-11388
104-10955
104+10955
104+10942
104+10942
104+10942
104+1042
104+01955
104+1138(
104+02977)
104+10824
104+02957
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+10895
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+5186
104+555556
104+55556
104+55566
104+555566
104+555666
104 | OCDOT SYR NYSDOT NYSDOT NYSDOT OCDOT OCDOT OCDOT OCDOT NYSDOT NYSDOT NYSDOT SYR LOCAL NYSDOT SYR LOCAL NYR LOCAL SYR OCDOT SYR OCDOT | 1.576 NORTHEGUND 1.422 NORTHEGUND 0.422 NORTHEGUND 2.985 SQUTHEGUND 2.985 SQUTHEGUND 2.985 SQUTHEGUND 2.985 SQUTHEGUND 2.985 SQUTHEGUND 2.128 SQUTHEGUND 3.051 NORTHEGUND 3.052 ASTEOUND 3.052 ASTEOUND 3.052 ASTEOUND 3.052 ASTEOUND 3.052 SATEOUND 3.052
 | CB-1 CANSTOCK AVE COMSTOCK AVE S SALMA ST BUTTERNUTST BUTTERNUTST BUTTERNUTST BUTTERNUTST BUTTERNUTST BUTTERNUTST BUTTERNUTST BUTTERNUTST GEDOES ST CROLE DN E CROLE DN E CROLE DN E OCUVIN ST NY-320 NY-31 CNY-173 CR-84 RT-570 CR-87 CR-87 CR-84 RT-572 S SALINA ST CIRICLE DN E CIRCLE DR E NY-430 CR-848 CR-848 ADAMS ST NY-173

 | I-690 Eastbound Off Ramp
Harrison St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St | PYLER DD
EADAMS ST
E ADAMS ST
SALINA ST
NSALINA ST
NY 280
1480
W GENESEE ST
S BAY KD
NY 480
NY 480
N
 | No No No No No No Yes No | No Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.44\\ 1.55\\ 1.44\\ 1.55\\ 1.44\\ 1.34\\ 1.54\\ 1.44\\ 1.41\\ 1.45\\ 1.34\\ 1.41\\ 1.45\\ 1.30\\ 1.35\\ 1.34\\ 1.31\\ 1.35\\ 1.34\\ 1.31\\ 1.35\\ 1.34\\ 1.31\\ 1.35\\ 1.34\\ 1.31\\ 1.35\\ 1.34\\ 1.35\\ 1.34\\ 1.35\\ 1.34\\ 1.35\\ 1.34\\ 1.35\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.56\\ 1.49\\ 1.49\\ 1.42\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.53\\ 1.39\\ 1.42\\ 1.51\\ 1.30\\ 1.42\\ 1.51\\ 1.30\\ 1.42\\ 1.51\\ 1.30\\ 1.42\\ 1.51\\ 1.30\\ 1.42\\ 1.51\\ 1.30\\ 1.42\\ 1.51\\ 1.30\\ 1.42\\ 1.42\\ 1.51\\ 1.30\\ 1.42\\ 1.42\\ 1.42\\ 1.51\\ 1.30\\ 1.42\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.53\\ 1.50\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.51\\
1.51\\ 1.51\\$ | $\begin{array}{c} 0.00 \\ 0.00 \\ 1.44 \\ 0.00 \\ 1.45 \\ 0.00 \\ 1.45 \\ 0.00 \\ 1.45 \\ 0.00 \\ 1.45 \\ 0.00 \\ 1.45 \\ 1.48 \\ 1.40 \\ 1.49 \\ 1.44 \\ 1.44 \\ 1.44 \\ 1.44 \\ 1.44 \\ 1.44 \\ 1.44 \\ 1.44 \\ 1.44 \\ 1.44 \\ 1.44 \\ 1.51 \\ 1.44 \\ 1.52 \\ 1.44 \\ 1.52 \\ 1.46 \\ 1.46 \\ 1.51 \\ 1.46 \\ 1.51 \\ 1.$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.55 WE 1.55 M 1.55 PM 1.55 M 1.55 WE 1.55 WE 1.54 AM 1.53 AM 1.53 AM 1.53 PM 1.53 VE 1.53 VE 1.53 VE 1.53 VE 1.53 VE 1.52 VE 1.52 VE 1.52 VE 1.52 VE 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM |
| 165
166
167
168
169
170
171
172
172
173
173
174
175
176
177
178
176
177
178
181
181
183
184
185
186
186
186
188
189
190
191
192
193 | 182
217
226
240
111
22
240
111
127
129
133
835
50
50
50
50
50
50
50
50
50
50
142
166
193
253
166
193
113
44
177
183
166
193
102
192
192
192
192
192
192
192
192
192
19 | 156 171 266 381 172 381 172 381 172 360 361 232 360 361 362 363 363 364 373 312 249 313 312 249 313 312 249 313 312 249 313 312 249 313 312 313 313 313 313 313 314 314 314 314 314 314 314 314 314 315 316
 | 72997811
96637597729775997729775997722757759772275775773175772727577731775727577317577317577317577575773757757757757757757757757757757
 | 104+5188(
104-51890)
104-11384
104-11384
104-11364
104-11364
104+1140;
104+11364
104+05955
104+11364
104+05955
104+11384
104+05957
104+10824
104+05957
104+10824
104+05957
104+10824
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+10896
104+1086
104+1086
104+1086
104+1086
104+1086
104+10866
104+10866
104+10866
104+10866 | a CCDOT SYR SYR MSDOT CODT NYSDOT NYSDOT NYSDOT NYSDOT NYSDOT NYSDOT UCCAL NYSDOT VINSDOT SYR VINSDOT UCCAL VINSDOT UCCAL VINSDOT SYR SYR UCCAL VINSDOT UCCAL VINSDOT UCCAL VINSDOT SYR | 1.576 NORTHEGUND 4.42 NORTHEGUND 4.42 NORTHEGUND 2.955 SOUTHEGUND 2.955 SOUTHEGUND 2.955 NORTHEGUND 1.128 SOUTHEGUND 2.128 SOUTHEGUND 1.228 SOUTHEGUND 0.201 ASTBOUND 0.51 NORTHEGUND 0.51 NORTHEGUND 0.561 NORTHEGUND 0.562 ASTEOUND 0.562 ASTEOUND 0.263 SOUTHEGUND 0.264 SATEOUND 0.265 SOUTHEGUND 0.264 SATEOUND 0.265 SATEOUND 0.264 SATEOUND 0.265 SATEOUND 0.264 SATEOUND 0.265
 | CR-1 CM-TICCKAVE CONSTOCKAVE SALINA ST BUTERNUTST BUTERNUTST BUTORST RT-590 GEDORS ST CIROLE DN E GEDORS ST NY-370 CR-19 NY-30 NY-31 NY-30 NY-31 CR-57 CR-84 FT-570 NY-473 SALINA ST CIRCLE DR E NY-439 CR-14 AD4MS ST NY-173 CR-84 RT-370 NY-473
 CR-87 CR-84 RT-370 NY-173 SALINA ST CR-148 CR-35 CR-36 NY-373 CR-45 NY-173 CR-45
 | I-690 Eastbound Off Ramp
Harrison St
Almond St | Start of Right TL to Erie Blvd | PYLER DD
EADAMS ST
E ADAMS ST
SALINA ST
NSALINA ST
NSALINA ST
NSAD
SALINA ST
SAL ND
SALINA ST
SAL ND
SALINA ST
SALINA
SALINA
SALINA
NSALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SALINA
SA
 | No | No Yes Yes Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No No No No No Yes No No No No No No No Yes No No No No No No No No
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.50\\ 1.52\\ 1.56\\ 1.47\\ 1.51\\ 1.44\\ 1.55\\ 1.47\\ 1.51\\ 1.36\\ 1.44\\ 1.51\\ 1.34\\ 1.51\\ 1.34\\ 1.37\\ 1.49\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.51\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.56\\ 1.44\\ 1.56\\ 1.44\\ 1.47\\ 1.44\\ 1.55\\ 1.54\\ 1.55\\ 1.54\\ 1.55\\ 1.54\\ 1.55\\ 1.54\\ 1.52\\ 1.53\\ 1.39\\ 1.53\\ 1.42\\ 1.51\\ 1.38\\ 1.52\\ 1.52\\
1.52\\ 1.47\\ 1.35\\ 1.44\\ 1.37\\ 1.35\\ 1.44\\ 1.37\\ 1.35\\ 1.44\\ 1.37\\ 1.35\\ 1.44\\ 1.37\\ 1.35\\ 1.44\\ 1.37\\ 1.35\\ 1.44\\ 1.37\\ 1.35\\ 1.44\\ 1.37\\ 1.35\\ 1.44\\ 1.44\\ 1.44\\ 1.44\\ 1.44\\ 1.44\\ 1.44\\ 1.44\\ 1.45\\ 1.44\\ 1.45\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.44\\ 1.54\\ 1.54\\ 1.52\\$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.55 WE 1.55 M 1.55 M 1.55 M 1.55 WE 1.55 WE 1.56 AM 1.57 WE 1.58 WP 1.54 AP 1.54 AM 1.53 MP 1.54 M 1.53 MP 1.53 MP 1.53 MP 1.53 MP 1.52 VE 1.52 VE 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 MM |
| 165
166
167
168
169
170
171
172
173
174
175
175
175
175
175
175
175
175
175
175 | 182
217
226
229
240
111
127
129
131
127
129
131
127
55
55
85
55
85
55
85
55
85
50
85
50
85
50
85
50
85
50
85
50
85
142
144
113
113
144
174
183
164
273
172
172
172
172
172
172
172
172
172
172 | 156 171 266 381 172 142 381 172 142 331 267 383 89 89 131 267 383 312 249 173 312 249 173 312 313 316 154 409 175 314 210 2582 282 2176 278
 | 7299781
781117787878787878787878787878787878
 | 104-51880
104-51880
104-11385
104-10955
104-10955
104-10955
104-10958
104-10978
104-10497
104-11364
104-05955
104-05955
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-10896
104-05957
104-11295
104-10896
104-05978
104-10896
104-05978
104-10896
104-05978
104-10896
104-05978
104-10896
104-05978
104-10896
104-05978
104-108978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-05978
104-0 | 0 CCDOT 9 SYR SYR SYR MSDOT MYSDOT NYSDOT NYSDOT NYSDOT NYSDOT SYR SYR MYSDOT SYR SYR SYR SYR SYR SYR SYR SYR SYR SYR SYR SYR CODOT SYR VYSDOT | 1.576 NORTHEGUND 4.421 NORTHEGUND 0.422 NORTHEGUND 0.298 SOUTHBOUND 0.298 SOUTHBOUND 0.298 NORTHEGUND 0.298 NORTHEGUND 0.288 NORTHEGUND 0.128 SOUTHBOUND 0.298 NORTHEGUND 0.298 NORTHEGUND 0.511 NORTHEGUND 0.520 RATBOUND 0.531 NORTHEGUND 0.541 MESTBOUND 0.534 MESTBOUND 0.541 MESTBOUND 0.520 SATBOUND 0.521 SATBOUND 0.522 SOUTHBOUND 0.524 SATBOUND 0.520 SOUTHBOUND 0.521 SOUTHBOUND 0.522 SOUTHBOUND 0.523 SOUTHBOUND 0.524 SATBOUND 0.525 SATBOUND 0.526 SATBOUND 0.521 SATBOUND 0.524
 | CR-1 CANSTOCK AVE CONSTOCK AVE S SALINA ST BUTERNUT ST BUTICENT BRIDGE ST CROLE DR E GEDDES ST CROLE DR E MY-300 NY-370 CR-19 NY-310 NY-300 NY-311 COLVIN ST
 NY-370 CR-19 NY-311 COLVIN ST NY-370 CR-67 CR-48 RT-370 NY-373 S SALINAN ST ON-Y-173 S SALINA ST CIRCLE DR E NY-49 CR-148 ADAMS ST MY-49 CR-148 ST NY-373 CR-148 NY-173 SREI BLUD NY-828 NY-288
 | I-690 Eastbound Off Ramp
Harrison St
Almond St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St | PLER RD EADAMS ST EADAMS ST NSALINA ST NY-320 1490 VGENESEE ST SBAY RD NY-4800 NY-4800 NY-4800 H81 NY-31(1) THOMPSON RD H81 NY-4810SWEGO ST H81 NY-4810SWEGO ST H81 STSTS WILCOW ROD L90H CLENN RUD CR-1370LD LVERPOOL RD/PARK ST TSTSTS WILCOW ST ERIE BLVD FAV RD ENGE NUP E SHOGAN DR H91 1-90 EVCREY RD CR-86W GENESEE ST BUCKLEY RD TEALLAVE KINNE ST
 | No Yes | No Yes Yes Yes Yes Yes No Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.36\\ 1.44\\ 1.54\\ 1.45\\ 1.29\\ 1.34\\ 1.41\\ 1.45\\ 1.35\\ 1.34\\ 1.49\\ 1.51\\ 1.38\\ 1.41\\ 1.51\\ 1.38\\ 1.41\\ 1.51\\ 1.31\\ 1.51\\ 1.31\\ 1.51\\ 1.31\\ 1.51\\ 1.31\\ 1.51\\ 1.31\\ 1.51\\ 1.31\\ 1.51\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.56\\ 1.44\\ 1.56\\ 1.42\\ 1.55\\ 1.54\\ 1.42\\ 1.55\\ 1.54\\ 1.51\\ 1.53\\
1.53\\ 1.53\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.51\\$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 WE 1.58 PM 1.55 WE 1.55 VF 1.55 VF 1.55 PM 1.55 VF 1.53 AM 1.53 PM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.53 VE 1.53 VE 1.53 VE 1.53 VE 1.52 VE 1.52 VE 1.52 VE 1.52 VE 1.52 VP 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.51 |
| 165
166
167
168
169
170
171
172
173
173
174
175
176
177
178
176
177
178
178
181
183
183
184
185
186
199
199
199
199
199
199 | 182
217
226
229
229
240
111
127
129
131
127
129
131
132
50
50
50
50
50
50
50
50
50
50
50
50
50 | 156 171 266 3811 172 142 2322 142 234 360 131 267 88 89 81 249 173 312 186 3131 306 3133 306 314 210 <tr td=""> <</tr>
 | 729978110000000000000000000000000000000000
 | 104-5188(
104-51890)
104-11384
104-10955
104-10955
104-10957
104-104978;
104-104978;
104-104978;
104-05957
104-11249
104-05957
104-10249
104-1080977;
104-10249
104-1080977;
104-10295
104-104-10497
104-104-10497
104-104-10495
104-104-10495
104-104-10495
104-104-104-104-104-104-104-104-104-104- | 0 0 0 0 3 978 578 578 578 578 578 578 578 978 578 578 578 578 578 578 578 578 578 578 578 578 578 10000 10 00001 195001 195001 10 00001 195001 195001 10 00001 195001 195001 10 00001 195001 195001 10 00001 195001 195001 10 00001 195001 195001 10 00001 195001 195001 10 00001 195001 195001 10 00001 19700 19700 10 00001 19700 19700 10 19700 19700 19700 | 1.576 NORTHEGUND 4.42 NORTHEGUND 4.42 NORTHEGUND 2.425 SOUTHEGUND 2.955 SOUTHEGUND 2.955 SOUTHEGUND 2.955 NORTHEGUND 2.125 SOUTHEGUND 2.125 SOUTHEGUND 2.125 SOUTHEGUND 0.265 NORTHEGUND 0.276 ASTBOUND 0.361 NORTHEGUND 1.620 ASTBOUND 1.631 WESTBOUND 0.361 NORTHEGUND 0.361 NORTHEGUND 1.429 WESTBOUND 0.361 NORTHEGUND 0.362 SOUTHEGUND 1.280 SOUTHEGUND 0.245 SOUTHEGUND 0.251 SASTBOUND 0.
 | CB-1 CANSTOCK AVE CONSTOCK AVE S SALINA ST BUTTERNUTST BURDGE ST RT-590 GEDOES ST CROLE DN E GEDOES ST CROLE DN E GEDOES ST NY-370
CR-19 OCUVIN ST NY-300 NY-31 CR-37 CR-84 RT-370 NY-370 NY-373 CR-87 CR-87 CR-87 CR-87 CR-84 RT-370 NY-312 S SALINA ST GIRCLE DN E NY-439 CR-148 ADAMS ST NY-373 CR-45 NY-373 CR-45 NY-370 NY-373
 | I-690 Eastbound Off Ramp
Harrison St
Almond St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St | PYLER DD
EADAMS ST
E ADAMS ST
SALINA ST
NY 280
1480
W GENESEE ST
S BAY ND
NY 480
NY 480
NY 480
NY 480
NY 480
ST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HST
110
HS
 | No | No Yes Yes Yes Yes Yes No Yes No Yes Yes Yes Yes No Yes
 | No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No No No No No No No N
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.62\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.35\\ 1.38\\ 1.51\\ 1.31\\ 1.51\\ 1.31\\ 1.41\\ 1.51\\ 1.31\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\
1.44\\ 1.45\\ 1.44\\ 1.45\\ 1.44\\ 1.45\\ 1.51\\ 1.54\\ 1.52\\ 1.51\\ 1.52\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.48\\ 1.51\\ 1.48\\ 1.51\\ 1.48\\ 1.51\\ 1.48\\ 1.51\\ 1.52\\$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.55 WE 1.55 M 1.55 M 1.55 M 1.55 WE 1.55 WE 1.54 OP 1.54 M 1.53 MP 1.54 M 1.53 MP 1.54 M 1.53 MP 1.54 MP 1.53 MP 1.54 M 1.53 MP 1.52 VE 1.52 VE 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.51 |
| | |
 |
 | | |
 |

 | | |
 | |
 |
 |
 | | | |
 |
| 165
166
167
167
168
169
170
171
172
173
174
174
175
175
176
177
178
178
178
178
178
182
183
184
185
185
185
185
195
195
195
195
195
195
195
195
195
19 | 182 217 226 227 228 240 111 127 128 33 55 142 181 55 142 181 55 142 183 253 91 133 134 144 180 62 73 113 124 127 128 62 73 199 171 243 94 115 | 156
157
167
177
177
177
177
177
177
17
 | 7299781
781117787878787878787878787878787878
 | 104-5189204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-1054204
104-104-104-104-104-104-104-104-104-104- | 0 0 0 0 0 3 1 1 0 | 1.576 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 0.422 NORTHEGUND 0.298 SOUTHBOUND 0.298 SOUTHBOUND 0.298 SOUTHBOUND 0.288 NORTHEGUND 0.128 SOUTHBOUND 0.128 SOUTHBOUND 0.290 SATBOUND 0.551 NORTHBOUND 0.561 NORTHBOUND 0.561 NORTHBOUND 0.561 NORTHBOUND 0.561 NORTHBOUND 0.561 NORTHBOUND 0.562 SATBOUND 0.563 NORTHBOUND 0.564 NORTHBOUND 0.562 SATBOUND 0.562 SATBOUND 0.562 SATBOUND 0.562 SATBOUND 0.563 NORTHBOUND 0.564 SATBOUND 0.562 SATBOUND 0.572 SATBOUND 0.581 NORTHBOUND 0.591
 | CR-1 CR-1 COMSTOCK
AVE S SALINA ST BUTERNUT ST BRIDGE ST CROLE DR E GEDDES ST NY-370 CR-19 NY-370 CR-19 NY-31 NY-320 NY-31 COLVIN ST MY-370 CR-19 NY-31 COLVIN ST MY-370 CR-4 RT-370 CR-48 RT-370 CR-41 ADMMS ST NY-49 CR-45 RT-370 CR-45 NY-588 NY-598
 | I-690 Eastbound Off Ramp
Harrison St
Almond St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St | PLER RD EADAMS ST EADAMS ST EADAMS ST NSALINA ST NY-300 1490 VGENESE ST SBAY RD NY-4800 SWEGO ST 1431 NY-31(1) THOMPSON RD 1431 1431 1431 1431 1431 1431 1431 15315 153175 WILCOR VEROOL RD/PARK ST 153175 WILCOW ST 153175 WILCOW ST ERIE BLVD E SHOGAN DR 1431 1430 1431 1431 1431 1431 1431 1430 1431 1431 1431 1431 1431 1431 1441 1450 1451 1450
 | No Yes | No Yes Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No No No Yes No No
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.53\\ 1.39\\ 1.42\\ 1.51\\ 1.51\\ 1.53\\ 1.39\\ 1.42\\ 1.51\\ 1.35\\ 1.39\\ 1.42\\ 1.51\\ 1.42\\
1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.42\\ 1.44\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.43\\ 1.55\\ 1.44\\ 1.55\\ 1.44\\ 1.55\\ 1.44\\ 1.55\\ 1.44\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.38\\ 1.53\\ 1.52\\ 1.38\\ 1.51\\ 1.48\\ 1.51\\ 1.48\\ 1.51\\ 1.48\\ 1.42\\$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 WE 1.58 PM 1.55 WE 1.55 VP 1.55 PM 1.54 AM 1.53 AM 1.53 PM 1.52 VE 1.52 VE 1.52 VE 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.51 |
| 165
166
167
168
169
170
171
172
173
174
175
176
177
178
176
177
178
176
177
178
176
177
178
176
177
178
176
181
182
183
183
185
186
185
189
190
191
192
192
195
195
195 | 182
217
226
229
240
111
127
129
127
129
131
131
50
50
50
50
181
181
181
182
50
193
50
193
50
193
192
238
50
192
238
50
192
238
50
192
192
192
192
192
192
192
192 | 150 171 266 381 172 142 232 380 381 267 89 98 185 89 185 181 173 173 312 173 312 174 313 312 313 314 409 340 314 256 282 282 282 282 278 314 278 315 316 317 318 319 210 210 211 312 313 314 315 316 317 <td>72997611107676777277677777777777777777777777</td> <td>104-5182804
104-1054518000
104-1054518000
104-105451800
104-105451800
104-104-104-104-104-104-104-104-104-104-</td> <td>0 0 0 0 0 3</td> <td>1.576 NORTHEGUND 4.42 NORTHEGUND 4.42 NORTHEGUND 1.14 SOUTHEGUND 2.28 SOUTHEGUND 2.28 SOUTHEGUND 2.28 SOUTHEGUND 1.155 NORTHEGUND 2.123 SOUTHEGUND 2.124 SOUTHEGUND 0.275 ASTBOUND 1.565 NORTHEGUND 0.551 NORTHEGUND 1.652 SATBOUND 1.653 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 1.620 SATBOUND 0.631 NORTHEGUND 0.641 NORTHEGUND 0.652 SATBOUND 0.650 SATBOUND 0.242 SOUTHEGUND 0.245 NORTHEGUND 0.245 SOUTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.251<td>CR-1 Constroct.AVE SALINA ST BUTTERNUT ST BUTDERNUT ST BUTDERNUT ST BUTDERST CRCLEDR E GEDDES ST CIRCLE DR E GEDDES ST CRCLEDR E CRDY ST CRCLEDR E GEDDES ST CRCLEDR E CRUNK ST NY-30 NY-31 COLVIN ST NY-320 NY-31 COLVIN ST NY-37 CR-7 CR-84 ET-370 CR-84 ET-370 CR-83 SALINA ST CIRCLE DR E OLY 49 CR-148 ADMS ST NY-49 CR-84 CR-148 MY-373 CR-84 CR-148 ADAMS ST NY-58E NY-596 NY-370 CR-85 COLVIN ST ST</td><td>I-690 Eastbound Off Ramp
Harrison St
Almond St</td><td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St</td><td>PYLER DD
EVER RD
E ADAMS ST
E ADAMS ST
NY.280
1480
W GENESCE ST
S BAY RD
NY-490
NY-460COST
141
NY-410
NY-410
NY-410
NY-410
NY-410
NY-410
NY-400
ENT
141
NY-400
CS
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
S ST
NY-400
ENT
141
S ST
141
S ST
1</td><td>No No No</td><td>No Yes Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes Yes</td><td>No No No No Yes No No No Yes No No No Yes No No No Yes No No No No No No No No No No No No<</td><td>$\begin{array}{c} 1.56\\ 1.455\\ 1.50\\ 1.50\\ 1.52\\ 1.56\\ 1.62\\ 1.67\\ 1.64\\ 1.65\\ 1.67\\ 1.64\\ 1.65\\ 1.67\\ 1.64\\ 1.65\\ 1.64\\ 1.65\\ 1.64\\ 1.65\\ 1.34\\ 1.65\\ 1.34\\ 1.65\\ 1.34\\ 1.65\\ 1.34\\ 1.41\\ 1.51\\ 1.34\\ 1.41\\ 1.51\\ 1.34\\ 1.41\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.65\\ 1.62$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.47\\ 1.49\\ 1.42\\ 1.55\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.42\\ 1.51\\ 1.37\\ 1.42\\ 1.45\\ 1.37\\ 1.42\\ 1.37\\ 1.42\\ 1.37\\ 1.42\\ 1.55\\
1.55\\ 1.55\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.51\\$</td><td></td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.55 WE 1.55 WE 1.55 M 1.55 WE 1.55 WE 1.55 WE 1.54 OP 1.54 AM 1.53 MP 1.54 AM 1.53 MP 1.54 M 1.53 MP 1.54 MM 1.53 MP 1.54 MM 1.53 MP 1.54 MM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50 WE 1.50</td></td> | 72997611107676777277677777777777777777777777 | 104-5182804
104-1054518000
104-1054518000
104-105451800
104-105451800
104-104-104-104-104-104-104-104-104-104- | 0 0 0 0 0 3
3 | 1.576 NORTHEGUND 4.42 NORTHEGUND 4.42 NORTHEGUND 1.14 SOUTHEGUND 2.28 SOUTHEGUND 2.28 SOUTHEGUND 2.28 SOUTHEGUND 1.155 NORTHEGUND 2.123 SOUTHEGUND 2.124 SOUTHEGUND 0.275 ASTBOUND 1.565 NORTHEGUND 0.551 NORTHEGUND 1.652 SATBOUND 1.653 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 1.620 SATBOUND 0.631 NORTHEGUND 0.641 NORTHEGUND 0.652 SATBOUND 0.650 SATBOUND 0.242 SOUTHEGUND 0.245 NORTHEGUND 0.245 SOUTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.245 NORTHEGUND 0.251 <td>CR-1 Constroct.AVE SALINA ST BUTTERNUT ST BUTDERNUT ST BUTDERNUT ST BUTDERST CRCLEDR E GEDDES ST CIRCLE DR E GEDDES ST CRCLEDR E CRDY ST CRCLEDR E GEDDES ST CRCLEDR E CRUNK ST NY-30 NY-31 COLVIN ST NY-320 NY-31 COLVIN ST NY-37 CR-7 CR-84 ET-370 CR-84 ET-370 CR-83 SALINA ST CIRCLE DR E OLY 49 CR-148 ADMS ST NY-49 CR-84 CR-148 MY-373 CR-84 CR-148 ADAMS ST NY-58E NY-596 NY-370 CR-85 COLVIN ST ST</td> <td>I-690 Eastbound Off Ramp
Harrison St
Almond St</td> <td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St</td> <td>PYLER DD
EVER RD
E ADAMS ST
E ADAMS ST
NY.280
1480
W GENESCE ST
S BAY RD
NY-490
NY-460COST
141
NY-410
NY-410
NY-410
NY-410
NY-410
NY-410
NY-400
ENT
141
NY-400
CS
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
S ST
NY-400
ENT
141
S ST
141
S ST
1</td> <td>No No No</td> <td>No Yes Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes Yes</td> <td>No No No No Yes No No No Yes No No No Yes No No No Yes No No No No No No No No No No No No<</td> <td>$\begin{array}{c} 1.56\\ 1.455\\ 1.50\\ 1.50\\ 1.52\\ 1.56\\ 1.62\\ 1.67\\ 1.64\\ 1.65\\ 1.67\\ 1.64\\ 1.65\\ 1.67\\ 1.64\\ 1.65\\ 1.64\\ 1.65\\ 1.64\\ 1.65\\ 1.34\\ 1.65\\ 1.34\\ 1.65\\ 1.34\\ 1.65\\ 1.34\\ 1.41\\ 1.51\\ 1.34\\ 1.41\\ 1.51\\ 1.34\\ 1.41\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.65\\ 1.62$</td> <td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.47\\ 1.49\\ 1.42\\ 1.55\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.42\\ 1.51\\ 1.37\\ 1.42\\ 1.45\\ 1.37\\ 1.42\\ 1.37\\ 1.42\\ 1.37\\ 1.42\\ 1.55\\$</td> <td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.51\\
1.51\\ 1.51\\$</td> <td></td> <td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.55 WE 1.55 WE 1.55 M 1.55 WE 1.55 WE 1.55 WE 1.54 OP 1.54 AM 1.53 MP 1.54 AM 1.53 MP 1.54 M 1.53 MP 1.54 MM 1.53 MP 1.54 MM 1.53 MP 1.54 MM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50 WE 1.50</td> | CR-1 Constroct.AVE SALINA ST BUTTERNUT ST BUTDERNUT ST BUTDERNUT ST BUTDERST CRCLEDR E GEDDES ST CIRCLE DR E GEDDES ST CRCLEDR E CRDY ST CRCLEDR E GEDDES ST CRCLEDR E CRUNK ST NY-30 NY-31 COLVIN ST NY-320 NY-31 COLVIN ST NY-37 CR-7 CR-84 ET-370 CR-84 ET-370 CR-83 SALINA ST CIRCLE DR E OLY 49 CR-148 ADMS ST NY-49 CR-84 CR-148 MY-373 CR-84 CR-148 ADAMS ST NY-58E NY-596 NY-370 CR-85 COLVIN ST ST
 | I-690 Eastbound Off Ramp
Harrison St
Almond St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St | PYLER DD
EVER RD
E ADAMS ST
E ADAMS ST
NY.280
1480
W GENESCE ST
S BAY RD
NY-490
NY-460COST
141
NY-410
NY-410
NY-410
NY-410
NY-410
NY-410
NY-400
ENT
141
NY-400
CS
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
NY-400
ENT
141
S ST
NY-400
ENT
141
S ST
141
S ST
1
 | No | No Yes Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No No No Yes No No No Yes No No No No No No No No No No No No<
 | $\begin{array}{c} 1.56\\ 1.455\\ 1.50\\ 1.50\\ 1.52\\ 1.56\\ 1.62\\ 1.67\\ 1.64\\ 1.65\\ 1.67\\ 1.64\\ 1.65\\ 1.67\\ 1.64\\ 1.65\\ 1.64\\ 1.65\\ 1.64\\ 1.65\\ 1.34\\ 1.65\\ 1.34\\ 1.65\\ 1.34\\ 1.65\\ 1.34\\ 1.41\\ 1.51\\ 1.34\\ 1.41\\ 1.51\\ 1.34\\ 1.41\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.65\\ 1.62$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.47\\ 1.49\\ 1.42\\ 1.55\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.54\\ 1.52\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.53\\ 1.39\\ 1.42\\ 1.51\\ 1.37\\ 1.42\\ 1.45\\ 1.37\\ 1.42\\ 1.37\\ 1.42\\
1.37\\ 1.42\\ 1.55\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.51\\$ | | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.55 WE 1.55 WE 1.55 M 1.55 WE 1.55 WE 1.55 WE 1.54 OP 1.54 AM 1.53 MP 1.54 AM 1.53 MP 1.54 M 1.53 MP 1.54 MM 1.53 MP 1.54 MM 1.53 MP 1.54 MM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50 WE 1.50 |
| 165
166
166
167
168
169
170
171
172
173
174
175
176
176
177
178
179
179
179
179
179
179
183
184
183
184
185
186
185
186
195
195
195
195
195 | 182 217 226 227 240 111 127 128 238 35 50 127 128 35 50 181 50 181 50 182 253 393 253 131 144 180 113 144 183 62 73 119 171 243 130 135 130 159 | 156 171 266 381 172 142 232 232 232 232 360 361 133 361 362 363 363 363 363 363 363 363 363 363 363 363 364 373 312 313 312 313 312 313 312 313 314 315 315 316 315 316 317 318 318 319 3110 3111 312 313 314
 | 72997811986
 | 104-5180900000000000000000000000000000000000 | 0 0 0 0 0 3YR 3YR 3YR 3YR 5YR NYSDOT 3YR 3YR 5YR NYSDOT 3YR 3YR 1 SYR 3YR 1000 1 0 0 0 0 1 0 | 1.576 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 0.422 SOUTHBOUND 0.296 SOUTHBOUND 0.296 NORTHEGUND 0.298 SOUTHBOUND 0.298 NORTHEGUND 0.128 SOUTHBOUND 0.298 NORTHBOUND 0.291 SATBOUND 0.205 NORTHBOUND 0.207 EASTBOUND 0.681 WESTBOUND 0.622 EASTBOUND 0.620 EASTBOUND 0.621 MORTHBOUND 0.622 EASTBOUND 0.622 SOUTHBOUND 0.622 SOUTHBOUND 0.622 SOUTHBOUND 0.622 SOUTHBOUND 0.223 SOUTHBOUND 0.224 EATBOUND 0.225 SOUTHBOUND 0.226 EATBOUND 0.230 SOUTHBOUND 0.243 EATBOUND 0.254 EATBOUND 0.265 <td>CR-1 CR-1 COMSTOCK AVE S SALINA ST BUTTERNUT ST BUTOER ST GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-370 CR-19 NY-31 NY-320 NY-331 COLVIN ST NY-370 CR-48 CR-73 CR-74 CR-73 CR-74 CR-73 CR-74 CR-75 CR-84 CR-75 CR-74 CR-75 CR-74 CR-75 CR-74 CR-74 CR-75 CR-74 CR-75 CR-74 CR-74 CR-74 CR-74 DMS ST NY-728 NY-728 MY-70 RT-589 COLVIN ST</td> <td>I-690 Eastbound Off Ramp
Harrison St
Almond St</td> <td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St</td> <td>PLER RD EADAMS ST EADAMS ST EADAMS ST NSLINA ST N*290 1490 VGENSEES T SBAY RD NY-4800 NY-4800 NY-4800 NY-4800 NY-4800 NY-4800 NY-4800 NY-4800 SGAY RD NY-4800 NY-4800 JOHN GLENN BD I-81 NY-4800SWE00 ST MILTON AVE JOHN GLENN BLVD CR-1370LD LIVERPOOL RD/PARK ST STSTS WILLOW ST ERIE BLVD E SHOGAN DR I-81 I-90 I-81 I-90 I-81 I-90 I-81 I-81 I-81 I-81 I-82 I-83 I-84 I-84 I-84 I-84 I-84 <t< td=""><td>No No No No No No Yes No No</td><td>No Yes Yes Yes Yes No Yes No Yes No Yes Yes No Yes No</td><td>No No No No Yes No No No Yes No No No Yes No No No No</td><td>$\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.62\\
1.62\\ 1.62\\$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.51\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.55\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.43\\ 1.55\\ 1.44\\ 1.54\\ 1.52\\ 1.52\\ 1.51\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.51\\ 1.45\\ 1.52\\ 1.51\\ 1.45\\ 1.51\\ 1.44\\ 1.51\\ 1.48\\ 1.42\\ 1.47\\$</td><td>$\begin{array}{c} 0.00\\ 0.00\\ 1.44\\ 0.00\\ 1.55\\ 1.48\\ 1.55\\ 1.48\\ 1.55\\ 1.48\\ 1.55\\ 1.48\\ 1.55\\ 1.49\\ 1.55\\ 1.49\\ 1.57\\ 1.41\\ 1.57\\ 1.41\\ 1.57\\ 1.41\\ 1.57\\ 1.57\\ 1.41\\ 1.57\\ 1.57\\ 1.41\\ 1.47\\ 1.57\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\$</td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.57 PM 1.58 VE 1.55 WE 1.55 VM 1.55 VM 1.55 VM 1.55 VM 1.55 VM 1.54 AM 1.53 PM 1.53 VP 1.53 VM 1.53 VM 1.53 VM 1.53 VM 1.53 VM 1.52 VM 1.52 VM 1.52 VM 1.52 VM 1.52 VM 1.52 VM 1.51 VM 1.51 VM 1.51 VM 1.51 VM 1.50</td></t<></td> | CR-1 CR-1 COMSTOCK AVE S SALINA ST BUTTERNUT ST BUTOER ST GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-370 CR-19 NY-31 NY-320 NY-331 COLVIN ST NY-370 CR-48 CR-73 CR-74 CR-73 CR-74 CR-73 CR-74 CR-75 CR-84 CR-75 CR-74 CR-75 CR-74 CR-75 CR-74 CR-74 CR-75 CR-74 CR-75 CR-74 CR-74 CR-74 CR-74 DMS ST NY-728 NY-728 MY-70 RT-589 COLVIN ST

 | I-690 Eastbound Off Ramp
Harrison St
Almond St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St | PLER RD EADAMS ST EADAMS ST EADAMS ST NSLINA ST N*290 1490 VGENSEES T SBAY RD NY-4800 NY-4800 NY-4800 NY-4800 NY-4800 NY-4800 NY-4800 NY-4800 SGAY RD NY-4800 NY-4800 JOHN GLENN BD I-81 NY-4800SWE00 ST MILTON AVE JOHN GLENN BLVD CR-1370LD LIVERPOOL RD/PARK ST STSTS WILLOW ST ERIE BLVD E SHOGAN DR I-81 I-90 I-81 I-90 I-81 I-90 I-81 I-81 I-81 I-81 I-82 I-83 I-84 I-84 I-84 I-84 I-84 <t< td=""><td>No No No No No No Yes No No</td><td>No Yes Yes Yes Yes No Yes No Yes No Yes Yes No Yes No</td><td>No No No No Yes No No No Yes No No No Yes No No No No</td><td>$\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.62\\$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.51\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.55\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.43\\ 1.55\\ 1.44\\ 1.54\\ 1.52\\ 1.52\\ 1.51\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.51\\ 1.45\\ 1.52\\ 1.51\\ 1.45\\ 1.51\\ 1.44\\ 1.51\\ 1.48\\ 1.42\\ 1.47\\$</td><td>$\begin{array}{c} 0.00\\ 0.00\\ 1.44\\ 0.00\\ 1.55\\ 1.48\\ 1.55\\ 1.48\\ 1.55\\ 1.48\\ 1.55\\ 1.48\\ 1.55\\ 1.49\\ 1.55\\ 1.49\\ 1.57\\ 1.41\\ 1.57\\ 1.41\\ 1.57\\ 1.41\\ 1.57\\ 1.57\\ 1.41\\ 1.57\\ 1.57\\ 1.41\\ 1.47\\ 1.57\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\
1.52\\ 1.52\\$</td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.57 PM 1.58 VE 1.55 WE 1.55 VM 1.55 VM 1.55 VM 1.55 VM 1.55 VM 1.54 AM 1.53 PM 1.53 VP 1.53 VM 1.53 VM 1.53 VM 1.53 VM 1.53 VM 1.52 VM 1.52 VM 1.52 VM 1.52 VM 1.52 VM 1.52 VM 1.51 VM 1.51 VM 1.51 VM 1.51 VM 1.50</td></t<> | No No No No No No Yes No | No Yes Yes Yes Yes No Yes No Yes No Yes Yes No Yes No
 | No No No No Yes No No No Yes No No No Yes No No
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.62\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.51\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.51\\ 1.54\\ 1.55\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.43\\ 1.55\\ 1.44\\ 1.54\\ 1.52\\ 1.52\\ 1.51\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.52\\ 1.51\\ 1.45\\ 1.52\\ 1.51\\ 1.45\\ 1.51\\ 1.44\\ 1.51\\ 1.48\\ 1.42\\ 1.47\\
1.47\\ 1.47\\$ | $\begin{array}{c} 0.00\\ 0.00\\ 1.44\\ 0.00\\ 1.55\\ 1.48\\ 1.55\\ 1.48\\ 1.55\\ 1.48\\ 1.55\\ 1.48\\ 1.55\\ 1.49\\ 1.55\\ 1.49\\ 1.57\\ 1.41\\ 1.57\\ 1.41\\ 1.57\\ 1.41\\ 1.57\\ 1.57\\ 1.41\\ 1.57\\ 1.57\\ 1.41\\ 1.47\\ 1.57\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\ 1.49\\ 1.52\\$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.57 PM 1.58 VE 1.55 WE 1.55 VM 1.55 VM 1.55 VM 1.55 VM 1.55 VM 1.54 AM 1.53 PM 1.53 VP 1.53 VM 1.53 VM 1.53 VM 1.53 VM 1.53 VM 1.52 VM 1.52 VM 1.52 VM 1.52 VM 1.52 VM 1.52 VM 1.51 VM 1.51 VM 1.51 VM 1.51 VM 1.50 |
| 165
165
165
167
188
169
170
171
172
173
174
175
175
175
176
177
178
179
181
182
183
184
185
186
189
190
191
192
193
194
195
195
195
195
195
195
195
195 | 182 217 228 229 240 111 127 128 35 35 36 379 181 385 365 362 373 313 364 144 144 144 144 144 144 144 144 144 144 144 144 144 144 144 15 130 145 155 155 155 155 155 130 155 155 155 156 157 158 159 169 | 150 171 171 172 381 172 381 172 360 381 172 360 381 122 360 3131 173 312 249 173 312 249 173 312 249 173 312 249 173 312 249 174 313 3140 3140 210 3140 210 211 211 212 213 3140 210 211 211 212 212 213 314 315
 | 7299761127677777777777777777777777777777
 | 104-5182804
104-118950504
104-118950504
104-118950504
104-118950504
104-118950504
104-118950505
104-11805050
104-118070
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1020505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-1040505
104-10 | 0 | 1.576 NORTHEGUND 4.421 NORTHEGUND 6.422 NORTHEGUND 6.421 NORTHEGUND 6.422 NORTHEGUND 0.288 SOLTHEGUND 0.288 NORTHEGUND 1.288 SUTHEGUND 1.288 SUTHEGUND 1.288 SUTHEGUND 1.288 SUTHEGUND 0.51 NORTHEGUND 0.551 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 0.651 NORTHEGUND 0.652 MORTHEGUND 0.653 NORTHEGUND 0.654 NORTHEGUND 0.252 SUTHEGUND 0.263 NORTHEGUND 0.264 NORTHEGUND 0.255 ASTBOUND 0.264 NORTHEGUND 0.276 ASTBOUND 0.351 RASTBOUND 0.35
 | CR-1 Construct Avec
SALINA ST EUTERNUT ST BUTGERST RT-589 GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST COLVIN ST NY-30 CN-31 COLVIN ST NY-320 NY-370 CR-7 CR-19 NY-31 VY-300 NY-31 NY-31 COLVIN ST NY-320 NY-31 COLVIN ST NY-32 SALINA ST CIRCLE DR E CIRCLE DR E NY-49 CR-448 CR-148 MY-373 CR-85 CR-45 NY-49 CR-448 CR-148 MY-570 RT-580 NY-370 RT-580 NY-370 RT-580 NY-370 RT-580 OLVIN ST NY-580 NY-580 COLVIN ST NY-50 CULVIN ST
 | Hego Eastbound Off Ramp
Harrison St
Almond St
Lodi St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp | PYLER RD EYLER RD E ADAMS ST NY-300 L690 W GENCSEE ST S BAY RD NY-4900 NY-300 L690 NY-300 L691 NY-300 NY-31(1) THOMPSON RD L81 L81 L91 NY-31(1) THOMPSON RD L91 L91 STORMER ST STSTSWILLOWERPOOL ROPARKST STSTSWILLOWERPOOL ROPARKST STSTSWILLOW ST ERE ELVD E S HOGAN DR L81 L90 L91 L92 BUCKLEY RD TEALLAVE L90 L90 SALINA ST
 | No | No Yes Yes Yes No Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Ves No No No Yes No <t< td=""><td>$\begin{array}{c} 1.56\\ 1.455\\ 1.50\\ 1.50\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.36\\ 1.55\\ 1.47\\ 1.34\\ 1.53\\ 1.53\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.35\\ 1.38\\ 1.41\\ 1.31\\ 1.31\\ 1.44\\ 1.45\\ 1.49\\ 1.47\\ 1.50$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.47\\ 1.49\\ 1.44\\ 1.49\\ 1.47\\ 1.42\\ 1.55\\ 1.54\\ 1.54\\ 1.55\\ 1.54\\ 1.52\\ 1.53\\ 1.52\\ 1.53\\ 1.53\\ 1.55\\
1.55\\ 1.55\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.55\\ 1.44\\ 1.53\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.53\\$</td><td>$\begin{array}{c} 0.00\\ 0.00\\ 1.45\\ 0.00$</td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 WE 1.58 WE 1.55 WE 1.55 PM 1.54 PM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50 OP 1.50 OP 1.50</td></t<> | $\begin{array}{c} 1.56\\ 1.455\\ 1.50\\ 1.50\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.36\\ 1.55\\ 1.47\\ 1.34\\ 1.53\\ 1.53\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.34\\ 1.35\\ 1.38\\ 1.41\\ 1.31\\ 1.31\\ 1.44\\ 1.45\\ 1.49\\ 1.47\\ 1.50$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.47\\ 1.49\\ 1.44\\ 1.49\\ 1.47\\ 1.42\\ 1.55\\ 1.54\\ 1.54\\ 1.55\\ 1.54\\ 1.52\\ 1.53\\ 1.52\\ 1.53\\ 1.53\\ 1.55\\
1.55\\ 1.55\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.55\\ 1.44\\ 1.53\\ 1.55\\ 1.44\\ 1.54\\ 1.54\\ 1.53\\$ | $ \begin{array}{c} 0.00\\ 0.00\\ 1.45\\ 0.00$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 WE 1.58 WE 1.55 WE 1.55 PM 1.54 PM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50 OP 1.50 OP 1.50 |
| 165
166
166
167
167
169
170
170
171
172
173
174
175
176
177
178
177
178
177
178
177
178
180
180
181
182
183
184
185
186
185
195
195
195
195
195
195
195
195
195
19 | 182
217
228
229
240
111
127
129
129
129
129
129
129
129
129
131
127
55
55
55
55
55
55
161
133
166
193
55
162
166
133
134
142
155
166
177
179
199
199
102
102
102
102
102
102
102
102
102
102 | 156 171 266 381 172 3860 381 122 360 131 1422 360 131 58 80 132 1331 312 249 173 312 249 174 313 312 249 174 3132 249 174 3133 314 315 315 325 282 282 283 315 315 325 3257 2261 327 328 329 3215 3237 22410 4100
 | 729978117897817817817817817817817817817817817817817
 | 104-1138804
104-1138804
104-1136804
104-1136804
104-1136804
104-1136804
104-1136804
104-1136804
104-1136804
104-1138204
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10824
104-10844
104-104-10844
104-10844
10 | 0 0 0 0 0 3 1 1 1 0 | 1.576 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 0.422 SOUTHBOUND 0.285 SOUTHBOUND 0.286 NORTHEGUND 1.128 SOUTHBOUND 0.128 NORTHBOUND 0.286 NORTHBOUND 0.270 ASTBOUND 0.281 NORTHBOUND 0.281 NORTHBOUND 0.281 NORTHBOUND 0.282 ASTBOUND 0.284 ASTBOUND 0.284 ASTBOUND 0.284 ASTBOUND 0.284 ASTBOUND 0.281 MORTHBOUND 0.282 SOUTHBOUND 0.281 ASTBOUND 0.282 SOUTHBOUND 0.283 SOUTHBOUND 0.284 SATBOUND 0.281 SATBOUND 0.282 SATBOUND 0.281 SATBOUND 0.281 SATBOUND 0.281 SATBOUND 0.281
 | CR-1 CR-1 COMSTOCK
AVE SALINA ST BUTERNUT ST BRIDGE ST RT-598 GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-31 NY-320 CR-57 CR-57 CR-68 CR-70 CR-80 RT-370 NY-373 CR-87 CR-88 CR-79 RT-370 NY-373 CR-80 CR-81 RT-370 NY-373 CR-84 CR-85 CR-84 R-37 CR-85 NY-373 CR-84 ADAMS ST NY-328 NY-320 RT-388 COLVIN ST NY-58 WONDNAGA ST COMSTOCK AVE
 | I-690 Eastbound Off Ramp
Harrison St
Almond St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St | PYLER RD EADAMS ST EADAMS ST INSLINA ST NY-390 1480 VGENSES ST SBAY RD NY-4800 IS1 NY-4800 NY-4800 IS1 NY-4800 IS1 NY-480 IS1 NY-4800 IS1 NY-4800 IS1 NY-4800 IS1 IS1 <td>No No No No No No Yes No No</td> <td>No Yes Yes Yes No Yes No Yes Yes Yes No Yes Yes No Yes No Yes No </td> <td>No No No No Yes No No No No</td> <td>$\begin{array}{r} 1.66 \\ 1.45 \\ 1.47 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.47 \\ 1.44 \\ 1.55 \\ 1.47 \\ 1.36 \\ 1.55 \\ 1.44 \\ 1.53 \\ 1.44 \\ 1.54 \\ 1.51 \\ 1.44 \\ 1.51 \\ 1.35 \\ 1.34 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.41 \\ 1.47 \\ 1.50 \\ 1.47 \\ 1.$</td> <td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.42\\ 1.55\\ 1.50\\$</td> <td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.52\\ 1.44\\ 1.54\\ 1.45\\ 1.45\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\
1.51\\ 1.51\\$</td> <td>$\begin{array}{c c} 0.00 \\ 0.01 \\ 0.01 \\ 1.45 \\ 0.01 \\ 1.45 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.41 \\ 1.40 \\ 1.41 \\$</td> <td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.57 PM 1.58 VE 1.55 VE 1.55 M 1.55 VE 1.56 AM 1.57 VE 1.58 PM 1.59 PM 1.50 PM 1.53 VE 1.53 VE 1.53 VE 1.54 AM 1.53 VE 1.54 PM 1.52 VE 1.52 VE 1.52 VE 1.52 VE 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50</td> | No No No No No No Yes No | No Yes Yes Yes No Yes No Yes Yes Yes No Yes Yes No Yes No Yes No
 | No No No No Yes No No
 | $\begin{array}{r} 1.66 \\ 1.45 \\ 1.47 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.47 \\ 1.44 \\ 1.55 \\ 1.47 \\ 1.36 \\ 1.55 \\ 1.44 \\ 1.53 \\ 1.44 \\ 1.54 \\ 1.51 \\ 1.44 \\ 1.51 \\ 1.35 \\ 1.34 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.51 \\ 1.31 \\ 1.41 \\ 1.41 \\ 1.47 \\ 1.50 \\ 1.47 \\ 1.$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.42\\ 1.55\\ 1.50\\
1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.52\\ 1.44\\ 1.54\\ 1.45\\ 1.45\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\$ | $\begin{array}{c c} 0.00 \\ 0.01 \\ 0.01 \\ 1.45 \\ 0.01 \\ 1.45 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.40 \\ 1.41 \\ 1.40 \\ 1.41 \\ $ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.57 PM 1.58 VE 1.55 VE 1.55 M 1.55 VE 1.56 AM 1.57 VE 1.58 PM 1.59 PM 1.50 PM 1.53 VE 1.53 VE 1.53 VE 1.54 AM 1.53 VE 1.54 PM 1.52 VE 1.52 VE 1.52 VE 1.52 VE 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50 |
| 165
165
165
167
168
169
170
171
172
173
174
177
178
178
178
178
178
178
178 | 182 217 226 227 228 229 240 111 127 128 35 35 36 379 181 131 133 161 103 253 91 133 144 174 180 91 134 144 180 183 243 191 124 133 144 171 124 130 1415 133 142 143 144 171 133 143 144 150 151 132 143 | 150 151 266 381 172 266 381 172 360 131 142 232 360 131 361 131 361 132 267 58 89 132 249 123 124 124 125 306 306 306 306 306 306 306 306 306 306 306 258 314 258 314 258 314 258 315 316 3271 326 3271 326
 |
7299781
7299781
7299782
7299782
7297782
7297782
7297782
7297782
7297782
7297782
7297782
7297782
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
729778
7297778
7297778
7297778
7297778
729778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297778
7297777777777 | 104-518204
104-11895
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104- | 0 | 1576 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 4.281 SOUTHEGUND 6.281 RATEOUND 4.281 SOUTHEGUND 6.291 RATEOUND 6.207 RATEOUND 6.207 RATEOUND 6.207 RATEOUND 6.207 RATEOUND 6.208 WESTEOUND 6.209 WESTEOUND 6.200 SOUTHEGUND 7.201 SOUTHEGUND 7.202 SOUTHEGUND 7.203 SOUTHEGUND 7.204 SOUTHEGUND 7.205 SATEOUND 7.205 SATEOUND 7.207 SATEOUND 7.208 SOUTHEGUND 7.209

 | CR-1 Construct Avec SALINA ST EUTERNUT ST BUTGER ST RT-589 GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST COLVIN ST NY-30 CN-31 COLVIN ST NY-370 CR-7 CR-84 RT-370 CN-730 NY-370 NY-373 CR-84 RT-370 NY-370 CR-84 GR-37 CR-84 CR-37 CR-84 GR-37 CR-84 CR-34 CR-34 MY-373 CS-84 CR-34 CR-34 MY-373 CR-84 CR-148 ADMS ST NY-370 NY-373 CR-84 CR-34 NY-370 RT-380 NY-370 RT-390 NY-370 RT-390 NY-370 RT-390 NY-370 CUVNNTN VY-380 CUVNNTO
 | Hego Eastbound Off Ramp
Harrison St
Almond St
Lodi St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp | PYLER RD PYLER RD E ADAMS ST N SALINA ST NY-290 L680 W GENESEE ST S BAY RD NY-4800 NY-4900 L91 H1 H01 NY-31(1) THOMPSON RD L91 L91 L91 L91 L91 L91 L92 L93 L94 L94 L91 L92 L93 L94 L94 L95 L95 L960 L91 L92 L93 L94 L94 L90 L91 L92 L93 L941 L940 L941
 | No No No No No No Yes No | No Yes Yes Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No <
 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.50\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.44\\ 1.54\\ 1.51\\ 1.51\\ 1.34\\ 1.45\\ 1.32\\ 1.35\\ 1.38\\ 1.41\\ 1.45\\ 1.38\\ 1.41\\ 1.45\\ 1.49\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.44\\ 1.50\\ 1.45\\ 1.49\\ 1.50\\ 1.47\\ 1.40\\ 1.47\\ 1.50\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.50\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.47\\ 1.40\\ 1.40\\ 1.47\\ 1.40\\$
 | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.47\\ 1.44\\ 1.47\\ 1.47\\ 1.55\\ 1.54\\ 1.54\\ 1.55\\ 1.54\\ 1.42\\ 1.51\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.53\\ 1.42\\ 1.37\\ 1.42\\ 1.44\\ 1.44\\ 1.50\\ 1.50\\ 1.33\\ 1.50\\ 1.44\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.51\\ 1.51\\ 1.55\\ 1.52\\$ | $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 WE 1.58 AM 1.55 WE 1.55 WE 1.55 PM 1.54 OP 1.54 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50
 |
| 165
166
166
167
167
169
170
170
171
172
173
174
175
176
177
178
177
178
177
178
177
178
180
180
181
182
183
184
185
186
185
195
195
195
195
195
195
195
195
195
19 | 182
2127
228
229
240
111
127
129
129
131
131
127
55
50
50
50
50
50
50
50
50
50
50
50
50 | 150 171 171 172 266 381 172 381 172 381 172 381 172 381 1222 360 131 313 312 316 313 314 400 154 400 154 400 154 400 154 400 176 154 400 176 176 176 176 176 176 176 176 176 176 176 176 177 176 177 176 177
 | 72997811
7299667782
73007792782
75997782
75997782
75997782
75997782
77057782
77057782
77177777777777777777777777777777777
 | 104-518204
104-11895
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-1195
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104-105
104- | 0 | 1.576 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 0.422 SOUTHBOUND 0.285 SOUTHBOUND 0.286 NORTHEGUND 1.128 SOUTHBOUND 0.128 NORTHBOUND 0.286 NORTHBOUND 0.270 ASTBOUND 0.281 NORTHBOUND 0.281 NORTHBOUND 0.281 NORTHBOUND 0.282 ASTBOUND 0.284 ASTBOUND 0.284 ASTBOUND 0.284 ASTBOUND 0.284 ASTBOUND 0.281 MORTHBOUND 0.282 SOUTHBOUND 0.281 ASTBOUND 0.282 SOUTHBOUND 0.283 SOUTHBOUND 0.284 SATBOUND 0.281 SATBOUND 0.282 SATBOUND 0.281 SATBOUND 0.281 SATBOUND 0.281 SATBOUND 0.281
 | CR-1 CR-1 COMSTOCK
AVE SALINA ST BUTERNUT ST BRIDGE ST RT-598 GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-31 NY-320 CR-57 CR-57 CR-68 CR-70 CR-80 RT-370 NY-373 CR-87 CR-88 CR-79 RT-370 NY-373 CR-80 CR-81 RT-370 NY-373 CR-84 CR-85 CR-84 R-37 CR-85 NY-373 CR-84 ADAMS ST NY-328 NY-320 RT-388 COLVIN ST NY-58 WONDNAGA ST COMSTOCK AVE
 | Hego Eastbound Off Ramp
Harrison St
Almond St
Lodi St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp | PYLER RD EADAMS ST EADAMS ST INSLINA ST NY-390 1480 VGENSES ST SBAY RD NY-4800 IS1 NY-4800 NY-4800 IS1 NY-4800 IS1 NY-480 IS1 NY-4800 IS1 NY-4800 IS1 NY-4800 IS1 IS1 <td>No No No</td> <td>No Yes Yes Yes No Yes No Yes Yes Yes No Yes Yes No Yes No Yes No </td> <td>No No No No Yes No No No No</td> <td>$\begin{array}{r} 1.66\\ 1.45\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.56\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.42\\ 1.55\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.45\\ 1.37\\ 1.34\\ 1.31\\ 1.31\\ 1.34\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.41\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.32\\$</td> <td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\$</td> <td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.52\\ 1.44\\ 1.54\\ 1.45\\ 1.45\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\
1.51\\ 1.51\\$</td> <td>$\begin{array}{c c c c c c c c c c c c c c c c c c c$</td> <td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.57 PM 1.58 VE 1.55 VE 1.55 M 1.55 VE 1.56 AM 1.57 VE 1.58 PM 1.59 PM 1.50 PM 1.53 VE 1.53 VE 1.53 VE 1.54 AM 1.53 VE 1.54 PM 1.52 VE 1.52 VE 1.52 VE 1.52 VE 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50</td> | No | No Yes Yes Yes No Yes No Yes Yes Yes No Yes Yes No Yes No Yes No
 | No No No No Yes No No
 | $\begin{array}{r} 1.66\\ 1.45\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.56\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.42\\ 1.55\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.45\\ 1.37\\ 1.34\\ 1.31\\ 1.31\\ 1.34\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.41\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.32\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.52\\ 1.44\\ 1.54\\ 1.45\\ 1.45\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\ 1.48\\ 1.42\\ 1.51\\ 1.48\\
1.42\\ 1.51\\$ | $\begin{array}{c c c c c c c c c c c c c c c c c c c $ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.57 PM 1.58 VE 1.55 VE 1.55 M 1.55 VE 1.56 AM 1.57 VE 1.58 PM 1.59 PM 1.50 PM 1.53 VE 1.53 VE 1.53 VE 1.54 AM 1.53 VE 1.54 PM 1.52 VE 1.52 VE 1.52 VE 1.52 VE 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50 |
| 165
165
165
167
168
169
170
171
172
173
174
177
178
178
178
178
178
178
178 | 182
212
226
229
226
229
111
127
28
35
35
35
35
35
35
35
35
35
35
35
35
35 | 150 171 266 381 172 381 172 381 172 381 172 381 172 381 122 322 360 131 314 174 314 174 314 314 314 176 258 210 258 314 314 3154 255 365 267 365 271 365 285 285 285 285 285 285 286 285 286 286 286 384 384 <td>7299781
7299781
73027781
73027759978
73027759978
7302775978
7302775
73027773
73027773
73027773
730277773
730277773
73027777777777</td> <td>104-5182000000000000000000000000000000000000</td> <td>0 0 0 0 0 9 10</td> <td>1576 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 4.281 SOUTHEGUND 6.281 RATEOUND 4.281 SOUTHEGUND 6.291 RATEOUND 6.207 RATEOUND 6.207 RATEOUND 6.207 RATEOUND 6.207 RATEOUND 6.208 WESTEOUND 6.209 WESTEOUND 6.200 SOUTHEGUND 7.201 SOUTHEGUND 7.202 SOUTHEGUND 7.203 SOUTHEGUND 7.204 SOUTHEGUND 7.205 SATEOUND 7.205 SATEOUND 7.207 SATEOUND 7.208 SOUTHEGUND 7.209</td> <td>CR-1 CONSTOCK AVE SALINA ST BUTERNUT ST BRIDGE ST RT-588 GEDDES ST CIRCLE DR E GEDDES ST CRV NY 370 CR-19 NY-30 COLVIN ST NY-31 NY-320 NY-31 COLVIN ST NY-320 NY-33 COLVIN ST NY-370 CR-48 RT-370 CR-48 RT-370 CR-48 RT-370 CR-48 CR-34 RT-370 CR-48 CR-34 RT-370 CR-48 RT-390 CR-448 ADAMS ST NY-370 RT-480 RT-590 COLVIN ST NY-300 RT-480 COLVIN ST NY-370 RT-480 COLVIN ST<!--</td--><td>Hego Eastbound Off Ramp
Harrison St
Almond St
Lodi St</td><td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp</td><td>PYLER RD PYLER RD E ADAMS ST N SALINA ST NY-290 L680 W GENESEE ST S BAY RD NY-4800 NY-4900 L91 H1 H01 NY-31(1) THOMPSON RD L91 L91 L91 L91 L91 L91 L92 L93 L94 L94 L91 L92 L93 L94 L94 L95 L95 L960 L91 L92 L93 L94 L94 L90 L91 L92 L93 L941 L940 L941</td><td>No No No</td><td>No Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes Yes <td>No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No <</td><td>$\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.50\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.44\\ 1.54\\ 1.51\\ 1.51\\ 1.34\\ 1.45\\ 1.32\\ 1.35\\ 1.38\\ 1.41\\ 1.45\\ 1.38\\ 1.41\\ 1.45\\ 1.49\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.44\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.40\\$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\
1.52\\ 1.52\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.51\\ 1.51\\ 1.55\\ 1.52\\$</td><td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 WE 1.58 AM 1.55 WE 1.55 WE 1.55 PM 1.54 OP 1.54 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50</td></td></td> | 7299781
7299781
73027781
73027759978
73027759978
7302775978
7302775
73027773
73027773
73027773
730277773
730277773
73027777777777 | 104-5182000000000000000000000000000000000000
 | 0 0 0 0 0 9 10 | 1576 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 4.421 NORTHEGUND 4.281 SOUTHEGUND 6.281 RATEOUND 4.281 SOUTHEGUND 6.291 RATEOUND 6.207 RATEOUND 6.207 RATEOUND 6.207 RATEOUND 6.207 RATEOUND 6.208 WESTEOUND 6.209 WESTEOUND 6.200 SOUTHEGUND 7.201 SOUTHEGUND 7.202 SOUTHEGUND 7.203 SOUTHEGUND 7.204 SOUTHEGUND 7.205 SATEOUND 7.205 SATEOUND 7.207 SATEOUND 7.208 SOUTHEGUND 7.209
 | CR-1 CONSTOCK AVE SALINA ST BUTERNUT ST BRIDGE ST RT-588 GEDDES ST CIRCLE DR E GEDDES ST CRV NY 370 CR-19 NY-30 COLVIN ST NY-31 NY-320 NY-31 COLVIN ST NY-320 NY-33 COLVIN ST NY-370 CR-48 RT-370 CR-48 RT-370 CR-48 RT-370 CR-48 CR-34 RT-370 CR-48 CR-34 RT-370 CR-48 RT-390 CR-448 ADAMS ST NY-370 RT-480 RT-590 COLVIN ST NY-300 RT-480 COLVIN ST NY-370 RT-480 COLVIN ST </td <td>Hego Eastbound Off Ramp
Harrison St
Almond St
Lodi St</td> <td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp</td> <td>PYLER RD PYLER RD E ADAMS ST N SALINA ST NY-290 L680 W GENESEE ST S BAY RD NY-4800 NY-4900 L91 H1 H01 NY-31(1) THOMPSON RD L91 L91 L91 L91 L91 L91 L92 L93 L94 L94 L91 L92 L93 L94 L94 L95 L95 L960 L91 L92 L93 L94 L94 L90 L91 L92 L93 L941 L940 L941</td> <td>No No No</td> <td>No Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes Yes <td>No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No <</td><td>$\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.50\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.44\\ 1.54\\ 1.51\\ 1.51\\ 1.34\\ 1.45\\ 1.32\\ 1.35\\ 1.38\\ 1.41\\ 1.45\\ 1.38\\ 1.41\\ 1.45\\ 1.49\\ 1.51\\ 1.51\\
1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.44\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.40\\$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.51\\ 1.51\\ 1.55\\ 1.52\\$</td><td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 WE 1.58 AM 1.55 WE 1.55 WE 1.55 PM 1.54 OP 1.54 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50</td></td> | Hego Eastbound Off Ramp
Harrison St
Almond St
Lodi St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp | PYLER RD PYLER RD E ADAMS ST N SALINA ST NY-290 L680 W GENESEE ST S BAY RD NY-4800 NY-4900 L91 H1 H01 NY-31(1) THOMPSON RD L91 L91 L91 L91 L91 L91 L92 L93 L94 L94 L91 L92 L93 L94 L94 L95 L95 L960 L91 L92 L93 L94 L94 L90 L91 L92 L93 L941 L940 L941

 | No | No Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes Yes <td>No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No <</td> <td>$\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.50\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.44\\ 1.54\\ 1.51\\ 1.51\\ 1.34\\ 1.45\\ 1.32\\ 1.35\\ 1.38\\ 1.41\\ 1.45\\ 1.38\\ 1.41\\ 1.45\\ 1.49\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.44\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.40\\$</td> <td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\$</td> <td>$\begin{array}{c} 1.31\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.51\\ 1.51\\ 1.55\\ 1.52\\$</td> <td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td> <td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 WE 1.58 AM 1.55 WE 1.55 WE 1.55 PM 1.54 OP 1.54 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50</td> | No No No No Yes No No No Yes No No No Yes No No No Yes No No No Yes No <

 | $\begin{array}{c} 1.56\\ 1.45\\ 1.50\\ 1.50\\ 1.52\\ 1.52\\ 1.47\\ 1.44\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.44\\ 1.54\\ 1.51\\ 1.51\\ 1.34\\ 1.45\\ 1.32\\ 1.35\\ 1.38\\ 1.41\\ 1.45\\ 1.38\\ 1.41\\ 1.45\\ 1.49\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.44\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.47\\ 1.50\\ 1.47\\ 1.40\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.56\\ 1.51\\ 1.51\\ 1.51\\ 1.55\\ 1.52\\$ | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$
 | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.57 WE 1.58 AM 1.55 WE 1.55 WE 1.55 PM 1.54 OP 1.54 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50 |
| 165
166
166
167
167
169
170
171
172
173
174
175
176
176
177
178
178
178
178
178
180
180
182
183
184
185
186
185
186
185
186
191
191
192
193
195
195
195
195
195
195
195
195
195
195 | 182 212 222 222 222 222 224 122 229 240 111 127 129 121 122 131 133 55 50 50 50 51 161 122 133 134 144 180 133 134 144 180 134 144 180 133 144 130 143 94 115 129 219 228 299 299 | 150 171 171 172 266 381 172 381 172 381 172 381 172 381 122 360 58 89 249 185 249 132 313 312 313 314 316 314 210 256 314 210 314 315 314 210 326 3277 2210 326 327 3286 329 3206 321 326 327 3286 3286 329 3213
 | 7299781
730307782
7303077122
73037722
73047722
73047722
73047722
73047722
7304772
731477777777777777777777777777777777777
 | 104-5182000000000000000000000000000000000000 | 0 CCDDT 9YR SYR 9YR SYR 9YR SYR 9YR SYR 9YR NYSDOT 9YR NYSDOT 9YR SYR 9YR SYR 9YR SYR 9YR SYR 1000 SYR 1000 CODT 1000 SYR | 1.576 NORTHEGUND 1.422 NORTHEGUND 0.422 NORTHEGUND 0.285 SUTHEGUND 0.285 SUTHEGUND 0.285 SUTHEGUND 0.285 SUTHEGUND 0.285 SUTHEGUND 1.128 SUTHEGUND 0.270 ASTEOUND 1.280 WITHEGUND 0.281 MORTHEGUND 0.281 MORTHEGUND 0.281 MORTHEGUND 0.281 MORTHEGUND 1.282 MORTHEGUND 0.281 MORTHEGUND 0.284 ASTEOUND 0.391 MORTHEGUND 0.282 SUTHEGUND 0.281 MORTHEGUND 0.282 SUTHEGUND 0.281 MORTHEGUND 0.282 SUTHEGUND 0.281 MORTHEGUND 0.282 SUTHEGUND 0.281 MORTHEGUND 0.282 SUTHEGUND 0.391 MORTHEGUND 0.4821 <td>CR-1 CR-1 COMSTOCK AVE S SALINA ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST GEDOES ST CIRCLE DN E GEDDES ST NY-370 CR-19 NY-31 NY-320 CR-14 CR-270 CR-48 RT-370 NY-370 NY-373 CR-48 CR-75 CR-48 CAMS ST NY-39 CR-48 CAMSST NY-370 NY-370 NY-370 NY-38 NY-370 RT-598 COLVIN ST NY-5 ONY-588 NY-320<td>Hego Eastbound Off Ramp
Harrison St
Almond St
Lodi St</td><td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp</td><td>PLER DD EADAMS ST EADAMS ST EADAMS ST NSALINA ST NY-290 1480 VGENSES ST SBAY RD NY-4800 NY-4800 NY-490 NY-4800 NY-4810 NY-4800 SALINA ST EVIELEV PO SALINA ST EVIELEV PO SALINA ST EVIELEVAND SALINA ST EVIELEVAND SALINA ST EVIELEVAND SALINA ST EVIELEVAND SALINA</td><td>No No No</td><td>No Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes Yes</td><td>No No No No Yes No No No Yes No Yes No Yes No Yes No Yes No Yes No No No Yes No No No Yes No No No Yes No Yes No No No Yes No Yes No Yes No No No Yes No No No No No No</td><td>$\begin{array}{r} 1.66\\ 1.45\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.56\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.42\\ 1.55\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.45\\ 1.37\\ 1.34\\ 1.31\\ 1.31\\ 1.34\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.41\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.32\\$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\ 1.46\\
1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.45\\ 1.45\\ 1.45\\ 1.52\\ 1.52\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.52\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.44\\ 1.51\\ 1.51\\ 1.52\\ 1.51\\ 1.52\\$</td><td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.55 WE 1.55 M 1.55 M 1.55 M 1.57 M 1.58 WE 1.54 AM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.53 VE 1.53 VE 1.52 VE 1.51 M 1.51 VE 1.50 VE 1.50 VE 1.50</td></td> | CR-1 CR-1 COMSTOCK AVE S SALINA ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST GEDOES ST CIRCLE DN E GEDDES ST NY-370 CR-19 NY-31 NY-320 CR-14 CR-270 CR-48 RT-370 NY-370 NY-373 CR-48 CR-75 CR-48 CAMS ST NY-39 CR-48 CAMSST NY-370 NY-370 NY-370 NY-38 NY-370 RT-598 COLVIN ST NY-5 ONY-588 NY-320 <td>Hego Eastbound Off Ramp
Harrison St
Almond St
Lodi St</td> <td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp</td> <td>PLER DD EADAMS ST EADAMS ST EADAMS ST NSALINA ST NY-290 1480 VGENSES ST SBAY RD NY-4800 NY-4800 NY-490 NY-4800 NY-4810 NY-4800 SALINA ST EVIELEV PO SALINA ST EVIELEV PO SALINA ST EVIELEVAND SALINA ST EVIELEVAND SALINA ST EVIELEVAND SALINA ST EVIELEVAND SALINA</td> <td>No No No</td> <td>No Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes Yes</td> <td>No No No No Yes No No No Yes No Yes No Yes No Yes No Yes No Yes No No No Yes No No No Yes No No No Yes No Yes No No No Yes No Yes No Yes No No No Yes No No No No No No</td> <td>$\begin{array}{r} 1.66\\ 1.45\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.56\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.42\\
1.55\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.45\\ 1.37\\ 1.34\\ 1.31\\ 1.31\\ 1.34\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.41\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.32\\$</td> <td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\$</td> <td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.45\\ 1.45\\ 1.45\\ 1.52\\ 1.52\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.52\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.44\\ 1.51\\ 1.51\\ 1.52\\ 1.51\\ 1.52\\$</td> <td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td> <td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.55 WE 1.55 M 1.55 M 1.55 M 1.57 M 1.58 WE 1.54 AM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.53 VE 1.53 VE 1.52 VE 1.51 M 1.51 VE 1.50 VE 1.50 VE 1.50</td> | Hego Eastbound Off Ramp
Harrison St
Almond St
Lodi St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp | PLER DD EADAMS ST EADAMS ST EADAMS ST NSALINA ST NY-290 1480 VGENSES ST SBAY RD NY-4800 NY-4800 NY-490 NY-4800 NY-4810 NY-4800 SALINA ST EVIELEV PO SALINA ST EVIELEV PO SALINA ST EVIELEVAND SALINA ST EVIELEVAND SALINA ST EVIELEVAND SALINA ST EVIELEVAND SALINA

 | No | No Yes Yes Yes No Yes No Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No Yes No Yes No Yes No Yes No Yes No No No Yes No No No Yes No No No Yes No Yes No No No Yes No Yes No Yes No No No Yes No No No No No No
 | $\begin{array}{r} 1.66\\ 1.45\\ 1.45\\ 1.50\\ 1.52\\ 1.52\\ 1.56\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.64\\ 1.55\\ 1.47\\ 1.55\\ 1.47\\ 1.55\\ 1.42\\ 1.55\\ 1.44\\ 1.51\\ 1.44\\ 1.51\\ 1.44\\ 1.45\\ 1.37\\ 1.34\\ 1.31\\ 1.31\\ 1.34\\ 1.35\\ 1.34\\ 1.37\\ 1.49\\ 1.41\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.31\\ 1.41\\ 1.45\\ 1.32\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.49\\ 1.44\\ 1.49\\ 1.42\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.47\\ 1.44\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\ 1.46\\ 1.52\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.55\\ 1.44\\ 1.54\\ 1.45\\ 1.45\\ 1.45\\ 1.52\\ 1.52\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.52\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.51\\ 1.44\\ 1.51\\ 1.51\\ 1.52\\ 1.51\\ 1.52\\
1.52\\ 1.52\\$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.56 AM 1.55 WE 1.55 M 1.55 M 1.55 M 1.57 M 1.58 WE 1.54 AM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.53 VE 1.53 VE 1.52 VE 1.51 M 1.51 VE 1.50 VE 1.50 VE 1.50 |
| 165 165 167 168 169 170 171 172 173 174 175 176 177 178 188 181 182 183 184 185 186 199 190 191 192 193 194 195 196 197 198 199 200 201 202 203 | 182
217
227
228
229
240
111
127
238
35
35
35
35
35
35
35
35
35
35
35
35
35 | 156 171 171 172 266 381 172 381 172 381 172 381 172 381 232 331 267 58 89 313 312 313 312 312 313 312 313 312 313 312 313 312 313 312 313 314 316 314 316 317 318 314 316 317 318 314 316 317 318 316 317 <t< td=""><td>7299781
729781
730007782
759982
75997722
75997722
75997
75977
75977
75977
75977
75977
75977
75977
75977
75977
759777
759777
759777
759777
759777
75977777
75977777
75977777777</td><td>104-5182804
104-1182804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-10</td><td>0 0 0 0 0 9 0 9 10 1</td><td>1576 NORTHEGUNB 4.421 NORTHEGUNB 4.421 NORTHEGUNB 0.422 SOUTHEGUND 0.298 SOUTHEGUND 0.298 NORTHEGUND 1.128 SOUTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.290 ASTENDAND 0.551 NORTHEGUND 0.551 NORTHEGUND 0.551 NORTHEGUND 0.563 NORTHEGUND 0.564 MESTBOUND 0.569 WESTBOUND 0.560 SOUTHEGUND 0.561 NORTHEGUND 0.562 SOUTHEGUND 0.563 SOUTHEGUND 0.564 SOUTHEGUND 0.562 SOUTHEGUND <</td><td>CR-1 CONSTOCK AVE SALINA ST EUTERNUT ST BRIDGE ST RT-588 GEDDES ST CIRCLE DR E GEDDES ST CRUM ST NY-30 COLVIN ST NY-31 COLVIN ST NY-320 CR-7 CR-84 RT-370 CR-7 CR-7 CR-84 RT-370 CR-84 RT-370 CR-84 RT-370 CR-84 RT-370 CR-148 CR-148 RT-370 SALINA ST CIRCLE DR E NY-439 CR-448 ADAMS ST NY-370 RT-588 COLVIN ST NY-58 WONONDAGA ST COMSTOCK AVE NY-328</td><td>I 690 Eastbound Off Ramp
Harrison St
Almond St
Lodi St
E Colvin St</td><td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp
Erive Blvd TL Ramp</td><td>PYLER RD EYLER RD E ADAMS ST E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY 290 1490 VGENESEE ST S BAY RD NY-4800 NY 48000 141 NY 31 (1) THOMPSOR RD 141 142 143 144 1451 141 142 143 144 1451 1451 1461 147 1481 149 149 141 142 143 143 144 145 145 146 147 148 1490 141 142 143 143 144 145</td><td>No No No</td><td>No Yes Yes Yes Yes No Yes Yes Yes Yes</td><td>No No No No Yes No No No Yes No No No No No No No <t< td=""><td>$\begin{array}{l} 1.66\\ 1.65\\ 1.61\\ 1.50\\ 1.52\\ 1.52\\ 1.52\\ 1.55\\ 1.67\\ 1.64\\ 1.55\\ 1.67\\ 1.64\\ 1.65\\ 1.55\\
1.55\\ 1.55\\$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.53\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.53\\ 1.50\\ 1.53\\ 1.52\\ 1.51\\ 1.45\\ 1.51\\ 1.45\\ 1.42\\ 1.51\\ 1.45\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\$</td><td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.57 WE 1.58 PM 1.55 WE 1.55 PM 1.55 PM 1.54 PM 1.53 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50</td></t<></td></t<> | 7299781
729781
730007782
759982
75997722
75997722
75997
75977
75977
75977
75977
75977
75977
75977
75977
75977
759777
759777
759777
759777
759777
75977777
75977777
75977777777 |
104-5182804
104-1182804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-10 | 0 0 0 0 0 9 0 9 10 1 | 1576 NORTHEGUNB 4.421 NORTHEGUNB 4.421 NORTHEGUNB 0.422 SOUTHEGUND 0.298 SOUTHEGUND 0.298 NORTHEGUND 1.128 SOUTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.290 ASTENDAND 0.551 NORTHEGUND 0.551 NORTHEGUND 0.551 NORTHEGUND 0.563 NORTHEGUND 0.564 MESTBOUND 0.569 WESTBOUND 0.560 SOUTHEGUND 0.561 NORTHEGUND 0.562 SOUTHEGUND 0.563 SOUTHEGUND 0.564 SOUTHEGUND 0.562 SOUTHEGUND <
 | CR-1 CONSTOCK AVE SALINA ST EUTERNUT ST BRIDGE ST RT-588 GEDDES ST CIRCLE DR E GEDDES ST CRUM ST NY-30 COLVIN ST NY-31 COLVIN ST NY-320 CR-7 CR-84 RT-370 CR-7 CR-7 CR-84 RT-370 CR-84 RT-370 CR-84 RT-370 CR-84 RT-370 CR-148 CR-148 RT-370 SALINA ST CIRCLE DR E NY-439 CR-448 ADAMS ST NY-370 RT-588 COLVIN ST NY-58 WONONDAGA ST COMSTOCK AVE NY-328

 | I 690 Eastbound Off Ramp
Harrison St
Almond St
Lodi St
E Colvin St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp
Erive Blvd TL Ramp | PYLER RD EYLER RD E ADAMS ST E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY 290 1490 VGENESEE ST S BAY RD NY-4800 NY 48000 141 NY 31 (1) THOMPSOR RD 141 142 143 144 1451 141 142 143 144 1451 1451 1461 147 1481 149 149 141 142 143 143 144 145 145 146 147 148 1490 141 142 143 143 144 145
 | No | No Yes Yes Yes Yes No Yes Yes
 | No No No No Yes No No No Yes No No No No No No No <t< td=""><td>$\begin{array}{l} 1.66\\ 1.65\\ 1.61\\ 1.50\\ 1.52\\ 1.52\\ 1.52\\ 1.55\\ 1.67\\ 1.64\\ 1.55\\ 1.67\\ 1.64\\ 1.65\\ 1.55\\$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.53\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.53\\ 1.50\\ 1.53\\ 1.52\\ 1.51\\ 1.45\\ 1.51\\ 1.45\\ 1.42\\ 1.51\\ 1.45\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\
1.51\\ 1.51\\$</td><td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.57 WE 1.58 PM 1.55 WE 1.55 PM 1.55 PM 1.54 PM 1.53 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50</td></t<> | $\begin{array}{l} 1.66\\ 1.65\\ 1.61\\ 1.50\\ 1.52\\ 1.52\\ 1.52\\ 1.55\\ 1.67\\ 1.64\\ 1.55\\ 1.67\\ 1.64\\ 1.65\\ 1.55\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.44\\ 1.42\\ 1.42\\ 1.55\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.50\\ 1.51\\ 1.51\\ 1.53\\
1.53\\ 1.53\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.53\\ 1.50\\ 1.53\\ 1.52\\ 1.51\\ 1.45\\ 1.51\\ 1.45\\ 1.42\\ 1.51\\ 1.45\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\ 1.42\\ 1.51\\$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.57 WE 1.58 PM 1.55 WE 1.55 PM 1.55 PM 1.54 PM 1.53 AM 1.53 AM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 PM 1.50 |
| 165 165 167 168 169 170 171 172 173 174 175 176 177 177 178 188 188 189 190 191 192 193 194 195 196 197 198 199 2001 2020 203 204 205 206 | 182
217
217
228
229
240
111
127
131
129
131
129
131
129
131
132
35
55
55
132
133
150
193
150
193
150
193
153
163
163
163
163
163
163
163
163
164
165
165
165
165
165
165
165
165
165
165 | 156 171 171 172 171 172 172 172 172 172 172 172 173 172 173 174 175 176 173 174 173 174 173 174 173 174 173 174 175 174 174 173 174 173 174 174 174 174 174 174 174 174 174 174 175 176 176 176 176 176 176
 | 7299781
730307782
7303077122
75997722
75997782
75997782
75997782
7597782
75977777777777777777777777777777777777
 | 104-5182804
104-1182804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-10 | 0 | 1.576 NORTHEGUNB 4.421 NORTHEGUNB 4.421 NORTHEGUNB 0.422 SOUTHEGUND 0.298 SOUTHEGUND 0.298 NORTHEGUND 1.128 SOUTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.290 ASTERUND 1.550 EASTEOUND 0.551 NORTHEGUND 0.551 NORTHEGUND 0.551 MESTEOUND 0.520 EASTEOUND 0.531 MESTEOUND 0.521 EASTEOUND 0.522 SOUTHEGUND 0.523 SOUTHEGUND 0.524 EASTEOUND 0.525 EASTEOUND 0.526 EASTEOUND 0.527 SOUTHEGUND 0.528 EASTEOUND 0.529 SOUTHEGUND 0.521 EASTEOUND 0.532 EASTEOUND 0.541 EASTEOUND 0.542 </td <td>CR-1 CR-1 COMSTOCK AVE SALINA ST BUTERNUT ST BUTDERNUT ST GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-31 NY-320 NY-31 COLVIN ST NY-32 CR-44 RT-370 CR-7 CR-7 CR-84 RT-370 CR-87 CR-84 RT-370 RT-370 CR-148 CR-149 ADMPS ST NY-173 CR-148 RT-370 RT-588 COLVIN ST NY-288 NY-730 RT-588 COLVIN ST NY-288 NY-730 RT-588 COLVIN ST NY-288 NY-51 W ONDADAG</td> <td>I 690 Eastbound Off Ramp
Harrison St
Almond St
Lodi St
E Colvin St</td> <td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp
Erive Blvd TL Ramp</td> <td>PTLER RD EVER RD E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY 290 1490 VG SENSEE ST S BAY RD NY-4800SWEGO ST 141 NY 31(1) THOMPSON RD 141 142 143 144 145 147 148 148 149 141 141 142 143 144 145 145 146 147 148 148 149 141 142 143 144 145 146 147 148 148 1490 141 142 143 143</td> <td>No No No </td> <td>No Yes Yes Yes No Yes No Yes No Yes No Yes</td> <td>No No No No Yes No No No Yes No No No Yes No Yes No No No No No Yes No No No <t< td=""><td>$\begin{array}{l} 1.66 \\ 1.65 \\ 1.61 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.51 \\ 1.54 \\
1.54 \\ 1.$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.54\\ 1.56\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\$</td><td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.57 WE 1.58 PM 1.55 VE 1.55 PM 1.55 PM 1.55 PM 1.54 PM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51</td></t<></td> | CR-1 CR-1 COMSTOCK AVE SALINA ST BUTERNUT ST BUTDERNUT ST GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-31 NY-320 NY-31 COLVIN ST NY-32 CR-44 RT-370 CR-7 CR-7 CR-84 RT-370 CR-87 CR-84 RT-370 RT-370 CR-148 CR-149 ADMPS ST NY-173 CR-148 RT-370 RT-588 COLVIN ST NY-288 NY-730 RT-588 COLVIN ST NY-288 NY-730 RT-588 COLVIN ST NY-288 NY-51 W ONDADAG

 | I 690 Eastbound Off Ramp
Harrison St
Almond St
Lodi St
E Colvin St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp
Erive Blvd TL Ramp | PTLER RD EVER RD E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY 290 1490 VG SENSEE ST S BAY RD NY-4800SWEGO ST 141 NY 31(1) THOMPSON RD 141 142 143 144 145 147 148 148 149 141 141 142 143 144 145 145 146 147 148 148 149 141 142 143 144 145 146 147 148 148 1490 141 142 143 143
 | No No | No Yes Yes Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No No No Yes No Yes No No No No No Yes No No No <t< td=""><td>$\begin{array}{l} 1.66 \\ 1.65 \\ 1.61 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.51 \\ 1.54 \\ 1.$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.54\\ 1.56\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\
1.52\\ 1.52\\$</td><td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.57 WE 1.58 PM 1.55 VE 1.55 PM 1.55 PM 1.55 PM 1.54 PM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51</td></t<> | $\begin{array}{l} 1.66 \\ 1.65 \\ 1.61 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.51 \\ 1.54 \\ 1.$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.54\\ 1.56\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\
1.52\\ 1.52\\$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.57 WE 1.58 PM 1.55 VE 1.55 PM 1.55 PM 1.55 PM 1.54 PM 1.53 PM 1.54 PM 1.52 PM 1.52 PM 1.52 PM 1.52 PM 1.51 PM 1.51 PM 1.51 PM 1.51 |
| 165 166 167 169 170 171 172 173 174 175 176 178 178 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 199 2001 2021 2031 204 205 206 207 | 182
192
217
226
220
220
192
226
192
192
102
102
102
102
102
102
102
10 | 156 171 172 266 381 172 381 172 381 172 381 172 381 232 331 267 388 89 381 312 312 312 312 312 312 312 312 312 312 312 312 312 313 312 313 314 306 315 365 365 365 365 365 365 365 366 366 366 366 366 366 <
 |
72997
7811
78297
78297
78297
78297
78297
78297
78297
78297
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
78397
783977
7737
7777
777 | 104-518204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204
104-105204 | 0 CODD 7 978 SYR 979 SYR 971 SYR 972 SYR 974 SYR 974 SYR 974 SYR 974 SYR 974 SYR 974 SYR 976 SYR 977 SYR 978 SYR 977 SYR 978 SYR 978 SYR 978 SYR 978 SYR 978 SYR 978 SYR | 1.576 NORTHEGUND 1.422 NORTHEGUND 0.422 NORTHEGUND 2.85 SOUTHEGUND 3.65 NORTHEGUND 3.65 NORTHEGUND 3.65 NORTHEGUND 3.66 NORTHEGUND 3.68 WESTBOUND 3.60 NORTHEGUND 3.60 NORTHEGUND 3.60 NORTHEGUND 3.61 WESTBOUND 3.62 SOUTHEGUND 3.63 NORTHEGUND 3.64 <td< td=""><td>CR-1 CR-1 COMSTOCK AVE S SALINA ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST GEDDES ST CIRCLE DN E GEDDES ST NY-370 CR-19 NY-31 NY-320 NY-31 CR-45 NY-370 NY-373 CR-48 CR-370 CR-49 CR-45 NY-398 <</td><td>I 690 Eastbound Off Ramp
Harrison St
Almond St
Lodi St
E Colvin St</td><td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp
Erive Blvd TL Ramp</td><td>PYLER DD EADAMS ST EADAMS ST EADAMS ST NSALINA ST NY-280 1680 VGENESEE ST S BAY KD NY-480 OST NY-480 OST NY-480 OST NY-480 OST NY-410 OST NY-411 (J) THOMPSON RD 1-81 NY-410 OST NY-450 OST NY-50 OST OHW OLENN BUD CR.127/0LD URPOL RD/PARK ST SHOGAN DR 1-81 140 141 141 141 141 141 141 141 141 141</td><td>No No No</td><td>No Yes Yes Yes Yes No No Yes No Yes No Yes No Yes No Yes No No No Yes Yes No No Yes No Yes No Yes No Yes No Yes No Yes No <tr td=""></tr></td><td>No No No No Yes No No No Yes No No No No No Yes No No No No No No No</td><td>$\begin{array}{l} 1.66\\ 1.45\\ 1.50\\ 1.52\\
1.52\\ 1.52\\$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.45\\ 1.44\\ 1.45\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\$</td><td>$\begin{array}{c} 1.311\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\ 1.52\\ 1.54\\ 1.50$</td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.55 WE 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.54 AM 1.53 PM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.52 VE 1.51 PM 1.51 PM 1.51 PM 1.50 OP 1.50 OP 1.50</td></td<> | CR-1 CR-1 COMSTOCK AVE S SALINA ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST GEDDES ST CIRCLE DN E GEDDES ST NY-370 CR-19 NY-31 NY-320 NY-31 CR-45 NY-370 NY-373 CR-48 CR-370 CR-49 CR-45 NY-398 <
 | I 690 Eastbound Off Ramp
Harrison St
Almond St
Lodi St
E Colvin St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp
Erive Blvd TL Ramp | PYLER DD EADAMS ST EADAMS ST EADAMS ST NSALINA ST NY-280
 1680 VGENESEE ST S BAY KD NY-480 OST NY-480 OST NY-480 OST NY-480 OST NY-410 OST NY-411 (J) THOMPSON RD 1-81 NY-410 OST NY-450 OST NY-50 OST OHW OLENN BUD CR.127/0LD URPOL RD/PARK ST SHOGAN DR 1-81 140 141 141 141 141 141 141 141 141 141
 | No | No Yes Yes Yes Yes No No Yes No Yes No Yes No Yes No Yes No No No Yes Yes No No Yes No Yes No Yes No Yes No Yes No Yes No <tr td=""></tr>
 | No No No No Yes No No No Yes No No No No No Yes No No No No No No No
 | $\begin{array}{l} 1.66\\ 1.45\\ 1.50\\ 1.52\\$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.45\\ 1.44\\ 1.45\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\$ | $\begin{array}{c} 1.311\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.54\\ 1.53\\
1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.53\\ 1.52\\ 1.54\\ 1.50$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.55 WE 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.54 AM 1.53 PM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.52 VE 1.51 PM 1.51 PM 1.51 PM 1.50 OP 1.50 OP 1.50 |
| | |
 |
 | | |
 |

 | | |
 | |
 |
 |
 | | | |
 |
| 1955 1966 167 168 170 171 172 174 177 178 178 178 188 189 188 199 199 199 199 199 199 200 201 202 203 204 205 206 207 208 209 200 201 202 203 204 205 | 182
217
217
228
229
220
111
127
127
131
129
131
129
131
129
133
150
150
150
150
160
160
160
160
160
160
160
171
134
144
144
160
160
171
171
129
102
102
102
102
102
102
102
102
102
102 | 156 171 171 172 171 172 172 172 172 172 173 172 173 173 174 175 176 173 173 174 173 174 173 174 173 173 174 173 174 175 174 173 174 173 174 174 174 174 174 174 174 174 174 174 174 175 176 176 176 176 176
 | 72997
7811
78277
78277
78277
78277
78277
78277
78277
78277
78277
78277
78277
78277
78277
782777
782777
782777
78277777777
 | 104-5182804
104-1182804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-1051804
104-10 | 0 CODD 7 978 SYR 979 SYR 971 SYR 972 SYR 974 SYR 974 SYR 974 SYR 974 SYR 974 SYR 974 SYR 976 SYR 977 SYR 978 SYR 977 SYR 978 SYR 978 SYR 978 SYR 978 SYR 978 SYR 978 SYR | 1.576 NORTHEGUNB 4.421 NORTHEGUNB 4.421 NORTHEGUNB 0.422 SOUTHEGUND 0.298 SOUTHEGUND 0.298 NORTHEGUND 1.128 SOUTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.128 SOUTHEGUND 0.290 ASTERUND 1.550 EASTEOUND 0.551 NORTHEGUND 0.551 NORTHEGUND 0.551 MESTEOUND 0.520 EASTEOUND 0.531 MESTEOUND 0.521 EASTEOUND 0.522 SOUTHEGUND 0.523 SOUTHEGUND 0.524 EASTEOUND 0.525 EASTEOUND 0.526 EASTEOUND 0.527 SOUTHEGUND 0.528 EASTEOUND 0.529 SOUTHEGUND 0.521 EASTEOUND 0.532 EASTEOUND 0.541 EASTEOUND 0.542 </td <td>CR-1 CR-1 COMSTOCK AVE SALINA ST BUTERNUT ST BUTDERNUT ST GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-31 NY-320 NY-31 COLVIN ST NY-32 CR-44 RT-370 CR-7 CR-7 CR-84 RT-370 CR-87 CR-84 RT-370 RT-370 CR-148 CR-149 ADMPS ST NY-173 CR-148 RT-370 RT-588 COLVIN ST NY-288 NY-730 RT-588 COLVIN ST NY-288 NY-730 RT-588 COLVIN ST NY-288 NY-51 W ONDADAG</td> <td>I 690 Eastbound Off Ramp
Harrison St
Almond St
Lodi St
E Colvin St</td> <td>Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp
Erive Blvd TL Ramp</td> <td>PTLER RD EVER RD E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY 290 1490 VG SENSEE ST S BAY RD NY-4800SWEGO ST 141 NY 31(1) THOMPSON RD 141 142 143 144 145 147 148 148 149 141 141 142 143 144 145 145 146 147 148 148 149 141 142 143 144 145 146 147 148 148 1490 141 142 143 143</td> <td>No No No </td> <td>No Yes Yes Yes No Yes No Yes No Yes No Yes</td> <td>No No No No Yes No No No Yes No No No Yes No Yes No No No No No Yes No No No <t< td=""><td>$\begin{array}{l} 1.66 \\ 1.65 \\ 1.61 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.51 \\ 1.54
\\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.54 \\ 1.$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.45\\ 1.44\\ 1.45\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\$</td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.55 WE 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.54 AM 1.53 PM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.52 VE 1.51 PM 1.51 PM 1.51 PM 1.50 OP 1.50 OP 1.50</td></t<></td> | CR-1 CR-1 COMSTOCK AVE SALINA ST BUTERNUT ST BUTDERNUT ST GEDDES ST CIRCLE DR E GEDDES ST CIRCLE DR E GEDDES ST NY-370 CR-19 NY-31 NY-320 NY-31 COLVIN ST NY-32 CR-44 RT-370 CR-7 CR-7 CR-84 RT-370 CR-87 CR-84 RT-370 RT-370 CR-148 CR-149 ADMPS ST NY-173 CR-148 RT-370 RT-588 COLVIN ST NY-288 NY-730 RT-588 COLVIN ST NY-288 NY-730 RT-588 COLVIN ST NY-288 NY-51 W ONDADAG

 | I 690 Eastbound Off Ramp
Harrison St
Almond St
Lodi St
E Colvin St | Start of Right TL to Erie Blvd
Erie Blvd East
S Townsend St
Erive Blvd TL Ramp
Erive Blvd TL Ramp | PTLER RD EVER RD E ADAMS ST E ADAMS ST E ADAMS ST N SALINA ST NY 290 1490 VG SENSEE ST S BAY RD NY-4800SWEGO ST 141 NY 31(1) THOMPSON RD 141 142 143 144 145 147 148 148 149 141 141 142 143 144 145 145 146 147 148 148 149 141 142 143 144 145 146 147 148 148 1490 141 142 143 143
 | No No | No Yes Yes Yes No Yes No Yes No Yes No Yes
 | No No No No Yes No No No Yes No No No Yes No Yes No No No No No Yes No No No <t< td=""><td>$\begin{array}{l} 1.66 \\ 1.65 \\ 1.61 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.51 \\ 1.54 \\ 1.$</td><td>$\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.45\\ 1.44\\ 1.45\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\$</td><td>$\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\ 1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\
1.52\\ 1.52\\$</td><td>$\begin{array}{cccccccccccccccccccccccccccccccccccc$</td><td>1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.55 WE 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.54 AM 1.53 PM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.52 VE 1.51 PM 1.51 PM 1.51 PM 1.50 OP 1.50 OP 1.50</td></t<> | $\begin{array}{l} 1.66 \\ 1.65 \\ 1.61 \\ 1.50 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.52 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.55 \\ 1.51 \\ 1.54 \\ 1.$ | $\begin{array}{c} 1.41\\ 1.50\\ 1.44\\ 1.56\\ 1.44\\ 1.45\\ 1.44\\ 1.45\\ 1.50\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\$ | $\begin{array}{c} 1.31\\ 1.56\\ 1.56\\ 1.56\\ 1.51\\
1.43\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.44\\ 1.54\\ 1.54\\ 1.51\\ 1.51\\ 1.51\\ 1.52\\$ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 1.66 AM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 PM 1.56 AM 1.55 WE 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.55 MM 1.54 AM 1.53 PM 1.53 PM 1.53 PM 1.53 VE 1.53 VE 1.52 VE 1.51 PM 1.51 PM 1.51 PM 1.50 OP 1.50 OP 1.50 |

Appendix D: "Congested" Segments of CMP Network under the TTTR Measure

CMP Network Segments with Maximum TTTR Exceeding the Threshold (2.0)

	LOTTR Rank 2 23 4 3 9 29	TED Rank 625 89	TMC	Owner	Miles Direction						Highway /	TTTR TTTR TTTR TT		
9 38 32 15	Rank 2 23 4 3 9 29	Rank 625 89		Owner	Miles Direction		-	-						
	23 4 3 9	89		OCDOT	0.021 NORTHBOUND	Road Name CR-46 MORGAN RD	From Morgan Rd (approach)	To NY-31	Cross Street RT-31		Transit NHS Limited Access	AM OP PM ON 5.95 5.50 4.95 4.		
	4 3 9		104P09983	NYSDOT	0.020 NORTHBOUND	NY-690	NY-690 Northbound	NY-48/Hencle Blvd	NY-48	Yes	No Yes Yes	4.36 4.89 4.72 4.	90 5.75	5.75 W
54 25 976 100 17 121 758 163 57 977 978 164	9	626 6	104N10832 104P10952	OCDOT OCDOT	0.021 WESTBOUND 0.030 NORTHBOUND	CR-53 KIRKVILLE RD CR-45 HENRY CLAY BLVD	Greentree Dr Executive Dr	Kinne St Vine St	CR-86/CR-53A/KINNE ST CR-51/TAFT RD/VINE ST	No Yes	Yes No No Yes Yes No	3.22 3.40 4.21 5. 3.67 3.97 4.40 5.		
25 976 100 17 121 758 163 57 977 977 978 164		627	104N10842	SYR	0.030 WESTBOUND	NY-298 COURT ST	Brace St	Grant Blvd	GRANT BLVD	No	No No No	4.20 4.00 0.00 5.	25 0.00	5.25 0
100 17 121 758 163 57 977 977 978 164	978	47 628	104P09718 104P10906	SYR OCDOT	0.038 EASTBOUND 0.022 EASTBOUND	NY-5 ERIE BLVD CR-81 JOHN GLENN BLVD	Erive Blvd Turn Lane Ramp Start of Left Turn Lane	Teall Ave Buckley Rd	TEALL AVE BUCKLEY RD/BLUEBERRY RD	No Yes	Yes Yes No No Yes No	3.17 3.29 3.75 5. 0.00 0.00 0.00 5.		
17 121 758 163 57 977 977 978 164	60	629	104P10826	NYSDOT	0.079 EASTBOUND	NY-290 BRIDGE/MANLIUS CENTER	Start of Left TL on Bridge St	Start of Dedicated Right TL on Manlius	NY-290/MANLIUS CENTER RD	No	Yes No No	3.68 3.14 3.74 5.	14 3.32	5.14 0
758 163 57 977 978 164	8	76	104P06949 104N10951	SYR OCDOT	0.021 EASTBOUND 0.042 SOUTHBOUND	NY-370 PARK ST CR-45 HENRY CLAY BLVD	Rail Bridge Start of Left Turn Lane	Harborside Dr Hopkins Road	I-81 CR-148/HOPKINS RD	Yes Yes	Yes Yes No Yes Yes No	3.62 3.16 4.00 5. 2.21 2.73 3.24 3.		
163 57 977 978 164	798	54	104N04150	NYSDOT	0.365 EASTBOUND	I-690	Eastbound Off Ramp to Teall Ave	Teall Ave On Ramp Eastbound	TEALL AVE/EXIT 14	Yes	Yes Yes Yes	1.14 4.92 1.22 1.	21 1.21	4.92 0
977 978 164	68	630	104P11388 104-09773	OCDOT NYSDOT	0.067 NORTHBOUND 2.712 EASTBOUND	CR-208 SOUTH BAY RD NY-31	Start of Northbound Right TL	Col Eileen Collins Blvd	AIRPORT BLVD	Yes No	Yes No No No Yes No	2.55 2.58 2.44 4. 4.84 4.07 4.61 3.		
978 164	979	631	104-09773 104N50244		0.020 WESTBOUND	ADAMS ST			W ONONDAGA ST	No	Yes Yes No	0.00 0.00 0.00 4.	30 0.00	4.80 O
104	980	632	104P10950 104+10807	OCDOT NYSDOT	0.020 NORTHBOUND 1.994 EASTBOUND	CR-228 NY-173			RT-298/COURT ST JAMESVILLE RD	No No	Yes Yes No No No No	0.00 0.00 0.00 4. 4.52 3.60 3.19 2.		
60	13	103	104+10807	NYSDOT	0.368 WESTBOUND	BEAR RD (930J)	S Bay Rd	I-481 Ramps	US-11/NY-481/N MAIN ST	No	No No No	4.36 4.50 4.19 2.	18 3.50	4.50 O
979	21	634	104P50509 104N10873		0.015 NORTHBOUND 0.048 SOUTHBOUND	ALMOND ST CR-148 ELECTRONICS PKWY	Kingsdown Dr	Old Liverpool Rd	NY-5/ERIE BLVD E OLD LIVERPOOL RD	No No	Yes Yes No Yes Yes No	0.00 4.50 0.00 4. 3.50 4.42 3.50 2.		
78	5	20	104N10873	NYSDOT		NY-635 THOMPSON RD	Headson Dr	Start of I-690 On Ramp TL	ERIE BLVD	No	Yes Yes No	3.97 3.74 3.87 4.		
18	6	635	104P11386		0.036 EASTBOUND	CR-51 VINE STREET	Start of Turn Lanes	Henry Clay Blvd	HENRY CLAY BLVD	Yes	Yes No No	4.40 4.00 4.25 4. 3.50 3.14 3.20 4.		
64	15	18	104N09720 104N09718	NYSDOT NYSDOT		NY-5 NY-5			NY-635 TEALL AVE	No No	Yes Yes No Yes Yes No	3.50 3.14 3.20 4. 3.29 2.80 3.50 4.		
244	222	636	104-10806	NYSDOT		NY-173			BARKER HILL RD	_	No No No	3.12 3.70 4.32 3.	45 3.73	4.32 P
980	51 981	637 638	104P50241 104P07955		0.021 EASTBOUND 0.013 WESTBOUND	WEST ST NY-80			S WEST ST RT-175/SOUTH AVE/GLENWOOD AVE	No No	Yes Yes No Yes No No	3.14 0.00 0.00 4. 0.00 0.00 0.00 4.		
26	22	34	104-07616	NYSDOT	0.587 SOUTHBOUND	WESTST			W ONONDAGA ST	No	Yes Yes No	2.65 3.00 3.44 4.	23 4.14	4.23 0
221	288	639 29	104+50262 104P10902	SYR OCDOT	0.648 EASTBOUND 0.043 NORTHBOUND	ERIE BLVD W CR-57 OLD ROUTE 57	Commercial Driveway	NY-31	GEDDES ST RT-31	No No	No Yes No Yes Yes No	3.57 2.30 2.42 4. 4.00 4.15 3.49 3.		
208	106	640	104-10805	NYSDOT	1.178 WESTBOUND	NY-173			E BRIGHTON AVE	No	Yes No No	2.98 3.20 3.94 3.	73 4.15	4.15 W
154	162	641 642	104+11388 104P09782		0.244 NORTHBOUND 0.163 SOUTHBOUND	CR-208 SOUTH BAY RD NY-690 SOUTHBOUND OFF RAMP	Merge of South Bay Rd NB & SB NY-690 Southbound	Start of Northbound Right TL to Airport NY-31/Downer St	AIRPORT BLVD NY-690	Yes Yes	Yes No No No Yes Low Speed Ramp	3.00 2.44 3.05 4. 4.08 3.73 3.56 2.		
123	62	85	104P10898	OCDOT	0.073 NORTHBOUND	CR-57			I-90	Yes	Yes Yes No	4.02 2.75 2.75 2.	78 3.27	4.02 A
211	12	643	104N05396 104P10959	NYSDOT NYSDOT		NY-49 BRIDGE ST			US-11/PARKWAY/N MAIN ST NY-290	No No	Yes No No Yes No No	4.00 4.00 0.00 3. 3.14 2.85 3.43 4.		
48	40	61	104P10959 104N10952	OCDOT		CR-45 HENRY CLAY BLVD	Vine St	Executive Dr	NY-290 CR-51/TAFT RD/VINE ST	No Yes	Yes No No Yes Yes No	2.70 2.96 3.57 2.	34 4.00	4.00 W
178	120	184	104N10902	NYSDOT	0.043 SOUTHBOUND	CR-57			RT-31	No	Yes Yes No	4.00 3.75 3.75 2.	73 3.75	4.00 A
213 981	124 982	645	104P52550 104N50254		0.027 NORTHBOUND 0.070 WESTBOUND	W ONONDAGA ST			S SALINA ST	No No	Yes No No Yes Yes No	3.14 3.67 3.54 4. 0.00 0.00 0.00 4.		
982	983	647	104P11398	NYSDOT	0.025 EASTBOUND	BEAR RD			CR-208/SOUTH BAY RD	No	No No No	0.00 0.00 0.00 4.	0.00	4.00 O
227	112	131 648	104+09774 104N09762	NYSDOT SYR	2.712 WESTBOUND 0.023 SOUTHBOUND	NY-31 NY-92			CR-49	No No	No Yes No Yes Yes No	2.85 3.86 3.82 2. 3.14 3.50 3.84 3.		
118	31	649	104N11458	SYR	0.020 SOUTHBOUND	HIAWATHA BLVD			RT-5/ERIE BLVD	No	No No No	0.00 3.40 3.20 3.	33 0.00	3.83 0
344	142 984	95	104+06870 104N07955		2.391 EASTBOUND 0.013 EASTBOUND	NY-370 NY-80			CR-137/CR-48 RT-175/SOUTH AVE/GLENWOOD AVE	No No	No Yes No Yes No No	2.72 3.36 3.83 3. 0.00 0.00 0.00 3.		
172	129	651	104-10894	OCDOT	1.027 SOUTHBOUND	CR-45			BUCKLEY RD	No	Yes No No	2.82 3.12 3.39 3.	30 3.78	3.78 W
40	39	652	104P10942 104P51895	SYR SYR	0.009 NORTHBOUND 0.020 NORTHBOUND	MIDLER AVE US-11			ERIE BLVD BUTTERNUT ST	No No	No No Yes No	3.50 2.88 3.00 3. 0.00 2.71 3.75 3.		
984	985	654	104N50509	SYR	0.015 SOUTHBOUND	ALMOND ST			NY-5/ERIE BLVD E	No	Yes Yes No	0.00 0.00 0.00 3.		
21	18	25	104P10896	OCDOT	0.044 NORTHBOUND	CR-137			1ST ST/S WILLOW ST	No	Yes Yes No	3.56 2.78 2.80 3.		
985	986	656	104-11357 104P11454	SYR NYSDOT	0.044 SOUTHBOUND 0.020 NORTHBOUND	BUTTERNUT ST CR-7			I-81 RT-92/GENESEE ST	No No	Yes No No Yes No No	0.00 3.53 2.80 3. 0.00 0.00 0.00 3.		
337	234	177	104+11397	OCDOT	2.360 EASTBOUND	CR-191			US-11/NY-481/N MAIN ST	No	Yes Yes No	3.69 3.09 3.00 3.	09 2.59	3.69 A
41	26	657 658	104+10829 104P10848	NYSDOT OCDOT	0.036 EASTBOUND 0.053 EASTBOUND	NY-290 MANLIUS CENTER RD NY-298	Minoa Rd	Erie Canal Trail	N MANLIUS ST NORTHERN BLVD	No Yes	No No No Yes No No	2.34 3.33 3.68 2. 3.15 3.30 3.68 2.		
108	25	659	104P05396	NYSDOT	0.066 WESTBOUND	NY-49			US-11/PARKWAY/N MAIN ST	No	Yes No No	3.67 3.67 3.50 3.	0.00	3.67 A
128	103	40	104N11399 104+05957		0.164 WESTBOUND 1.565 EASTBOUND	CIRCLE DR E NY-370			US-11/NY-481/BREWERTON RD NY-48/OSWEGO ST	No No	Yes Yes No No Yes No	3.67 2.83 2.59 3. 2.75 3.49 3.67 2.		
342	330	660	104-51898	SYR	0.515 WESTBOUND	GRANT BLVD			DANFORTH ST	No	Yes No No	0.00 2.86 3.37 3.	37 0.00	3.67 0
176	92	661	104P09762 104+10996	SYR	0.020 NORTHBOUND 0.015 NORTHBOUND	NY-92 NY-635 THOMPSON RD	Start of I-690 On Ramp TL	I-690 Eastbound On Ramp	I-81 I-690	No No	Yes Yes No Yes Yes No	3.14 3.00 2.86 3. 3.22 3.41 3.60 3.		
136	50	662	104P11855		0.213 EASTBOUND	I-690 EASTBOUND OFF RAMP	I-690 Eastbound	I-81 Southbound	1030	Yes	Yes Yes High Speed Ramp	3.64 1.28 1.33 1.		
112	67	63	104P10875 104P50256		0.019 NORTHBOUND 0.071 WESTBOUND	CR-148 HARRISON ST			HOPKINS RD ALMOND ST	Yes	Yes Yes No	2.32 2.24 2.84 2.		
124	63	157	104N06949	SYR	0.021 WESTBOUND	NY-370 PARK ST	Harborside Dr	Rail Bridge	1-81	No No	Yes Yes No Yes Yes No	3.25 3.20 3.00 3. 2.37 2.67 3.12 2.	32 3.60	3.60 V
19	109	119	104P50508	SYR	0.035 NORTHBOUND	ALMOND ST	E Genesee St Eastbound	E Genesee St Westbound	NY-92/E GENESEE ST	No	Yes Yes No	3.00 2.80 2.53 3. 0.00 0.00 0.00 3.		
986	987	664	104P09771 104N11409	NYSDOT OCDOT	0.014 WESTBOUND 0.021 SOUTHBOUND	RT-31 CR-46 MORGAN RD	NY-31	Morgan Rd (approach)	RT-298 RT-31	No No	No No No No No No	3.43 3.57 0.00 2.		
51	64	665	104P10803	NYSDOT		NY-173			SOUTH AVE	No	Yes No No	2.72 2.77 2.95 3.		
101	65	666	104P10817 104N11386	NYSDOT OCDOT	0.051 EASTBOUND 0.036 WESTBOUND	NY-175 CR-51 VINE STREET	Henry Clay Blvd	End of Lane Merge	ONONDAGA RD HENRY CLAY BLVD	No Yes	Yes No No Yes No No	2.72 2.77 2.95 3. 3.25 3.54 3.57 3.		
27	84	86	104+50508	SYR	0.289 NORTHBOUND	ALMOND ST	E Adams St	E Genesee St	NY-92/E GENESEE ST	No	Yes Yes No	2.53 2.67 2.59 3.		
317	107	668	104P10957 104-04149	NYSDOT NYSDOT	0.023 NORTHBOUND 0.543 EASTBOUND	BRIDGE ST	Teall Ave On Ramp Eastbound	Midler Ave Off Ramp	ERIE BLVD MIDLER AVE/EXIT 15	No Yes	Yes Yes No Yes Yes Yes	0.00 3.57 2.89 3. 1.14 3.56 1.21 1.		
987	988	669	104P50511	SYR	0.019 EASTBOUND	E CASTLE ST			US-11/S SALINA ST	No	Yes No No	0.00 0.00 0.00 3.	55 0.00	3.55 0
2	7 000	670			0.021 EASTBOUND 0.014 NORTHBOUND	NY-290 MANLIUS CENTER RD CR-159	Erie Canal Trail	N Manlius Rd	N MANLIUS ST RT-48/MAPLE RD	No No	No No Yes No	0.00 3.54 3.00 2. 0.00 0.00 0.00 3.		
236	233	672	104-10825	NYSDOT	0.610 WESTBOUND	NY-290			KINNE ST	No	Yes No No	3.51 2.62 2.30 2.	29 2.40	3.51 A
989	990	673	104N07616 104N51878		0.016 SOUTHBOUND 0.043 SOUTHBOUND	WEST ST COMSTOCK AVE	Manley Field House	E Colvin St	W ONONDAGA ST E COLVIN ST	No No	Yes No No Yes No No	0.00 0.00 0.00 3. 0.00 3.50 3.00 3.		
14	10	17	104N10948	SYR	0.069 SOUTHBOUND	TEALL AVE	Ramp to I-690 Westbound	Ramp from I-690 Eastbound	1-690	No	Yes Yes No	3.50 3.00 3.00 3.	20 3.25	3.50 A
53	30	90	104+50509 104N10957		0.218 NORTHBOUND 0.023 SOUTHBOUND	ALMOND ST BRIDGE ST	E Genesee St	Erie Blvd	NY-5/ERIE BLVD E ERIE BLVD	No No	Yes Yes No	2.67 2.50 2.06 3. 0.00 2.81 2.75 3.		
47	45	676	104N10867	SYR	0.011 SOUTHBOUND	COLUMBUS AVE			ERIE BLVD	No No	Yes Yes No Yes No No	2.75 2.50 2.66 3.	50 3.00	3.50 C
49 22	78	677	104P10947		0.008 NORTHBOUND		N Townsond St	N McBrido St	ERIE BLVD	No	Yes Yes No	3.50 3.00 3.00 3. 2.71 3.00 2.81 3.	50 0.00	3.50 A
45	125	97	104P09716 104P50507		0.088 EASTBOUND 0.274 NORTHBOUND	NY-5 W MAIN ST I-81 NORTHBOUND OFF RAMP (18)	N Townsend St I-81 Northbound	N McBride St E Adams St	N TOWNSEND I-81/E ADAMS ST	No Yes	No Yes No Yes Yes Low Speed Ramp	2.71 3.00 2.81 3. 2.61 2.90 3.50 2.		
34	38	679	104N11367	OCDOT	0.025 WESTBOUND	CR-39			RT-173/ONONDAGA RD	No	Yes No No	3.49 3.33 2.89 2.	38 3.17	3.49 A
35 233	175 93	59 680	104P11380 104P51888		0.207 EASTBOUND 0.070 NORTHBOUND	CR-19 S SALINA ST			I-81 E RAYNOR AVE	Yes No	Yes Yes No Yes Yes No	2.40 3.14 3.48 2. 3.14 2.33 0.00 3.		
66	42	98	104P11399	NYSDOT	0.164 EASTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	Yes Yes No	2.65 3.17 3.23 2.	36 3.40	3.40 V
102 218	90 131	44	104+09922 104-10897	SYR OCDOT	0.413 NORTHBOUND 0.792 SOUTHBOUND	US-11 CR-57			BUTTERNUT ST VINE ST	No No	Yes Yes No Yes Yes No	3.17 2.80 2.95 3. 2.43 2.60 3.35 2.		
76	32	681	104P11367	OCDOT	0.025 EASTBOUND	CR-39			RT-173/ONONDAGA RD	No	Yes No No	2.86 3.07 3.32 3.	00 3.31	3.32 P
37	46 212	682	104P10865 104-10873	SYR OCDOT	0.011 NORTHBOUND 0.647 SOUTHBOUND	SEELEY RD CR-148			ERIE BLVD OLD LIVERPOOL RD	No No	No No No Yes Yes No	3.25 2.75 2.75 3. 3.13 3.17 3.14 3.	31 0.00	3.31
96	85	683	104N11357	SYR	0.188 SOUTHBOUND	BUTTERNUT ST			I-81	No	Yes No No	3.28 3.00 3.25 3.	13 3.29	3.29 V
264	246	258	104-50262 104-11380	SYR	0.543 WESTBOUND 2.218 WESTBOUND	ERIE BLVD W CR-19			GEDDES ST	No Yes	Yes Yes No Yes Yes No	3.29 3.00 2.41 1. 2.26 2.64 3.29 1.	34 2.43	3.29 A
212	143	28	104-11378	OCDOT	0.093 WESTBOUND	CR-19			S MAIN ST	Yes	Yes Yes No	2.75 2.99 2.69 3.	27 2.33	3.27 0
138	229	684	104P10853	NYSDOT	0.262 NORTHBOUND	I-690 EASTBOUND ON RAMP	State Fair Blvd/Bridge St	I-690 Eastbound	I-690/STATE FAIR BLVD	Yes	No Yes Low Speed Ramp	2.00 2.13 3.00 2.	25 3.27	3.27 V
184 10	136 16	685	104N10801 104N52550	NYSDOT OCDOT	0.201 WESTBOUND 0.027 SOUTHBOUND	NY-173 N BURDICK ST	Commercial Driveway	NY-5 Genesee St	FAY RD	No No	Yes No No Yes No No	2.56 2.53 2.80 3. 3.00 2.50 2.25 3.		
46	41	8	104P10948	SYR	0.069 NORTHBOUND	TEALL AVE	Ramp to I-690 Eastbound	Ramp from I-690 Westbound	1-690	Yes	Yes Yes No	2.80 2.70 3.25 3.	07 2.60	3.25 P
6	44	687	104P52551 104+11358	OCDOT SYR	0.030 NORTHBOUND 0.044 NORTHBOUND	N BURDICK ST BUTTERNUT ST	N Burdick St (approach)	Manlius Center Rd	N SALINA ST	No No	Yes No No Yes No No	3.25 2.75 2.25 2. 3.00 3.00 3.25 2.		
12	4/	12	104P11461	SYR	0.027 NORTHBOUND	HIAWATHA BLVD	End of Park Ave Turn Lane	Park Ave	PARKST	Yes	Yes Yes No	3.25 3.25 2.50 2.	75 2.29	3.25 A
56	72	689	104P10867	SYR NYSDOT	0.011 NORTHBOUND 1.168 SOUTHBOUND	COLUMBUS AVE US-11			ERIE BLVD I-81 (NEDROW)	No	Yes No No	0.00 2.75 2.75 3.	25 0.00	3.25 C
461 990	4/5	690 691	104-09912 104-51880		1.168 SOUTHBOUND 0.173 SOUTHBOUND				E ADAMS ST	No No	Yes No No No No No	3.25 2.95 2.79 1. 0.00 0.00 0.00 3.	25 0.00	3.25 C
991	992	692	104N50511	SYR	0.019 WESTBOUND	E CASTLE ST			US-11/S SALINA ST	No	Yes No No	0.00 0.00 0.00 3.	25 0.00	3.25 C
203	75 123	219	104-50507 104N09983	SYR NYSDOT	0.267 SOUTHBOUND 0.021 SOUTHBOUND	ALMOND ST NY-690	E Genesee St NY-48/Hencle Blvd	E Adams St NY-690 Southbound	I-81/E ADAMS ST NY-48	No Yes	Yes Yes No No Yes Yes	2.50 2.61 2.62 3. 2.47 2.85 3.24 2.		
242	89	693	104P10819	SYR	0.012 EASTBOUND	NY-290			N WARREN ST/MONTGOMERY ST	No	Yes Yes No	2.79 2.43 3.14 3.	21 0.00	3.21 0
162	104	694	104P10847 104-50261	NYSDOT SYR	0.152 EASTBOUND 0.648 WESTBOUND	NY-298 ERIE BLVD W			KINNE ST NY-5/W GENESEE ST	Yes No	Yes No No No Yes No	2.58 2.50 2.82 2. 0.00 2.15 3.21 2.	71 3.21	3.21 W

								1	1			
118 119	11 34 28 48	7			0.093 SOUTHBOUND 0.100 FASTBOUND	NY-635 THOMPSON RD BEAR RD (930J)	Start of Right TL to Erie Blvd US-11 Brewerton Rd	Headson Dr I-481 Ramps	ERIE BLVD US-11/NY-481/N MAIN ST		Yes Yes No Yes Yes No	2.97 3.20 2.80 2.83 3.11 3.20 OP 3.17 2.80 2.80 3.20 2.51 3.20 ON
120 1	16 61	57	104N10898	OCDOT	0.073 SOUTHBOUND	CR-57		r voz namps	1-90	Yes	Yes Yes No	2.63 2.67 2.82 3.20 2.98 3.20 ON
121 14 122 3	48 147 53 307	91 697			0.044 SOUTHBOUND 1.027 NORTHBOUND	CR-137 CR-45			1ST ST/S WILLOW ST ELECTRONICS PKWY		Yes Yes No Yes No No	2.63 2.64 2.83 2.75 3.20 3.20 WE 2.14 2.44 2.63 3.20 2.80 3.20 ON
123 9	92 993	698	104P11873	NYSDOT	0.150 WESTBOUND	ON RAMP TO I-690 & I-90	Jones Rd	Merge with I-690 Off Ramp		Yes	No Yes Low Speed	i Ramp 0.00 0.00 0.00 3.20 0.00 3.20 ON
124 125	74 55	699	104N10803 104N10817		0.051 WESTBOUND 0.051 WESTBOUND	NY-173 NY-175			SOUTH AVE ONONDAGA RD		Yes No No Yes No No	2.55 3.00 2.86 2.80 3.17 3.17 WE 2.55 3.00 2.86 2.80 3.17 3.17 WE
126	72 77	38	104-51892	SYR	0.098 SOUTHBOUND	S SALINA ST			ERIE BLVD E	No	Yes Yes No	2.59 2.50 2.67 3.17 2.77 3.17 ON
127 S	92 159 35 94	37	104-09714		0.479 WESTBOUND	NY-5 NY-290			I-690 NY-290/MANLIUS CENTER RD		Yes Yes No Yes No No	2.75 2.47 2.63 3.17 2.43 3.17 ON 2.31 3.16 0.00 2.70 0.00 3.16 OP
	35 94 14 133	701	104N10826 104N10887		0.061 WESTBOUND 0.093 SOUTHBOUND	CR-82			COLLAMER RD		Yes No No Yes No No	2.31 3.16 0.00 2.70 0.00 3.16 OP 2.18 2.50 3.15 2.64 2.49 3.15 PM
130	61 80	703			0.099 EASTBOUND	NY-49			1-81		Yes No No	3.14 2.60 2.50 2.56 2.77 3.14 AM
131 11 132 11		704	104+11401 104-10824	NYSDOT		CIRCLE DR E NY-290			S BAY RD THOMPSON RD		No No No Yes No No	3.14 3.00 2.48 2.09 2.33 3.14 AM 2.67 2.48 2.43 3.14 2.50 3.14 ON
133 2	25 239	125	104-09915	SYR	0.651 SOUTHBOUND	US-11			W CALTHROP AVE		Yes Yes No	2.37 2.25 2.48 3.14 2.86 3.14 ON
134 9	00 004	706	104N50264 104P10851	SYR	0.099 WESTBOUND 0.031 EASTBOUND	ERIE BLVD W NY-298			CLINTON ST RT-31		Yes No No No No No	0.00 0.00 0.00 3.14 0.00 3.14 ON 0.00 0.00 0.00 3.14 0.00 3.14 ON
136 2:		708	104P51878		0.043 NORTHBOUND	COMSTOCK AVE	E Colvin St	Manley Field House	E COLVIN ST		Yes No No	3.12 3.12 0.00 2.64 0.00 3.12 AM
137 23 138 24	77 217	709	104+10818		1.580 EASTBOUND 1.097 EASTBOUND	NY-175 NY-49			W COLVIN ST		Yes No No Yes No No	2.30 2.36 2.36 3.11 2.84 3.11 ON
138 24 139 2	48 223 70 337	710			0.682 EASTBOUND	CR-51			I-81 COMMERCE BLVD		Yes No No Yes No No	3.11 2.31 2.44 1.83 2.38 3.11 AM 2.33 2.48 2.91 2.90 3.11 3.11 WE
140 21	83 357	285	104-10843		1.063 WESTBOUND	NY-298			E DARLINGTON RD		Yes Yes No	3.11 1.87 1.60 1.79 1.70 3.11 AM
141 3 142 2	72 444	159 712	104-09721 104+10959		1.216 WESTBOUND 0.098 NORTHBOUND	NY-5 BRIDGE ST			BRIDGE ST NY-290		Yes Yes No Yes No No	3.11 2.42 2.28 2.20 2.05 3.11 AM 3.10 2.88 2.79 1.95 2.50 3.10 AM
143 56	_	713	104P11947	NYSTA	0.676 EASTBOUND	I-90 EASTBOUND OFF RAMP (34A)	I-90 Eastbound Off Ramp to I-481	Merge with I-90 Westbound Off Ramp	EXIT 34A	Yes	No Yes Low Speed	iRamp 1.25 1.34 1.44 1.50 3.10 3.10 WE
144 18 145 30	89 251	58	104P10958 104-11384	OCDOT	0.292 NORTHBOUND 0.682 WESTBOUND	BRIDGE ST CR-51			NY-690 2ND ST		Yes Yes No Yes No No	2.48 2.37 3.08 2.82 2.31 3.08 PM 2.46 2.61 3.08 2.89 2.90 3.08 PM
146 24	47 69	715	104+11459	SYR	0.212 NORTHBOUND	HIAWATHA BLVD			NY-690/STATE FAIR BLVD/SPENCER ST	No	No No No	2.86 2.67 3.07 3.00 3.00 3.07 PM
147 23 148	37 254 95 132	33	104-09928 104+50258	NYSDOT	0.804 SOUTHBOUND 0.123 WESTBOUND	US-11 HARRISON ST			CENTERVILLE PL US-11/S STATE ST		Yes Yes No Yes Yes No	2.87 3.06 2.62 2.21 2.57 3.06 OP 2.59 2.43 2.67 3.05 2.71 3.05 ON
	11 293	135			2.050 SOUTHBOUND	CR-161			BEARRD		No Yes No	2.85 3.05 2.74 2.91 2.72 3.05 OP
150 3	92 368	716	104-10877	OCDOT		CR-48	L 404 0 10/ D	0	7TH NORTH ST		Yes No No	2.80 3.05 3.05 2.53 2.35 3.05 OP
151 2 152 1	47 58	/1/ 718	104-10832 104+11365	OCDOT SYR	1.032 WESTBOUND 0.128 NORTHBOUND	CR-53 KIRKVILLE RD GEDDES ST	I-481 On/Off Ramps	Greentree Dr	KINNE ST NY-690		Yes No No Yes No No	2.40 2.62 2.83 2.57 3.04 3.04 WE 2.50 2.34 2.04 3.03 3.00 3.03 ON
153 13		719	104N10853	NYSDOT	0.281 SOUTHBOUND	I-690 EASTBOUND OFF RAMP (7)	I-690 Eastbound	State Fair Blvd/Bridge St	I-690/STATE FAIR BLVD	Yes	No Yes Low Speed	iRamp 3.03 2.44 2.64 2.17 2.72 3.03 AM
154 1 155 3	13 185 28 282	51 165	104-10995 104-10952		0.024 SOUTHBOUND 1.608 SOUTHBOUND	NY-635 THOMPSON RD CR-45	I-690 Eastbound Off Ramp	Start of Right TL to Erie Blvd	ERIE BLVD W TAFT RD/VINE ST		Yes Yes No Yes Yes No	2.54 3.03 2.87 1.93 2.60 3.03 OP 2.57 2.54 3.03 2.67 2.31 3.03 PM
156 18	82 164	79	104+09713	SYR	0.604 EASTBOUND	NY-5			N GEDDES ST	No	No Yes No	3.02 2.71 2.63 2.46 2.67 3.02 AM
157 9 158 3	95 996	720	104-50245 104+10880	NYSDOT OCDOT	0.203 WESTBOUND 1.246 NORTHBOUND	ADAMSST CR-161			S SALINA ST BEAR RD		Yes Yes No No No No	0.00 0.00 0.00 3.02 0.00 3.02 ON 2.27 2.43 2.31 1.77 3.01 3.01 WE
158 3. 159 16	61 20	148	104+10820	SYR	0.091 EASTBOUND	NY-290			N STATE ST	No	Yes Yes No	2.50 2.36 2.86 3.00 0.00 3.00 ON
160	81 35	24	104+11461	SYR	0.061 NORTHBOUND	HIAWATHA BLVD	N Salina St	End of Park Ave Turn Lane	PARK ST	Yes	Yes Yes No	2.39 2.40 2.80 3.00 2.63 3.00 ON
161 162	o/ 43 36 59	722	104+50264 104N10947		0.128 EASTBOUND 0.008 SOUTHBOUND	ERIE BLVD W TEALL AVE			CLINTON ST ERIE BLVD		Yes Yes No Yes Yes No	2.43 2.67 2.43 3.00 0.00 3.00 ON 2.71 2.25 2.50 3.00 2.74 3.00 ON
163	63 81	13	104+50247	SYR	0.093 EASTBOUND	ADAMS ST	S Townsend St	S State St	S TOWNSEND ST	No	Yes Yes No	2.14 2.13 2.57 3.00 2.67 3.00 ON
164 13 165 18	22 83 87 87	724	104N50253 104P50242		0.066 WESTBOUND 0.050 EASTBOUND	W ONONDAGA ST WEST ST			W ADAMS ST W ONONDAGA ST		Yes Yes No Yes Yes No	0.00 2.80 2.56 3.00 0.00 3.00 ON 2.71 2.83 0.00 3.00 0.00 3.00 ON
166 2	06 95	726	104N10819	SYR	0.012 WESTBOUND	NY-290			N WARREN ST/MONTGOMERY ST	No	Yes Yes No	3.00 2.51 2.56 3.00 0.00 3.00 AM
167 3 168 2	30 97	727			0.352 NORTHBOUND 0.062 EASTBOUND	I-481 NORTHBOUND OFF RAMP (3E) NY-298	I-481 Northbound	NY-5/NY-92 Eastbound	EXIT 3E NEW COURT AVE		Yes Yes Low Speed Yes Yes No	i Ramp 2.03 2.33 3.00 1.57 1.94 3.00 PM 2.31 2.70 2.83 3.00 0.00 3.00 ON
160 20 169 2		64	104+10844		0.219 NORTHBOUND	TEALL AVE			1-690		Yes Yes No	2.31 2.70 2.83 3.00 0.00 3.00 0N 2.86 2.57 3.00 2.36 2.64 3.00 PM
170	8 114	728	104N09716		0.088 WESTBOUND	NY-5 W MAIN ST	N McBride St	N Townsend St	N TOWNSEND		No Yes No	2.02 2.40 2.57 3.00 0.00 3.00 ON
171 19 172 23	29 165 29 168	729	104+10870 104-11358	SYR	1.576 NORTHBOUND 0.296 SOUTHBOUND	CR-1 BUTTERNUT ST			FYLER RD N SALINA ST		No No No Yes No No	3.00 2.82 2.35 1.78 0.00 3.00 AM 2.53 2.62 2.67 3.00 2.67 3.00 ON
173	85 179	731	104+11348	SYR	0.284 EASTBOUND	COLVIN ST			I-81	No	Yes No No	2.62 3.00 2.42 2.09 2.14 3.00 OP
174 19 175 10	93 182 74 188	74	104+10899 104+11400		1.190 NORTHBOUND 0.248 EASTBOUND	CR-57 CIRCLE DR E			JOHN GLENN BLVD S HOGAN DR		Yes Yes No No Yes No	2.71 2.56 2.63 2.62 3.00 3.00 WE 2.17 3.00 2.44 1.94 2.81 3.00 OP
176 1	71 194	163	104+09718	SYR	0.437 EASTBOUND	NY-5 ERIE BLVD	Lodi St	Erive Blvd TL Ramp	TEALLAVE		Yes Yes No	3.00 3.00 3.00 2.42 2.45 3.00 AM
177 44 178 96	46 213	732	104-11458		0.212 SOUTHBOUND 0.145 WESTBOUND	HIAWATHA BLVD ADAMS ST			ERIE BLVD W ONONDAGA ST		No No Yes Yes	2.65 3.00 2.20 1.87 2.48 3.00 OP 0.00 0.00 0.00 3.00 0.00 3.00 ON
179 9	97 998	734			0.021 WESTBOUND	NY-298			RT-31		No No No	0.00 0.00 0.00 3.00 0.00 3.00 ON
180 9	98 999	735	104N10865		0.011 SOUTHBOUND	SEELEY RD			ERIE BLVD		No No No	0.00 0.00 0.00 3.00 0.00 3.00 ON
181 99 182 1	99 1000 52 161	736	104P50261 104N50507		0.030 EASTBOUND 0.261 SOUTHBOUND	ERIE BLVD W I-81 SOUTHBOUND ON RAMP	Almond St/E Adams St	I-81 Southbound	NY-5/W GENESEE ST I-81/E ADAMS ST		No Yes No Yes Yes Low Speed	0.00 0.00 0.00 3.00 0.00 3.00 ON I Ramp 2.59 2.84 2.99 2.27 2.31 2.99 PM
183	23 151	2	104N09773			NY-31	I-81 Southbound On Ramp	I-81 Northbound Off Ramp	1-81	No	Yes Yes No	2.80 2.76 2.98 2.70 2.67 2.98 PM
184 20 185	63 279 79 176	151 166	104-09754 104+09781	NYSDOT	1.941 SOUTHBOUND 1.829 WESTBOUND	NY-92 NY-31			NY-173 NY-31 (1)		Yes Yes No No Yes No	2.66 2.82 2.98 2.13 2.51 2.98 PM 2.27 2.73 2.97 2.28 2.44 2.97 PM
186 10	66 181	738	104+12293			NY-173			MILTON AVE		No No No	2.97 2.89 2.60 2.00 2.71 2.97 AM
187 3 188 3	29 362	739	104-52550 104-05956		2.159 SOUTHBOUND 1.565 WESTBOUND	NY-370			NY-31		Yes No No No Yes No	2.54 2.82 2.96 2.20 2.32 2.96 PM 2.95 2.50 2.49 2.26 2.77 2.95 AM
189 100	00 236	740	104+09918		0.616 NORTHBOUND				E ADAMS ST		Yes No No	0.00 2.94 0.00 2.86 0.00 2.94 OP
190 3	22 347	153	104+10953	OCDOT SYR	1.608 NORTHBOUND	CR-45 HIAWATHA BLVD			BUCKLEY RD PARK ST		Yes Yes No	2.94 2.33 2.19 2.79 2.45 2.94 AM 2.93 2.50 2.50 2.86 0.00 2.93 AM
191 1 192 1	20 96 37 118	741	104N11461 104P11441		0.027 SOUTHBOUND 0.065 NORTHBOUND				I-481		Yes Yes No Yes Yes No	2.93 2.50 2.50 2.86 0.00 2.93 AM 2.67 2.92 0.00 2.54 0.00 2.92 OP
193	59 54	48	104P10874		0.070 NORTHBOUND				1-90		Yes Yes No	2.56 2.40 2.49 2.83 2.90 2.90 WE
194 3 195 3	87 340 35 374	743			1.178 EASTBOUND 1.819 EASTBOUND	NY-173 NY-31			BARKER HILL RD CR-208 (EAST)		Yes No No No No No	2.71 2.53 2.80 2.71 2.90 2.90 WE 2.90 2.07 2.08 1.88 1.89 2.90 AM
196 3	83 394	171	104+10881	OCDOT	2.050 NORTHBOUND	CR-161			JOHN GLENN BLVD	Yes	No Yes No	2.90 2.42 2.53 2.36 2.36 2.90 AM
197 1 198 (73 91 68 99	23	104N10943 104+11379	SYR	0.160 SOUTHBOUND 0.093 EASTBOUND	RT-598 CR-19			I-690 S BAY RD	No Yes	No No No Yes Yes No	2.33 2.27 2.24 2.89 2.44 2.89 ON 2.89 2.83 2.67 2.87 2.58 2.89 AM
199	93 101	52	104+09921	SYR	0.126 NORTHBOUND	US-11			NY-290	No	Yes No No	2.60 2.60 2.89 2.67 0.00 2.89 PM
200 11 201 11	20 220	65	104P04183 104P09719		0.208 EASTBOUND 0.092 EASTBOUND	NY-5 NY-5			GENESEE ST SEELEY RD		No Yes No Yes Yes No	2.76 2.89 2.78 2.85 2.75 2.89 OP 2.50 2.56 2.50 2.88 2.61 2.88 ON
202 14	40 140	62	104+50259	SYR	0.169 WESTBOUND	HARRISON ST			S SALINA ST	No	Yes Yes No	2.31 2.43 2.83 2.88 2.86 2.88 ON
203 23 204 10		105	104+09916		0.651 NORTHBOUND 0.028 EASTBOUND	US-11 BURNET AVE			E COLVIN ST THOMPSON RD		Yes Yes No No No No	2.24 2.24 2.38 2.88 2.46 2.88 ON 0.00 0.00 0.00 2.88 0.00 2.88 ON
204 10	10 102	740	104P11438 104-50253		0.079 WESTBOUND	W ONONDAGA ST			W ADAMS ST		Yes Yes No	0.00 2.40 2.40 2.87 0.00 2.88 0.00 2.88 0.00 0.00 0.00 0.00
206	55 53	748	104N50269	OCDOT	0.107 SOUTHBOUND	CR-136			RT-290/MANLIUS CENTER RD	No	No No No	2.67 2.83 2.71 2.65 2.86 2.86 WE
207 4	43 98 58 115	53	104+51893 104+50257		0.098 NORTHBOUND 0.074 WESTBOUND	S SALINA ST HARRISON ST			E WILLOW ST S TOWNSEND ST		Yes Yes No Yes Yes No	2.33 2.33 2.63 2.86 0.00 2.86 ON 2.39 2.29 2.50 2.86 2.59 2.86 ON
209 23	35 141	749	104N11459	SYR	0.157 SOUTHBOUND	HIAWATHA BLVD	Almond Ob	0.7	NY-690/STATE FAIR BLVD/SPENCER ST	No	No No No	2.50 2.86 2.67 2.46 2.85 2.86 OP
210 0 211 10	62 191 03 160	4 93	104+50248 104+50245		0.153 EASTBOUND 0.145 EASTBOUND	ADAMS ST ADAMS ST	Almond St	S Townsend St	I-81 S SALINA ST		Yes Yes No Yes Yes No	1.89 2.31 2.58 2.86 2.38 2.86 ON 2.29 2.33 2.33 2.85 0.00 2.85 ON
212 25	_	750	104+10826	NYSDOT	0.600 EASTBOUND	NY-290			NY-290/MANLIUS CENTER RD	No	Yes No No	2.57 2.84 2.56 2.08 2.08 2.84 OP
213 33		143	104+10824		0.750 EASTBOUND 3.424 WESTBOUND	NY-290 NY-49			THOMPSON RD CR-33		Yes Yes No No No No	2.84 2.33 2.29 2.37 2.46 2.84 AM 2.84 1.98 1.89 1.79 0.00 2.84 AM
	27 306 67 271				0.165 SOUTHBOUND				ERIE BLVD		No No No	2.61 2.40 2.54 2.83 2.43 2.83 ON
214 44 215 4	27 306 67 371 80 138	752				NY-298			E DARLINGTON RD	No	Yes No No	2.83 1.92 1.80 2.07 1.75 2.83 AM
214 48 215 8 216 3	27 306 67 371 80 138 47 364 02 1002	752 753	104+10843	SYR	0.937 EASTBOUND	ERIE BLVD W				No		
214 44 215 4	47 364 02 1002	752 753 754 145	104+10843 104P50264 104+09754	SYR SYR NYSDOT	0.099 EASTBOUND 1.302 NORTHBOUND				CLINTON ST NY-173		Yes No No No Yes No	0.00 0.00 0.00 2.83 0.00 2.83 ON 2.82 2.66 2.44 2.13 2.57 2.82 AM
214 44 215 34 216 34 217 100 218 26 219 25	47 364 02 1002	752 753 754 145 217	104+10843 104P50264 104+09754 104+09758	SYR SYR NYSDOT NYSDOT	0.099 EASTBOUND 1.302 NORTHBOUND 1.111 NORTHBOUND	NY-92 NY-92			NY-173 MANOR DR	No No	No Yes No Yes Yes No	2.82 2.66 2.44 2.13 2.57 2.82 AM 2.82 2.45 2.27 2.07 2.07 2.82 AM
214 44 215 4 216 34 217 100 218 26	47 364 02 1002	752 753 754 145 217 32 77	104+10843 104P50264 104+09754	SYR SYR NYSDOT NYSDOT SYR	0.099 EASTBOUND 1.302 NORTHBOUND	NY-92 NY-92			NY-173	No No No	No Yes No	2.82 2.66 2.44 2.13 2.57 2.82 AM
214 44 215 3 216 3 217 100 218 20 219 23 220 0 221 13 222 5	47 364 02 1002 65 257 57 326 65 127 59 199 99 74	752 753 754 145 217 32 77 755	104+10843 104P50264 104+09754 104+09758 104-10947 104-09712 104P50253	SYR SYR NYSDOT NYSDOT SYR SYR SYR	0.099 EASTBOUND 1.302 NORTHBOUND 1.111 NORTHBOUND 0.219 SOUTHBOUND 0.604 WESTBOUND 0.066 EASTBOUND	NY-92 NY-92 TEALLAVE NY-5 W ONONDAGA ST			NY-173 MANOR DR ERIE BLVD ERIE BLVD WADAMS ST	No No No No	No Yes No Yes Yes No Yes Yes No No Yes No Yes Yes No Yes Yes No	2.82 2.66 2.44 2.13 2.57 2.62 AM 2.82 2.45 2.27 2.07 2.07 2.82 AM 2.63 2.60 2.50 2.81 2.57 2.81 0.0 2.45 2.57 2.81 2.60 2.44 2.81 2.61 0.0 2.45 2.57 2.81 2.00 2.44 2.81 PM 2.60 2.57 0.20 2.40 2.40 N
214 44 215 4 216 3- 217 100 218 24 219 24 220 6 221 11 222 5 223 5	47 364 02 1002 65 257 57 326 65 127 59 199	752 753 754 145 217 32 77 755 50 756	104+10843 104P50264 104+09754 104+09758 104-10947 104-09712 104P50253 104-09921	SYR SYR NYSDOT NYSDOT SYR SYR SYR SYR	0.099 EASTBOUND 1.302 NORTHBOUND 1.111 NORTHBOUND 0.219 SOUTHBOUND 0.604 WESTBOUND 0.066 EASTBOUND 0.413 SOUTHBOUND	NY-92 NY-92 TEALL AVE NY-5 W ONONDAGA ST US-11			NY-173 MANOR DR ERIE BLVD ERIE BLVD	No No No No No	No Yes No Yes Yes No	2.82 2.66 2.44 2.13 2.57 2.82 AM 2.82 2.44 2.27 2.07 2.07 2.62 AM 2.63 2.60 2.50 2.81 2.78 2.81 N 2.45 2.57 2.81 2.09 2.44 2.81 PM 2.45 2.57 2.81 2.09 2.44 2.81 PM 2.60 2.60 2.60 2.60 2.60 2.60 0.00 2.80 0.00 2.60 2.60 2.60 2.60 2.60 2.60 0.00 2.80 0.00 2.60 2.60 2.60 2.60 2.60 2.80 0.00
214 44 215 4 216 3 217 100 218 24 219 23 220 6 221 12 222 22 223 5 224 34 225 4	47 364 02 1002 65 257 57 326 65 127 59 199 99 74 98 144	752 753 754 145 217 32 77 755 50 756 9	104+10843 104P50264 104+09754 104+09758 104-10947 104-09712 104P50253 104-09921 104N51895 104-11460	SYR SYR NYSDOT SYR SYR SYR SYR SYR SYR	0.099 EASTBOUND 1.302 NORTHBOUND 1.111 NORTHBOUND 0.219 SOUTHBOUND 0.604 WESTBOUND 0.606 EASTBOUND 0.413 SOUTHBOUND 0.020 SOUTHBOUND 0.021 SOUTHBOUND	NY-92 NY-92 TEALL AVE NY-5 W ONONDAGA ST US-11 US-11 US-11 HIAWATHA BLVD	End of Park Ave Turn Lane	N Salina St	NY-173 MANOR DR ENIE BLVD ENIE BLVD W ADAMS ST NY-290 BUTERNUT ST I -81/N SALINA ST	No No No No No No Yes	No Yes No Yes No No Yes Yes No Yes Yes No Yes Yes No	2.82 2.66 2.44 2.13 2.57 2.82 AM 2.63 2.45 2.27 2.07 2.07 2.82 AM 2.63 2.60 2.50 2.61 2.57 2.81 AM 2.64 2.57 2.81 2.60 2.44 2.81 PM 2.60 2.50 0.00 2.60 0.00 2.60 OM 2.50 2.60 2.44 2.50 2.60 2.60 OM 2.60 2.60 2.64 2.50 2.60 2.60 OM 2.60 2.60 2.64 2.50 2.60 2.60 OM 2.60 2.60 2.60 2.60 2.60 2.60 AM 2.45 2.60 2.46 2.50 2.80 2.80 AM 2.45 2.20 2.00 2.80 2.80 AM AM
214 44 215 4 216 3 217 100 218 22 220 4 221 11 222 22 223 2 224 3 225 4 226 11	47 364 002 1002 665 257 557 326 65 127 59 199 99 74 98 144 004 149	752 753 754 145 217 32 77 755 50 755 50 756 9 757	104+10843 104P50264 104+09754 104+09758 104-10947 104-09712 104P50253 104-09921 104N51895 104-11460 104-12293	SYR SYR NYSDOT SYR SYR SYR SYR SYR SYR OCDOT	0.099 EASTBOUND 1.302 NORTHBOUND 1.311 NORTHBOUND 0.219 SOUTHBOUND 0.604 WESTBOUND 0.666 EASTBOUND 0.413 SOUTHBOUND 0.020 SOUTHBOUND 0.021 WESTBOUND 0.291 WESTBOUND	NY-92 NY-92 TEALLAVE NY-5 W ONONDAGA ST US-11 US-11 HAWATHA BLVD NY-73	End of Park Ave Turn Lane	N Satina St	NY-173 MANOR DR ENIE BLVD ENIE BLVD W ADAMS ST NY-290 BUTTERNUT ST I-31/N SALINA ST MILTON AVE	No No No No No No Yes No	No Yes No Yes Yes No Yes No Yes No Yes Yes No Yes No Yes Yes No Yes No Yes Yes Yes No No Yes No Yes Yes Yes No No Yes No Yes Yes No No No Yes No Yes	2.82 2.66 2.44 2.13 2.57 2.82 AM 2.82 2.84 2.81 2.07 2.82 AM 2.63 2.64 2.72 2.07 2.82 AM 2.63 2.66 2.81 2.07 2.82 AM 2.63 2.60 2.65 2.81 2.67 2.81 DM 2.64 2.60 0.00 2.60 0.00 2.60 OM 2.60 2.64 2.60 2.60 2.60 2.60 2.60 2.60 0.00 2.60 OM 2.60 2.64 2.60 2.60 2.60 0.60 2.60 OM 2.60 0.60 2.60 0.00 2.60 0.00 2.60 AM 2.45 2.70 2.00 2.30 2.30 2.80 AM 2.45 2.70 2.00 2.80 2.80 AM 2.80 AM
214 44 215 4 216 3 217 10 218 24 219 24 220 6 221 13 222 5 223 5 224 34 225 4 226 12 227 11 228 11	47 364 02 1002 65 257 57 326 65 127 59 199 99 74 98 144 04 149 42 152 06 153 94 263 55 267	752 753 754 145 217 32 777 755 50 756 9 756 9 757 167 758	104+10843 104P50264 104+09754 104+09758 104-10947 104-09712 104P50253 104-09921 104N51885 104-11460 104-12293 104+11380 104+51886	SYR SYR NYSDOT SYR SYR SYR SYR SYR SYR OCDOT OCDOT SYR	0.099 EASTBOUND 1.302 NORTHBOUND 1.111 NORTHBOUND 0.219 SOUTHBOUND 0.644 WESTBOUND 0.665 EASTBOUND 0.020 SOUTHBOUND 0.615 SOUTHBOUND 0.681 SETBOUND 0.680 EASTBOUND 0.573 EASTBOUND	NY-92 NY-92 TEALLAVE NY-5 W ONONDAGA ST US-11 US-11 HAWATHA BLVD NY-173 CR-19 ADAMS ST	End of Park Ave Turn Lane	N Satina St	NY-173 MANOR DR ENIE BLVD ENIE BLVD WI ADAMS ST NY-280 BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST HALL ST HALL ST HALL ST COMSTOCK AVE	No No No No No Yes No Yes	No Yes No Yes No No	2.82 2.66 2.44 2.13 2.57 2.82 AM 2.82 2.84 2.84 2.81 2.07 2.82 AM 2.63 2.64 2.27 2.07 2.82 AM 2.63 2.64 2.67 2.81 2.67 2.81 2.61 DM 2.64 2.57 2.81 2.09 2.64 2.61 DM 2.65 2.60 0.00 2.60 0.00 2.60 DM 2.65 2.60 0.00 2.60 0.00 2.60 DM 2.60 0.00 2.60 0.00 2.60 DM 2.60 DM 2.60 0.00 2.60 0.00 2.60 DM 2.60 DM 2.60 2.70 2.70 2.70 2.80 DM 2.80 DM 2.80 2.77 2.40 2.85 2.80 DM 2.80 PM 2.80 2.75 2.80
214 44 215 4 216 3.4 217 10 218 24 220 6 221 11 222 9 223 6 224 31 225 4 226 11 227 15 228 12 229 44	47 364 02 1002 65 257 57 326 65 127 59 199 99 74 98 144 04 149 42 152 06 153 94 263 55 267	752 753 754 145 217 32 77 755 50 756 9 756 9 757 167 758 212	104+10843 104P50264 104+09754 104+09758 104-10947 104-09712 104P50253 104-09921 104+09921 104-11460 104-12493 104+11380 104+21293 104+11380 104+51886 104N10833	SYR SYR NYSDOT SYR SYR SYR SYR SYR SYR OCDOT OCDOT SYR OCDOT	0.099 EASTBOUND 1.302 NORTHBOUND 1.311 NORTHBOUND 0.219 SOUTHBOUND 0.649 WESTBOUND 0.413 SOUTHBOUND 0.413 SOUTHBOUND 0.641 SOUTHBOUND 0.641 SOUTHBOUND 0.641 SOUTHBOUND 0.641 SOUTHBOUND 0.641 SOUTHBOUND 0.641 SOUTHBOUND 0.641 SOUTHBOUND 0.641 SOUTHBOUND 0.573 EASTBOUND 0.524 WESTBOUND	NY-92 NY-92 TEALLAVE NY-5 US-11 US-11 US-11 H-MWATHA BLVD NY-173 CR-19 CR-19 CR-53	End of Park Ave Turn Lane	N Salina St	NY-173 MANDR DR ENE BLVD ENE BLVD ENE BLVD WADANS ST NY-290 BUTTERNUT ST Is1/N SALINA ST MILTON AVE Is1 COMSTOCK AVE Is1 COMSTOCK AVE	No No No No No Yes No Yes No Yes	No Yes No Yes Yes No Yes Yes No No Yes No Yes No No Yes No No Yes No No Yes No No	2.82 2.66 2.44 2.13 2.57 2.82 AM 2.63 2.45 2.27 2.67 2.82 AM 2.63 2.60 2.60 2.61 2.57 2.81 1.01 2.64 2.57 2.81 2.09 2.42 2.81 PM 2.60 2.60 2.64 2.57 2.81 1.01 2.60
214 44 215 4 216 3 217 10 218 24 219 24 220 6 221 13 222 5 223 5 224 34 225 4 226 12 227 11 228 11	447 364 002 1002 65 257 57 326 65 127 59 199 99 74 98 144 04 152 06 153 94 263 55 267 62 343 60 86	752 753 754 145 217 32 77 755 50 756 9 757 167 758 212 102 60	104+10843 104P50264 104+09754 104+09758 104-09758 104-099712 104P50253 104-09921 104P50253 104-9921 104P50253 104-11460 104-11293 104+11380 104+104+11380 104+104+11380 104+104+11380 104+104+11380 104+104+114 104+114 104+	SYR SYR NYSDOT NYSDOT SYR SYR SYR SYR OCDOT SYR OCDOT SYR NYSDOT	0.099 EASTBOUND 1.302 NORTHBOUND 1.310 NORTHBOUND 1.111 NORTHBOUND 0.219 SOUTHBOUND 0.640 WESTBOUND 0.640 WESTBOUND 0.413 SOUTHBOUND 0.413 SOUTHBOUND 0.413 SOUTHBOUND 0.413 SOUTHBOUND 0.421 WESTBOUND 0.324 WESTBOUND 0.324 WESTBOUND 0.324 WESTBOUND 0.309 WESTBOUND	NY-92 NY-92 TEALL AVE NY-5 US-11 US-11 US-11 HAWATHA BLVD NY-173 CR-19 ADAMS ST CR-33 CR-53 HAWATHA BLVD NY-5	End of Park Ave Turn Lane	N Salina St	NY-173 MANOR DR ENIE BLVD ENIE BLVD WI ADAMS ST NY-280 BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST BUTTERNUT ST HALL ST HALL ST HALL ST COMSTOCK AVE	No No No No No Yes No Yes No Yes No	No Yes No Yes No No	2.82 2.66 2.44 2.13 2.57 2.82 AM 2.63 2.45 2.27 2.67 2.82 AM 2.63 2.60 2.61 2.57 2.81 N0 2.45 2.57 2.81 2.60 2.64 2.57 2.81 N0 2.60 2.60 2.64 2.57 2.81 N0 2.60 <td< td=""></td<>
214 44 215 4 216 3 217 100 218 22 219 22 220 4 222 4 223 1 224 3 225 3 226 11 227 12 228 3 229 4 230 11 231 12	47 364 02 1002 65 257 7 326 65 127 59 199 99 74 98 144 04 149 42 152 06 153 94 263 55 267 62 343 60 86 86 163 11 170	752 753 754 145 217 32 77 755 50 756 9 9 757 167 758 212 102 60 759	104+10843 104P50264 104+09754 104+09758 104-09758 104-09712 104P50253 104-09921 104P50253 104-11460 104-12293 104+11380 104+11380 104+10833 104N11460 104N09719 104+0943	SYR SYR NYSDOT NYSDOT SYR SYR SYR SYR SYR OCDOT SYR OCDOT SYR NYSDOT SYR	0.09 EASTBOUND 1.302 NORTHBOUND 1.311 INORTHBOUND 1.311 NORTHBOUND 0.213 SOUTHBOUND 0.66 EASTBOUND 0.66 EASTBOUND 0.66 EASTBOUND 0.66 SOUTHBOUND 0.69 INSTBOUND 0.69 EASTBOUND 0.69 EASTBOUND 0.69 EASTBOUND 0.573 EASTBOUND 0.524 INSTBOUND 0.324 INSTBOUND 0.324 INSTBOUND 0.400 INSTBOUND 0.415 INSTBOUND	NY-92 NY-92 TEALLANE NY-5 US 511 US 511 HAWATHA BLVD NY-173 CR-19 ADAMS ST CR-53 HAWATHA BLVD NY-75 RT-598	End of Park Ave Turn Lane	N Salina St	NY-173 MANOR DA KANOR DA KANOR DA KANOR DA KITANANANANANANANANANANANANANANANANANANAN	No No No No No Yes No Yes No No No	No Yes No Yes Yes No Yes Yes No No Yes No Yes No No Yes No No Yes No No Yes No No No Yes No No Yes No No Yes No No No No	2.82 2.66 2.44 2.13 2.57 2.82 AM 2.82 2.84 2.84 2.81 2.87 2.81 2.84 2.84 2.81 2.84 2.84 2.81 2.84 2.81 0.81 2.87 2.81 2.80
214 44 215 6 216 3. 217 100 218 2. 219 2. 2102 2. 211 1. 222 4. 223 4. 224 3. 225 2. 226 1. 228 1. 229 4. 230 4. 231 1. 232 1. 233 1.	47 364 42 1002 65 257 57 326 65 127 59 199 98 144 04 149 42 152 06 153 55 267 62 343 60 86 88 163 11 170 99 215	752 753 754 145 217 32 77 755 50 756 9 756 9 757 167 758 212 102 60 759 160 759	104+10843 104P50264 104+09754 104+09754 104+09758 104-09712 104P50253 104-09921 104P51895 104-11460 104+12293 104+11480 104+10483 104N10833 104N1460 104N09719 104+09716	SYR SYR NYSDOT SYR SYR SYR SYR SYR OCDOT OCDOT SYR OCDOT SYR OCDOT SYR SYR SYR SYR SYR SYR SYR SYR	0.09 EASTEOUND 1.302 NORTHBOUND 1.111 NORTHBOUND 1.111 NORTHBOUND 0.213 SOUTHBOUND 0.604 MESTBOUND 0.604 MESTBOUND 0.613 SOUTHBOUND 0.613 SOUTHBOUND 0.621 MESTBOUND 0.621 SOUTHBOUND 0.621 MESTBOUND 0.573 EASTBOUND 0.324 WESTBOUND 0.1011 SOUTHBOUND 0.030 WESTBOUND 0.411 SOUTHBOUND 0.324 WESTBOUND 0.335 MESTBOUND 0.411 SOUTHBOUND 0.411 SOUTHBOUND 0.400 WESTBOUND 0.411 NORTHBOUND 0.411 NORTHBOUND 0.451 NORTHBOUND 0.451 NORTHBOUND	NY-92 NY-92 TEALLAVE NY-5 WONONDAGA ST US-11 US-13 US-14 NY-73 CR-19 ADAMS ST CR-83 HAWATHA BLVD NY-5 RT-598 NY-5	End of Park Ave Turn Lane	N Satina St	NY-173 MANOR DR ENE BLVD ENE BLVD ENE BLVD UX ADMAS ST VN-280 UUTERNUT ST I-51/N SALINAST SEUTERNUT ST I-51/N SALINAST SELEYAD I-60/STOCK AVE I-81 I-81/N SALINAST SELEYAD I-600 I-600 N TOWNSEND ST	No No No No No Yes No Yes No Yes No No No No	No Yes No Yes No No Yes No No No Yes No No Yes No No Yes No No Yes No No No	2.82 2.86 2.44 2.13 2.57 2.82 AM 2.82 2.45 2.27 2.81 2.57 2.81 0.07 2.82 AM 2.63 2.60 2.50 2.51 2.57 2.81 0.07 2.80 AM 2.64 2.50 2.51 2.57 2.81 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.00 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60 0.60 2.60
214 44 215 4 216 3 217 100 218 22 219 22 210 4 221 11 222 4 223 1 224 3 225 4 226 14 228 14 229 44 230 14 233 11 233 11 233 12 233 14 234 3	47 364 42 1002 65 257 57 326 65 127 59 199 98 144 04 149 42 152 06 153 55 267 62 343 60 86 88 163 11 170 99 215	752 753 754 145 217 757 50 756 9 757 757 757 757 167 758 212 102 60 0 759 161 759	104+10843 104P50264 104+09754 104+09758 104-10947 104-09712 104P50253 104-11460 104-9221 104N51895 104-11460 104+12838 104N11833 104N11460 104+0943 104+0945 104N11397	SYR SYR NYSDOT SYR SYR SYR SYR SYR SYR OCDOT OCDOT SYR NYSDOT SYR SYR SYR SYR SYR	0.09 EASTEOUND 1.302 INORTHBOUND 1.111 INORTHBOUND 0.219 SOUTHBOUND 0.604 INSTBOUND 0.604 INSTBOUND 0.604 INSTBOUND 0.604 INSTBOUND 0.605 INOUTHBOUND 0.601 SOUTHBOUND 0.612 WESTBOUND 0.621 WESTBOUND 0.627 MESTBOUND 0.627 MESTBOUND 0.627 MESTBOUND 0.627 MESTBOUND 0.	NY-92 NY-92 TEALL AVE NY-5 WONONDAGA ST US-11 US-11 US-13 OR-19 ADAMS ST CR-19 ADAMS ST CR-33 HAWATHA BLVD NY-5 RT-596 NY-5 US-11 BAWATHA BLVD NY-5 US-11 BAWATHA BLVD	End of Park Ave Turn Lane	N Salina St	NY-173 NY-173 WANDR DR ENE BLVD ENE BLVD ENE BLVD UX ADMRS ST NY-280 UUTERNUTST I+31/N SALINAST H41 COMSTOCK AVE I+41 COMSTOCK AVE I+43/N ST SEELEY RD I+69 I+60 UUTERNUTST SEELEY RD I+60 UUTERNUTST SEELEY RD I+60 UUTERNUTST UUTERNUTST SEELEY RD I+60 UU	No No No No No Yes No Yes No Yes No No No No No No	No Yes Yes No Yes Yes No Yes No Yes Yes No No Yes No Yes Yes No No Yes Yes No Yes Yes No Yes Yes No No Yes Yes No Yes Yes No No Yes Yes No No Yes Yes No No Yes Yes No No Yes No Yes Yes No No Yes Yes No Yes Yes No Yes No Yes Yes No Yes	2.82 2.86 2.44 2.13 2.57 2.82 AM 2.82 2.84 2.72 2.07 2.82 AM 2.63 2.64 2.72 2.07 2.82 AM 2.64 2.50 2.81 2.57 2.81 OM 2.64 2.50 2.81 2.64 2.42 A.81 2.60 2.64 2.60 2.60 2.60 2.60 2.60 2.80 0.60 2.60 0.00 2.60 0.00 2.60 0.00 2.80 0.60 2.60 </td
214 44 215 4 216 3 217 10 218 21 219 221 210 221 211 221 222 4 222 4 222 4 222 225 222 4 220 4 220 4 220 4 220 4 220 11 220 12 220 12 220 12 220 12 220 12 220 12 231 11 232 12 233 13 234 3 235 4	47 364 47 364 62 1002 65 257 57 326 65 157 59 199 99 74 98 144 42 152 06 153 94 263 55 267 62 343 66 86 68 163 11 170 99 215 16 227 4 36 90 100	752 753 754 145 217 755 50 756 9 9 757 758 212 102 60 759 60 759 161 760 759	104+10843 104P50264 104+09754 104+09754 104+09758 104-10947 104-09712 104P50253 104-09921 104+51885 104-11460 104-12293 104+11380 104+151886 104N09719 104+10943 104-09915 104+10137 104N1102	SYR SYR NYSDOT SYR SYR SYR SYR SYR OCDOT SYR OCDOT SYR NYSDOT SYR SYR SYR SYR SYR SYR SYR	0.009 EASTBOUND 1.302 INORTHBOUND 2.219 SOUTHBOUND 0.219 SOUTHBOUND 0.219 SOUTHBOUND 0.004 INSTBOUND 0.004 INSTBOUND 0.006 INS	NY-92 NY-92 TEALLAVE NY-5 US-11 US-11 US-11 HAWATHA BLVD NY-173 CR-19 CR-19 CR-53 HAWATHA BLVD NY-57 HAWATHA BLVD NY-5 US-51 BEAR D (9301) CR-209			NY-173 NY-173 HANDR DR ENE BLVD ENE BLVD ENE BLVD UN DADNS ST NY-290 BUTTERNUT ST Is1/N SALINA ST NILTON AVE Is1 COMSTOCK AVE Is1 Is1/N SALINA ST SELEVA RD Is20 VALTHROP AVE US-11/NY-43LIN MAIN ST NY-5	No No No No No Yes No Yes No No No No No No No No	No Yes No Yes No No No Yes No No No No No No No No No No No No No Yes No No Yes No No Yes No No Yes No No	2.82 2.66 2.44 2.13 2.57 2.82 AM 2.63 2.45 2.27 2.67 2.82 AM 2.63 2.60 2.60 2.61 2.57 2.81 1.01 2.64 2.57 2.81 2.60 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61 2.61
214 44 215 4 216 3 217 100 218 22 219 22 210 4 221 11 222 4 223 1 224 3 225 4 226 14 228 14 229 44 230 14 233 11 233 11 233 12 233 14 234 3	47 364 42 1002 65 257 57 326 65 127 59 199 98 144 04 149 42 152 06 153 55 267 62 343 60 86 88 163 11 170 99 215	752 753 754 145 217 755 50 756 50 9 9 9 9 9 9 9 9 9 757 758 212 102 60 759 60 759 161 760 761 762 763 120	104+10843 104P50264 104+09758 104+09758 104-10947 104-09712 104P50253 104-09921 104P50253 104-11260 104-12293 104+11380 104+11380 104+10483 104N1045 104N09716 104+09435 104N11397 104N11397	SYR SYR NYSDOT NYSDOT SYR SYR SYR SYR SYR SYR OCDOT SYR OCDOT SYR NYSDOT OCDOT SYR SYR SYR SYR SYR SYR SYR NYSDOT	0.09 EASTEOUND 1.302 INORTHBOUND 1.111 INORTHBOUND 0.219 SOUTHBOUND 0.604 INSTBOUND 0.604 INSTBOUND 0.604 INSTBOUND 0.604 INSTBOUND 0.605 INOUTHBOUND 0.601 SOUTHBOUND 0.612 WESTBOUND 0.621 WESTBOUND 0.627 MESTBOUND 0.627 MESTBOUND 0.627 MESTBOUND 0.627 MESTBOUND 0.	NY-92 NY-92 TEALL AVE NY-5 US-11 US-11 US-11 HAWATHA BLVD NY-173 CR-19 ADAMS ST CR-19 ADAMS ST CR-19 HAWATHA BLVD NY-5 US-11 BEARRD (9001) CR-209 COLVIN ST NY-370			NY-173 NY-173 WANDR DR ENE BLVD ENE BLVD ENE BLVD UX ADMRS ST NY-280 UUTERNUTST I+31/N SALINAST H41 COMSTOCK AVE I+41 COMSTOCK AVE I+43/N ST SEELEY RD I+69 I+60 UUTERNUTST SEELEY RD I+60 UUTERNUTST SEELEY RD I+60 UUTERNUTST UUTERNUTST SEELEY RD I+60 UU	No No No No No No Yes No Yes No Yes No No	No Yes Yes No Yes Yes No Yes No Yes Yes No No Yes No Yes Yes No No Yes Yes No Yes Yes No Yes Yes No No Yes Yes No Yes Yes No No Yes Yes No No Yes Yes No No Yes Yes No No Yes No Yes Yes No No Yes Yes No Yes Yes No Yes No Yes Yes No Yes	2.82 2.86 2.44 2.13 2.57 2.82 AM 2.82 2.84 2.72 2.07 2.82 AM 2.63 2.64 2.72 2.07 2.82 AM 2.64 2.50 2.81 2.57 2.81 OM 2.64 2.50 2.81 2.64 2.42 A.81 2.60 2.64 2.60 2.60 2.60 2.60 2.60 2.80 0.60 2.60 0.00 2.60 0.00 2.60 0.00 2.80 0.60 2.60 </td

241 100 242 40	04 1004	765	104P51881 SYR 104+09928 NYSDOT		NORTHBOUND				E GENESEE ST CENTERVILLE PI		No No No	0.00 0.00 0.00 2.75 0.00 2.75 OM 1.94 2.08 2.23 2.74 1.98 2.74 OM
242 40 243 17	75 121	216	104+09928 NYSDOT 104+11398 NYSDOT		4 EASTBOUND	US-11 BEAR RD			S BAY RD		Yes No No No No No	2.73 2.25 2.36 2.00 2.10 2.73 AM
244 15	58 135	767	104-11450 OCDOT		4 SOUTHBOUND	CR-7			WOODCHUCK HILL RD		No No No	2.54 2.30 2.73 2.11 2.61 2.73 PM
245 28 246 23	89 225 39 270	768	104+10825 NYSDOT 104+09780 NYSDOT		EASTBOUND WESTBOUND	NY-290 NY-31			KINNE ST NY-370		Yes No No No Yes No	2.73 2.56 2.51 2.09 2.23 2.73 AM 1.81 2.58 2.73 1.67 1.95 2.73 PM
240 16 247 16		5	104-04107 NYSDOT			1-81	Harrison St		ADAMS ST/EXIT 18		Yes Yes Yes	1.84 1.76 2.21 1.71 2.72 2.72 WE
248 33	38 150	769	104P50244 SYR		EASTBOUND	ADAMS ST			W ONONDAGA ST		Yes Yes No	2.33 2.72 0.00 2.15 0.00 2.72 OF
249 5 250 41	50 178 14 244	60	104P09773 NYSDOT 104-10997 NYSDOT		WESTBOUND SOUTHBOUND	NY-31 RT-635	Pardee Rd	I-81 Southbound Off Ramp	I-81 JAMES ST		Yes Yes No Yes Yes No	2.72 2.29 2.43 2.67 2.48 2.72 AM 2.02 2.32 2.50 2.41 2.72 2.72 WE
251 49	91 408	770	104+09772 NYSDOT	5.901	L WESTBOUND	NY-31			CR-208 (EAST)		No No No	2.04 2.45 2.72 1.79 2.40 2.72 PM
252 3	33 79	771	104P50259 SYR		WESTBOUND	HARRISON ST			S SALINA ST		Yes Yes No	0.00 2.50 2.40 2.71 0.00 2.71 ON
253 14 254 13	49 119 39 146	80	104-11399 LOCAL 104N11365 SYR		3 WESTBOUND 1 SOUTHBOUND	CIRCLE DR E GEDDES ST			US-11/NY-481/BREWERTON RD NY-690		No Yes No Yes No No	2.65 2.57 2.71 2.08 2.71 2.71 PM 2.48 2.28 2.71 2.18 2.45 2.71 PM
255 7	73 192	773	104+10800 OCDOT	0.291	L EASTBOUND	NY-173			CR-98/W GENESEE ST		Yes No No	2.71 2.44 2.55 2.04 2.37 2.71 AM
256 39	93 113	774	104+50242 NYSDOT		B EASTBOUND	WEST ST			W ONONDAGA ST		Yes Yes No	2.47 2.38 0.00 2.70 0.00 2.70 OM
257 12 258 18	26 134 80 189	775	104N11451 OCDOT 104P05397 NYSDOT		SOUTHBOUND	CR-7 NY-49			I-481 I-81		No No No Yes No No	2.70 2.54 2.33 2.43 2.60 2.70 AM 2.70 2.40 2.67 2.21 2.27 2.70 AM
259 24	41 255	111	104-10898 OCDOT		SOUTHBOUND	CR-57			1-90		Yes Yes No	2.12 2.34 2.65 2.00 2.70 2.70 WE
260 27	72 265	777	104+51900 SYR		6 EASTBOUND	GRANT BLVD			TEALL AVE		Yes No No	2.46 2.49 2.30 2.70 2.26 2.70 OM
261 31 262 42	15 414 27 447	130	104+09720 NYSDOT 104-10879 OCDOT		4 EASTBOUND S SOUTHBOUND	NY-5 CR-161			NY-635 TAFT RD		Yes Yes No No No No	2.18 1.95 2.12 2.70 1.97 2.70 OM 2.06 2.60 2.69 2.00 2.43 2.69 PM
263 15	50 155	117	104+06871 SYR		eastbound	NY-370			US-11/WOLF ST	No	Yes Yes No	2.45 2.61 2.68 2.55 2.68 2.68 PM
264 8	88 139	779	104P11002 OCDOT		7 NORTHBOUND	CR-209			NY-5		Yes No No	2.22 2.29 2.27 2.67 2.14 2.67 OM
265 6 266 21	69 157 17 166	780	104+11443 SYR 104+51880 SYR			BRIGHTON AVE COMSTOCK AVE			S SALINA ST E ADAMS ST	No No	Yes Yes No Yes No No	2.33 2.33 2.48 2.67 0.00 2.67 ON 2.67 2.50 2.33 2.30 2.17 2.67 AM
267 13	_	782	104P11365 SYR	0.051	I NORTHBOUND	GEDDES ST			NY-690		Yes No No	2.10 2.00 2.06 2.67 2.12 2.67 ON
268 14	43 266	783	104-06957 NYSDOT		2 WESTBOUND	NY-370			NY-31/E GENESEE ST		No No No	2.32 2.30 2.67 1.69 2.13 2.67 PM
269 20 270 25	04 274 56 277	784	104+09773 NYSDOT 104+11364 SYR		WESTBOUND NORTHBOUND	NY-31 GEDDES ST			I-81 W GENESEE ST		No No No Yes No No	2.44 2.50 2.67 1.89 2.17 2.67 PM 2.22 2.13 2.04 2.67 2.12 2.67 ON
271 40		194	104-09753 NYSDOT			NY-92			ENDERS RD		No Yes No	2.67 2.55 2.01 2.13 2.36 2.67 AM
272 43	_	786	104-09927 NYSDOT						CR-19		Yes No No	2.67 2.34 2.42 2.64 2.17 2.67 AM
273 50 274 100	07 382	787	104-50263 SYR 104N51881 SYR		WESTBOUND	ERIE BLVD W COMSTOCK AVE			WEST ST E GENESEE ST		Yes Yes No No No No	0.00 2.67 1.93 2.15 0.00 2.67 OF 0.00 0.00 0.00 2.67 0.00 2.67 ON
274 100 275 100	06 1005	789	104N51881 SYR 104P11360 SYR		5 NORTHBOUND	BUTTERNUT ST			BUTTERNUT CIR/GRANT BLVD	No	Yes No No	0.00 0.00 0.00 2.67 0.00 2.67 0M
276 10	07 122	790	104-10893 OCDOT	0.192	2 SOUTHBOUND				1-81	No	Yes No No	2.37 2.54 2.37 2.56 2.66 2.66 WE
277 20 278 24	43 105	214	104-09724 NYSDOT 104N10847 NYSDOT		WESTBOUND	NY-5 NY-298			NY-257 KINNE ST	Yes Yes	Yes Yes No Yes No No	2.36 2.54 2.65 2.25 2.16 2.65 PM 1.94 2.13 2.62 2.18 2.64 2.64 WE
278 24 279 7	43 195 77 272	31	104P09776 NYSDOT	0.129	WESTBOUND	NY-298 NY-31			NY-481		Yes Yes No	2.60 2.56 2.34 2.64 2.38 2.64 ON
280 22	23 314	73	104-10948 SYR	0.783	3 SOUTHBOUND	TEALL AVE			1-690	No	Yes Yes No	2.29 2.49 2.64 2.41 2.44 2.64 PM
281 27 282 11	74 345	174	104+10874 OCDOT 104+10894 OCDOT		NORTHBOUND NORTHBOUND	CR-148 CR-45			I-90 BUCKLEY RD	No No	Yes Yes No Yes No No	2.43 2.56 2.64 2.00 2.06 2.64 PM 2.27 2.25 2.36 2.63 2.50 2.63 OM
282 11 283 22		/92	104+10894 OCDOT 104-09717 SYR		WESTBOUND	CR-45 NY-5			BUCKLEY RD LODI ST		Yes No No Yes Yes No	2.27 2.25 2.36 2.63 2.50 2.63 ON 2.37 2.63 2.40 2.18 2.45 2.63 OF
284 11	_	793	104N10959 NYSDOT	0.045	5 SOUTHBOUND	BRIDGE ST			NY-290	No	Yes No No	2.11 2.22 2.57 2.36 2.62 2.62 WE
285 22 285 22	28 202	146	104N10840 SYR		6 WESTBOUND	NY-298			I-81/GENANT DR		No Yes No	2.26 2.50 2.11 2.56 2.62 2.62 WE
286 30 287 25	07 226 52 256	/94	104+11360 SYR 104+51890 SYR		NORTHBOUND	BUTTERNUT ST S SALINA ST			GRANT BLVD E ADAMS ST		Yes No No Yes Yes No	2.56 2.62 2.62 2.40 2.44 2.62 OF 2.33 2.22 2.62 2.21 2.50 2.62 PM
288 45	56 333	110	104+10998 NYSDOT	1.234	4 NORTHBOUND	RT-635			NY-298/CARRIER PKWY	Yes	Yes Yes No	1.95 1.96 2.11 1.94 2.62 2.62 WE
289 51	13 555	795	104P05956 NYSDOT		EASTBOUND	NY-370			NY-31		No Yes No	2.53 2.18 2.09 2.61 0.00 2.61 ON
290 19 291 45	98 130 59 334	/96 187	104+50254 SYR 104+10898 OCDOT		EASTBOUND NORTHBOUND	W ONONDAGA ST CR-57			S SALINA ST I-90		Yes Yes No Yes Yes No	2.40 1.89 0.00 2.60 0.00 2.60 ON 2.45 2.60 2.49 1.74 2.17 2.60 OF
292 19	_	797	104+09927 NYSDOT	0.782	2 NORTHBOUND	US-11			CR-19		Yes No No	2.59 2.41 2.38 2.22 2.29 2.59 AM
293 34	48 349	176	104+09756 NYSDOT		NORTHBOUND	NY-92			NY-5		No Yes No	1.94 2.59 2.46 1.80 2.09 2.59 OF
294 42 295 13		798	104+11393 OCDOT 104+51894 SYR		NORTHBOUND NORTHBOUND	CR-208 S SALINA ST			NY-31 I-81		No No No Yes No No	2.58 2.26 2.16 2.47 2.48 2.58 AM 2.38 2.00 2.57 2.27 2.56 2.57 PM
295 10 296 10		84	104-09715 SYR		WESTBOUND	NY-5 W MAIN ST	N Townsend St		JAMES ST		No Yes No	2.38 2.40 2.57 2.45 0.00 2.57 PM
297 26	_	800	104+51879 SYR			COMSTOCK AVE			EUCLID AVE		Yes No No	2.08 2.39 2.35 2.55 2.57 2.57 WE
298 3 299 19	39 156	22	104P11460 SYR 104N50270 OCDOT		SOUTHBOUND	HIAWATHA BLVD CR-136	Bridge over I-81		I-81/N SALINA ST CR-53/KIRKVILLE RD		No No No No Yes No	2.25 2.32 2.56 2.44 2.43 2.56 PM 2.56 2.00 2.13 1.62 1.67 2.56 AM
299 19 300 29	96 245 95 346	83	104N50270 OCDOT 104+09712 SYR		EASTBOUND	NY-5			ERIE BLVD		Yes Yes No	2.43 2.28 2.14 2.56 2.38 2.56 ON
301 35		215	104-09757 NYSDOT	1.088	8 SOUTHBOUND	NY-92			I-481	No	Yes Yes No	2.54 2.21 1.99 2.37 2.48 2.54 AM
302 34	46 348	246	104-10905 OCDOT		WESTBOUND	CR-81 NY-48			OSWEGO RD		No Yes No	2.15 2.31 2.45 2.53 2.11 2.53 ON
303 28 304 44	42 516	204	104+09987 NYSDOT 104+10905 OCDOT		7 NORTHBOUND 3 EASTBOUND	CR-81			DOWNER ST OSWEGO RD		Yes No No No Yes No	1.84 2.25 2.53 1.52 1.75 2.53 PM 2.14 1.97 2.06 2.53 2.18 2.53 OM
305 33	36 375	99	104-10804 SYR	0.748	B WESTBOUND	NY-173			S SALINA ST	No	No No No	1.79 1.90 2.52 1.58 1.81 2.52 PM
306 S	91 184 90 385	16	104-10896 NYSDOT		SOUTHBOUND	RT-370			1ST ST/S WILLOW ST		Yes Yes No	2.04 2.17 2.29 2.27 2.51 2.51 WE
307 29 308 40		126	104+11378 OCDOT 104+11377 OCDOT		EASTBOUND	CR-48 CR-48			S MAIN ST BUCKLEY RD		No Yes No Yes Yes No	2.27 2.20 2.31 2.10 2.51 2.51 WE 2.31 2.51 2.24 2.12 2.16 2.51 OF
309 48	84 461	221	104N10996 NYSDOT		9 SOUTHBOUND	RT-635			1-690		Yes Yes No	2.16 2.51 2.38 1.67 1.62 2.51 OF
310 38	_	802	104-09920 SYR			US-11			NY-5		Yes No No	2.50 1.93 0.00 2.29 0.00 2.50 AM
311 8 312 14	82 158 42 180	87	104+09716 SYR 104-05957 NYSDOT		EASTBOUND WESTBOUND	NY-5 W MAIN ST NY-370	James St		N TOWNSEND ST NY-48/OSWEGO ST		No Yes No No Yes No	2.00 2.17 2.33 2.50 2.33 2.50 OM 2.00 2.37 2.50 2.13 2.13 2.50 PM
313 25	53 183	803	104N10876 OCDOT		SOUTHBOUND	CR-48			CR-137/OLD LIVERPOOL RD/PARK ST		Yes No No	2.09 2.50 2.30 1.83 2.16 2.50 OP
314 18	83 190	109	104N10874 OCDOT 104-06949 SYR		U SOUTHBOUND	CR-148 NY-370			1-90		Yes Yes No	2.45 2.45 2.31 2.12 2.50 2.50 WE 2.50 2.38 2.38 2.36 2.45 2.50 AM
315 9 316 34	40 205	804	104-06949 SYR 104P10842 SYR		EASTBOUND	NY-298 COURT ST	Grant Blvd		I-81 GRANT BLVD		Yes Yes No No No No	1.92 2.09 2.40 2.50 0.00 2.50 OM
317 20	07 211	805	104+11451 OCDOT	0.054	1 NORTHBOUND	CR-7			I-481	No	No No No	2.27 2.33 2.50 1.85 2.10 2.50 PM
318 32	20 242	806	104+11359 SYR			BUTTERNUT ST			LODI ST		Yes No No	2.37 2.29 2.28 2.50 2.00 2.50 OM
319 30 320 33	00 259 31 271	807	104-11001 OCDOT 104+51881 SYR		5 SOUTHBOUND 5 NORTHBOUND	CR-209 COMSTOCK AVE			W GENESEE ST E GENESEE ST	No No	Yes No No No No No	2.32 2.33 2.20 2.29 2.50 2.50 WE 0.00 2.33 2.33 2.50 0.00 2.50 ON
321 34	45 283	809	104-01001 0HH 104-11359 SYR			BUTTERNUT ST			LODI ST		Yes No No	2.21 2.44 2.41 2.50 2.19 2.50 ON
322 29	97 292	192	104-09719 NYSDOT	0.937		NY-5			SEELEY RD NY-290/MANLIUS CENTER RD		Yes Yes No	2.50 1.92 1.80 1.88 2.23 2.50 AM 2.04 2.27 2.50 1.67 1.55 2.50 PM
323 38 324 24	80 351 49 354	139	104-50269 OCDOT 104-11440 SYR	0.896	2 SOUTHBOUND	CR-136 BRIGHTON AVE			E SENECA TPKE		No Yes No Yes Yes No	2.04 2.27 2.50 1.67 1.55 2.50 PM 2.50 2.18 2.27 1.87 1.94 2.50 AM
325 38	89 367	122	104+10823 SYR	0.948	8 EASTBOUND	NY-290			MIDLERAVE	No	Yes Yes No	2.44 2.16 2.22 2.50 2.33 2.50 OM
326 28 327 100	80 384 07 1007	124	104+10949 SYR 104N10942 SYR		3 NORTHBOUND 3 SOUTHBOUND	TEALL AVE MIDLER AVE			JAMES ST ERIE BLVD		Yes Yes No No No No	1.93 2.20 2.20 2.15 2.50 2.50 WE 0.00 0.00 0.00 2.50 0.00 2.50 OM
327 100 328 27	75 216	811	104N10942 SYR 104P10832 OCDOT		EASTBOUND	CR-53			CR-86/CR-53A/KINNE ST		Yes No No	2.46 2.37 2.49 2.00 0.00 2.49 PM
329 30	_	116	104-10823 SYR	0.750	WESTBOUND	NY-290			MIDLER AVE	No	Yes Yes No	2.30 2.49 2.40 2.25 2.46 2.49 OF
330 27 331 39	73 316 99 419	241	104-09780 NYSDOT 104-11379 OCDOT		EASTBOUND WESTBOUND	NY-31 CR-19			NY-370 S BAY RD		No Yes No No Yes No	2.25 2.41 2.48 1.65 2.09 2.48 PM 1.79 1.85 2.08 1.78 2.48 2.48 WE
332 25	54 278	195	104-11379 OCDOT 104N05521 NYSDOT		5 SOUTHBOUND	WEST ST			ERIE BLVD	No	Yes Yes No	2.13 2.26 2.47 1.48 1.77 2.47 PM
333 24		107	104N10958 NYSDOT	0.292	2 SOUTHBOUND	BRIDGE ST			NY-690	No	Yes Yes No	2.02 2.22 2.33 2.46 2.22 2.46 OM
334 28 335 29	_	152	104N11441 SYR 104+10893 OCDOT			BRIGHTON AVE CR-45			I-481 I-81		Yes Yes No No No No	2.08 2.32 2.41 2.12 2.46 2.46 WE 2.22 2.23 2.46 2.25 2.25 2.46 PM
335 2% 336 32	92 <u>32</u> 7 25 <u>338</u>	237	104+10893 OCDOT 104+10950 SYR			CR-228			NY-298/COURT ST		Yes Yes No	2.22 2.23 2.46 2.25 2.25 2.46 PM 2.27 2.14 2.46 2.27 2.45 2.46 PM
337 44	44 381	205	104-11376 OCDOT	1.380	WESTBOUND	CR-48			HENRY CLAY BLVD	Yes	Yes Yes No	2.46 2.44 2.45 2.40 2.17 2.46 AM
338 36 229 50	65 433 06 679	813	104+10910 OCDOT 104N04152 NYSDOT		7 NORTHBOUND 5 EASTBOUND	CR-159	West Street Off Ramp		MAPLE RD		No No No	2.46 2.43 2.09 2.18 2.00 2.46 AM 2.46 1.18 1.20 1.19 1.21 2.46 AM
339 50 340 14		144	104N04152 NYSDOT 104+51892 SYR			S SALINA ST	Harrison St		GENESEE ST/WEST ST/EXIT 11-12 ERIE BLVD E		Yes Yes Yes Yes Yes No	2.46 1.18 1.20 1.19 1.21 2.46 AM 2.20 1.98 1.91 2.45 2.20 2.45 ON
341 41	15 208	814	104N50263 SYR	0.133	B WESTBOUND	ERIE BLVD W			WESTST	No	Yes Yes No	0.00 2.45 2.31 1.87 0.00 2.45 OF
342 29 343 42	_	815	104P11357 SYR 104+09717 SYR		NORTHBOUND	BUTTERNUT ST NY-5			I-81 LODI ST		Yes No No	2.45 2.34 2.09 1.93 2.17 2.45 AM
343 42 344 37	29 250 79 339	250	104+09717 SYR 104+09914 SYR		NORTHBOUND	NY-5 US-11			NY-173		Yes Yes No Yes No No	1.92 2.00 2.06 2.45 2.36 2.45 ON 2.45 2.40 2.45 2.30 2.28 2.45 AM
345 37		238	104+11442 SYR	0.891	I NORTHBOUND	BRIGHTON AVE			1-81	Yes	Yes Yes No	2.00 2.18 2.45 2.25 2.08 2.45 PM
346 28	85 203 67 210	82	104+10811 NYSDOT 104-51893 SYR		B EASTBOUND B SOUTHBOUND	NY-173 S SALINA ST			NY-92/WASHINGTON ST E WILLOW ST		Yes Yes No Yes No No	2.44 2.44 1.99 2.08 2.30 2.44 AM 2.06 2.17 2.25 2.44 2.17 2.44 OM
347 40	_	817	104-51893 SYR 104+11389 OCDOT			CR-208			E TAFT RD		Yes No No	2.06 2.17 2.25 2.44 2.17 2.44 UN 2.44 2.22 2.22 2.25 2.39 2.44 AM
347 16 348 14	41 221	147	104+10958 NYSDOT	0.413	3 NORTHBOUND	BRIDGE ST			NY-690	No	Yes Yes No	2.18 2.11 2.44 1.94 1.95 2.44 PM
348 14 349 25	41 221 50 303	819	104-10892 OCDOT			CR-45	Frie Rhud		WOLF ST		No No No	2.44 2.33 2.40 2.32 2.36 2.44 AM
348 14 349 25 350 28	50 303 84 317		104-50508 SYR		4 SOUTHBOUND 3 EASTBOUND	ALMOND ST ADAMS ST	Erie Blvd		NY-92/E GENESEE ST US-11/S STATE ST		Yes Yes No Yes Yes No	2.40 2.00 2.05 2.43 0.00 2.43 ON 2.43 2.12 2.23 2.27 2.10 2.43 AM
348 14 349 25 350 28	50 303 84 317 83 82	78 88	104+50246 INVSDO			CR-47			BUCKLEY RD	Yes	Yes No No	2.38 2.25 2.43 2.12 2.25 2.43 PM
348 14 349 25 350 28 351 8 352 15 353 353	50 303 84 317 83 82 53 209 58 390	78 88 820	104+50246 NYSDOT 104+11407 OCDOT						ONONDAGA RD	No	Yes No No	2.25 2.37 2.15 2.41 2.42 2.42 WE
348 14 349 25 350 28 351 8 352 15 353 35 354 43	50 303 84 317 83 82 53 209 58 390 32 298	78 88 820 821	104+11407 OCDOT 104-10817 SYR	1.580	WESTBOUND	NY-175						
348 14 349 25 350 28 351 8 352 15 353 355 354 43 355 42	50 303 84 317 83 82 53 209 58 390 32 298 23 332	78 88 820 821 274	104+11407 OCDOT 104-10817 SYR 104+50263 SYR	1.580 0.543	WESTBOUND EASTBOUND	ERIE BLVD W			WEST ST NY-690/STATE FAIR BLVD/SPENCER ST	No	Yes Yes No	2.14 2.42 2.38 2.00 2.36 2.42 OF
348 14 349 25 350 28 351 8 352 15 353 355 354 43 355 42 356 35 357 38	50 303 84 317 83 82 53 209 58 390 32 298 23 332 55 261 66 308	78 88 820 821 274 822 823	104+11407 OCDOT 104-10817 SYR	1.580 0.543 0.157	WESTBOUND				NY-690/STATE FAIR BLVD/SPENCER ST NY-5	No No No	Yes Yes No No No No Yes No No	2.14 2.42 2.38 2.00 2.36 2.42 OF 2.30 2.18 2.41 2.06 2.25 2.41 PM 2.09 2.09 2.41 2.07 2.32 2.41 PM
348 14 349 25 350 28 351 8 352 15 353 35 354 43 355 42 356 355 357 36 358 28	50 303 84 317 83 82 53 209 58 390 32 298 23 332 55 261 66 308	78 88 820 821 274 822 823 823 824	104+11407 OCDOT 104-10817 SYR 104+50263 SYR 104P11459 SYR 104+11002 OCDOT 104-11400 LOCAL	1.580 0.543 0.157 0.885 0.270	WESTBOUND EASTBOUND NORTHBOUND NORTHBOUND WESTBOUND	ERIE BLVD W HIAWATHA BLVD CR-209 CIRCLE DR E			NY-690/STATE FAIR BLVD/SPENCER ST NY-5 S HOGAN DR	No No No	Yes Yes No No No No Yes No No No No No	2.14 2.42 2.38 2.00 2.36 2.42 OF 2.30 2.18 2.41 2.06 2.25 2.41 PM 2.09 2.09 2.41 2.07 2.32 2.41 PM 2.40 2.22 2.10 2.00 2.09 2.40 AM
348 14 349 25 350 28 351 16 352 15 353 355 354 42 356 35 357 36 358 28 359 100	50 303 84 317 83 82 53 209 58 390 32 298 23 332 552 261 66 308 82 280 08 1008	78 88 820 821 274 822 823 824 824 825	104+11407 OCDOT 104-10817 SYR 104+50263 SYR 104P11459 SYR 104+11002 OCDOT 104-11400 LOCAL 104N11360 SYR	1.580 0.543 0.157 0.885 0.270 0.020	WESTBOUND 3 EASTBOUND 7 NORTHBOUND 5 NORTHBOUND 0 WESTBOUND 5 SOUTHBOUND	ERIE BLVD W HIAWATHA BLVD CR-209 CIRCLE DR E BUTTERNUT ST			NY-690/STATE FAIR BLVD/SPENCER ST NY-5 S HOGAN DR GRANT BLVD	No No No No	Yes Yes No No No No Yes No No No No No Yes No No Yes No No	2.14 2.42 2.38 2.00 2.36 2.42 OF 2.30 2.18 2.41 2.06 2.25 2.41 PM 2.09 2.09 2.41 2.07 2.32 2.41 PM 2.40 2.22 2.10 2.00 2.40 AM A00 0.00 0.40 2.40 AM
348 14 349 25 350 28 351 8 352 15 353 35 354 43 355 42 356 355 357 36 358 28	50 303 84 317 83 82 53 209 58 390 32 298 23 332 552 261 66 308 82 280 08 1008 27 171	78 88 820 821 274 822 823 824 824 825 826 260	104+11407 OCDOT 104-10817 SYR 104+50263 SYR 104P11459 SYR 104+11002 OCDOT 104-11400 LOCAL	1.580 0.543 0.157 0.885 0.270 0.020 0.128	WESTBOUND EASTBOUND FASTBOUND NORTHBOUND NORTHBOUND WESTBOUND SOUTHBOUND SOUTHBOUND	ERIE BLVD W HIAWATHA BLVD CR-209 CIRCLE DR E BUTTERNUT ST			NY-690/STATE FAIR BLVD/SPENCER ST NY-5 S HOGAN DR	No No No No No	Yes Yes No No No No Yes No No No No No	2.14 2.42 2.38 2.00 2.36 2.42 OF 2.30 2.18 2.41 2.06 2.25 2.41 PM 2.09 2.09 2.41 2.07 2.32 2.41 PM 2.40 2.22 2.10 2.00 2.09 2.40 AM 0.00 0.00 0.00 2.40 0.01 2.40 AM 0.40 2.22 2.11 2.00 2.41 AM AM 0.40 0.00 0.00 0.00 2.40 0.01 2.40 AM 1.17 2.21 2.33 2.39 2.14 2.39 OM
348 14 349 25 350 28 351 8 352 15 353 35 355 42 356 35 357 36 358 28 359 100 360 12 361 362	50 303 84 317 83 82 53 209 58 390 32 298 23 332 552 261 66 308 82 280 08 1008 27 171	123	104+11407 OCDOT 104-10817 SYR 104+50263 SYR 104P11459 SYR 104+11002 OCDOT 104-11400 LOCAL 104N11360 SYR 104-11364 SYR	1.580 0.543 0.157 0.885 0.270 0.020 0.128 0.172 1.425	WESTBOUND EASTBOUND IEASTBOUND NORTHBOUND WESTBOUND WESTBOUND WESTBOUND SOUTHBOUND SOUTHBOUND EASTBOUND SOUTHBOUND SOUTHBOUND	ERIE BLVD W HIAWATHA BLVD CR-209 CIRCLE DR E BUTTERNUT ST GEDDES ST NY-370 CR-57			NY-690/STATE FAIR BLVD/SPENCER ST NY-5 S HOGAN DR GRANT BLVD W GENESEE ST	No No No No No No No	Yes Yes No No No No Yes No No No No No Yes No No Yes No No Yes No No	2.14 2.42 2.38 2.00 2.36 2.42 OF 2.30 2.18 2.41 2.06 2.25 2.41 PM 2.09 2.09 2.41 2.07 2.32 2.41 PM 2.40 2.22 2.10 2.00 2.40 AM A00 0.00 0.40 2.40 AM

364	503 463	828			2.159 NORTHBOUND							lo No				1.59			
365 366	115 197 133 228	829	104P10943 104P11451		0.160 NORTHBOUND 0.146 NORTHBOUND	RT-598 CR-7			I-690 I-481			lo No				2.38 1 2.38 1			
367	291 291	235			0.794 EASTBOUND	NY-298			I-81/GENANT DR			es No	1.91	2.18	2.27	2.12	2.38	2.38 V	VE
368 369	369 331	149	104+09762 104-11377	-	0.583 NORTHBOUND 0.894 WESTBOUND	NY-92 CR-48			I-81 BUCKLEY RD			es No es No				2.38 2			
370	368 393	288			1.393 EASTBOUND	NY-5			DUGUID RD			es No				1.56			
371	428 448	261			1.068 EASTBOUND	NY-298			NEW COURT AVE			es No				2.29			
372	298 328 71 116	3 142	104-09713 104-11442		0.602 WESTBOUND 0.104 SOUTHBOUND	NY-5 BRIGHTON AVE			N GEDDES ST I-81			es No es No	2.37	2.37	2.27	2.20 : 2.36 (1.93 2	2.37 A	<u>M</u>
374	385 207	7 832	104-51888		0.107 SOUTHBOUND	S SALINA ST			E RAYNOR AVE			es No	2.00	2.07	2.27	2.36 (0.00	2.36 C	ΟN
375	70 299	41			0.129 EASTBOUND	NY-31			NY-481			es No				2.36 :			
376 377	390 320 258 355	833	104-05396		3.424 EASTBOUND 0.779 EASTBOUND	NY-49 NY-5			US-11/PARKWAY/N MAIN ST BRIDGE ST			lo No es No				1.71 (2.10 1			
378	305 373	8 834	104-11385		0.807 WESTBOUND	CR-51			COMMERCE BLVD			lo No	1.96	2.11	2.35	1.71	1.59	2.35 P	M
379	210 232	2 26	104-51891	SYR	0.454 SOUTHBOUND	S SALINA ST	Erie Blvd East	Harrison St	HARRISON ST/W ONONDAGA ST	No		es No				2.33			
380 381	226 167	9 <u>835</u> 7 96	104P11345 104-51890		0.011 EASTBOUND 0.114 SOUTHBOUND	MEADOWBROOK DR S SALINA ST			RT-92/GENESEE ST E ADAMS ST			lo No es No				2.34 (
382	170 231	21	104-10810			NY-173			NY-92/FAYETTE ST		Yes Y	es No				2.10			
383 384	397 321 468 323	836	104+10892 104+09714		0.472 NORTHBOUND 0.602 EASTBOUND	7TH NORTH ST NY-5			WOLF ST I-690			lo No es No				2.33 0			
385	255 325	5 202	104-109/14		1.201 SOUTHBOUND	CR-228			JAMES ST			es No				2.17			
386	321 387	7 70	104+09930			US-11			NY-31			es No				2.10			
387 388	464 428	8 256	104+10822 104N09771	SYR	1.081 EASTBOUND 0.035 EASTBOUND	NY-290 RT-31			TEALL AVE RT-298			es No lo No				2.33 1			
389	717 715	5 188			0.616 SOUTHBOUND	1-481			KIRKVILLE RD/EXIT 5			es Yes				1.25			
390	359 206	838	104-10819		0.091 WESTBOUND	NY-290			N WARREN ST/MONTGOMERY ST			es No				2.22 (
391 392	195 252 190 324	2 35	104+09715 104+10897		0.479 EASTBOUND 0.220 NORTHBOUND	NY-5 RT-370			JAMES ST VINE ST			es No es No				2.29 2			
393	521 397	315	104P05521		0.099 NORTHBOUND	WEST ST			ERIE BLVD			es No	2.31	1.85	1.77	1.43	1.50	2.31 A	M
394 395	394 404 447 427	273			0.919 EASTBOUND	NY-298 CR-51			THOMPSON RD			es No				1.63			
395	447 427	839	104+11386		0.807 EASTBOUND 2.056 EASTBOUND	NY-370			HENRY CLAY BLVD CR-81/JOHN GLENN BLVD			lo No lo No				1.90 : 1.96 :			
397	481 477		104+09753	NYSDOT	1.543 NORTHBOUND	NY-92			ENDERS RD		No Y	es No	1.94	2.05	2.31	1.81	2.25	2.31 P	м
398	498 554	154			0.416 EASTBOUND	1-690	On Ramp from West St	Off Ramp to I-81 Southbound	I-81			es Yes	2.30	1.28	1.27	1.23	1.24 2	2.30 A	M
399 400	220 253 185 284	841	104N09926 104-51879	SYR SYR	0.282 SOUTHBOUND 0.290 SOUTHBOUND	US-11 COMSTOCK AVE			I-81 (SYRACUSE) EUCLID AVE	Yes No		lo No lo No				2.19 1 2.29 0			
400	216 287	7 127	104-10888	OCDOT	0.449 SOUTHBOUND	CR-82			E TAFT RD			es No	1.74	1.85	2.08	2.11	2.29 2	2.29 V	VE
402	449 474	-			1.953 SOUTHBOUND	US-11			7TH NORTH ST			lo No				2.29			
403	465 484 375 401	844	104-10827 104+10804		1.642 WESTBOUND 1.835 EASTBOUND	NY-290 NY-173			FREMONT RD S SALINA ST			lo No lo No				1.46 : 1.70 :			
404	409 420	846			1.835 EASTBOUND	NY-173 NY-290			FREMONT RD			lo No				1.65			
406	416 446	847	104-10842	SYR	0.937 WESTBOUND	NY-298			GRANT BLVD	No	Yes N	lo No	2.27	1.79	1.92	1.82	1.87 2	2.27 A	M
407 408	451 457	848	104+10888		1.843 NORTHBOUND	CR-82			E TAFT RD I-481			lo No				2.19 2			
408	145 230 134 186	, 162 3 849			0.289 SOUTHBOUND 0.201 EASTBOUND	CR-82 NY-173			I-481 FAY RD			es No Io No				2.14 2			
410	169 200	850	104P50254	SYR	0.070 EASTBOUND	W ONONDAGA ST			S SALINA ST	No	Yes Y	es No	2.25	2.06	0.00	2.20 (0.00 2	2.25 A	M
411	29 218	236	104P10840		0.287 EASTBOUND	NY-298			I-81/GENANT DR			es No				1.91			
412 413	179 300 269 304	851	104+10803 104+06957		0.344 EASTBOUND 0.304 EASTBOUND	NY-173 NY-370			SOUTH AVE NY-31/E GENESEE ST			lo No es No				1.99 1			
414	386 417		104+10849	OCDOT	1.187 EASTBOUND	NY-298			I-481			lo No	2.25	1.87	1.79	1.68	1.73	2.25 A	M
415	494 487	853			1.919 EASTBOUND	CR-71			NORTHERN BLVD/KINNE ST			lo No				1.86			
416 417	527 512	263	104+10902 104+51899		1.061 NORTHBOUND 0.483 EASTBOUND	CR-57 GRANT BLVD			NY-31/BELGIUM RD BUTTERNUT CIR			es No Io No				1.72 : 2.25 (
418	104 219	113	104P10889		0.281 NORTHBOUND	CR-82			1-481			es No				2.21			
419	146 262	128	104+05521		0.715 NORTHBOUND	WEST ST			ERIE BLVD			es No	2.24	2.08	2.02	2.12	2.10	2.24 A	M
420 421	191 344 400 369	1 66	104-09711 104-10822		0.970 WESTBOUND 0.948 WESTBOUND	NY-5 NY-290			FAY RD TEALL AVE			es No es No				2.18 1			
421 422	400 369	5 168			2.055 WESTBOUND	NY-290 NY-5			NY-92			es No				1.83			
423	488 508	855	104-10801	NYSDOT	2.290 WESTBOUND	NY-173			FAY RD	No	Yes N	lo No	2.24	1.99	1.74	1.57 :	1.54	2.24 A	M
424	417 342 261 356	2 266	104-06870		0.163 WESTBOUND	NY-370			CR-137/CR-48	No		es No				1.88			
425	439 405	5 253	104+09929	SYR	0.804 NORTHBOUND 1.081 WESTBOUND	US-11 NY-290			NY-481 LODI ST			es No es No	1.79	1.93	2.23	2.03	2.09 1	2.23 P 2.23 V	VE
427	408 453	856	104+11392	OCDOT	1.021 NORTHBOUND	CR-208			THOMPSON RD			lo No	2.23	1.72	1.53	1.68	1.61 2	2.23 A	M
428 429	466 458	3 240	104+09755 104-09776	NYSDOT	1.941 NORTHBOUND 1.497 EASTBOUND	NY-92			CR-109 NY-481			es No				1.96			
429	276 464 438 493	857	104-09776	OCDOT		NY-31 CR-208			THOMPSON RD			es No Io No				2.16 2			
431	306 329		104-09761	SYR	0.559 SOUTHBOUND	NY-92			COMSTOCK AVE			es No	2.22	2.20	1.86	2.00	2.00	2.22 A	M
432	404 341	858	104-51878	SYR	0.817 SOUTHBOUND	COMSTOCK AVE			E COLVIN ST			lo No				2.22			
433 434	450 406	859	104-10841		0.580 WESTBOUND 0.034 EASTBOUND	NY-298 CR-103			US-11/N SALINA ST I-481			lo No lo No				2.22 (
435	458 436	225			1.202 EASTBOUND	NY-5			FAYRD			es No				2.03			
436	422 426	67	104+10805		0.748 EASTBOUND	NY-173			E BRIGHTON AVE			lo No				2.00 :			
437 438	326 243 214 302		104N10848 104P10893		0.053 WESTBOUND 0.227 NORTHBOUND	NY-298 CR-45			NORTHERN BLVD			lo No				1.55 0			
439	287 305	5 193	104-09760		0.589 SOUTHBOUND	NY-92			WESTCOTT ST			es No				2.09			
440	186 313	136	104N11380			CR-19			1-81			es No				2.06			
441 442	412 422	2 245	104-09916		0.716 SOUTHBOUND 1.352 NORTHBOUND	US-11 CR-6			E COLVIN ST WOODCHUCK HILL RD			es No lo No				1.92 1 1.71 1			
443	493 486	864	104-10826	NYSDOT	1.827 WESTBOUND	NY-290			NY-290/MANLIUS CENTER RD	No		lo No	1.76	1.99	2.20	1.79	1.92	2.20 P	M
444	381 403	865	104+10833	OCDOT	1.032 EASTBOUND	CR-53			I-481			lo No				1.75			
445 446	318 241 251 336	230 860			0.020 SOUTHBOUND 0.462 NORTHBOUND	CR-148 NY-48			HOPKINS RD NY-31			es No Io No				1.76 1 2.15 1			
446	324 361	867	104-10802	NYSDOT	0.344 WESTBOUND	NY-46 NY-173			VELASKO RD			lo No	1.92	2.00	2.18	1.50	1.74 2	2.18 P	м
448	395 312	868			0.159 WESTBOUND	CR-71			NORTHERN BLVD/KINNE ST			lo No	2.06	2.17	2.10	1.66 (0.00 2	2.17 0)P
449 450	402 322	869	104-10958 104-51899		0.098 SOUTHBOUND 0.976 WESTBOUND	BRIDGE ST GRANT BLVD			NY-690 BUTTERNUT CIR			lo No lo No				1.74 1 1.93 1			
451	356 378	182	104+10821	SYR	0.487 EASTBOUND	NY-290			LODI ST	No	Yes Y	es No	2.00	2.08	2.09	2.17	2.03 1	2.17 C	DN .
452	349 416	-			1.218 EASTBOUND	NY-5			I-481	No	Yes Y	es No				1.94			
453 454	543 451 419 501	289			2.055 EASTBOUND	NY-92 NY-5			CR-5 NY-257			es No es No				1.88 1 1.68 1			
454	508 510	871			1.613 WESTBOUND	NY-173			CR-98/W GENESEE ST			lo No	2.17	1.94	1.88	1.70 :	1.65	2.17 A	M
456	234 290	872	104N10893	OCDOT	0.227 SOUTHBOUND	CR-45			I-81	Yes	Yes N	lo No	2.16	2.08	2.08	2.01	2.06	2.16 A	M
457 458	362 399	150	104-09720 104P50263		0.750 WESTBOUND 0.133 EASTBOUND	NY-5 ERIE BLVD W			NY-635 WEST ST			es No es No				2.16 :			
458	360 391	873	104-09914		1.106 SOUTHBOUND	US-11			NY-173			lo No				1.78 .			
460	377 402	874	104-10803	SYR	1.835 WESTBOUND	NY-173			SOUTH AVE	No	Yes N	lo No	1.69	1.96	2.15	1.72	1.83	2.15 P	M
461	396 435 473 437	875			0.875 NORTHBOUND				TAFT RD			lo No				1.93 1 2.15 1			
462 463	4/3 43/		104+09761 104-10799		0.589 NORTHBOUND 0.502 WESTBOUND	NY-92 NY-173			COMSTOCK AVE NY-5			es No lo No				1.84			
464	500 440		104-09913	SYR	1.660 SOUTHBOUND	US-11			CR-174	No	Yes N	lo No	2.15	2.00	1.90	2.07 :	1.94	2.15 A	M
465	514 441		104-11396		2.360 WESTBOUND	CR-191			BUCKLEY RD			es No				1.71			
466 467	425 454 433 515	878	104+50270 104-10909		0.896 NORTHBOUND 0.987 SOUTHBOUND	CR-136 CR-159			CR-53/KIRKVILLE RD NY-690			es No Io No				1.59 : 1.65 :			
468	430 396	286	104P10846	NYSDOT	0.287 EASTBOUND	NY-298			THOMPSON RD	Yes	Yes Y	es No	1.79	1.84	2.14	1.45	1.41	2.14 P	M
469	341 415		104-09929		1.987 SOUTHBOUND	US-11			NY-481			es No				2.00			
470 471	426 472 517 284	-			1.613 EASTBOUND 5.204 EASTBOUND	NY-173 NY-31			FAY RD CR-3			lo No lo No				1.62			
471	391 311	-	104N04109	NYSDOT	0.543 SOUTHBOUND	N1-51 I-81	I-690 Eastbound Off Ramp	I-690 Eastbound On Ramp	I-690			es Yes	2.13	1.30	1.34	1.27 :	1.28 2	2.13 A	M
	376 434	881	104+10885	OCDOT	1.377 EASTBOUND	NY-298			I-481	Yes	Yes N	lo No	2.12	1.78	1.79	1.70 :	1.75	2.12 A	M
473	398 470	183			1.425 NORTHBOUND 0.472 SOUTHBOUND	CR-57 7TH NORTH ST			WETZEL RD COURT ST			es No				2.12 1 1.93 (
473 474		8 185	104-10891 104-10820		0.472 SOUTHBOUND 0.487 WESTBOUND	NY-290			N STATE ST			lo No es No				1.93 0 2.08 1			
473	294 358	3 207	104+09776	NYSDOT	1.544 WESTBOUND	NY-31			NY-481	No	No Y	es No	1.69	2.08	2.11	1.77	1.96	2.11 P	м
473 474 475 476 477	323 468		104P11387		0.277 NORTHBOUND				I-81/US-11			lo No				2.11			
473 474 475 476 477 478		883		SYR	0.383 SOUTHBOUND	GEDDES ST			ERIE BLVD S SALINA ST			lo No lo No				2.10			
473 474 475 476 477 478 478 479	323 468	883	104-11363	SVR						No	Voc 🕨		1 60	2 001	2101				
473 474 475 476 477 478	323 468	5 884 9 885	104-11443		0.899 SOUTHBOUND 0.082 SOUTHBOUND	BRIGHTON AVE I-81			7TH NORTH ST/EXIT 25			es Yes			2.10	1.79 : 2.10 :			
473 474 475 476 477 478 479 480 481 481	323 468 548 498 361 365 355 389 669 616 156 268	5 884 9 885	104-11443 104-04117 104P50270	NYSDOT OCDOT	0.082 SOUTHBOUND 0.209 NORTHBOUND	I-81 CR-136			7TH NORTH ST/EXIT 25 CR-53/KIRKVILLE RD	Yes Yes	Yes Y No Y	es Yes es No	1.43 2.08	1.46 2.09	1.84 2.09	2.10 1 2.00 1	1.91 2 2.08 2	2.10 C 2.09 C	DN DP
473 474 475 476 477 478 479 480 481 481 482 483	323 468 548 498 361 365 355 389 669 616 156 268 413 423	5 884 885 5 320 8 114 8 886	104-11443 104-04117 104P50270 104-10848	NYSDOT OCDOT OCDOT	0.082 SOUTHBOUND 0.209 NORTHBOUND 1.187 WESTBOUND	I-81 CR-136 NY-298			7TH NORTH ST/EXIT 25 CR-53/KIRKVILLE RD NORTHERN BLVD	Yes Yes Yes	Yes Y No Y Yes N	es Yes es No lo No	1.43 2.08 1.90	1.46 2.09 2.09	1.84 2.09 2.01	2.10 2 2.00 2 1.61 2	1.91 2 2.08 2 1.65 2	2.10 C 2.09 C 2.09 C	DN DP DP
473 474 475 476 477 478 479 480 481 481	323 468 548 498 361 365 355 389 669 616 156 268	884 885 320 114 886 887	104-11443 104-04117 104P50270 104-10848 104+10944	NYSDOT OCDOT OCDOT SYR	0.082 SOUTHBOUND 0.209 NORTHBOUND	I-81 CR-136 NY-298			7TH NORTH ST/EXIT 25 CR-53/KIRKVILLE RD	Yes Yes Yes No	Yes Y No Y Yes N Yes N	es Yes es No	1.43 2.08 1.90 1.88	1.46 2.09 2.09 1.94	1.84 2.09 2.01 2.09	2.10 1 2.00 1	1.91 2 2.08 2 1.65 2 2.00 2	2.10 C 2.09 C 2.09 C 2.09 P	DN DP DP PM

487 472 488 312	518	255 104P09722 NYSDOT											
488 312				EASTBOUND	NY-5			I-481	Yes	Yes	Yes No	1.57 1.66 2.09 1.41 1.69 2.09	
	359				S SALINA ST			CORTLAND AVE	No	Yes	Yes No	2.04 1.85 2.08 1.76 0.00 2.08	
489 460	407				NY-92			MEADOWBROOK DR	No	Yes	Yes No	2.08 1.99 1.84 2.08 2.08 2.08	
490 448	449				US-11			I-81 (SYRACUSE)	Yes	Yes	No No	1.71 1.85 1.97 2.08 2.01 2.08	
491 524	530				CR-19			NORTHERN BLVD	Yes	Yes	Yes No	2.08 1.85 1.68 1.97 1.82 2.08	
492 511	410			NORTHBOUND	S SALINA ST			CORTLAND AVE	No	Yes	Yes No	1.75 1.71 1.86 2.07 0.00 2.07	
493 309	413				US-11			I-81 (SYRACUSE)	No	Yes	No No	1.89 1.80 1.93 2.07 1.88 2.07	
494 308	318	890 104-11388 OCDOT	0.321	SOUTHBOUND	CR-208			AIRPORT BLVD	Yes	Yes	No No	2.06 1.86 1.93 1.83 1.82 2.06	
495 343	377	891 104-10943 SYR	0.722	SOUTHBOUND	RT-598			1-690	No	Yes	No No	1.92 2.00 2.06 1.88 2.01 2.06	
496 421	481	892 104-11407 OCDOT	1.542	SOUTHBOUND	CR-46			BUCKLEY RD	No	No	No No	2.00 2.06 2.06 1.95 1.79 2.06	
497 566	531				CR-82			COLLAMER RD	Yes	No	No No	1.48 1.82 2.06 1.91 1.73 2.06	
498 260	315	170 104+09719 NYSDOT	0.843	EASTBOUND	NY-5			SEELEY RD	No	Yes	Yes No	1.76 1.91 2.03 2.05 2.00 2.05	
499 296	412	894 104P09926 NYSDOT	0.208	NORTHBOUND	US-11			I-81 (SYRACUSE)	Yes	Yes	No No	1.85 1.93 2.05 1.73 1.88 2.05	
500 370	310			SOUTHBOUND	1-81	I-690 Eastbound On Ramp	I-690 Westbound On Ramp	HARRISON ST/EXIT 18	Yes	Yes	Yes Yes	2.04 1.40 1.42 1.24 1.29 2.04	
501 231	353				NY-5			TEALL AVE	No	Yes	Yes No	1.99 1.96 1.91 2.04 2.03 2.04	
502 373	366	895 104N11388 OCDOT	0.067	SOUTHBOUND	CR-208			AIRPORT BLVD	Yes	Yes	No No	2.04 1.80 1.74 1.78 1.79 2.04	
503 388	418	896 104-11459 SYR	0.922	SOUTHBOUND	HIAWATHA BLVD			NY-690/STATE FAIR BLVD/SPENCER ST	No	No	No No	1.64 1.73 2.00 1.75 2.04 2.04	4 WE
504 418	424	181 104-10996 NYSDOT	0.699	SOUTHBOUND	RT-635			1-690	Yes	Yes	Yes No	1.78 1.83 2.04 1.83 1.94 2.04	4 PM
505 454	505	186 104-09777 NYSDOT	0.924	EASTBOUND	NY-31			NY-57	No	No	Yes No	1.74 2.03 2.04 1.71 1.88 2.04	4 PM
506 333	388	897 104-11362 SYR	1.085	SOUTHBOUND	GEDDES ST			BELLEVUE AVE	No	Yes	No No	2.02 2.00 1.85 2.03 2.00 2.03	3 ON
507 222	137	11 104N04108 NYSDOT	0.267	SOUTHBOUND	1-81	I-690 Westbound On Ramp	Harrison St	HARRISON ST/EXIT 18	Yes	Yes	Yes Yes	1.94 1.77 2.02 1.43 1.95 2.02	2 PM
508 475	450	898 104-11449 OCDOT	1.352	SOUTHBOUND	CR-6			E SENECA TPKE	No	No	No No	1.88 1.84 2.02 1.66 1.66 2.02	2 PM
509 537	489	899 104+05396 NYSDOT	1.097	WESTBOUND	NY-49			US-11/PARKWAY/N MAIN ST	No	Yes	No No	1.95 2.02 1.82 1.62 2.00 2.02	2 OP
510 486	507	900 104+11408 OCDOT	1.542	NORTHBOUND	CR-46			WATERHOUSE RD	No	No	No No	1.87 2.02 1.74 1.86 1.73 2.02	2 OP
511 157	237	901 104+51891 SYR	0.114	NORTHBOUND	S SALINA ST			HARRISON ST/W ONONDAGA ST	No	Yes	Yes No	2.00 1.83 1.83 1.86 0.00 2.00) AM
512 230	276	902 104-11387 OCDOT	0.244	SOUTHBOUND	CR-208			I-81/US-11	Yes	Yes	No No	2.00 1.97 1.88 1.92 2.00 2.00) AM
513 151	285	903 104N11387 NYSDOT	0.266	SOUTHBOUND	CR-208			I-81/US-11	Yes	Yes	No No	2.00 1.82 1.82 1.77 1.91 2.00) AM
514 497	335				NY-31			NY-298	No	No	No No	1.70 1.83 2.00 1.78 1.81 2.00	
515 334	363	905 104+10841 SYR	0.152	EASTBOUND	NY-298			US-11/N SALINA ST	Yes	Yes	No No	1.91 1.86 1.87 2.00 0.00 2.00) ON
516 437	380	291 104+09760 SYR	1.379	NORTHBOUND	NY-92			WESTCOTT ST	No	Yes	Yes No	1.79 1.97 1.87 2.00 1.89 2.00) ON
517 246	398	175 104+10889 OCDOT	0.451	NORTHBOUND	CR-82			I-481	Yes	No	Yes No	1.73 1.80 1.82 2.00 1.93 2.00	J ON
518 271	411	906 104+11444 SYR	0.899	NORTHBOUND	BRIGHTON AVE			SOUTH AVE	No	Yes	No No	1.77 1.84 2.00 1.79 1.80 2.00) PM
519 492	479	268 104-11441 SYR	0.891	SOUTHBOUND	BRIGHTON AVE			I-481	Yes	Yes	Yes No	2.00 1.81 1.97 1.93 1.86 2.00	AM (
520 530	497	907 104-11341 OCDOT	1.919	WESTBOUND	CR-71			TOWNLINE RD	Yes	Yes	No No	1.67 1.75 2.00 1.71 1.63 2.00) PM
521 470	506	271 104-09778 NYSDOT	1.222	EASTBOUND	NY-31			CR-38 (EAST)	No	No	Yes No	2.00 1.76 1.76 1.63 1.69 2.00	AM C
522 670	638	359 104+04118 NYSDOT	0.151	NORTHBOUND	1-81			I-90/EXIT 25	Yes	Yes	Yes Yes	1.49 1.39 1.66 2.00 1.91 2.00) ON
523 1012	1012	908 104N11345 SYR	0.011	WESTBOUND	MEADOWBROOK DR			RT-92/GENESEE ST	No	Yes	No No	0.00 0.00 0.00 2.00 0.00 2.00	лои с

Appendix E: "Congested" Segments of CMP Network under the TED Measure

CMP Network Segments with TED/Mile Exceeding the Threshold (40,000)

	nking by F ure (CMP		ince					esnola (40,000)	Road Segment Identification				Netwo	rk Ider	ntification	Total Hours Delay per Mi based (per	ile Freeflow-
'ED Rank	TTI Rank	LOTTR Rank	TTTR Rank	тмс	Owner	Miles	Direction	Road Name	From	То	Cross Street	Freight	Transit	NHS	Highway / Limited Access		TED/Mile
1		75	112	104-50507	SYR		SOUTHBOUND	ALMOND ST	E Genesee St	E Adams St	I-81/E ADAMS ST	No	Yes		No	235,315	882,341
2	-	151	183	104-30307 104N09773	NYSDOT		EASTBOUND	NY-31	I-81 Southbound On Ramp	I-81 Northbound Off Ramp	1-81	No	Yes	Yes		17,649	257,138
3		178	249	104P09773	NYSDOT		WESTBOUND	NY-31	Pardee Rd	I-81 Southbound Off Ramp	1-81	No	Yes	Yes		13,708	199,721
4	62	191	210	104+50248	SYR		EASTBOUND	ADAMS ST	Almond St	S Townsend St	1-81	No	Yes	Yes		24,527	160,727
5	165	70	247	104-04107	NYSDOT		SOUTHBOUND	1-81	Harrison St	E Adams St	ADAMS ST/EXIT 18	Yes	Yes		Yes	17,035	153,164
6	15	3	4	104P10952	OCDOT		NORTHBOUND	CR-45 HENRY CLAY BLVD	Executive Dr	Vine St	CR-51/TAFT RD/VINE ST	Yes	Yes	Yes	No	4,082	137,11
7	11	. 34	118	104N10995	NYSDOT	0.093	SOUTHBOUND	NY-635 THOMPSON RD	Start of Right TL to Erie Blvd	Headson Dr	ERIE BLVD	No	Yes	Yes	No	12,520	134,17
8	46	41	104	104P10948	SYR	0.069	NORTHBOUND	TEALL AVE	Ramp to I-690 Eastbound	Ramp from I-690 Westbound	1-690	Yes	Yes	Yes	No	8,403	121,43
9	42	152	225	104-11460	SYR	0.061	SOUTHBOUND	HIAWATHA BLVD	End of Park Ave Turn Lane	N Salina St	I-81/N SALINA ST	Yes	Yes	Yes	No	7,138	117,41
10	301	466	529	104-09722	NYSDOT		WESTBOUND	NY-5 E GENESEE ST	Lyndon Rd	Ramp to I-481 Northbound	I-481	Yes	Yes	Yes	No	69,440	115,27
11		137	507	104N04108	NYSDOT		SOUTHBOUND	I-81	I-690 Westbound On Ramp	Harrison St	HARRISON ST/EXIT 18	Yes	Yes		Yes	30,242	113,27
12		52	107	104P11461	SYR		NORTHBOUND	HIAWATHA BLVD	End of Park Ave Turn Lane	Park Ave	PARK ST	Yes	Yes	Yes		2,876	106,02
13		81	163	104+50247	SYR		EASTBOUND	ADAMS ST	S Townsend St	S State St	S TOWNSEND ST	No	Yes	Yes		9,524	102,41
14		187	340	104+51892	SYR		NORTHBOUND	S SALINA ST	Harrison St	Erie Blvd East	ERIE BLVD E	No	Yes	Yes		45,651	100,39
15		1	19	104N10873	OCDOT		SOUTHBOUND	CR-148 ELECTRONICS PKWY	Kingsdown Dr	Old Liverpool Rd	OLD LIVERPOOL RD	No	Yes	Yes		4,644	97,17
16		. 184	306	104-10896	NYSDOT		SOUTHBOUND				1ST ST/S WILLOW ST	No	Yes	Yes		20,768	94,66
17		17	81	104N10948	SYR		SOUTHBOUND		Ramp to I-690 Westbound	Ramp from I-690 Eastbound	I-690	No	Yes		No	6,378	92,16
18		. 15	22	104N09720	NYSDOT		WESTBOUND	NY-5			NY-635	No	Yes	Yes		7,208	91,43
19		324	392	104+10897	NYSDOT		NORTHBOUND	RT-370	Usedaan Da	Chest of LCOD Or D	VINE ST	No	Yes	Yes		19,959	90,97
20		231	20	104P10995	NYSDOT		NORTHBOUND	NY-635 THOMPSON RD	Headson Dr	Start of I-690 On Ramp TL	ERIE BLVD	No	Yes	Yes		7,260	88,02
21		231	382	104-10810 104P11460	NYSDOT		WESTBOUND NORTHBOUND	NY-173 HIAWATHA BLVD	Bridge over I-81	N Salina St	NY-92/FAYETTE ST I-81/N SALINA ST	No No	Yes No	Yes	No No	11,114 8,680	86,89 86,02
22		100	298	104+11379	OCDOT		EASTBOUND	CR-19	Bridge over 1-81	N Saulla St	S BAY RD	Yes		Yes	No	7,883	86,02 85,32
23		35	198	104+113/9	SYR		NORTHBOUND	HIAWATHA BLVD	N Salina St	End of Park Ave Turn Lane	PARK ST	Yes	Yes Yes	Yes	No	5,166	85,32
24	-	19	50	104+11401 104P10896	OCDOT		NORTHBOUND	CR-137	N Satina St	End of Park Ave fulli Lane	1ST ST/S WILLOW ST	No	Yes	Yes	No	3,533	79,96
25		232	370	104-51891	SYR		SOUTHBOUND	S SALINA ST	Erie Blvd East	Harrison St	HARRISON ST/W ONONDAGA ST	No	Yes	Yes		35,342	75,50
20		19	23	104-51051 104N09718	NYSDOT		WESTBOUND	NY-5	Ene bive East	Tharmader at	TEALLAVE	No	Yes	Yes		2,857	77,57
28		143	100	104-11378	OCDOT		WESTBOUND	CR-19			S MAIN ST	Yes	Yes	Yes		7,043	76,23
29		11	29	104 110/0 104P10902	OCDOT		NORTHBOUND	CR-57 OLD ROUTE 57	Commercial Driveway	NY-31	RT-31	No	Yes		No	3,209	75,05
30		48	119	104P11397	NYSDOT		EASTBOUND	BEAR RD (930J)	US-11 Brewerton Rd	I-481 Ramps	US-11/NY-481/N MAIN ST	No	Yes	Yes		7,451	74,69
31		272	279	104P09776	NYSDOT		WESTBOUND	NY-31			NY-481	No	Yes	Yes		9,353	72,47
32		127	220	104-10947	SYR		SOUTHBOUND	TEALL AVE			ERIE BLVD	No	Yes	Yes		15,884	72,38
33	237	254	147	104-09928	NYSDOT	0.804	SOUTHBOUND	US-11			CENTERVILLE PL	No	Yes	Yes		54,477	67,73
34	26	22	27	104-07616	NYSDOT	0.587	SOUTHBOUND	WEST ST			W ONONDAGA ST	No	Yes	Yes	No	39,059	66,53
35	195	252	391	104+09715	SYR	0.479	EASTBOUND	NY-5			JAMES ST	No	Yes	Yes	No	31,153	65,23
36	58	115	208	104+50257	SYR	0.074	WESTBOUND	HARRISON ST			S TOWNSEND ST	No	Yes	Yes	No	4,540	61,13
37	92	159	127	104-09714	SYR	0.479	WESTBOUND	NY-5			1-690	No	Yes	Yes	No	27,499	57,58
38	72	. 77	126	104-51892	SYR		SOUTHBOUND	S SALINA ST			ERIE BLVD E	No	Yes	Yes	No	5,601	57,06
39		180	312	104-05957	NYSDOT	0.304	WESTBOUND	NY-370			NY-48/OSWEGO ST	No	No	Yes	No	16,948	56,84
40		103	57	104N11399	NYSDOT		WESTBOUND	CIRCLE DR E			US-11/NY-481/BREWERTON RD	No	Yes	Yes	No	8,997	54,82
41		299	375	104N09776	NYSDOT		EASTBOUND	NY-31			NY-481	No	Yes	Yes	No	7,007	54,29
42		88	61	104+10996	NYSDOT		NORTHBOUND	NY-635 THOMPSON RD	Start of I-690 On Ramp TL	I-690 Eastbound On Ramp	1-690	No	Yes	-	No	828	54,21
43		37	64	104P50256	SYR		WESTBOUND	HARRISON ST			ALMOND ST	No	Yes			3,763	52,93
44		90	92	104+09922	SYR		NORTHBOUND	US-11			BUTTERNUT ST	No	Yes	Yes		21,711	52,35
45		311	472	104N04109	NYSDOT		SOUTHBOUND	I-81	I-690 Eastbound Off Ramp	I-690 Eastbound On Ramp	1-690	Yes	Yes		Yes	27,669	51,10
46		467	530	104+09757	NYSDOT		NORTHBOUND	NY-92		T	I-481	Yes	Yes	Yes		30,695	50,95
47		29	6	104P09718	SYR		EASTBOUND	NY-5 ERIE BLVD	Erive Blvd Turn Lane Ramp	Teall Ave	TEALLAVE	No	Yes	Yes		1,798	48,02
48		54	193	104P10874	OCDOT		NORTHBOUND	CR-148 CR-45 HENRY CLAY BLVD	Chart of Loft Turn Long	Hanking Deed		Yes	Yes	Yes		3,347	47,79
49		14		104N10951 104-09921	OCDOT		SOUTHBOUND		Start of Left Turn Lane	Hopkins Road	CR-148/HOPKINS RD	Yes	Yes	Yes	No	1,957	46,33 45,33
50 51	50	144	223	104-09921 104-10995	NYSDOT		SOUTHBOUND	US-11 NY-635 THOMPSON RD	I-690 Eastbound Off Ramp	Start of Dight TL to Crip Divel	NY-290	No No	Yes Yes	Yes			45,33
51 52		185	154	104-10995 104+09921	SYR		NORTHBOUND		1-050 Eastbourie Off Kamp	Start of Right TL to Erie Blvd	ERIE BLVD NY-290	No	Yes	Yes	No	1,093 5,562	44,96
52		101	207	104+09921	SYR		NORTHBOUND				E WILLOW ST	No	Yes	Yes		4,345	44,70
54		700	207	104+51893 104N04150	NYSDOT		EASTBOUND	1-690	Eastbound Off Ramp to Teall Ave	Teall Ave On Ramp Eastbound	TEALL AVE/EXIT 14	Yes	Yes	Yes		4,345	44,20
55		110	201	104N04150 104P09719	NYSDOT		EASTBOUND	NY-5	Lasto out of namp to reall Ave	reau AVE OIL harrip castooulio	SEELEY RD	No	Yes	Yes		4,051	44,05
56		132	1/18	104+50258	SYR		WESTBOUND	HARRISON ST		1	US-11/S STATE ST	No	Yes	Yes	No	5,375	44,00
57		61	120	104+50258 104N10898	OCDOT		SOUTHBOUND	CR-57			1-90	Yes	Yes	Yes	No	3,373	43,97
58		251	144	104P10958	NYSDOT		NORTHBOUND	BRIDGE ST			NY-690	No	Yes	Yes		12,304	43,46
59		175	89	104P11380	OCDOT		EASTBOUND	CR-19			1-81	Yes	Yes	Yes		8,469	42,07
60		163	231	104N09719	NYSDOT		WESTBOUND	NY-5			SEELEY RD	No	Yes	Yes		3,696	41,05
61		73	36	104N10952	OCDOT		SOUTHBOUND	CR-45 HENRY CLAY BLVD	Vine St	Executive Dr	CR-51/TAFT RD/VINE ST	Yes	Yes	Yes		1,211	40,68
62		140	202	104+50259	SYR		WESTBOUND	HARRISON ST			S SALINA ST	No	Yes	Yes		6,808	40,48
63		67	62	104P10875	OCDOT		NORTHBOUND	CR-148			HOPKINS RD	Yes	Yes	Yes		778	40,00

APPENDIX F

Appendix F: Crash Data to Top Ten CMP Network Locations

90

Crash Data of Top Ten CMP Network Locations

Corridor			Total			section-Related		Non-Inters	
Number	Road Name	Corridor Description	Crashes	Fatal		Property Damage	Fatal		Property Damage
	NN/0 000	NV0 40 - 500 #	45	Crashes	Crashes	Only Crashes	Crashes	Crashes	Only Crashes
1	NYS 690	NYS 48 + 500 ft	15	0	2	9	0	0	4
2	CR 57	NYS 31 + 500 ft	41	0	3	28	0	2 0	8
3	Morgan Road	NYS 31 + 500 ft	38	0	11	26	0		1 17
4 5	NYS 31	Between 81 Ramps	77 5	0	16 1	42 4	0	2 0	17
5 6	NYS 690 Ramp	NYS 31 Off-ramp	5	0	1	4	0	0	2
6 7	NYS 690 Ramp John Glenn Blvd	Jones Road On-ramp	5	0	1	4	0	0	2
8	East Circle Drive	Buckley Road + 500 ft	68	0	15	4 49	0	0	
		US 11 to South Bay	68 9	0	15	49 5	0	0	3
9 10	I-481SB Ramp Taft Road	On-ramp to I-81 N Henry Clay + 500 ft	9 28	0	6	5 17	0	0	3
				0	6	17	0	0	4 5
11	Henry Clay Blvd	Taft + 500 ft	26	0			0	2	5
12	Henry Clay Blvd	Hopkins + 500 ft	7	0	1	0	0	2 10	4 23
13	South Bay Road	US 11 Interchange to Col. Eileen Collins Blvd	48		1	14		10	23
14	Electronics Pkwy	Old Liverpool + 500 ft	14 8	0 0		12 2	0 0		
15	I-90 Ramp	Off-ramp to I-481			1	12	-	2	3
16	I-690 Ramp	Ramps to Bridge St / NYS 297	20 63	0	4	12	0 0	0 10	4 53
17	NYS 370	NBT Bank Pkwy + 500 ft		0	7		0	10	
18	Hiawatha Blvd	Bridge over 81 to Park St	66	-		43	-		14
19	Court St	Grant + 500 ft	26	0	8	14	0	0	4
20	Kirkville Rd	Kinne to I-481 Ramps	76	0	11	43	0	5	17
21	Erie Blvd	Lodi to Teall	72	0	11	49	0	1	11
22	Teall Ave	Burnet to Post Office	152	0	20	116	0	1	15
23	Thompson Rd	Headson to 690 Ramps	84	0	8	74	0	0	2
24	Bridge St (NYS 290)	Manlius Center + 500 ft	48	0	7	39	0	1	1
25	Manlius Center Rd (NYS 290)	-	54	0	6	46	0	0	2
26	North Burdick St	NYS 290 + 500 ft	12	0	1	10	0	0	1
27	NYS 290	NYS 257 + 500 ft	18	0	5	13	0	0	0
28	Comstock Ave	Colvin + 500 ft	18	0	4	13	0	0	1
29	I-481 NB Ramp	Off-ramp to NYS 5 East	28	0	3	17	0	1	7
30	I-481 NB Ramp	Off-ramp to NYS 5 West	18	0	0	8	0	1	9
31	East Genesee St	I-481 Ramps to Lyndon Corners	193	0	29	107	0	7	50
32	North Burdick St	NYS 5 + 500 ft	30	0	10	13	0	0	7
33	North Salina St	James to Onondaga	204	0	63	115	0	4	22
34	Erie Blvd / Oswego Blvd	James to McBride	100	0	27	69	0	1	3
35	Adams St	State to Almond	155	1	34	119	0	0	1
36	Almond St	Erie to Adams	334	0	85	230	0	4	15
37	I-81 Ramps	On- and Off-ramp at Almond / Adams	59	1	20	34	0	0	4
38	I-690 EB	West St Off-ramp to I-81 SB Ramp	30	0	0	8	0	8	14
39	I-690 WB	Teall Off-ramp to I-81 SB ramp	70	0	1	9	0	17	43
40	I-690 EB	Teall Off-ramp to Midler Off-ramp	68	0	1	10	0	16	41
41	I-81 NB	Adams / Almond Off-ramp to Adams / Almond On-ramp	86	1	3	32	0	15	35
42	I-81 SB	Salina / Clinton Off-ramp to Adams / Almond On-ramp	174	0	7	51	0	17	99